



CITY COUNCIL
REGULAR MEETING AGENDA
City Hall – Council Chambers*
December 3, 2024 – 6:30 p.m.

1. CALL MEETING TO ORDER

2. PLEDGE OF ALLEGIANCE

3. CEREMONIES & RECOGNITION

- **Mayor’s Key to the City – Mike Dunwiddie, Regional Aquatic Center Coordinator**
- **[Volunteer Recognition – Stand Up Federal Way Community](#)**

The Council will take a brief recess to honor Mike Dunwiddie and the Stand Up FW Community Volunteers

4. MAYOR’S EMERGING ISSUES AND REPORT

- Recent Events: Holiday Festival at the Performing Arts & Events (11/30)
- Annual Tree Lighting Event at Town Square Park on December 7
- Upcoming Events: Jingle Bell Brunch at the Community Center (12/7)
- City Hall Holiday Closures: Tuesday, December 24 at noon thru Wednesday, December 25 and Tuesday, December 31 at noon thru Wednesday, January 1.

5. PUBLIC COMMENT

RULES: In accordance with State Law, the City of Federal Way prohibits any testimony regarding any campaign for election or promotion of, or opposition to, any ballot proposition during the public comment. Council Rules prohibit any personal, impertinent, threatening or slanderous remarks, and no speaker may convey or donate their time for speaking to another speaker. All individual comments are limited to 3 minutes each.

The Mayor may interrupt any speaker whose comments continue too long, relate negatively to others, disparage people based on race, national origin, gender, sexual orientation or other protected status, or are otherwise uncondusive to a civil meeting. The Mayor has the authority to preserve order at all meetings of the Council, and to cause the removal of any person from any meeting for disorderly conduct.

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6. PRESENTATIONS

- a. [Mayoral Proclamation: 1,000 Day Anniversary of Ukraine Russian War](#)

7. COUNCIL COMMITTEE AND REGIONAL COMMITTEE REPORTS

- Parks/Recreation/Human Services/Public Safety Committee (PRHSPS)
- Land Use/Transportation Committee (LUTC)
- Finance, Economic Development Regional Affairs Committee (FEDRAC)
- Lodging Tax Advisory Committee (LTAC)
- Regional Committees Report
- Council President Report

8. CONSENT AGENDA

Items listed below have been previously reviewed in their entirety by a Council Committee of three members and brought before full Council for approval; all items are enacted by one motion. Individual items may be removed by a Councilmember for separate discussion and subsequent motion.

- a. [Minutes: November 19, 2024 Regular and Special Meeting Minutes](#)
- b. [Monthly Financial Report – October 2024](#)
- c. [A/P Vouchers 10/16/2024 – 11/15/2024 & Payroll Vouchers 10/01/2024 – 10/31/2024](#)
- d. [ORCA Pacific Inc. – Pool and Spray Park Chemicals – Goods and Services Agreement](#)
- e. [Interlocal Agreement to share Peer Services with Des Moines Municipal Court](#)
- f. [Hanwoori Garden Directional Boring](#)
- g. [Animal Service Shelter Agreement](#)
- h. [Interlocal Agreement for the Housing of Inmates at Issaquah City Jail](#)
- i. [Purchase of Replacement CCTV Cameras for the Federal Way Community Center](#)
- j. [Purchase of NVR Server for Federal Way Community Center and Performing Arts & Event Center](#)
- k. [Replacement CCTV Cameras for the Performing Arts & Event Center](#)
- l. [Purchase of Replacement of Safe City Cameras, NVR Server and Licenses](#)

9. COUNCIL BUSINESS

- a. [Letter to FAA regarding Sustainable Airport Master Plan \(SAMP\) Expansion](#)
 - Staff Presentation: Bill Vadino, Policy Advisor

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- b. [2025 Axon Agreement](#)
 - Staff Presentation: Kyle Buchanan, Commander

10. ORDINANCES

Second Reading/Enactment

- a. [Council Bill #889/Ordinance: Condemnation for Redondo Creek at 16th Ave S Culvert Replacement Project](#)

AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, PROVIDING FOR THE ACQUISITION OF CERTAIN PROPERTY FOR THE PURPOSE OF CONSTRUCTING RIGHT-OF-WAY IMPROVEMENTS IN THE VICINITY OF REDONDO CREEK AT 16TH AVE S, KNOWN AS REDONDO CREEK AT 16TH AVE S CULVERT REPLACEMENT PROJECT; DESCRIBING THE PUBLIC USE AND NECESSITY OF SUCH PROPERTY; DIRECTING STAFF TO EXHAUST REASONABLE NEGOTIATION EFFORTS TO PURCHASE SUCH PROPERTY; AUTHORIZING THE CONDEMNATION OF THE PROPERTY; DIRECTING THE CITY ATTORNEY TO INITIATE ALL NECESSARY ACTIONS AND PROCEEDINGS IN THE MANNER PROVIDED BY LAW FOR SAID CONDEMNATION IF ATTEMPTS TO PURCHASE ARE NOT SUCCESSFUL; AND DECLARING A STATEMENT OF URGENCY.
- b. [Council Bill #890/Ordinance: Condemnation for S 288th Street Road Diet Phase II Project](#)

AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, PROVIDING FOR THE ACQUISITION OF CERTAIN PROPERTY FOR THE PURPOSE OF CONSTRUCTING RIGHT-OF-WAY IMPROVEMENTS IN THE VICINITY OF S 288TH STREET FROM PACIFIC HIGHWAY SOUTH TO MILITARY ROAD SOUTH, KNOWN AS THE S 288TH STREET ROAD DIET PHASE 2 PROJECT; DESCRIBING THE PUBLIC USE AND NECESSITY OF SUCH PROPERTY; DIRECTING STAFF TO EXHAUST REASONABLE NEGOTIATION EFFORTS TO PURCHASE SUCH PROPERTY; PROVIDING FOR THE CONDEMNATION OF THE PROPERTY; AND DIRECTING THE CITY ATTORNEY TO INITIATE ALL NECESSARY ACTIONS AND PROCEEDINGS IN THE MANNER PROVIDED BY LAW FOR SAID CONDEMNATION IF ATTEMPTS TO PURCHASE ARE NOT SUCCESSFUL.
- c. [Council Bill #891/Ordinance: Ziplly Fiber Pacific Franchise Ordinance](#)

AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, GRANTING ZIPLY FIBER PACIFIC, LLC, A NONEXCLUSIVE FRANCHISE TO OCCUPY RIGHTS-OF-WAY OF THE CITY OF FEDERAL WAY, WASHINGTON, WITHIN THE SPECIFIED FRANCHISE AREA FOR THE PURPOSES OF CONSTRUCTING, MAINTAINING, OPERATING, REPLACING, AND REPAIRING A TELECOMMUNICATIONS NETWORK WITHIN AND THROUGH THE CITY OF FEDERAL WAY.
- d. [Council Bill #892/Ordinance: Permanent Supportive Housing and Transitional Housing Code Amendments](#)

AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, RELATING TO PERMANENT SUPPORTIVE HOUSING AND TRANSITIONAL HOUSING; AMENDING FWRC 19.195.015, 19.200.045, 19.215.070, 19.220.100, 19.225.075, 19.230.065, AND 19.240.085. (Amending Ordinance Nos. 94-223, 96-270, 97-291, 07-559, 09-605, 21-921, 22-929, 23-949, 23-968, AND 23-977)

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- e. [Council Bill #893/Ordinance: Annual Comprehensive Plan Amendments](#)
AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, AMENDING THE FEDERAL WAY COMPREHENSIVE PLAN, THE COMPREHENSIVE PLAN MAP, AND ZONING MAP; CHANGING THE COMPREHENSIVE PLAN DESIGNATION AND ZONING OF A 0.9-ACRE PARCEL OF LAND LOCATED ON THE SOUTHWEST CORNER OF SOUTH 308TH ST. AND 14TH AVE S; AND AMENDING MAPS AND TEXT IN THE TRANSPORTATION AND CENTERS CHAPTERS OF THE FEDERAL WAY COMPREHENSIVE PLAN PERTAINING TO AN APPROXIMATELY 61-ACRE SITE BOUNDED BY PACIFIC HWY S TO THE WEST, S 320TH ST TO THE NORTH, 23RD AVE S TO THE EAST, AND S 324TH ST. TO THE SOUTH. (Amending Ordinance Nos. 90-43, 95- 248, 96-270, 98-330, 00-372, 01-405, 03-442, 04-460, 04-461, 04-462, 05- 490, 05-491, 05-492, 07-558, 09-614, 10-671, 11-683, 13-736, 13-745, 15- 796, 15-798, 18- 843, 19-866, 21-907, 22-938 23-954, 23-956, 23-967, AND 23-976)
- f. [Council Bill #894/Ordinance: Comprehensive Plan Periodic Update](#)
AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, RELATING TO UPDATING AND AMENDING THE FEDERAL WAY COMPREHENSIVE PLAN AND OFFICIAL MAPS PURSUANT TO THE STATE OF WASHINGTON GROWTH MANAGEMENT ACT (GMA), CHAPTER 36.70A REVISED; AND, REZONING APPROXIMATELY 55 ACRES FROM MULTIFAMILY RESIDENTIAL (RM 3600) TO COMMERCIAL (CE) (Amending Ordinance Nos. 90-43, 95-248, 96-270, 98-330, 00-372, 1-405, 03-442, 04-460, 04-461, 04-462, 05-490, 05-491, 05-492, 07-558, 09-614, 10-671, 11-683, 13-736, 13-745, 15-796, 15-798, 18-843, 19-866, 21-907, 22-938, 23-954, 23-956, 23-967, AND 23-976)

11. COUNCIL REPORTS

12. EXECUTIVE SESSION

- Collective Bargaining Pursuant to RCW 42.30.140(4)(b)
- Pending/Potential Litigation Pursuant to RCW 42.30.110(1)(i)
- Property Acquisition Pursuant to RCW 42.30.110(1)(b)

13. ADJOURNMENT

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Certificate of Recognition

Presented to:

Stand Up Federal Way Community

On behalf of the Elected Officials and Citizens of Federal Way, Washington; in recognition of the time, effort, and dedication given through your ongoing community clean-up efforts.

Dated this 3rd day of December, 2024

Handwritten signature of Jim Ferrell in blue ink.

Jim Ferrell, Mayor

Handwritten signature of Lydia Assefa-Dawson in blue ink.

Lydia Assefa-Dawson, Councilmember

Handwritten signature of Susan Honda in blue ink.

Susan Honda, Councilmember

Handwritten signature of Jack Walsh in blue ink.

Jack Walsh, Councilmember

Handwritten signature of Linda Kochmar in blue ink.

Linda Kochmar, Council President

Handwritten signature of Paul McDaniel in blue ink.

Paul McDaniel, Councilmember

Handwritten signature of Hoang V. Tran in blue ink.

Hoang V. Tran, Councilmember

Handwritten signature of Jack Dovey in blue ink.

Jack Dovey, Councilmember



PROCLAMATION

WHEREAS, for 1,000 days, Russia has been pursuing a war of aggression against Ukraine in flagrant violation of international law and the United Nations Charter; and,

WHEREAS, the Ukrainian people have endured immense suffering, with thousands of innocent civilians killed or injured and millions more forced to flee their homes, being temporarily displaced in Ukraine and seeking shelter across Europe; and,

WHEREAS, we have been inspired by the resilience and courage shown by the Ukrainian people in defense of their country who believe in the values of democracy and human rights; and,

WHEREAS, the people of both Federal Way and the Ukraine share a similar commitment to democracy and human rights, and many Ukrainians having immigrated to Federal Way in recent decades, and,

WHEREAS, our residents, as well as those in the Region, State, and Nation have been providing the people of Ukraine with multifaceted support to help cope with the dramatic consequences of Russia's war of aggression;

NOW, THEREFORE, I, the undersigned Mayor of the City of Federal Way, do hereby recognize the 1,000 Day Anniversary of the Russia Ukraine War. I call upon all residents to join in commemorating this significant occasion that recognizes more than 1,000 days of resilience, in honor of our Ukrainian-American community. We remain committed to supporting Ukrainian people's enduring spirit and their ongoing struggle for freedom and self-governance.

SIGNED this 3rd Day of December, 2024.

City of Federal Way



Jim Ferrell, Mayor

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: CITY COUNCIL MEETING MINUTES

POLICY QUESTION: Should the City Council approve the draft minutes for the November 19, 2024 Regular and Special Meetings?

COMMITTEE: N/A

MEETING DATE: N/A

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: Stephanie Courtney, City Clerk

DEPT: City Clerk

Attachments:

- November 19, 2024 Special Meeting Draft Minutes
November 19, 2024 Regular Meeting Draft Minutes

Options Considered:

- 1. Approve the minutes as presented.
2. Amend the minutes as necessary.

MAYOR'S RECOMMENDATION: N/A

MAYOR APPROVAL: N/A (Committee Initial/Date), N/A (Council Initial/Date), DIRECTOR APPROVAL: AC 11/26/24 (Initial/Date)

COMMITTEE RECOMMENDATION: N/A

N/A (Committee Chair), N/A (Committee Member), N/A (Committee Member)

PROPOSED COUNCIL MOTION: "I move approval of the minutes as presented."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, TABLED/DEFERRED/NO ACTION, MOVED TO SECOND READING (ordinances only)

REVISED - 4/2019

COUNCIL BILL #, First reading, Enactment reading, ORDINANCE #, RESOLUTION #

CITY COUNCIL
SPECIAL MEETING MINUTES
City Hall – Council Chambers
November 19, 2024 – 5:00 p.m.

1. CALL MEETING TO ORDER

Council President Kochmar called the meeting to order at 5:01 p.m.

City officials in attendance: Council President Linda Kochmar, Councilmember Lydia Assefa-Dawson, Councilmember Paul McDaniel, Councilmember Susan Honda, Councilmember Hoang Tran, Councilmember Jack Walsh, and Councilmember Jack Dovey.

City staff in attendance: City Attorney Ryan Call, and City Clerk Stephanie Courtney.

2. PLEDGE OF ALLEGIANCE

Council President Kochmar led the flag salute.

3. COMMISSION INTERVIEWS

The City Council interviewed two (2) applicants (Angie Lang and Diana Stone-Poore) for the Parks and Recreation Commission, two (2) applicants (Janine Barber and Cindy Ducich) for the Arts Commission, and one (1) applicant (Ian Lee) for the Youth Commission.

4. EXECUTIVE SESSION

At 5:43 p.m., Council President Kochmar announced the Council would be recessing into executive session for the purpose of discussing collective bargaining pursuant to RCW 42.30.140(4)(b) and property acquisition pursuant to RCW 42.30.110(1)(b) with an expected duration of twenty (20) minutes.

5. ADJOURNMENT

Executive session ended and the special meeting was adjourned at 6:22 p.m.

Attest:

Stephanie Courtney, MMC, CPRO
City Clerk

Approved by Council:

**CITY COUNCIL
REGULAR MEETING MINUTES
City Hall – Council Chambers
November 19, 2024 – 6:30 p.m.**

1. CALL MEETING TO ORDER

Mayor Ferrell called the meeting to order at 6:31 p.m.

City officials in attendance: Mayor Jim Ferrell, Council President Linda Kochmar, Councilmember Lydia Assefa-Dawson, Councilmember Paul McDaniel, Councilmember Susan Honda, Councilmember Hoang Tran, and Councilmember Jack Walsh.

City staff in attendance: City Administrator Brian Davis, City Attorney Ryan Call, and City Clerk Stephanie Courtney.

2. PLEDGE OF ALLEGIANCE

Mayor Ferrell led the flag salute.

3. CEREMONIES & RECOGNITION

Police Chief Andy Hwang introduced and provided background for the four (4) new entry-level Police Officer. Mayor Ferrell administered the oath of office and congratulated the officers.

4. MAYOR'S EMERGING ISSUES AND REPORT

Mayor Ferrell provided information on recent community events he attended including the 2025 Legislative Priorities Breakfast with 30th District Legislators on November 7, the Fall Family Movie Night at Dumas Bay Centre on November 8, and the Federal way Veterans Day Celebration on November 9.

He also noted the recent comment session at Wildwood Elementary for the Sea-Tac Airport Expansion public comment session and the recycling and paper shredding event in collaboration with community partner El Centro de la Raza on November 18.

The Mayor noted upcoming holiday events including the Tree Lighting at Town Square Park on December 7, and noted City Hall will be closed in observance of the upcoming holidays.

Holiday Closures: Wednesday, November 27 at noon thru Friday, November 29; and Tuesday, December 24 at noon thru Wednesday, December 25.

5. PUBLIC COMMENT

Saudia Abdullah shared her concerns with the selection process for the city's DEI consultant.

Catherine North and Senior Advisory Commissioners submitted a 600-signature petition requesting a stand-alone senior center.

Anna Patrick feels the city has not met the requirements of the Prop 1 and the current level of service and number of officers.

Christine Burley was moved by the new officer swearing-in ceremony; she will be praying for the Council and the challenges they face.

Trenise Rogers called upon the integrity of the decision-makers and asked that lived experience not be a disqualifier.

Vivian Alexander requested information on CB#894 and reason a piece of land is being rezone from multi-family to commercial, when housing is needed in the city.

6. COUNCIL COMMITTEE AND REGIONAL COMMITTEE REPORTS

Parks/Recreation/Human Services/Public Safety Committee (PRHSPS) – Councilmember Walsh noted the November meeting was canceled and next meeting will be December 10 at 5:00 p.m.

Land Use/Transportation Committee (LUTC) – Councilmember Dovey reported the next meeting will be December 2 at 5:00 p.m.

Finance, Economic Development Regional Affairs Committee (FEDRAC) Councilmember Tran noted the next meeting will be November 26 at 5:00 p.m.

Lodging Tax Advisory Committee (LTAC) Councilmember Assefa-Dawson noted interviews for LTAC will need to be rescheduled.

Regional Committees Report Councilmember Honda provided information on a toy drive and free holiday event at the Performing Arts and Event Center. She reminded Council of the deadlines to apply to NLC and AWC Committees.

Council President Report Council President Kochmar reported on the NLC conference attendance where they attended many informational sessions including the lack of middle housing.

7. CONSENT AGENDA

- a. Minutes: November 6, 2024 Regular and Special Meetings, and November 7, 2024 Special Meeting/Legislative Agenda Summary
- b. On-Call Asbestos Abatement Contract – Project Acceptance
- c. King County I-Net Customer Services Contract
- d. 2025 Asphalt Overlay Program Preliminary Project List and Authorization to Bid

COUNCIL PRESIDENT KOCHMAR MOVED APPROVAL OF THE CONSENT AGENDA ITEMS (A) - (D); SECOND BY COUNCILMEMBER DOVEY. The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

8. COUNCIL BUSINESS

~~a. Lodging Tax Advisory Committee Appointments~~

Lodging Tax Advisory Committee interviews were canceled and will be rescheduled to a date in the future.

b. Parks Commission Appointments

COUNCILMEMBER WALSH MOVED THE PARKS COMMISSION APPOINTMENTS OF POSITION #1 ANGIE LANG AS VOTING MEMBER FOR A TERM TO EXPIRE APRIL 30, 2027 AND POSITION #6 DIANA STONE-POORE AS VOTING MEMBER FOR A TERM TO EXPIRE APRIL 30, 2026; SECOND BY COUNCILMEMBER DOVEY. The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

c. Arts Commission Appointments

COUNCILMEMBER WALSH MOVED THE ARTS COMMISSION REAPPOINTMENT OF JANINE BARBER AS A VOTING MEMBER WITH A NEW TERM EFFECTIVE JANUARY 1, 2025 AND EXPIRING DECEMBER 31, 2027. SECOND BY COUNCILMEMBER DOVEY. The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

COUNCILMEMBER WALSH MOVED THE ARTS COMMISSION APPOINTMENT OF CINDY DUCICH AS AN ALTERNATE MEMBER TO FILL A TERM EXPIRING DECEMBER 31, 2026. SECOND BY COUNCILMEMBER DOVEY. The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

d. Youth Commission Appointment(s)

COUNCILMEMBER WALSH MOVED THE YOUTH COMMISSION APPOINTMENT OF IAN LEE TO POSITION #8 AS VOTING MEMBER FOR A TERM TO EXPIRE AUGUST 31, 2026. SECOND BY COUNCILMEMBER ASSEFA-DAWSON The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

9. ORDINANCES - Second Reading/Enactment

- a. Council Bill #886/Ordinance: 2023-2024 Biennial Budget Amendment
AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON RELATING TO AMENDING THE 2023-2024 BIENNIAL BUDGET. (Amending Ordinance Nos. 22-941, 23-959, 23-966, 23-974, 24-986 and 24-989)

City Clerk read the ordinance title.

COUNCILMEMBER TRAN MOVED APPROVAL OF THE PROPOSED ORDINANCE. SECOND BY COUNCILMEMBER ASSEFA-DAWSON. The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

- b. Council Bill #887/Ordinance: 2025-2026 Biennial Budget
AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON RELATING TO BUDGET AND FINANCE, ADOPTING THE 2025-2026 BIENNIAL BUDGET.

City Clerk read the ordinance title

COUNCIL PRESIDENT KOCHMAR MOVED APPROVAL OF THE PROPOSED ORDINANCE. SECOND BY COUNCILMEMBER TRAN.

Council asked follow-up and clarifying questions. Specific items and programs not funded in this budget were shared with a request to discuss them in future budget discussions or Council retreat.

The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

- c. Council Bill #888/Ordinance: 2025 Property Tax Levy
AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON SETTING THE PROPERTY TAX RATE FOR 2025.

City Clerk read the ordinance title

COUNCILMEMBER TRAN MOVED APPROVAL OF THE PROPOSED ORDINANCE. SECOND BY COUNCILMEMBER DOVEY. The motion passed 6-1 (McDaniel dissenting) as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>no</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

ORDINANCES – First Reading

- d. Council Bill #889/Ordinance: Condemnation for Redondo Creek at 16th Ave S Culvert Replacement Project

AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, PROVIDING FOR THE ACQUISITION OF CERTAIN PROPERTY FOR THE PURPOSE OF CONSTRUCTING RIGHT-OF-WAY IMPROVEMENTS IN THE VICINITY OF REDONDO CREEK AT 16TH AVE S, KNOWN AS REDONDO CREEK AT 16TH AVE S CULVERT REPLACEMENT PROJECT; DESCRIBING THE PUBLIC USE AND NECESSITY OF SUCH PROPERTY; DIRECTING STAFF TO EXHAUST REASONABLE NEGOTIATION EFFORTS TO PURCHASE SUCH PROPERTY; AUTHORIZING THE CONDEMNATION OF THE PROPERTY; DIRECTING THE CITY ATTORNEY TO INITIATE ALL NECESSARY ACTIONS AND PROCEEDINGS IN THE MANNER PROVIDED BY LAW FOR SAID CONDEMNATION IF ATTEMPTS TO PURCHASE ARE NOT SUCCESSFUL; AND DECLARING A STATEMENT OF URGENCY.

Public Works Civil Engineer Jonathan Strong provided information on the need for a new fish culvert that is required by the US Fish and Wildlife.

No public comments were received. The City Clerk read the ordinance title into the record.

COUNCILMEMBER DOVEY MOVED TO FORWARD THE PROPOSED ORDINANCE TO THE DECEMBER 3, 2024 COUNCIL MEETING FOR SECOND READING AND ENACTMENT. SECOND BY COUNCILMEMBER WALSH The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

- e. Council Bill #890/Ordinance: Condemnation for S 288th Street Road Diet Phase II Project

AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, PROVIDING FOR THE ACQUISITION OF CERTAIN PROPERTY FOR THE PURPOSE OF

CONSTRUCTING RIGHT-OF-WAY IMPROVEMENTS IN THE VICINITY OF S 288TH STREET FROM PACIFIC HIGHWAY SOUTH TO MILITARY ROAD SOUTH, KNOWN AS THE S 288TH STREET ROAD DIET PHASE 2 PROJECT; DESCRIBING THE PUBLIC USE AND NECESSITY OF SUCH PROPERTY; DIRECTING STAFF TO EXHAUST REASONABLE NEGOTIATION EFFORTS TO PURCHASE SUCH PROPERTY; PROVIDING FOR THE CONDEMNATION OF THE PROPERTY; AND DIRECTING THE CITY ATTORNEY TO INITIATE ALL NECESSARY ACTIONS AND PROCEEDINGS IN THE MANNER PROVIDED BY LAW FOR SAID CONDEMNATION IF ATTEMPTS TO PURCHASE ARE NOT SUCCESSFUL.

Public Works Civil Engineer Jonathan Strong provided information on the need to reduce the land due to traffic accidents.

No public comments were received. The City Clerk read the ordinance title into the record.

COUNCILMEMBER DOVEY MOVED TO FORWARD THE PROPOSED ORDINANCE TO THE DECEMBER 3, 2024 COUNCIL MEETING FOR SECOND READING AND ENACTMENT. SECOND BY COUNCILMEMBER TRAN The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

- f. Council Bill #891/Ordinance: Ziplly Fiber Pacific Franchise Ordinance
AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, GRANTING ZIPLY FIBER PACIFIC, LLC, A NONEXCLUSIVE FRANCHISE TO OCCUPY RIGHTS-OF-WAY OF THE CITY OF FEDERAL WAY, WASHINGTON, WITHIN THE SPECIFIED FRANCHISE AREA FOR THE PURPOSES OF CONSTRUCTING, MAINTAINING, OPERATING, REPLACING, AND REPAIRING A TELECOMMUNICATIONS NETWORK WITHIN AND THROUGH THE CITY OF FEDERAL WAY.

Development Services Manager Cole Elliott provided a brief report on the 10-year franchise agreement that is consistent with city policy.

No public comments were received. The City Clerk read the ordinance title into the record.

COUNCILMEMBER DOVEY MOVED TO FORWARD THE PROPOSED ORDINANCE TO THE DECEMBER 3, 2024 COUNCIL MEETING FOR SECOND READING AND ENACTMENT. SECOND BY COUNCILMEMBER WALSH The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

- g. Council Bill #892/Ordinance: Permanent Supportive Housing and Transitional Housing Code Amendments
AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, RELATING TO

PERMANENT SUPPORTIVE HOUSING AND TRANSITIONAL HOUSING; AMENDING FWRC 19.195.015, 19.200.045, 19.215.070, 19.220.100, 19.225.075, 19.230.065, AND 19.240.085. (Amending Ordinance Nos. 94-223, 96-270, 97-291, 07-559, 09-605, 21-921, 22-929, 23-949, 23-968, AND 23-977)

Senior Planner Becky Chapin outlined the proposed text amendments to FWRC Title 19 relating to permanent supportive housing and transitional housing requirements. The city must be in compliance with the Growth Management Act (GMA) for capacity and projected need.

Council asked clarifying questions regarding single-family and duplex housing.

Public Comment:

Dara Mandeville asked for thoughtful consideration regarding any low barrier housing by schools, and asked for clarification on the lack of a separation requirement for 3 units or less.

Anna Patrick shared concerns with increasing crime and overburdening the city services with tax exempt properties. She believes the allocation to the city is much less than neighboring jurisdictions.

Director Niven provided responses to the concerns raised and answered additional Council questions. The City Clerk read the ordinance title.

COUNCILMEMBER DOVEY MOVED TO FORWARD THE PROPOSED ORDINANCE TO THE DECEMBER 3, 2024 COUNCIL MEETING FOR SECOND READING AND ENACTMENT. SECOND BY COUNCILMEMBER TRAN.

Council continued to discuss and debate.

The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

- h. Council Bill #893/Ordinance: Annual Comprehensive Plan Amendments
AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, AMENDING THE FEDERAL WAY COMPREHENSIVE PLAN, THE COMPREHENSIVE PLAN MAP, AND ZONING MAP; CHANGING THE COMPREHENSIVE PLAN DESIGNATION AND ZONING OF A 0.9-ACRE PARCEL OF LAND LOCATED ON THE SOUTHWEST CORNER OF SOUTH 308TH ST. AND 14TH AVE S; AND AMENDING MAPS AND TEXT IN THE TRANSPORTATION AND CENTERS CHAPTERS OF THE FEDERAL WAY COMPREHENSIVE PLAN PERTAINING TO AN APPROXIMATELY 61-ACRE SITE BOUNDED BY PACIFIC HWY S TO THE WEST, S 320TH ST TO THE NORTH, 23RD AVE S TO THE EAST, AND S 324TH ST. TO THE SOUTH. (Amending Ordinance Nos. 90-43, 95-248, 96-270, 98-330, 00-372, 01-405, 03-442, 04-460, 04-461, 04-462, 05-490, 05-491, 05-492, 07-558, 09-614, 10-671, 11-683, 13-736, 13-745, 15-796, 15-798, 18-843, 19-866, 21-907, 22-938 23-954, 23-956, 23-967, AND 23-976)

Senior Planner Evan Lewis presented and overview of the Flowers Property

Rezone and the Commons Property Amendments which are incorporated the 2024 annual Comprehensive Plan Amendments. He provided the factors that are considered and the adoption process.

No public comments were received. The City Clerk read the ordinance title into the record.

COUNCILMEMBER DOVEY MOVED TO FORWARD THE PROPOSED ORDINANCE TO THE DECEMBER 3, 2024 COUNCIL MEETING FOR SECOND READING AND ENACTMENT. SECOND BY COUNCILMEMBER WALSH. The motion passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

- i. Council Bill #894/Ordinance: Comprehensive Plan Periodic Update
AN ORDINANCE OF THE CITY OF FEDERAL WAY, WASHINGTON, RELATING TO UPDATING AND AMENDING THE FEDERAL WAY COMPREHENSIVE PLAN AND OFFICIAL MAPS PURSUANT TO THE STATE OF WASHINGTON GROWTH MANAGEMENT ACT (GMA), CHAPTER 36.70A REVISED; AND, REZONING APPROXIMATELY 55 ACRES FROM MULTIFAMILY RESIDENTIAL (RM 3600) TO COMMERCIAL (CE).

(Amending Ordinance Nos. 90-43, 95-248, 96-270, 98-330, 00-372, 01-405, 03-442, 04-460, 04-461, 04-462, 05-490, 05-491, 05-492, 07-558, 09-614, 10-671, 11-683, 13-736, 13-745, 15-796, 15-798, 18-843, 19-866, 21-907, 22-938, 23-954, 23-956, 23-967, AND 23-976)

Community Development Director Keith Niven, noting the scale of this project thanked his key staff and other department directors and staff who have provided review and input on the Comprehensive Plan Periodic Update. Cities in Snohomish, King and Pierce counties are required to have their plan updated by the end of 2024 and must be consistent with Puget Sound Regional Council and King County Countywide Planning Policies.

He overviewed the community outreach and briefings staff have hosted beginning in 2021 in order to provide information and receive community feedback on this 20-year plan. Additions to the plan include new chapters, removal of sub-area plans, simplified Land Use Chapter, and plans for approximately 11,260 new housing units and 20,460 new jobs.

Councilmember McDaniel asked for clarification on use of the term "outcome", and provided additional feedback on the housing chapter (Goal C G4) referring to specific language that he believes is unnecessary. Council debated the suggestion that the goal should be modified to remove additional language following "...of all community members".

Director Niven provided a response to Council questions.

Public Comment:

Vivian Alexander appreciates the discussion however she feels very strongly that any reference to history is a plus, and spoke against red-lining language.

At 9:11 p.m. Mayor Ferrell announced the Council would take a brief recess; the meeting was resumed at 9:20 p.m.

Melissa Hamilton noted the importance of the conversation and shared a personal experience; she asked that more people be included in the discussion.

City Clerk reads the ordinance title

COUNCILMEMBER DOVEY MOVED TO FORWARD THE PROPOSED ORDINANCE TO THE DECEMBER 3, 2024 COUNCIL MEETING FOR SECOND READING AND ENACTMENT; SECOND BY COUNCILMEMBER TRAN.

COUNCILMEMBER MCDANIEL MOVED TO AMEND CHAPTER 7 GOALS C G4 TO REMOVE ALL WORDS AFTER “COMMUNITY MEMBERS”; COUNCILMEMBER DOVEY SECOND.

Council asked for the section to be read to clarify. The reference is found on page C-8, Goal C G4:

“Foster equitable, inclusive, and sustainable urban development practices in the City’s centers to ensure the well-being and prosperity of all community members, including Black, indigenous, and People of Color communities, immigrants and refugees, people with low-incomes, people with disabilities, and community with language access needs”.

Council continued to debate and share their viewpoint.

The amendment passed 4-3 (Assefa-Dawson, Honda, and Tran dissenting) as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>no</i>
<i>Councilmember Assefa-Dawson</i>	<i>no</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>no</i>		

The main motion as amended passed unanimously 7-0 as follows:

<i>Council President Kochmar</i>	<i>yes</i>	<i>Councilmember Tran</i>	<i>yes</i>
<i>Councilmember Assefa-Dawson</i>	<i>yes</i>	<i>Councilmember Walsh</i>	<i>yes</i>
<i>Councilmember McDaniel</i>	<i>yes</i>	<i>Councilmember Dovey</i>	<i>yes</i>
<i>Councilmember Honda</i>	<i>yes</i>		

10. COUNCIL REPORTS

Councilmember Dovey suggested a seasonal ice-skating rink, noting a business plan he

received from another city who is currently running a successful program.

Councilmember Walsh reported on attending the NLC conference and thanked the Council for the discussion on items tonight.

Councilmember Tran had no report.

Councilmember Honda requested additional information from staff regarding the list of principle tax payers and principle employers. She further reported on her attendance at multiple recent conferences.

Councilmember McDaniel shared information on an inspiring individual who after becoming sober, has created a safety-net to support others.

Councilmember Assefa-Dawson thanked Council for the robust discussion and also appreciated the wealth of information presented at the NLC conference.

Council President Kochmar noted interest in Councilmember Dovey's suggestions of an ice-skating rink and would love to see that combined with a Farmer's Market and a place to bring the community together for the holidays.

Mayor Ferrell thanked the Council for their partnership in the year-long process of passing the biennial budget. He thanked the Management Team for their work and wished everyone a safe and happy Thanksgiving.

11. EXECUTIVE SESSION

- ~~Collective Bargaining pursuant to RCW 42.30.140(4)(b)~~
- ~~Property Acquisition pursuant to RCW 42.30.110(1)(b)~~

12. ADJOURNMENT

There being nothing further on the agenda, Mayor Ferrell adjourned the regular meeting at 9:48 p.m.

Attest:

Stephanie Courtney, MMC, CPRO
City Clerk

Approved by Council:

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: OCTOBER 2024 MONTHLY FINANCIAL REPORT

POLICY QUESTION: Should the Council approve the October 2024 Monthly Financial Report?

COMMITTEE: FINANCE, ECONOMIC DEVELOPMENT AND REGIONAL AFFAIRS COMMITTEE (FEDRAC)

MEETING DATE: Nov 26, 2024

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: Steve Groom, Finance Director

DEPT: Finance

Attachments: October 2024 Monthly Financial Report

Options to Consider:

- 1. Approve the October 2024 Monthly Financial Report as presented
2. Deny approval of the October 2024 Monthly Financial Report and provide direction to staff

MAYOR'S RECOMMENDATION: Mayor recommends approval of Option 1.

MAYOR APPROVAL:

Handwritten signatures and dates for Mayor and Council approval.

DIRECTOR APPROVAL:

Handwritten signature and date for Director approval.

COMMITTEE RECOMMENDATION: I move to forward the October 2024 Monthly Financial Report to the December 03, 2024 consent agenda for approval.

Handwritten signature of Committee Chair.

Committee Chair

Handwritten signature of Committee Member.

Committee Member

Handwritten signature of Committee Member.

Committee Member

PROPOSED COUNCIL MOTION: "I move approval of the Monthly Financial Report."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, TABLED/DEFERRED/NO ACTION, MOVED TO SECOND READING (ordinances only)

REVISED - 1/2022

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

DATE: November 26, 2024

TO: Mayor and City Council

FROM: Steve Groom, Finance Director
David Liang, Senior Financial Analyst

SUBJECT: Monthly Financial Report

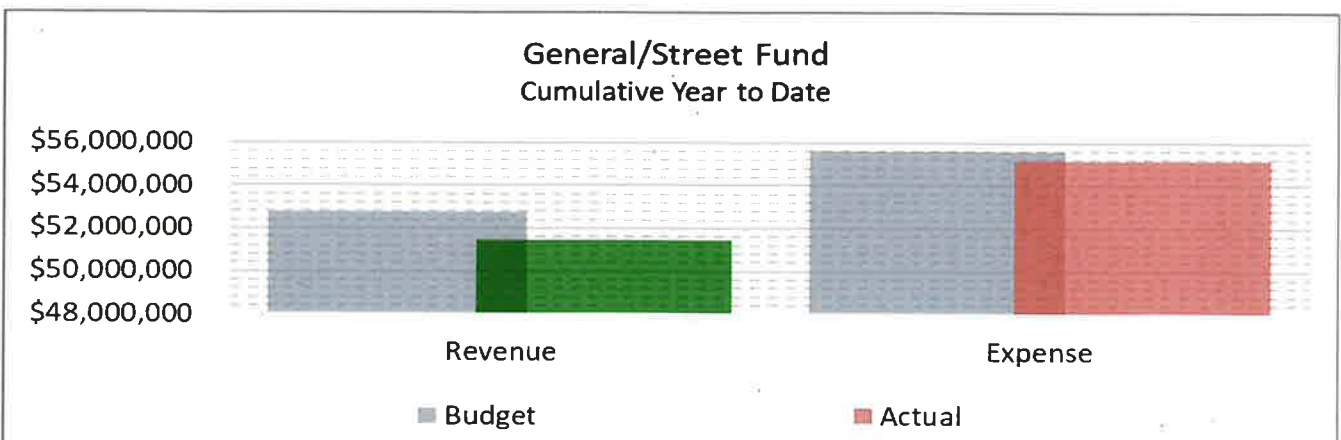
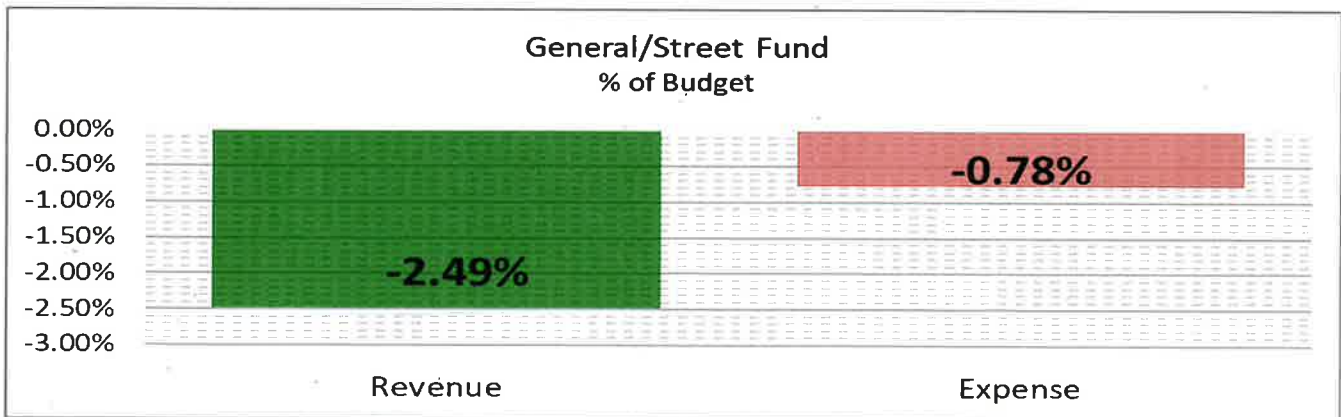
This report is to brief you on October's monthly and year-to-date (YTD) revenues and expenses, compared to budget and prior year, on the city's cash and fund balance positions, and on the monthly investment performance, transactions and current holdings.

City's cash position continues to be strong, budgetary controls on expenditures are resulting in a slightly favorable variance and revenues are positive in total however the outlook is cautionary on some revenues are detailed in the following pages.

General/Street Fund Summary:

Revenues & Transfers In are **unfavorable** to YTD budget of \$52.76M by \$1.31M or 2.5% due largely to timing of Property Tax received.

Expenditures & Transfers Out are **favorable** to YTD budget of \$55.58M by \$0.43M or 0.8% primarily due to timing of project spending and pace of filling Police Officer position vacancies.



Revenues and Expenditures:
General & Street Fund Financial Highlights

As detailed in the table below:

- Sales Tax revenue is unfavorable to budget YTD by \$0.82M or 5.2%, and \$0.98M or 6.2% below prior year collections. Retail sales and services are \$259K below 2023 YTD collections.
- Property Tax revenue is unfavorable to budget YTD by \$2.15M or 19.7%, and \$1.90M or 17.76% below prior year collection. It is due to the timing of Property Tax receipts between October and November often varies but is expected to reach full amount levied at year-end.
- CD Permits & Fees revenue is favorable to budget YTD by \$0.30M or 11.5%, but \$1.61M or 35.7% below prior year actual.
- Total Expenditures & Transfer Out is favorable to budget YTD by \$433K or 0.8%, but \$3.04M or 5.8% above prior year actual. Compared to budget, expenditures have been trending favorably, primarily due to filling of Police Department vacant positions, and timing of expenditures for project spending.

GENERAL & STREET FUND SUMMARY	2023			2024			YTD Budget vs. Actual	
	Annual Budget	Annual Actual	YTD Actual	Annual Budget	YTD Budget	YTD Actual	Favorable/(Unfavorable)	
							\$	%
Beginning Fund Balance	\$27,709,983	\$27,709,983	\$27,709,983	\$22,437,667	\$22,437,667	\$22,437,666	n/a	n/a
Revenues:								
Sales Tax	20,972,402	20,805,515	15,714,134	20,733,000	15,552,668	14,736,164	(816,504)	-5.2%
Property Taxes	11,762,933	11,662,976	10,680,142	11,938,554	10,932,497	8,783,768	(2,148,730)	-19.7%
State Shared Revenue	3,153,260	3,192,206	2,409,933	3,194,233	2,411,463	2,361,646	(49,817)	-2.1%
CD Permits & Fees	4,705,016	5,026,804	4,523,421	3,212,145	2,608,925	2,909,027	300,102	11.5%
Business License Fees	682,631	758,932	637,331	685,345	565,848	633,250	67,402	11.9%
Admissions Tax	339,265	846,424	734,091	390,155	338,376	667,804	329,428	97.4%
Other Revenues	15,106,999	15,098,647	11,230,080	14,083,495	10,534,367	11,540,323	1,005,956	9.5%
Transfers in from Other Funds to support operations	8,635,016	4,574,790	3,100,610	12,414,389	9,814,831	9,814,831	-	0.0%
Total Revenues & Transfer In	65,357,522	61,966,294	49,029,744	66,651,316	52,758,976	51,446,812	(1,312,163)	-2.5%
Total Expenditures & Transfer Out	82,464,337	67,238,614	52,101,610	79,345,043	55,576,022	55,143,073	432,949	0.8%
Total Ending Fund Balance	\$10,603,168	\$22,437,664	\$24,638,117	\$9,743,940	\$19,620,620	\$18,741,405	n/a	n/a

Other Fund Financial Highlights

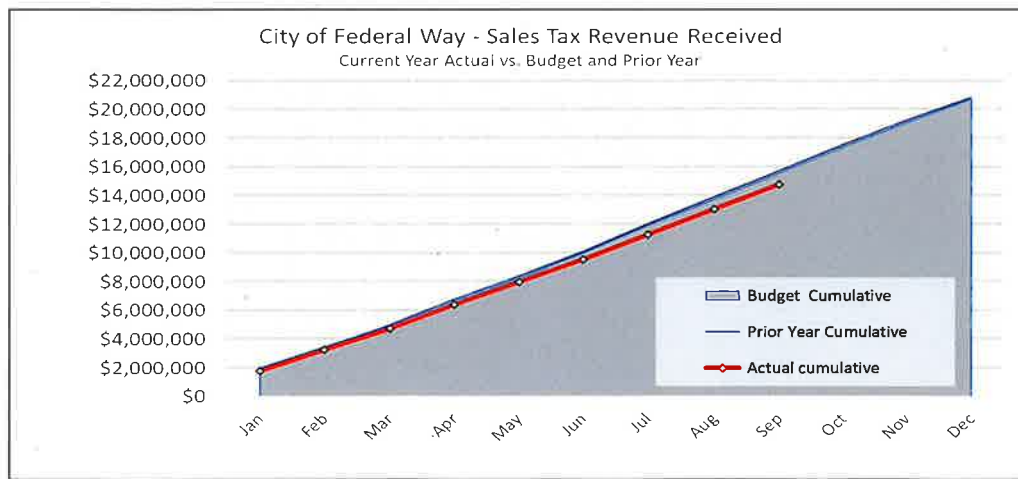
- Utility Taxes (unrestricted) are favorable to budget YTD by \$0.37M or 4.1%, and \$42K or 0.4% above prior year actual. Utility tax on water/sewer, solid waste, and electric services account for the increase above 2024 YTD budget.
- Real Estate Excise Tax (REET) is unfavorable to budget YTD by \$2.05M or 45.8%, and \$0.54M or 18.2% below prior year actual. This is an indicator of the Federal Way valuation and real estate volume of transactions.
- Expenditures & Transfer Out is favorable to budget YTD by \$1.73M or 5.0%, but \$6.18M above prior year actual. The favorable variance to budget is primarily due to timing of residential street overlay.

OTHER SIGNIFICANT FUNDS OF NOTE	2023			2024			YTD Budget vs. Actual	
	Annual Budget	Annual Actual	YTD Actual	Annual Budget	YTD Budget	YTD Actual	Favorable/(Unfavorable)	
							\$	%
Revenues:								
Utility Tax	12,339,431	12,274,574	9,326,768	12,282,564	8,995,310	9,367,650	372,340	4.1%
Utility Tax - Prop 1 Voter Package	3,662,436	3,572,904	2,720,316	3,360,436	2,511,442	2,450,957	(60,485)	-2.4%
Utility Tax - Solid Waste 10%	2,200,000	2,558,785	1,920,446	2,300,000	1,718,919	1,840,913	121,994	7.1%
Real Estate Excise Tax	4,521,000	3,377,887	2,976,021	5,576,000	4,488,738	2,434,586	(2,054,151)	-45.8%
Traffic Safety (Red Light/School Zone)	3,800,000	4,376,677	3,778,127	3,060,000	2,525,955	2,731,933	205,979	8.2%
Hotel/Motel Lodging Tax	293,000	299,459	216,425	308,000	231,307	253,662	22,354	9.7%
Federal Way Community Center	1,411,875	1,619,063	1,288,012	1,930,875	1,609,063	1,620,756	11,693	0.7%
Performing Arts & Event Ctr Operations	1,659,780	2,228,419	1,425,614	2,220,593	1,665,445	1,423,130	(242,315)	-14.5%
Dumas Bay Centre Fund	727,698	757,060	696,476	738,102	553,577	735,744	182,167	32.9%
Total Revenues	30,615,221	31,064,828	24,348,203	31,776,571	24,299,755	22,859,331	(1,440,424)	-5.9%
Expenditures & Transfers Out:								
Utility Tax Support to Other Funds for operations	12,067,413	8,739,696	6,327,446	14,329,040	12,855,952	12,855,952	-	0.0%
Utility Tax Proposition 1 operations	4,471,873	3,916,074	3,028,827	4,603,703	3,836,419	3,622,244	214,176	5.6%
Solid Waste 10% Utility Tax - Residential Streets Overlay	3,680,166	2,742,060	2,713,700	3,557,025	2,964,188	1,179,418	1,784,769	60.2%
Real Estate Excise Tax Support to Debt and Capital Projects	6,055,343	4,035,343	3,736,343	5,788,245	2,513,456	2,513,456	-	0.0%
Traffic Safety (Red Light/School Zone)	3,871,735	3,519,748	2,873,351	4,272,419	3,560,349	3,399,288	161,061	4.5%
Hotel/Motel Lodging Tax	150,000	86,949	75,949	165,000	137,500	-	137,500	100.0%
Jail Fund Services	4,300,000	4,687,020	3,037,511	4,294,000	3,578,333	3,577,979	354	0.0%
Federal Way Community Center	2,459,893	2,456,401	1,964,905	2,306,857	1,922,381	2,630,383	(708,002)	-36.8%
Performing Arts & Event Ctr Operations	2,983,359	3,418,881	2,378,511	3,498,853	2,633,054	2,382,140	250,913	9.5%
Dumas Bay Centre Fund	864,097	898,127	745,316	1,054,386	790,789	896,684	(105,895)	-13.4%
Total Expenditures & Transfers Out	40,903,879	34,500,298	26,881,860	43,869,528	34,792,421	33,057,544	1,734,876	5.0%
Ending Fund Balance								
Utility Tax (non-Prop 1)	4,789,743	8,180,988	7,645,431	4,891,245	-	4,214,173	n/a	n/a
Utility Tax - Prop 1 Voter Package	1,000,001	1,312,904	1,314,373	1,312,505	-	648,530	n/a	n/a
Utility Tax - Solid Waste 10%	152,073	1,448,966	838,985	191,940	-	2,110,462	n/a	n/a
Real Estate Excise Tax Fund	1,683,316	2,560,202	2,457,336	2,347,958	-	2,481,332	n/a	n/a
Traffic Safety Fund	2,421,708	3,350,370	3,398,219	2,137,951	-	2,683,016	n/a	n/a
Hotel/Motel Lodging Tax	2,011,015	2,080,525	2,008,491	2,223,525	-	2,352,920	n/a	n/a
Jail Fund	0	34,283	226	34,283	-	(319,557)	n/a	n/a
Federal Way Community Center	1,557,756	1,768,436	1,511,470	1,768,436	-	1,134,791	n/a	n/a
Performing Arts & Event Ctr Operations	658,344	791,462	1,029,025	493,180	-	487,476	n/a	n/a
Dumas Bay Centre Fund	2,202,259	2,197,592	1,661,669	2,146,307	-	2,036,652	n/a	n/a
Total Ending Fund Balance	\$ 16,476,216	\$ 23,725,729	\$ 21,865,227	\$ 17,547,329	\$ -	\$ 17,829,795	n/a	n/a

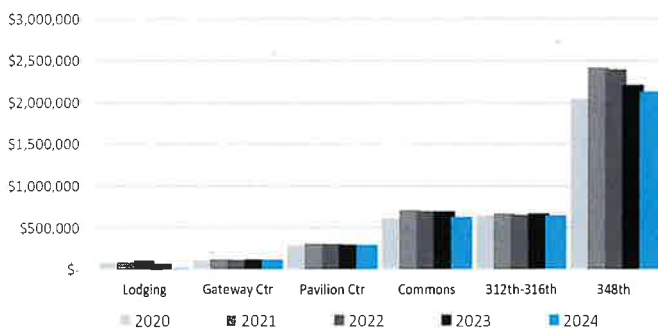
Sales Tax Revenue

Revenues are unfavorable to budget YTD by \$0.82M or 5.2% and below prior year actual by \$0.98M or 6.2%. The sales tax collected for transactions at point of sale is remitted to the City from the State on a two-month lag, after retailers remit to State the first month.

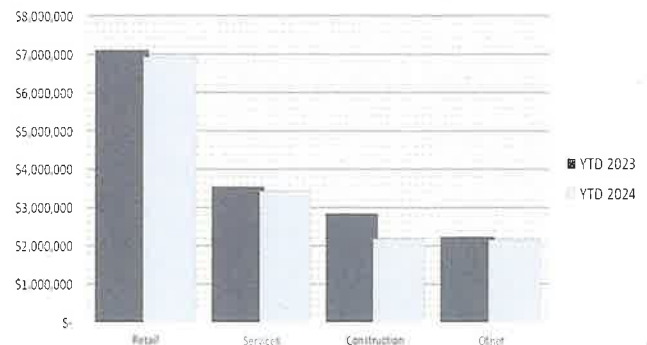
LOCAL RETAIL SALES TAX REVENUES							
YTD October							
Month	2023 Actual	2024		Favorable/(Unfavorable)			
		Budget	Actual	Change from 2023		YTD Actual vs Budget	
				\$	%	\$	%
Jan	1,917,113	\$ 1,948,353	\$ 1,765,359	\$ (151,754)	-7.9%	\$ (182,994)	-9.4%
Feb	1,425,556	1,459,825	1,472,140	46,585	3.3%	12,315	0.8%
Mar	1,599,609	1,445,064	1,474,086	(125,523)	-7.8%	29,022	2.0%
Apr	1,768,995	1,733,177	1,692,975	(76,020)	-4.3%	(40,202)	-2.3%
May	1,622,066	1,633,016	1,551,351	(70,715)	-4.4%	(81,665)	-5.0%
Jun	1,750,786	1,745,774	1,580,185	(170,601)	-9.7%	(165,589)	-9.5%
Jul	1,931,467	1,921,230	1,747,851	(183,616)	-9.5%	(173,379)	-9.0%
Aug	1,850,860	1,848,074	1,760,311	(90,549)	-4.9%	(87,763)	-4.7%
Sep	1,847,683	1,818,154	1,691,900	(155,783)	-8.4%	(126,254)	-6.9%
Oct	1,783,836	1,821,585	-	-	-	-	-
Nov	1,717,195	1,705,706	-	-	-	-	-
Dec	1,590,350	1,653,040	-	-	-	-	-
YTD Total	\$ 15,714,134	\$ 15,552,668	\$ 14,736,158	\$ (977,976)	-6.2%	\$ (816,510)	-5.2%
Annual Total	\$ 20,805,515	\$ 20,733,000	\$ 14,736,158	\$ (977,976)	-53.7%	\$ (816,510)	-44.1%



City of Federal Way
YTD Sales Tax Revenue Comparison by Location

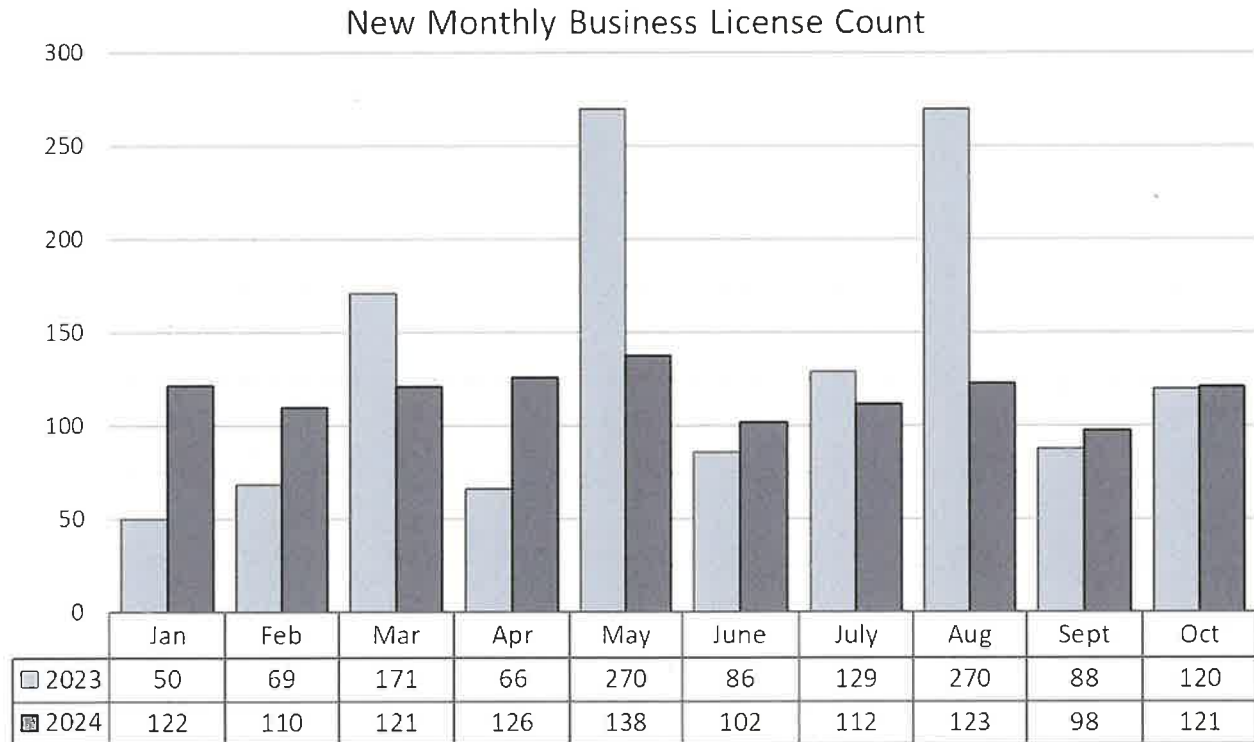


City of Federal Way
Sales Tax Revenue Comparison by Group



Business Licenses

Revenues are favorable to budget YTD by \$67K or 11.9%, but below prior year actual by \$4K or 0.6%.



*excludes outside contractor businesses

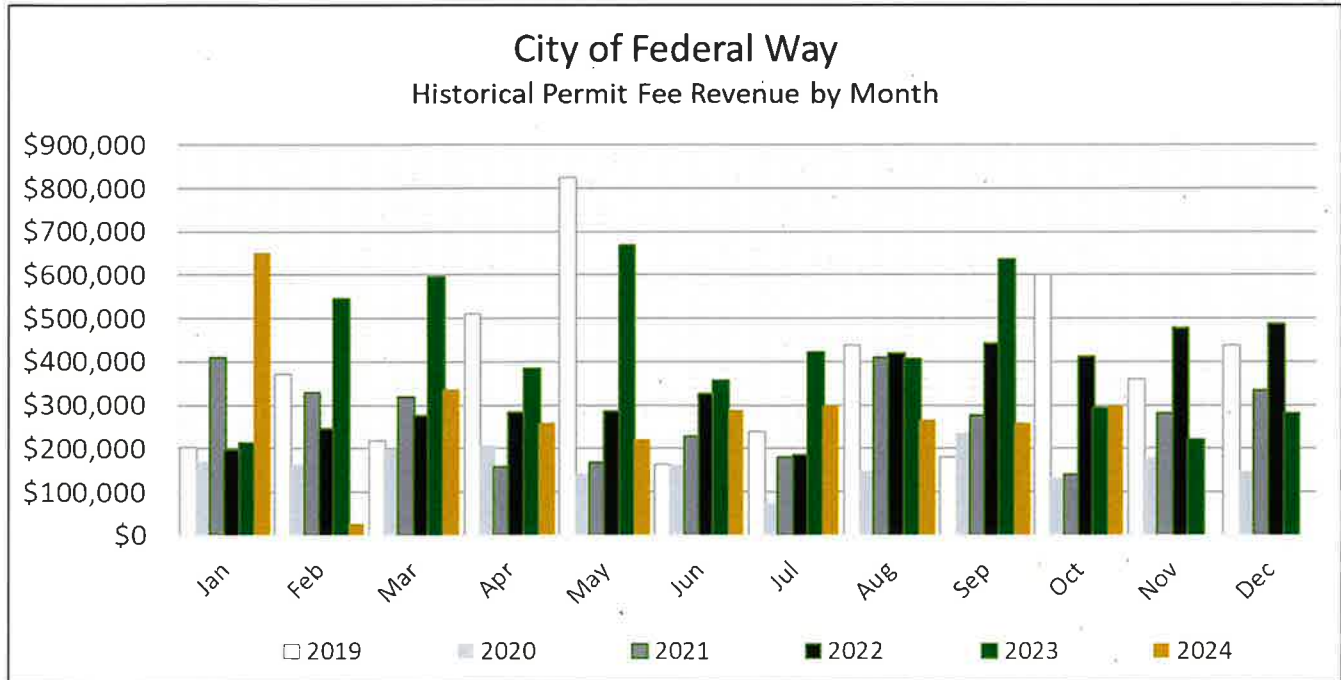
Business License Revenue							
Month	2023 Actual	2024		Favorable/(Unfavorable)			
		Budget	Actual	Change from 2023		YTD Actual vs Budget	
				\$	%	\$	%
Jan	\$ 62,005	\$ 106,396	\$ 67,071	5,066	8.2%	(39,325)	-37.0%
Feb	44,674	65,225	50,905	6,232	13.9%	(14,320)	-22.0%
Mar	86,195	47,853	54,399	(31,797)	-36.9%	6,546	13.7%
Apr	67,910	48,132	67,866	(45)	-0.1%	19,734	41.0%
May	61,588	37,317	67,517	5,929	9.6%	30,200	80.9%
Jun	76,843	74,893	81,370	4,527	5.9%	6,477	8.6%
Jul	59,531	48,167	65,400	5,869	9.9%	17,233	35.8%
Aug	53,820	55,648	67,396	13,576	25.2%	11,749	21.1%
Sep	72,038	47,976	53,369	(18,669)	-25.9%	5,393	11.2%
Oct	52,727	34,241	57,957	5,230	9.9%	23,716	69.3%
Nov	62,891	46,925	-	-	-	-	-
Dec	58,709	70,572	-	-	-	-	-
YTD Total	\$ 637,331	\$ 565,848	\$ 633,250	(4,081)	-0.6%	67,402	11.9%
Annual Total	\$ 758,932	\$ 683,345	n/a	n/a	n/a	n/a	n/a

Community Development Permits

Revenues are favorable to budget YTD by \$0.30M or 11.5%, but below prior year actual by \$1.61M or 35.7%.

Annual Total
2019 - \$4,546,432
2020 - \$1,964,825
2021 - \$3,229,113
2022 - \$4,040,385
2023 - \$5,026,795

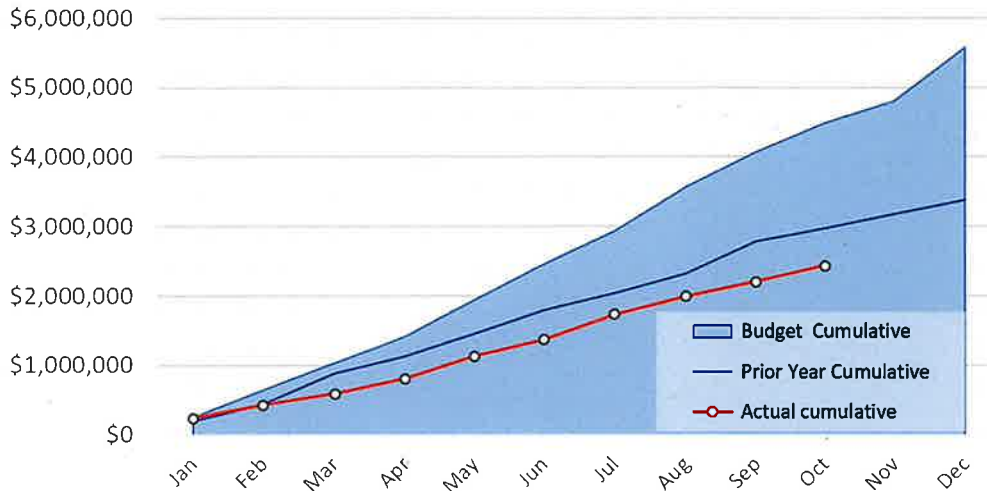
BUILDING & LAND USE PERMITS AND FEES (CD)							
Year-to-date thru October							
Month	2023 Actual	2024		Change from 2023		Favorable/(Unfavorable)	
		Budget	Actual	\$	%	YTD Actual vs Budget	
						\$	%
Jan	213,046	170,083	651,394	438,349	205.8%	481,311	283.0%
Feb	546,470	265,481	27,159	(519,312)	-95.0%	(238,322)	-89.8%
Mar	595,518	243,372	337,149	(258,369)	-43.4%	93,777	38.5%
Apr	383,643	245,428	258,713	(124,930)	-32.6%	13,285	5.4%
May	669,687	307,435	220,696	(448,991)	-67.0%	(86,739)	-28.2%
Jun	357,167	209,290	289,059	(68,108)	-19.1%	79,768	38.1%
Jul	422,815	216,247	299,900	(122,915)	-29.1%	83,653	38.7%
Aug	406,182	266,209	265,985	(140,197)	-34.5%	(224)	-0.1%
Sept	635,249	357,170	259,363	(375,886)	-59.2%	(97,807)	-27.4%
Oct	293,644	328,211	299,609	5,965	2.0%	(28,602)	-8.7%
Nov	221,863	303,235	-	-	-	-	-
Dec	281,511	299,985	-	-	-	-	-
YTD Total	\$ 4,523,421	\$ 2,608,925	\$ 2,909,027	\$ (1,614,394)	-35.7%	\$ 300,102	11.5%
Annual Total	\$ 5,026,795	\$ 3,212,145	n/a	n/a	n/a	n/a	n/a



Real Estate Excise Tax (REET)

Revenues are unfavorable to 2024 YTD budget by \$2.05M or 45.8% and below 2023 YTD actual by \$0.54M or 18.2%.

City of Federal Way - REET Revenue Received



REAL ESTATE EXCISE TAX REVENUES							
Year-to-date thru October							
Month	2023 Actual	2024		Favorable/(Unfavorable)			
		Budget	Actual	Change from 2023		YTD Actual vs Budget	
				\$	%	\$	%
Jan	\$ 192,302	\$ 254,304	\$ 238,836	\$ 46,534	24.2%	\$ (15,468)	-6.1%
Feb	\$ 253,046	388,035	196,038	(57,008)	-22.5%	(191,996)	-49.5%
Mar	\$ 438,312	395,863	156,490	(281,822)	-64.3%	(239,373)	-60.5%
Apr	\$ 254,266	381,237	222,390	(31,875)	-12.5%	(158,847)	-41.7%
May	\$ 313,961	533,283	323,592	9,631	3.1%	(209,690)	-39.3%
Jun	\$ 342,809	509,250	235,126	(107,683)	-31.4%	(274,124)	-53.8%
Jul	\$ 248,329	474,462	366,607	118,278	47.6%	(107,854)	-22.7%
Aug	\$ 284,620	642,919	256,535	(28,085)	-9.9%	(386,385)	-60.1%
Sep	\$ 453,885	493,431	211,876	(242,009)	-53.3%	(281,555)	-57.1%
Oct	\$ 194,491	415,953	227,095	32,604	16.8%	(188,858)	-45.4%
Nov	\$ 203,407	319,602		-	-	-	-
Dec	\$ 198,459	767,660		-	-	-	-
YTD Total	2,976,021	4,488,738	2,434,586	(541,435)	-18.2%	(2,054,152)	-45.8%
Annual Total	\$ 3,377,887	\$ 5,576,000	n/a	n/a	n/a	n/a	n/a

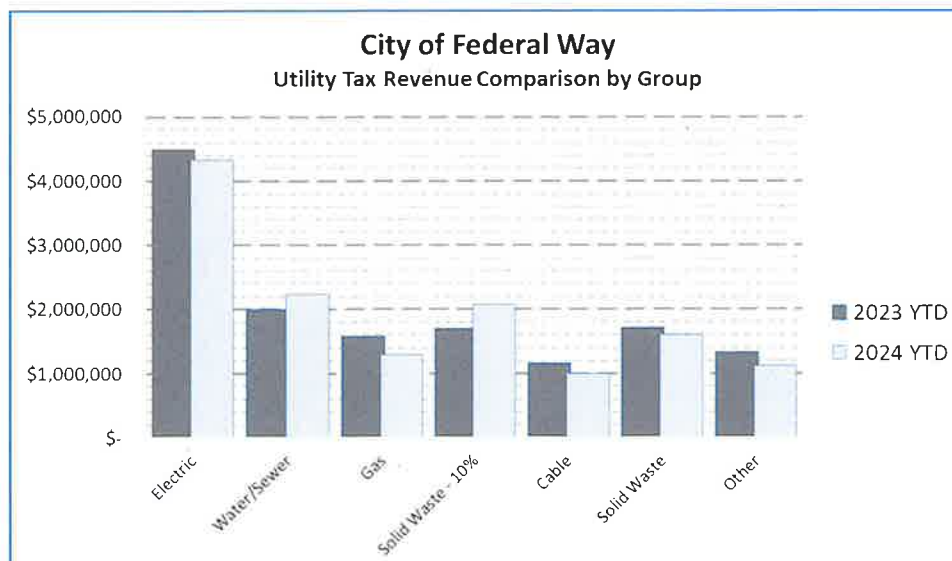
Utility Tax Revenues

There are three components of utility tax revenues received by the City: 6% unrestricted utility tax, 1.75% Prop 1 utility tax, and 10% Solid Waste utility tax, as shown in summary below and in detail on the next page. The utility tax collected by utility companies is remitted to city on a 2-month lag.

The City has a utility tax rebate program that opens January 1st and closes May 31st of each year for qualifying low-income residents. The City processed 41 rebates in 2021 (total of \$2,310), 24 rebates in 2022 (total of \$1,305), 19 rebates in 2023 (total of \$940) and 27 rebates (total of \$1,865) to date in 2024. The 2024 rebate program has been posted to the city website and information material has been distributed to known past users and communicated to those who can relay to potential new ones.

All Utility Tax by Category

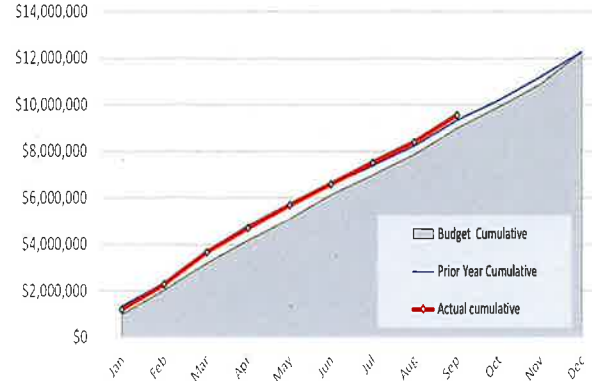
UTILITY TAXES - by Type Year-to-date thru September				
Utility Type	2023 Actual	2024 Actual	Favorable/(Unfavorable) Change from 2023	
			\$	%
Electric	\$ 4,485,890	\$ 4,795,394	\$ 309,505	6.9%
Gas	\$ 1,583,383	\$ 1,366,572	(216,811)	-13.7%
Water/Sewer	\$ 2,002,265	\$ 2,229,682	227,417	11.4%
Solid Waste	\$ 1,488,345	\$ 1,610,810	122,465	8.2%
Solid Waste - 10%	\$ 1,920,445	\$ 2,078,465	158,020	8.2%
Cable	\$ 1,157,065	\$ 1,004,191	(152,874)	-13.2%
Phone	\$ 397,068	\$ 378,231	(18,837)	-4.7%
Cellular	\$ 392,478	\$ 397,786	5,308	1.4%
Pager	\$ 22	\$ 15	(7)	-32.6%
SWM	\$ 541,475	\$ 579,574	38,100	7.0%
Other	\$ 1,331,043	\$ 1,355,605	24,563	1.8%
Tax Rebate	\$ (905)	\$ (1,865)	(960)	n/a
YTD Total	\$ 13,967,531	\$ 14,438,855	\$ 471,325	3.4%



Unrestricted 6% Utility tax revenue is favorable to budget YTD by \$0.57M or 6.4%, and above prior year actual by \$0.24M or 2.6%.

UTILITY TAXES (103) Year-to-date thru September							
Month	2023 Actual	2024		Favorable/(Unfavorable)			
		Budget	Actual	Change from 2023		YTD Actual vs Budget	
				\$ Var	% Var	\$ Var	% Var
Jan	\$ 1,360,927	\$ 997,786	\$ 1,224,760	\$ (136,167)	-10.0%	\$ 226,974	22.7%
Feb	\$ 996,825	\$ 1,038,209	\$ 1,055,647	\$ 58,823	5.9%	\$ 17,438	1.7%
Mar	\$ 1,394,153	\$ 1,158,904	\$ 1,381,677	\$ (12,476)	-0.9%	\$ 222,773	19.2%
Apr	\$ 1,068,698	\$ 976,392	\$ 1,041,849	\$ (26,849)	-2.5%	\$ 65,457	6.7%
May	\$ 925,463	\$ 932,403	\$ 974,805	\$ 49,342	5.3%	\$ (42,402)	-4.5%
Jun	\$ 831,802	\$ 1,037,323	\$ 913,786	\$ 81,983	9.9%	\$ (123,537)	-11.9%
Jul	\$ 804,851	\$ 839,753	\$ 929,745	\$ 124,894	15.5%	\$ 89,992	10.7%
Aug	\$ 849,142	\$ 888,836	\$ 881,134	\$ 31,991	3.8%	\$ (7,702)	-0.9%
Sept	\$ 1,095,812	\$ 1,128,013	\$ 1,167,398	\$ 71,586	6.5%	\$ 39,386	3.5%
Oct	\$ 855,049	\$ 923,169	\$ -	\$ -	-	\$ -	-
Nov	\$ 1,008,609	\$ 979,649	\$ -	\$ -	-	\$ -	-
Dec	\$ 1,084,183	\$ 1,384,438	\$ -	\$ -	-	\$ -	-
YTD Subtotal	\$ 9,327,673	\$ 8,997,619	\$ 9,570,802	\$ 243,129	2.6%	\$ 573,183	6.4%
Rebate	(905)	(2,309)	(1,865)	(960)	0.0%	444	-19.2%
YTD Total	\$ 9,326,768	\$ 8,995,310	\$ 9,568,937	\$ 242,169	2.6%	\$ 573,627	6.4%
Annual Total	\$ 12,274,574	\$ 12,282,564	n/a	n/a	n/a	n/a	n/a

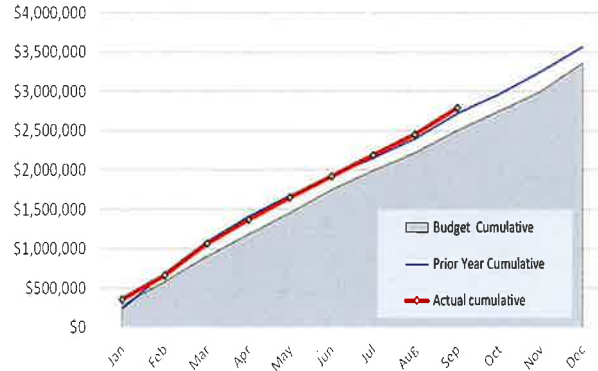
City of Federal Way - Unrestricted Utility Tax Revenue



Prop 1 Restricted 1.75% Utility tax revenue is favorable to budget YTD by \$0.28M or 11.1%, and over prior year actual by \$0.71M or 2.6%.

Proposition 1 (114) Year-to-date thru September							
Month	2023 Actual	2024		Favorable/(Unfavorable)			
		Budget	Actual	Change from 2023		YTD Actual vs Budget	
				\$ Var	% Var	\$ Var	% Var
Jan	\$ 241,103	\$ 284,517	\$ 357,222	\$ 116,119	48.2%	\$ 72,705	25.6%
Feb	\$ 446,575	\$ 296,043	\$ 307,780	\$ (138,794)	-31.1%	\$ 11,737	4.0%
Mar	\$ 406,628	\$ 330,460	\$ 402,989	\$ (3,639)	-0.9%	\$ 72,530	21.9%
Apr	\$ 311,704	\$ 278,417	\$ 303,873	\$ (7,831)	-2.5%	\$ 25,456	9.1%
May	\$ 269,927	\$ 265,873	\$ 284,216	\$ 14,289	5.3%	\$ 18,343	6.9%
Jun	\$ 242,552	\$ 295,791	\$ 266,521	\$ 23,969	9.9%	\$ (29,270)	-9.9%
Jul	\$ 234,748	\$ 239,454	\$ 271,096	\$ 36,348	15.5%	\$ 31,642	13.2%
Aug	\$ 244,874	\$ 229,558	\$ 256,997	\$ 12,123	5.0%	\$ 27,439	12.0%
Sept	\$ 322,205	\$ 291,330	\$ 340,754	\$ 18,549	5.8%	\$ 49,424	17.0%
Oct	\$ 249,337	\$ 238,425	\$ -	\$ -	-	\$ -	-
Nov	\$ 287,031	\$ 253,012	\$ -	\$ -	-	\$ -	-
Dec	\$ 316,220	\$ 357,556	\$ -	\$ -	-	\$ -	-
YTD Total	\$ 2,720,316	\$ 2,511,442	\$ 2,791,448	\$ 71,132	2.6%	\$ 280,006	11.1%
Annual Total	\$ 3,572,904	\$ 3,360,436	n/a	n/a	n/a	n/a	n/a

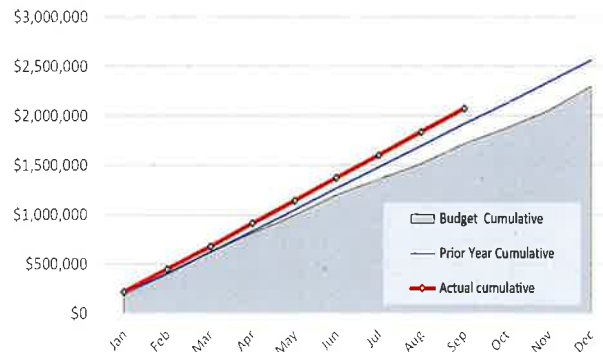
City of Federal Way - Proposition 1 Utility Tax



Solid Waste Restricted 10.00% Utility tax revenue is favorable to budget YTD by \$0.36M or 20.9%, and over prior year actual by \$0.16M or 8.2%.

Solid Waste (116) Year-to-date thru September							
Month	2023 Actual	2024		Favorable/(Unfavorable)			
		Budget	Actual	Change from 2023		YTD Actual vs Budget	
				\$ Var	% Var	\$ Var	% Var
Jan	\$ 205,051	\$ 194,733	\$ 220,151	\$ 15,100	n/a	\$ 25,417	13.1%
Feb	\$ 206,791	\$ 202,622	\$ 229,165	\$ 22,375	10.8%	\$ 26,543	13.1%
Mar	\$ 216,311	\$ 226,178	\$ 232,003	\$ 15,692	7.3%	\$ 5,825	2.6%
Apr	\$ 205,172	\$ 190,558	\$ 232,463	\$ 27,291	13.3%	\$ 41,905	22.0%
May	\$ 217,449	\$ 181,973	\$ 231,398	\$ 13,949	6.4%	\$ 49,426	27.2%
Jun	\$ 216,988	\$ 202,450	\$ 230,753	\$ 13,766	6.3%	\$ 28,304	14.0%
Jul	\$ 215,094	\$ 163,891	\$ 229,435	\$ 14,341	6.7%	\$ 65,544	40.0%
Aug	\$ 215,094	\$ 157,118	\$ 235,544	\$ 20,450	9.5%	\$ 78,426	49.9%
Sept	\$ 222,496	\$ 199,396	\$ 237,552	\$ 15,056	6.8%	\$ 38,156	19.1%
Oct	\$ 209,745	\$ 163,187	\$ -	\$ -	-	\$ -	-
Nov	\$ 213,423	\$ 173,170	\$ -	\$ -	-	\$ -	-
Dec	\$ 215,172	\$ 244,724	\$ -	\$ -	-	\$ -	-
YTD Total	\$ 1,920,446	\$ 1,718,919	\$ 2,078,465	\$ 158,019	8.2%	\$ 359,546	20.9%
Annual Total	\$ 2,558,785	\$ 2,300,000	n/a	n/a	n/a	n/a	n/a

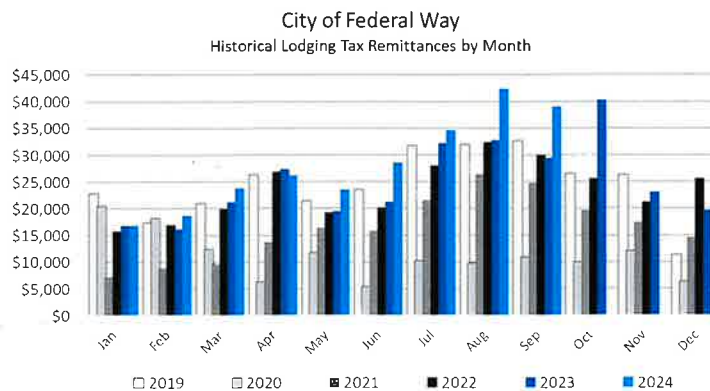
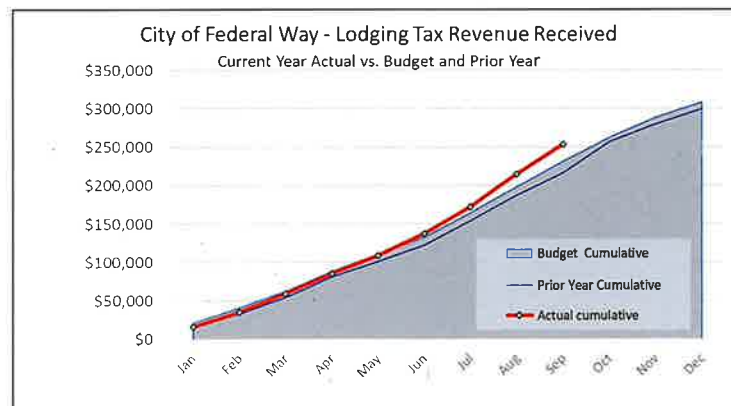
City of Federal Way - Solid Waste 10% Utility Tax Revenue



Lodging Tax Revenue

Revenues are favorable to budget YTD by \$22K or 9.7%, and above prior year actual by \$37K.

HOTEL/MOTEL LODGING TAX REVENUES							
Year-to-date thru October							
Month	2023 Actual	2024		Favorable/(Unfavorable)			
				Change from 2023		YTD Actual vs Budget	
		Budget	Actual	\$	%	\$	%
Jan	\$ 16,787	\$ 21,257	\$ 16,832	\$ 45	0.3%	\$ (4,426)	-20.8%
Feb	16,159	19,804	18,690	2,531	15.7%	(1,114)	-5.6%
Mar	21,239	21,550	23,749	2,510	11.8%	2,199	10.2%
Apr	27,280	25,724	26,135	(1,144)	-4.2%	411	1.6%
May	19,444	22,579	23,545	4,101	21.1%	967	4.3%
Jun	21,163	21,992	28,619	7,456	35.2%	6,627	30.1%
Jul	32,180	31,636	34,657	2,476	7.7%	3,021	9.5%
Aug	32,746	34,077	42,403	9,657	29.5%	8,326	24.4%
Sept	29,427	32,689	39,032	9,605	32.6%	6,343	19.4%
Oct	40,254	31,253	-	-	-	-	-
Nov	23,106	25,606	-	-	-	-	-
Dec	19,674	19,834	-	-	-	-	-
YTD Total	\$ 216,425	\$ 231,307	\$ 253,662	\$ 37,237	17.2%	\$ 22,355	9.7%
Annual Total	\$ 299,459	\$ 308,000	n/a	n/a	n/a	n/a	n/a



Traffic Safety – Red Light / School Zone

Revenues are favorable to budget YTD by \$0.21M or 8.2%, but below prior year actual by \$1.05M or 27.7%.

Traffic Safety Fund - Red Light Photo Revenue							
Month	2023 Actual	2024		Favorable/(Unfavorable)			
				Change from 2023		YTD Actual vs Budget	
		Budget	Actual	\$	%	\$	%
Jan	\$ 305,897	\$ 262,385	\$ 312,250	\$ 6,353	2.1%	\$ 49,865	19.0%
Feb	425,952	242,839	286,697	(139,255)	-32.7%	\$ 43,858	18.1%
Mar	582,573	249,610	316,418	(266,155)	-45.7%	\$ 66,807	26.8%
Apr	502,534	259,603	329,659	(172,875)	-34.4%	\$ 70,056	27.0%
May	424,939	257,290	291,228	(133,712)	-31.5%	\$ 33,938	13.2%
Jun	401,659	307,973	287,251	(114,408)	-28.5%	\$ (20,723)	-6.7%
Jul	294,140	284,056	280,682	(13,458)	-4.6%	\$ (3,375)	-1.2%
Aug	263,310	200,766	179,866	(83,443)	-31.7%	\$ (20,900)	-10.4%
Sep	228,474	198,764	162,773	(65,700)	-28.8%	\$ (35,991)	-18.1%
Oct	348,651	262,668	285,111	(63,540)	-18.2%	\$ 22,443	8.5%
Nov	319,588	301,792	-	-	-	\$ -	-
Dec	278,962	232,254	-	-	-	\$ -	-
YTD Total	\$ 3,778,127	\$ 2,525,955	\$ 2,731,933	\$ (1,046,193)	-27.7%	\$ 205,979	8.2%
Annual Total	\$ 4,376,677	\$ 3,060,000	n/a	n/a	n/a	n/a	n/a

Traffic Safety Fund pays for 1 Lieutenant, 8 Police Officers, 3 City Traffic positions, Municipal Court security services, red light photo services, Valleycomm emergency communication services, School Zone Enhancements capital improvement projects, and patrol vehicles.

Police Department Overtime

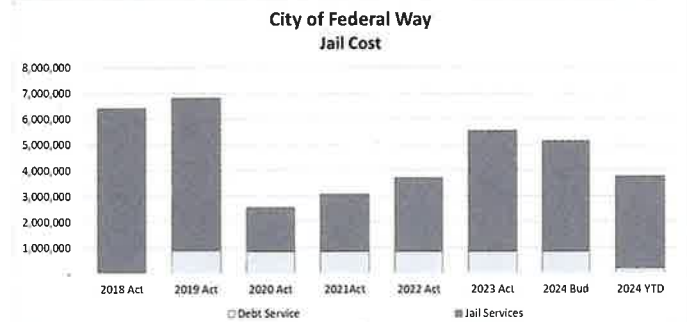
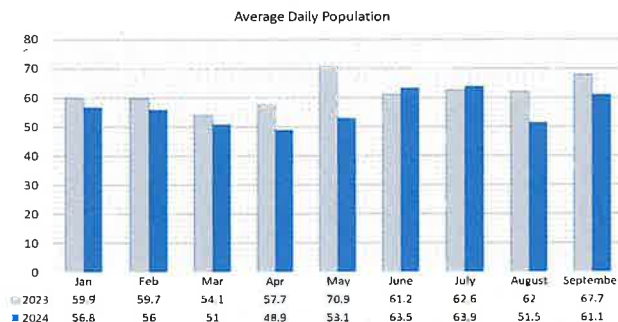
Year-to-date PD overtime is \$175K or 10.5% above prior year actual.

The City's portion (unbillable) is \$0.59M or 67.2% above YTD budget, and is funded entirely by PD vacancies.

Overtime incurred is primarily due to service required for special events, shift call-in, shift extension, training, and special emphasis proactive activities.

PD Overtime by Month Year-to-date thru October							
Month	2023 Actual	2024		(Favorable)/Unfavorable			
		Budget	Actual	Change from 2023		YTD Actual vs Budget	
				\$	%	\$	%
Jan	\$ 116,488	\$ 86,391	\$ 128,863	\$ 12,375	10.6%	\$ 42,472	49.2%
Feb	142,906	76,342	127,091	(15,815)	-11.1%	50,749	66.5%
Mar	130,707	71,047	147,441	16,734	12.8%	76,394	107.5%
Apr	114,651	80,621	119,330	4,679	4.1%	38,709	48.0%
May	139,773	92,960	162,016	22,243	15.9%	69,056	74.3%
Jun	133,025	79,368	144,019	10,995	8.3%	64,652	81.5%
Jul	154,339	128,292	204,966	50,626	32.8%	76,673	59.8%
Aug	142,134	85,928	127,839	(14,295)	-10.1%	41,911	48.8%
Sep	127,772	80,943	150,193	22,421	17.5%	69,250	85.6%
Oct	131,878	95,285	154,873	22,995	17.4%	59,588	62.5%
Nov	143,126	94,435	-	-	-	-	-
Dec	137,511	93,398	-	-	-	-	-
City Portion	1,333,672	877,176	1,466,631	132,958	10.0%	589,455	67.2%
Billable	327,839	258,446	370,082	42,243	12.9%	111,635	43.2%
YTD Total	\$ 1,661,511	\$ 1,135,622	\$ 1,836,712	\$ 175,201	10.5%	\$ 701,090	61.7%
Annual Total	\$ 2,023,529	\$ 1,387,975	\$ 1,836,712	\$ 175,201	10.5%	\$ 701,090	61.7%

Jail Services



The City maintains multiple contracts with other governmental agencies for its jail services, after it discontinued its owner relationship with SCORE Jail in December 2019. The budgeted average daily population (ADP) is 70, and average ADP was 56 for the first nine months. October ADP will be available in November.

The City continues to be liable for its portion of the debt service on the SCORE building. The total remaining principal debt the City owes as of 12/31/2023 for SCORE is \$9,335,000, and continues to be reduced by principal payments of about \$0.9 million a year.

Jail and Alternatives to Confinement								
	2018 Actual	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Actual	2024	
							Annual Budget	YTD Actual
Total Jail Operations	\$6,417,479	\$5,932,095	\$1,712,883	\$ 2,223,602	\$2,871,368	\$4,687,019	\$ 4,294,000	\$ 3,577,979
Debt Service Payments for SCORE Jail	-	889,718	847,566	851,925	852,425	852,275	850,425	200,213
Total Jail Cost	\$6,417,479	\$6,821,813	\$2,560,449	\$ 3,075,527	\$3,723,793	\$5,539,294	\$ 5,144,425	\$ 3,778,191

Federal Way Community Center

Revenues are above 2024 YTD budget by \$12K or 0.7%, and above 2023 YTD actual by \$0.33M, primarily due to increased memberships.

Expenditures are above 2024 YTD budget of \$1.92M by \$0.71M or 36.8%.

Community Center remaining building construction debt service principal as of 12/31/2023 was \$7.13M.

Federal Way Community Center as of 10/31/2024	2023			2024			YTD Budget vs Actual Favorable/(Unfavorable)	
	Budget	Annual Actual	YTD Actual	Budget	YTD Budget	YTD Actual	\$	%
Beginning Fund Balance	\$ 1,737,273	\$ 1,737,273	\$ 1,737,273	\$ 1,768,436	\$ 1,768,436	\$ 1,768,436	n/a	n/a
Total Revenues	1,411,875	1,619,063	1,288,012	1,930,875	1,609,063	1,620,756	11,693	0.7%
Total Expenditures	2,459,893	2,456,401	1,964,905	2,306,857	1,922,381	2,630,383	(708,002)	-36.8%
Revenues Over / (Under) Expenditures	(1,048,018)	(837,339)	(676,893)	(375,982)	(313,318)	(1,009,627)	(696,309)	222.2%
Recovery Ratio	57.4%	65.9%	65.6%	83.7%	83.7%	61.6%	n/a	n/a
Total Transfer In from General Fund/Utility Tax	868,501	868,501	451,089	375,982	313,318	375,982	62,664	20.0%
Ending Fund Balance	\$ 1,557,756	\$ 1,768,436	\$ 1,511,469	\$ 1,768,436	\$ 1,768,436	\$ 1,134,791	\$(633,645)	-35.8%
Debt Service Payments	822,123	822,123	111,411	827,873	103,936	103,936	-	0.0%
Total FWCC Cost	\$ 3,282,016	\$ 3,278,524	\$ 2,076,316	\$ 3,134,730	\$ 2,026,317	\$ 2,734,319	\$(708,002)	-34.9%
Total City Support	\$ 1,690,624	\$ 1,690,624	\$ 562,500	\$ 1,203,855	\$ 417,255	\$ 479,918		

Dumas Bay Centre

Revenues are above 2024 YTD budget by \$0.18M or 32.9%, and above 2023 YTD actual by \$39K due to increased rentals at the facility.

Expenditures are above 2024 YTD budget of \$0.79M by \$0.11M or 13.4%.

Dumas Bay Centre Fund as of 10/31/2024	2023			2024			YTD Budget vs Actual Favorable/(Unfavorable)	
	Budget	Annual Actual	YTD Actual	Budget	YTD Budget	YTD Actual	\$	%
Beginning Fund Balance	\$1,710,510	\$ 1,710,510	\$ 1,710,510	\$ 2,197,592	\$ 2,197,592	\$ 2,197,592	n/a	n/a
Total Revenues	727,698	757,060	696,476	738,102	553,577	735,744	182,167	32.9%
Total Expenses	864,097	898,127	745,316	1,054,386	790,789	896,684	(105,895)	-13.4%
Revenues Over/(Under) Expenses	(136,399)	(141,067)	(48,840)	(316,284)	(237,213)	(160,940)	76,273	-32.2%
Recovery Ratio	84.21%	84.29%	93.45%	70.00%	70.00%	82.05%	n/a	n/a
Total Transfer In	628,148	628,149	-	264,998	198,749	-	(198,749)	n/a
Ending Fund Balance	\$ 2,202,259	\$ 2,197,592	\$ 1,661,670	\$ 2,146,307	\$ 2,159,128	\$ 2,036,652	\$(122,477)	-5.7%

Performing Arts & Event Center Operations (PAEC)

Revenues are below year-to-date budget of \$1.67M by \$0.24M or 14.5% due to higher expected revenues by the year end.

Expenditures are \$0.25M or 9.5% below the YTD budget.

Performing Arts & Event Center remaining building construction debt service principal as of 12/31/2023 was \$4.95M.

115 Performing Arts & Event Center Operations (PAEC)	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Actual	2024 Budget	YTD Budget	2024 YTD Actual	YTD Budget vs. Actual Favorable/(Unfavorable)
Beginning Balance	(447,382)	(110,546)	-	873,590	873,936	791,462	791,462	791,462	\$ %
Total Revenue	1,410,377	591,152	1,443,088	1,690,259	2,228,419	2,220,593	1,665,445	1,423,130	(242,315) -14.5%
Total Transfer In from Utility Tax/General Fund	1,516,000	972,310	1,083,942	941,464	1,107,987	979,977	734,983	655,024	(79,959) -10.9%
Total Expenditures	2,589,541	1,452,916	1,653,440	2,631,377	3,418,880	3,498,853	2,633,054	2,382,139	250,914 9.5%
Total PAEC Operation Balance	\$ (110,546)	\$ 0	\$ 873,590	\$ 873,936	\$ 791,462	\$ 493,180	\$ 558,836	\$ 487,477	\$(71,359) -12.8%
Debt Service Payments	-	538,247	553,255	781,330	772,671	768,161	256,012	256,012	- 0%
Total PAEC Cost	\$ 2,589,541	\$ 1,991,163	\$ 2,206,695	\$ 3,412,707	\$ 4,191,551	\$ 4,267,014	\$ 2,889,065	\$ 2,638,151	\$ 250,914 8.7%
Total City Support	\$ 1,510,557	\$ 1,637,197	\$ 1,722,794	\$ 1,880,658	\$ 1,748,138	\$ 990,994	\$ 911,036	\$ 79,959	8.1%

Fund Activity Summary

Fund #/Fund Name	Begin Balance 1/1/2024	YTD Revenues	YTD Expenditures	YTD Net Income/(loss)	Ending Balance 10/31/2024*	Required Fund Balance
001/101 General/Street Fund**	\$ 22,437,666	\$ 53,251,849	56,948,107	\$ (3,696,257)	\$ 18,741,409	\$ 9,500,000
<i>Special Revenue Funds:</i>						
102 Arterial Street	980,433	760,100	1,003,752	(243,652)	736,781	100,000
103 Utility Tax(*)	8,180,988	9,367,651	13,334,465	(3,966,814)	4,214,173	1,500,000
104 Affordable & Supportive Housing Sales Tax	145,923	76,378	131,715	(55,337)	90,586	-
106 Solid Waste & Recycling	458,902	614,067	596,928	17,139	476,040	-
107 Special Contracts/Studies Fund	1,035,701	22,171	14,235	7,936	1,043,637	-
109 Hotel/Motel Lodging Tax	2,080,525	272,395	-	272,395	2,352,920	200,000
111 Federal Way Community Center	1,768,436	1,996,738	2,630,383	(633,645)	1,134,791	1,500,000
112 Traffic Safety Fund	3,350,370	2,731,933	3,399,288	(667,355)	2,683,016	1,200,000
113 Real Estate Excise Tax Fund	2,560,202	2,434,586	2,513,456	(78,870)	2,481,332	2,000,000
114 Prop 1 Utility Tax	1,312,904	2,957,870	3,622,243	(664,373)	648,531	1,000,000
115 Performing Arts & Event Ctr Operations	791,462	2,078,154	2,382,139	(303,985)	487,477	-
116 Solid Waste 10% Utility Tax	1,448,966	1,840,914	1,179,418	661,496	2,110,462	-
119 CDBG	63,358	154,756	307,508	(152,753)	(89,395)	-
120 Path & Trails	1,863,850	215,440	-	215,440	2,079,290	-
121 Technology	660,867	231,942	58,432	173,510	834,377	-
122 Jail Fund	34,283	3,224,139	3,577,979	(353,840)	(319,556)	-
188 Strategic Reserve Fund	3,002,082	-	-	-	3,002,082	3,000,000
189 Parks Reserve Fund	1,133,157	-	-	-	1,133,157	1,125,000
Subtotal Special Revenue Funds	30,872,410	28,979,232	34,751,941	(5,772,709)	25,099,701	\$11,625,000
201 Debt Service Fund	(1,362,628)	2,227,596	560,160	1,667,436	304,808	-
<i>Capital Project Funds:</i>						
301 Downtown Redevelopment	5,327,997	789,898	-	789,898	6,117,895	-
302 Municipal Facilities	175,507	-	-	-	175,507	-
303 Parks	2,451,323	59,391	746,938	(687,547)	1,763,776	-
304 Surface Water Management	6,322,537	583,999	1,285,762	(701,763)	5,620,775	-
306 Transportation	15,361,122	57,982,228	15,567,245	42,414,983	57,776,105	-
307 Capital Project Reserve Fund	370,343	-	-	-	370,343	-
Subtotal Capital Project Funds	30,008,830	59,415,516	17,599,945	41,815,571	71,824,401	-
<i>Enterprise Funds:</i>						
401 Surface Water Management	5,744,157	6,320,874	3,737,493	2,583,381	8,327,537	690,000
402 Dumas Bay Centre Fund	2,197,592	735,744	896,684	(160,940)	2,036,652	1,500,000
Subtotal Enterprise Funds	7,941,748	7,056,618	4,634,178	2,422,440	10,364,189	\$ 2,190,000
<i>Internal Service Funds</i>						
501 Risk Management	1,760,850	2,264,830	3,204,469	(939,639)	821,211	600,000
502 Information Systems	4,288,639	3,029,235	3,045,185	(15,950)	4,272,689	-
503 Mail & Duplication	274,203	115,432	122,565	(7,134)	267,069	-
504 Fleet & Equipment	8,159,943	2,632,867	2,788,152	(155,285)	8,004,658	-
505 Buildings & Furnishings	2,712,141	510,772	583,882	(73,109)	2,639,032	2,000,000
506 Health Self Insurance Fund	4,020,794	3,641,873	4,542,481	(900,608)	3,120,186	-
507 Unemployment Insurance Fund	346,769	-	41,426	(41,426)	305,343	250,000
Subtotal Internal Service Funds	21,563,339	12,195,009	14,328,160	(2,133,151)	19,430,188	\$ 2,850,000
Total All Funds	\$ 111,461,365	\$ 163,125,821	\$ 128,822,490	\$ 34,303,330	\$ 145,764,696	\$ 26,165,000

American Rescue Plan Act Project Tracking

All ARPA projects are now being paid out of General Fund, savings generated from charging Public Safety expenses to maximize the ARPA grant. Disbursements to date is as follows as of August 31:

Project	Dept	Council Approval \$	Council Approval date	Spending to-date 8/31/24	Spending Mo Sep 2024	Spending to-date 9/30/24	Balance	% spent
Approved projects by Council action								
x Essential/Hazard Pay	ED	227,453	6/1/21	227,450		227,450	3	100%
x Grant Coordination (\$300K)	ED	80,000	6/15/21	27,929		27,929	52,071	35%
PD Surveillance trailers	ED	220,000	12/5/23	218,937		218,937	1,063	100%
x Grant-writing services	ED	784	6/15/21	784		784	0	100%
x Broadband CERB grant rec'd 11/18/21	IT	50,000	9/7/21	50,000		50,000	-	100%
PD Vehicles	PD	2,072,000	10/19/21	1,818,949		1,818,949	253,051	88%
Parks Trailer Lease	Parks	300,000	10/19/21	300,000		300,000	(0)	100%
Pool Slide estimate	Parks	500,000	12/7/21	500,000		500,000	-	100%
Pool slide addition	Parks	484,792	3/1/22	460,831		460,831	23,961	95%
Pool repair change order	Parks	112,700	12/6/22	-		-	112,700	0%
Retention bonus + longevity	HR/Fin	3,623,158	10/4/22	3,623,158		3,623,158	0	100%
Two 5-yard trucks	PW	760,000	3/1/22	296,721		296,721	463,279	39%
Material Stacker	PW	145,000	3/1/22	92,358		92,358	52,642	64%
Material (salt)	PW	90,000	3/1/22	89,874		89,874	126	100%
ARPA administrative costs	Admin	650,000	10/4/22	128,764	4,526	133,290	516,710	21%
Social Svcs allocation \$3M	CD	-	10/4/22	-		-	-	-
Social Svcs - Housing Stability	CD	800,000	7/5/23	215,444		215,444	584,557	27%
Social Svcs - Youth Programming	CD	1,200,000	7/5/23	273,225	21,602	294,827	905,173	25%
Social Svcs - HS GF grants	CD	246,000	7/5/23	57,000		57,000	189,000	23%
Social Svcs - Nonprofit facility usage p	CD	100,000	7/5/23	-		-	100,000	0%
Social Svcs - Community Engagement	CD	4,000	7/5/23	-		-	4,000	0%
Social Svcs - Financial literacy	CD	325,000	11/21/23	30,604		30,604	294,396	9%
M&O shop recovery	Multi	325,000	11/21/23	212,670		212,670	112,330	65%
Economic Development (\$750K)	ED	4,300	10/4/22	-		-	4,300	0%
ED - Grant Writing	ED	95,000	10/3/23	40,346	4,278	44,624	50,376	47%
ED - Grant Workshops	ED	8,000	10/3/23	3,500	4,500	8,000	-	100%
ED - Fundraising Workshops	ED	8,000	10/3/23	-		-	8,000	0%
ED - Top 100 People/Places/things	ED	20,000	10/3/23	19,950		19,950	50	100%
ED - EcDev Website Audit	ED	12,700	10/3/23	12,700		12,700	-	100%
ED - Business Enterprise Startup	ED	40,000	10/3/23	-		-	40,000	0%
ED - Business & CTE	ED	20,000	10/3/23	-		-	20,000	0%
ED - Business Outreach	ED	100,000	10/3/23	-		-	100,000	0%
ED - Retail Attraction	ED	30,000	10/3/23	-		-	30,000	0%
ED - Hotel Absorption	ED	20,000	10/3/23	-		-	20,000	0%
ED - In-home childcare	ED	80,000	10/3/23	-		-	80,000	0%
ED - City Marketing	ED	185,000	2/6/24	79,370	7,566	86,936	98,064	47%
ED - Start to Cart	ED	80,000	2/6/24	22,500		22,500	57,500	28%
ED - Digital Literacy	ED	30,000	2/6/24	7,500		7,500	22,500	25%
ED - Digital Literacy	ED	17,000	5/7/24	-		-	17,000	0%
Streetlights	PW	2,150,000	10/4/22	22,339	297	22,636	2,127,364	1%
373rd Roundabout of \$3.5M	PW	800,000	10/4/22	15,739		15,739	784,261	2%
OCourt - replace Justware	IT	137,000	10/4/22	104,036	7,880	111,916	25,084	82%
Prosecutor software	IT	80,000	10/4/22	77,880	2,120	80,000	0	100%
Darktrace (2024)	IT	60,000	10/4/22	-		-	60,000	0%
Disaster Backup	IT	30,000	10/4/22	18,750		18,750	11,250	63%
Password Mgmt System	IT	10,000	10/4/22	-		-	10,000	0%
PAEC laptops w desk conv	Parks	20,000	10/4/22	15,708		15,708	4,292	79%
City Hall HVAC upgrades	Parks	155,329	10/4/22	-		-	155,329	0%
FWCC HVAC upgrades	Parks	116,874	10/4/22	-		-	116,874	0%
PAEC HVAC upgrades	Parks	69,650	10/4/22	-		-	69,650	0%
City hall touchless fixtures	Parks	9,827	10/4/22	9,827		9,827	-	100%
Saghalie Park sport track	Parks	150,000	10/4/22	-		-	150,000	0%
Arts Commission	Parks	15,000	10/4/22	15,000		15,000	-	100%
Target Building Demolition	PW	429,155	2/21/23	429,155		429,155	-	100%
FWCC Locker Room	Parks	1,700,000	7/5/23	749,461	122,591	872,052	827,948	51%
FWCC boiler	Parks	41,446	7/5/23	-		-	41,446	0%
Contingency savings		176,718		-		-	176,718	0%
x = closed category		19,216,886		10,268,459.34	175,358.66	10,443,818.00	8,773,068	53%

Monthly Treasury Positions and Activity

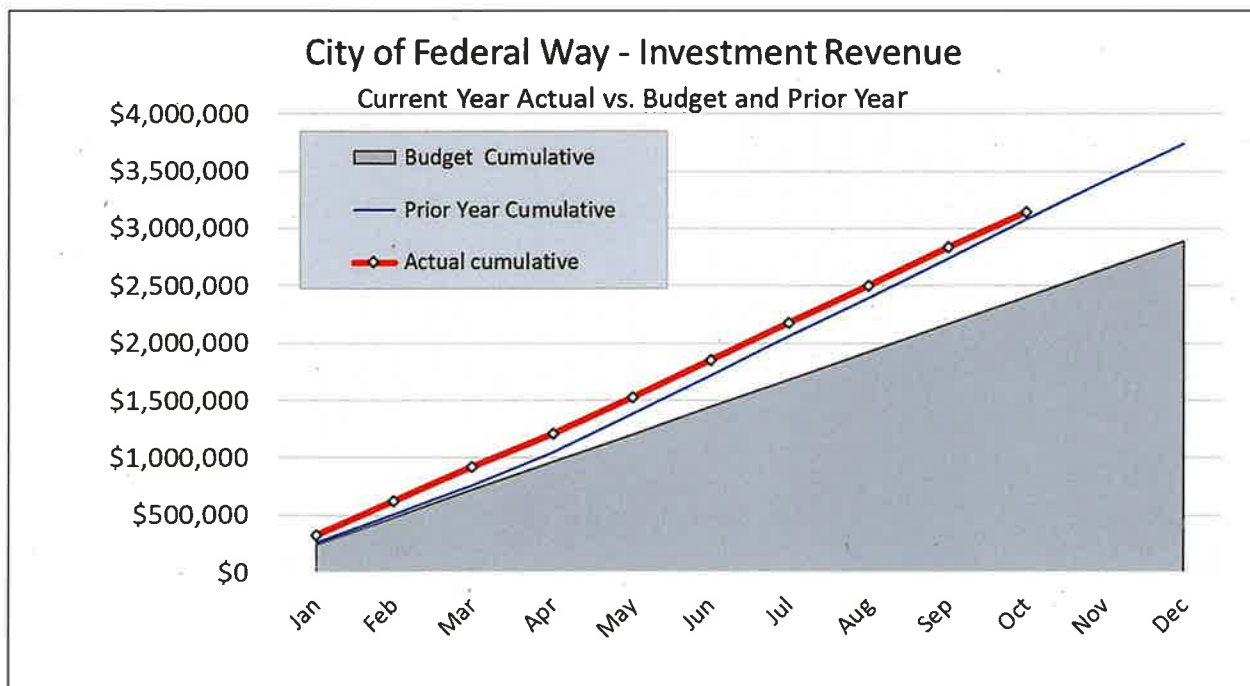
This monthly report of all investment transactions to the city council via FEDRAC complies with RCW 35.39.032. The following pages provide a summary of the current investment portfolio holdings and the individual transactions and activity during the month.

Portfolio Yield: The City's total annualized yield was 3.7%. The City's position in LGIP was \$28.1 million and the laddered portfolio was \$65 million.

	Face Value	Cost	Yield %	Annual Yield \$
City Portfolio:	72,000,000	69,278,750	3.588%	2,583,281
State Investment Pool:	71,105,171	71,105,171	1.846%	1,312,699
Total:	\$143,105,171	\$140,383,921	2.722%	\$3,895,979

Interest Revenue Compared to Budget and Prior Year

Year-to-date interest revenue through October of \$3,154,000 exceeds budget of \$2,406,000 by \$749,000 or 31% and exceeds prior year by \$78,000 or 3%. Accrual basis interest for the month was \$319,000.



The following city portfolio summary is provided by our third-party custodian, US Bank, and summarizes both the ending position and the activity within the month:



Acct Name: CITY OF FEDERAL WAY	SUMMARY - USD	Page 1
Acct Number: XXXXXX033		For period 10/01/2024 - 10/31/2024

ACTIVITY - Settled/Cleared Cash Activity

Transaction Type	Amount
Purchases	0.00
Purchase Reversals	0.00
Sales	0.00
Sale Reversals	0.00
Withdrawals	0.00
Receipts	(1,022,416.96)
Deliveries	0.00
Principal Reversals	0.00
Interest	122,875.00
Interest Reversals	0.00
Interest Adjustments	0.00
Maturities	1,000,000.00
Calls	0.00
Puts	0.00
Paydowns	0.00
Paydown Adjustments	0.00
Payups	0.00
Payup Adjustments	0.00
Cash Dividends	0.00
Balance Changes	0.00
Stock Dividends	0.00
Closeouts	0.00
Closeout Dividends	0.00
Net Activity	100,458.04

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Statement Contents

- *Summary
- *Activity - Settled/Cleared Cash Activity
- *Activity - Projected Activity for Next Statement Period
- *Holdings

HOLDINGS - Custody

Category	Par/Shares	Original Face	Principal Cost	Market Value
Treasury Obligations	50,000,000.00000	50,000,000.00000	47,544,704.22	48,277,163.21
US Government Agency Securities	21,000,000.00000	21,000,000.00000	20,849,940.58	20,878,388.56
Corporate Securities	1,000,000.00000	1,000,000.00000	943,200.00	963,596.41
Total Custody Holdings	72,000,000.00000	72,000,000.00000	69,337,844.80	70,119,148.18

Market Value is currently below both Original Face Value, the value we'll receive at maturity, and Principal Cost, what we paid. This is primarily due to purchasing at discounts below Par Value, to be realized at maturity. Any variance from Principal COst is an unrealized change in market value, since all investments will be held to maturity, receiving full value. All investments are bullets, or uncallable, therefore full face value will be realized at maturity, received in cash.

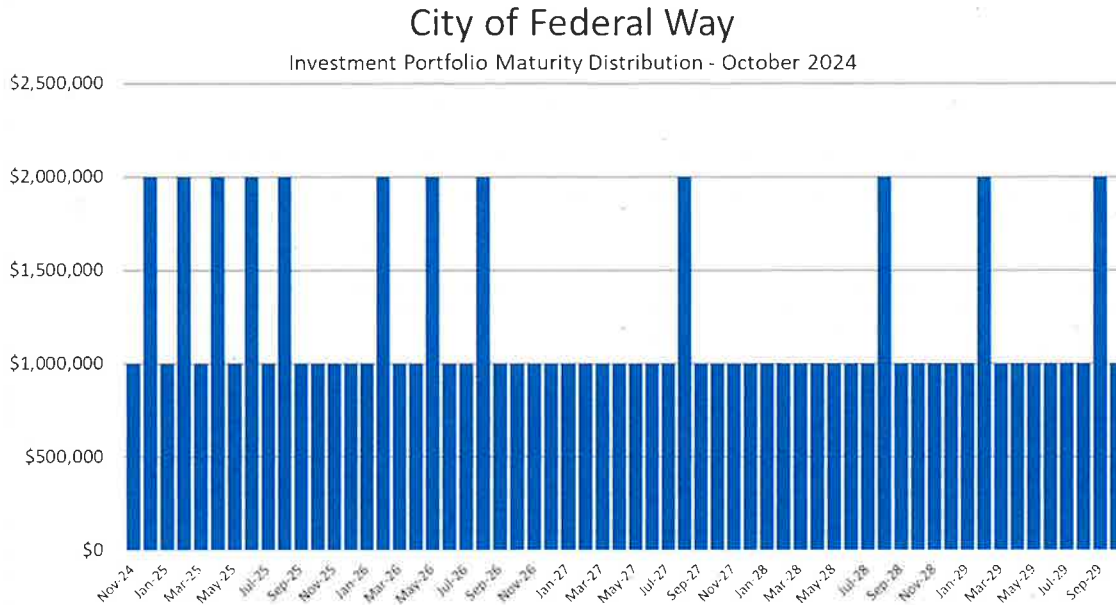
Maturities: During the month, the following investments matured:

- 2021-002 US Treasury \$1,000,000, matured October 2024, yielding 0.63%

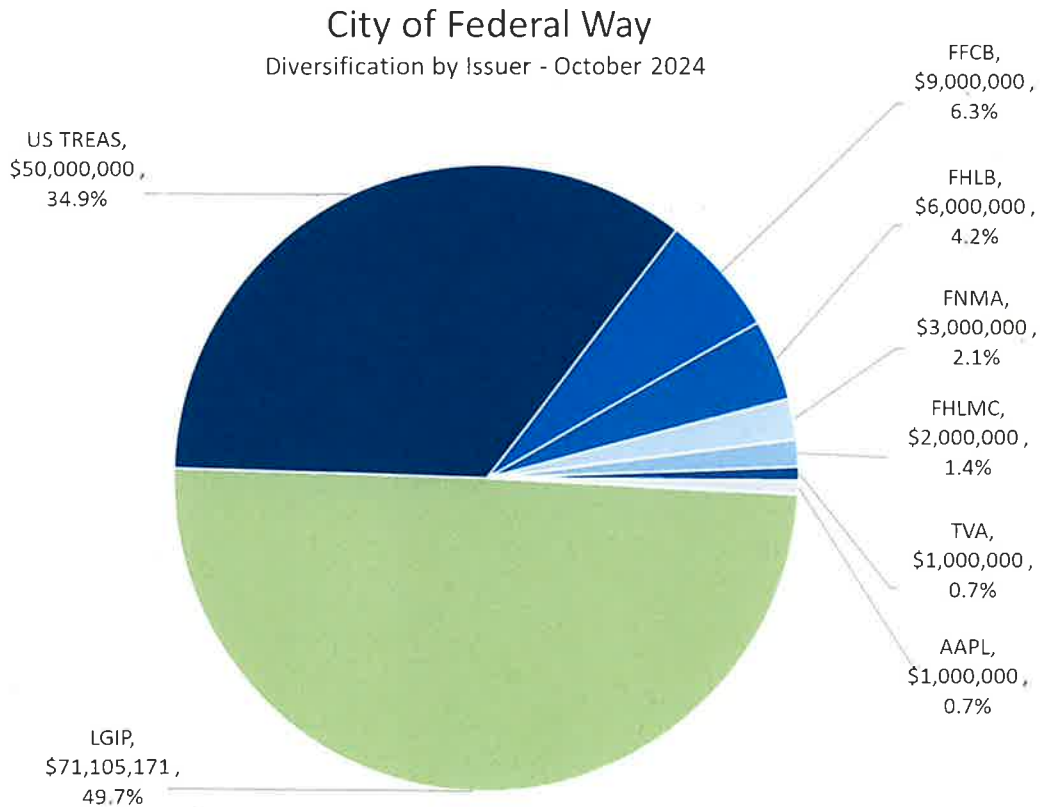
Purchases: During the month, the following investment was purchased, maximizing yield at the time of purchase, having first assured safety and liquidity of the entire portfolio (see addendum for complete rationale):

- 2024-102 US Treasury \$1,000,000, matures October 2029, yielding 3.9%

The maturity distribution of the laddered portion of the portfolio shows that \$1-2 million will mature each month for the next 60 months, mitigating reinvestment (interest rate) risk, as follows:



and the diversification distribution partially mitigating credit risk, as follows:



Safekeeping Report Detail

This monthly safekeeping report of all investment transactions held in safekeeping by US Bank lists securities by maturity date, first obligations of the US Treasury, then US Government Agency Securities, and Corporate Securities last.

Acct Name: CITY OF FEDERAL WAY	HOLDINGS AS OF 10/31/2024 - USD	Page 4
Acct Number: XXXXXX033		

CUSTODY Maturity	Security ID Ticket	Rate Acq Date	Description	Par/Shares Original Face	Principal Cost	Market Value NAV
Treasury Obligations						
11/15/2024	91282CDH1 819020954	.750 11/21	U.S. Treasury Notes 91282CDH1 11/15/2024	1,000,000.00 1,000,000.00	1,001,171.88	998,368.29
01/31/2025	912828Z52 819021510	1.375 01/22	U S TREASURY NOTE 1.375 NOTE 2025	1,000,000.00 1,000,000.00	1,006,718.75	991,953.13
03/31/2025	912828ZF0 392222253	.500 03/22	U.S. Treasury Notes 912828ZF0 03/31/2025	1,000,000.00 1,000,000.00	963,437.50	983,906.25
04/30/2025	912828ZL7 392223194	.375 04/22	U.S. TREASURY NOTES 912828ZL7 0.375 04/30/25	1,000,000.00 1,000,000.00	932,343.75	979,976.56
05/31/2025	912828ZT0 392223819	.250 05/22	U S TREASURY NOTE 25 NOTE 25	1,000,000.00 1,000,000.00	924,648.44	975,659.38
06/30/2025	912828ZW3 392224043	.250 06/22	U.S. Treasury Notes 250, 06/30/2025	1,000,000.00 1,000,000.00	928,164.00	972,910.16
07/31/2025	91282CAB7 392224087	.250 06/22	U S TREASURY NOTE 25 NOTES 25	1,000,000.00 1,000,000.00	918,125.00	969,736.33
10/31/2025	91282CAT8 392224292	.250 07/22	U.S. Treasury Notes 250, 10/31/2025	1,000,000.00 1,000,000.00	911,640.63	960,468.75
12/31/2025	9128285T3 392224349	2.625 07/22	U.S. TREASURY NOTES 2.625 NOTE 25	1,000,000.00 1,000,000.00	983,828.13	981,328.12
01/31/2026	9128286A3 751014661	2.625 07/22	U S TREASURY NOTE 2.625 NOTE 2026	1,000,000.00 1,000,000.00	984,218.75	980,390.62
02/28/2026	91282CKB6 932000784	4.625 08/24	U.S. TREASURY NOTE 4.625 2/28/26	1,000,000.00 1,000,000.00	1,008,281.25	1,004,648.44

Acct Name: CITY OF FEDERAL WAY	HOLDINGS AS OF 10/31/2024 - USD	Page 5
Acct Number: XXXXXX033		

CUSTODY Maturity	Security ID Ticket	Rate Acq Date	Description	Par/Shares Original Face	Principal Cost	Market Value NAV
03/31/2026	9128296L9 751015129	2.250 08/22	U S TREASURY NOTE 2 25 NOTE 26	1,000,000.00 1,000,000.00	964,630.00	973,046.86
04/30/2026	91282CBW0 392224636	.750 08/22	U.S. Treasury Notes 91282CBW0 04/30/2026	1,000,000.00 1,000,000.00	909,960.94	950,078.12
05/15/2026	912828R36 932000785	1.625 08/24	U S TREASURY NOTE 1.625 05/15/2026	1,000,000.00 1,000,000.00	962,010.00	961,953.12
05/31/2026	91282CCF6 392224637	.750 08/22	U S TREASURY NOTE 75 NOTE 2026	1,000,000.00 1,000,000.00	907,968.75	947,539.06
06/30/2026	91282CCJ8 392224738	.875 09/22	U.S. Treasury Notes 91282CCJ8 06/30/2026	1,000,000.00 1,000,000.00	906,718.75	946,992.19
07/31/2026	912828Y95 751015330	1.875 09/22	U.S. Treasury Notes 1.875, 07/31/2026	1,000,000.00 1,000,000.00	943,437.50	961,289.06
08/15/2026	91282CHU8 932000729	4.375 08/24	US Treasury Note 4.375%08/15/26	1,000,000.00 1,000,000.00	1,007,504.69	1,003,320.31
10/31/2026	91282CDG3 392225109	1.125 10/22	U.S. TREASURY NOTES 1.125 NOTE 2026	1,000,000.00 1,000,000.00	888,240.00	942,226.56
11/15/2026	912828U24 751015708	2.000 10/22	U S TREASURY NOTE 2 NOTE 26	1,000,000.00 1,000,000.00	917,031.25	958,554.69
11/30/2026	91282CDK4 751015831	1.250 10/22	UNITED STATES TREAS NTS 1.25 NOTES 11/30/26	1,000,000.00 1,000,000.00	880,781.25	942,578.12
01/31/2027	912828Z78 392225551	1.500 11/22	U.S. Treasury Notes 912828Z78 1/31/2027	1,000,000.00 1,000,000.00	903,100.00	943,710.94
02/15/2027	912810EZ7 392225738	6.625 12/22	U S TREASURY BOND SER 2027	1,000,000.00 1,000,000.00	1,105,937.50	1,058,203.12

Acct Name: CITY OF FEDERAL WAY	HOLDINGS AS OF 10/31/2024 - USD	Page 6
Acct Number: XXXXXX033		

CUSTODY						
Maturity	Security ID Ticket	Rate Acq Date	Description	Par/Shares Original Face	Principal Cost	Market Value NAV
03/31/2027	91282CEF4 392225993	2.500 01/23	U.S. TREASURY NOTES 2.50 NOTE 2027	1,000,000.00 1,000,000.00	956,406.25	963,203.12
04/30/2027	91282CEN7 392226190	2.750 02/23	U.S. Treasury Notes 91282CEN7 04/30/2027	1,000,000.00 1,000,000.00	955,507.81	967,304.69
06/30/2027	91282CEW7 392228443	3.250 06/23	US TREASURY NOTE 3.250, 06/30/2027	1,000,000.00 1,000,000.00	973,920.00	978,242.19
07/31/2027	91282CFB2 392228878	2.750 07/23	US TREASURY NOTE 2.750, 07/31/2027	1,000,000.00 1,000,000.00	942,460.94	964,375.00
08/15/2027	91282R2R0 931003604	2.250 09/24	U.S. Treasury Notes 2.250, 08/15/2027	1,000,000.00 1,000,000.00	967,687.50	950,742.19
08/31/2027	91282CFH9 751017327	3.125 07/23	US TREASURY NOTE 91282CFH9 08/31/2027	1,000,000.00 1,000,000.00	965,468.75	973,437.50
09/30/2027	91282CFM8 392229146	4.125 07/23	US TREASURY NOTE 4.125, 09/30/2027	1,000,000.00 1,000,000.00	999,726.56	1,000,312.50
10/31/2027	91282CFU0 392229236	4.125 07/23	US TREASURY NOTE 4.125 NOTE 2027	1,000,000.00 1,000,000.00	996,953.13	999,921.88
12/31/2027	91282CGC9 392229416	3.875 07/23	US TREASURY NOTES 3.875% NOTE 12/31/27	1,000,000.00 1,000,000.00	984,590.00	992,617.19
01/31/2028	91282CGH8 392229538	3.500 08/23	UNITED STATES TREAS NTS 3.5%01/31/28	1,000,000.00 1,000,000.00	973,125.00	980,507.81
02/15/2028	9128283W8 819029420	2.750 09/23	U S TREASURY NOTE 2.75 NOTE 28	1,000,000.00 1,000,000.00	931,250.00	956,953.12
03/31/2028	91282CBS9 819029478	1.250 09/23	U S TREASURY NOTE 1.25 NOTE 28	1,000,000.00 1,000,000.00	867,080.00	908,750.00

Acct Name: CITY OF FEDERAL WAY	HOLDINGS AS OF 10/31/2024 - USD	Page 7
Acct Number: XXXXXX033		

CUSTODY						
Maturity	Security ID Ticket	Rate Acq Date	Description	Par/Shares Original Face	Principal Cost	Market Value NAV
04/30/2028	91282CHA2 819029935	3.500 10/23	US TREASURY NOTE 3.500, 04/30/2028	1,000,000.00 1,000,000.00	955,546.88	979,531.25
05/15/2028	9128284N7 819030430	2.875 11/23	U.S. Treasury Notes 9128284N7 5/15/28	1,000,000.00 1,000,000.00	940,312.50	957,851.56
05/31/2028	91282CCE9 931000049	1.250 11/23	U.S. Treasury Notes 91282CCE9 5/31/2028	1,000,000.00 1,000,000.00	860,215.81	904,726.56
07/31/2028	91282CCR0 931000391	1.000 12/23	U S TREASURY NOTE 07/31/2028	1,000,000.00 1,000,000.00	868,476.56	891,835.94
08/15/2028	9128284V9 931000566	2.875 12/23	U.S. Treasury Notes 9128284V9 8/15/28	1,000,000.00 1,000,000.00	943,867.19	955,742.19
08/15/2028	9128284V9 931003716	2.875 09/24	U.S. Treasury Notes 9128284V9 8/15/28	1,000,000.00 1,000,000.00	977,031.25	955,742.19
09/30/2028	91282CJA0 751019815	4.625 12/23	U.S. TREASURY NOTE 4.625 NOTE 9/30/2028	1,000,000.00 1,000,000.00	1,031,679.69	1,016,250.00
10/31/2028	91282CDF5 931000934	1.375 01/24	U.S. TREASURY NOTES 1.375 NOTE 2028	1,000,000.00 1,000,000.00	887,109.38	898,007.81
11/30/2028	91282CDL2 819030919	1.500 01/24	U.S. TREASURY NOTES 1.50 NOTE 2028	1,000,000.00 1,000,000.00	888,395.94	900,625.00
02/15/2029	9128286B1 931003715	2.625 09/24	U.S. Treasury Notes 9128286B1 2/15/29	1,000,000.00 1,000,000.00	963,437.50	940,820.31
02/28/2029	91282CKD2 819030992	4.250 02/24	U S TREASURY NOTE 4.250, 02/28/2029	1,000,000.00 1,000,000.00	999,570.31	1,004,531.25
06/30/2029	91282CEV9 932000368	3.250 07/24	U.S. Treasury Notes 91282CEV9 6/30/29	1,000,000.00 1,000,000.00	946,757.81	962,070.31

Acct Name: CITY OF FEDERAL WAY	HOLDINGS AS OF 10/31/2024 - USD	Page 8
Acct Number: XXXXXX033		

CUSTODY	Security ID	Rate	Description	Par/Shares	Principal Cost	Market Value
Maturity	Ticket	Acq Date		Original Face		NAV
07/31/2029	91282CFC0 931003036	2.625 07/24	UNITED STATES TREAS NTS 2.625%07/31/29	1,000,000.00 1,000,000.00	935,180.00	935,117.19
08/31/2029	91282CFJ5 932000663	3.125 08/24	UNITED STATES TREAS NTS 3.125% 8/31/29	1,000,000.00 1,000,000.00	969,218.75	955,546.88
10/31/2029	91282CFT3 931004055	4.000 10/24	US TREASURY NOTE 4.00 NOTE 2029	1,000,000.00 1,000,000.00	1,003,830.00	993,359.38
Treasury Obligations Total				50,000,000.00000	47,544,704.22	48,277,163.21
				50,000,000.00000		

US Government Agency Securities

12/13/2024	3130APR80 751013275	.750 12/21	FEDERAL HOME LOAN BANK 12/13/2024	1,000,000.00 1,000,000.00	995,541.00	995,167.89
12/13/2024	3130ATUR6 819027291	4.625 02/23	FEDERAL HOME LOAN BANKS CONS BD 4.625%24	1,000,000.00 1,000,000.00	992,652.00	999,629.28
02/06/2025	3130AYS49 751020561	4.750 02/24	FEDERAL HOME LOAN BANK CONS BD 4.75%25	1,000,000.00 1,000,000.00	999,134.08	1,000,003.01
02/12/2025	3137EAP0 819021816	1.500 02/22	FEDERAL HOME LOAN MTG CORP 02/12/25	1,000,000.00 1,000,000.00	1,002,357.00	991,432.98
04/01/2025	3133ELVQ4 819031258	.950 04/24	FEDERAL FARM CR BKS CONS BD 0.95%25	1,000,000.00 1,000,000.00	960,822.00	985,709.57
06/13/2025	3130AJKW8 819031523	.500 05/24	FEDERAL HOME LOAN BANKS CONS BD 0.5%25	1,000,000.00 1,000,000.00	953,041.66	976,548.11
08/25/2025	3135G05X7 751014188	.375 06/22	FEDERAL NATL MORTGAGE ASSN 08/25/25	1,000,000.00 1,000,000.00	909,873.00	967,900.52
08/25/2025	3135G05X7 931002590	.375 06/24	FEDERAL NATL MORTGAGE ASSN 08/25/25	1,000,000.00 1,000,000.00	947,367.84	967,900.52

Acct Name: CITY OF FEDERAL WAY	HOLDINGS AS OF 10/31/2024 - USD	Page 9
Acct Number: XXXXXX033		

CUSTODY	Security ID	Rate	Description	Par/Shares	Principal Cost	Market Value
Maturity	Ticket	Acq Date		Original Face		NAV
09/23/2025	3137EAXE3 751014307	.375 06/22	FEDERAL HOME LOAN MTG CORP 09/23/2025	1,000,000.00 1,000,000.00	915,848.00	965,581.45
11/01/2025	880591CJ9 751014409	6.750 07/22	TENN VALLEY AUTHORITY 11/01/2025	1,000,000.00 1,000,000.00	1,115,095.00	1,022,793.47
02/25/2026	3133ENJ35 751015104	3.320 08/22	FEDERAL FARM CREDIT BANK CONS BD 3.32%26	1,000,000.00 1,000,000.00	998,689.00	988,265.50
08/03/2026	3133END80 392224855	3.000 09/22	FEDERAL FARM CREDIT BANK CONS BD 3%26	1,000,000.00 1,000,000.00	974,853.00	980,322.70
09/11/2026	3130ATFH5 392224959	3.750 09/22	FEDERAL HOME LOAN BANKS CONS BD 3.75%26	1,000,000.00 1,000,000.00	994,536.00	992,418.58
05/12/2027	3133EPJP1 392228113	3.625 05/23	FEDERAL FARM CR BKS CONS BD 3.625%27	1,000,000.00 1,000,000.00	996,867.00	987,413.27
12/08/2028	3130AXQK7 931001147	4.750 02/24	FEDERAL HOME LOAN BANKS CONS BD 4.75%28	1,000,000.00 1,000,000.00	1,030,800.00	1,022,371.05
01/18/2029	3133EPW84 751020462	3.875 01/24	FEDERAL FARM CREDIT BANK CONS BD 3.875%29	1,000,000.00 1,000,000.00	992,500.00	987,814.96
03/20/2029	3133EP5U5 819031168	4.125 03/24	FEDERAL FARM CR BKS CONS BD 4.125%29	1,000,000.00 1,000,000.00	990,400.00	997,174.47
04/30/2029	3133ERDH1 932000126	4.750 05/24	FEDERAL FARM CREDIT BANK CONS BD 4.75%29	1,000,000.00 1,000,000.00	1,011,160.00	1,022,691.62
05/15/2029	31359MEU3 932000196	6.250 05/24	FEDERAL NATL MORTGAGE ASSN 05/15/29	1,000,000.00 1,000,000.00	1,074,444.00	1,087,214.29
09/10/2029	3133ERSP7 931003544	3.500 09/24	FEDERAL FARM CR BKS CONS BD 3.5%29	2,000,000.00 2,000,000.00	1,993,960.00	1,940,035.32
US Government Agency Securities Total				21,000,000.00000	20,849,940.58	20,878,388.56
				21,000,000.00000		

Corporate Securities

Acct Name: CITY OF FEDERAL WAY	HOLDINGS AS OF 10/31/2024 - USD	Page 10
Acct Number: XXXXXXX033		

CUSTODY						
Maturity	Security ID Ticket	Rate Acq Date	Description	Par/Shares Original Face	Principal Cost	Market Value NAV
11/13/2027	037833DK3 392229402	3.000 07/23	APPLE INC SR GLBL NT 3%27	1,000,000.00 1,000,000.00	943,200.00	963,596.41
Corporate Securities Total				1,000,000.00000	943,200.00	963,596.41
Total Custody Holdings				72,000,000.00000	69,337,844.80	70,119,148.18
				72,000,000.00000		

Federal Reserve

The Federal Reserve's lowered the federal funds rate target range November 7, 2024 by a quarter percentage point, from 5.00 to 4.75%.

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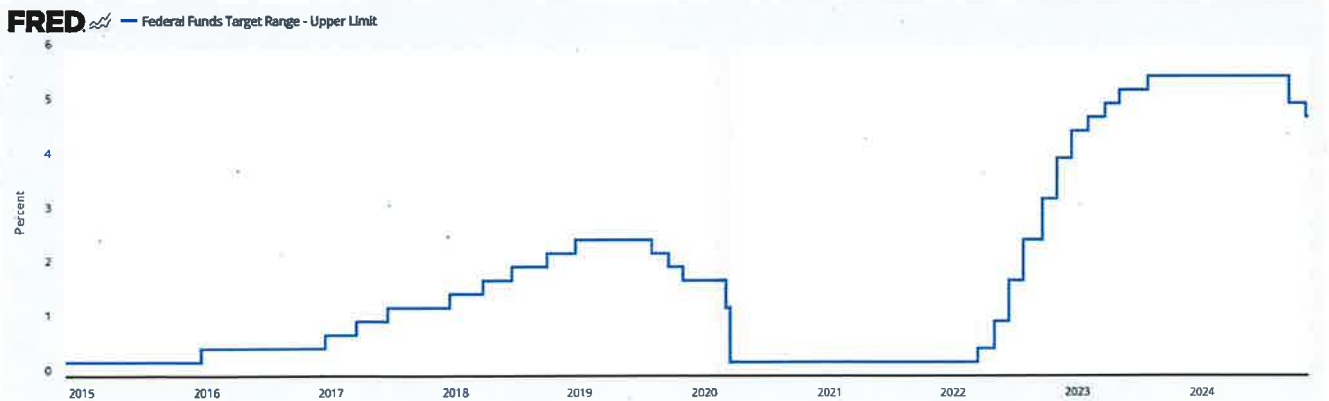
Categories > Money, Banking, & Finance > Interest Rates > FRB Rates - discount, fed funds, primary credit

★ Federal Funds Target Range - Upper Limit (DFEDTARU)

DOWNLOAD

Observation 2024-11-15 4.75 <small>(+ more)</small> Updated Nov 15, 2024 7 01 AM CST	Units Percent Not Seasonally Adjusted	Frequency Daily 7-Day	1Y 5Y 10Y Max 2014-11-15 to 2024-11-15
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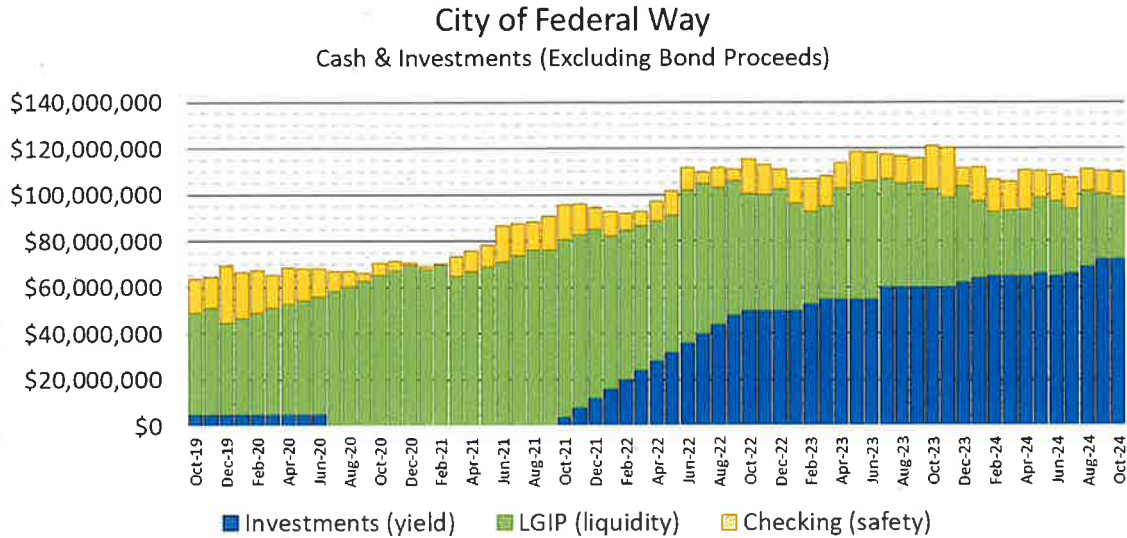
EDIT GRAPH



Cash Balance and Investment Positions:

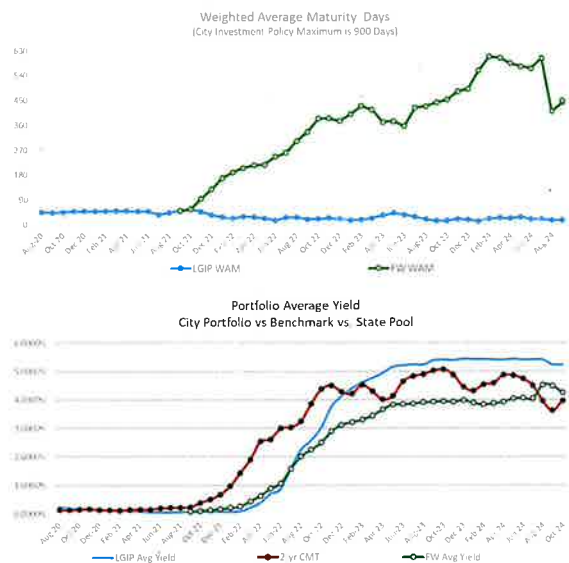
The City's cash balance trend is shown below:

- Total cash decreased from \$155.7 million to 154.3 million.
- Unspent Bond proceeds decreased from \$45.6 million to \$44.4 million
- Laddered investments remained flat at \$72.0 million.
- The LGIP Investment Pool position decreased from \$74.0 million to \$71.1 million.


Benchmark and Portfolio

Weighted Average Maturity (WAM) of the City's portfolio, including position in LGIP, is 447 days, an indicator of the portfolio's exposure to reinvestment risk as well as rate volatility. The portfolio is within the City's Investment Policy limit of 2.5 years or 900 days. The LGIP State Pool WAM was 14 days. The City's average maturity increased in October due to the decrease in cash balance at the LGIP for spending of Bond Proceeds.

Average Yield of the City's portfolio was 4.3%, compared to 4.0% for the 2-year Constant Maturity Treasury index and 5.2% for the LGIP.



Addendum – Investment Rationale

Staff Review of Investment Rationale

Date: October 21, 2024

Investment # 2024-102 is a 5-year Treasury (T), face value \$1,000,000, maturing October 31, 2029, purchased at 100.4 (premium) to yield 3.9%. This trade settles October 18, 2024 with Mischler Financial, US Bank Safekeeping, replacing the \$1M maturing this month.

Liquidity: At September 30th month-end, total city cash was \$157.3 million, checking account balance was \$9.4 million (target minimum is \$8 Million), laddered investment portfolio was \$72.0 million (target is \$72 million). State LGIP investment pool balance was \$32.7 million (target minimum is \$20 million), excluding unspent bond proceeds of \$46.2 million.

Safety: This purchase is a debt issue of the Federal government, equivalent to Aaa/AA+ rating by Moody's and S&P.

Yield. Yield is 3.92%. Comparable yields evaluated at time of purchase were:

LGIP current 30-day yield	5.03%	www.secureaccess.wa.gov
Same maturity agency	None available	Broker inquiry
1-year Treasury	4.21%	Bloomberg.com
2-year Treasury	3.98%	Bloomberg.com
5-year Treasury	3.91%	Bloomberg.com

Callability. This investment is not callable (a bullet).

Diversification. This purchase puts this issuer at 34.2% of total portfolio.

This purchase adds to a maturity date previously not covered to city's laddered portfolio.

Outlook. The yield curve has been falling, inverted, but the 3-year aligned with the 5-year, with peak yield of 4.93% at the 1-month then downward sloping to 1-year at 4.21%, 2-year at 3.98%, the 5-year at 3.91%. The Federal Reserve Bank executed a ½-% (50bps) rate decrease on September 18th.

Staff review:

Executed by:  _____

Date 10/21/2024

Reviewed by:  _____

Date 10-22-2024

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: AP VOUCHERS 10/16/2024 – 11/15/2024 AND PAYROLL VOUCHERS 10/01/2024 – 10/31/2024

POLICY QUESTION: Should the Council approve the AP vouchers in the total amount of \$5,719,938.51 and the payroll vouchers in the total amount of \$4,627,961.47?

COMMITTEE: FINANCE, ECONOMIC DEVELOPMENT AND REGIONAL AFFAIRS COMMITTEE (FEDRAC)

MEETING DATE: Nov 26, 2024


CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Steve Groom, Finance Director

DEPT: Finance

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claims are just and due obligations against the City of Federal Way, Washington, and that I am authorized and certify said liens



Finance Director

Attachments: Voucher List

Options Considered:

MAYOR'S RECOMMENDATION:

MAYOR APPROVAL:  11/15/24  11/15/24 **DIRECTOR APPROVAL:**  11/18/2024

COMMITTEE RECOMMENDATION: I move to forward the vouchers to the December 3, 2024 consent agenda for approval.

 _____ Committee Chair

 _____ Committee Member

 _____ Committee Member

PROPOSED COUNCIL MOTION: "I move approval of the vouchers pursuant to RCW 42.24."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
 - DENIED
 - TABLED/DEFERRED/NO ACTION
 - MOVED TO SECOND READING (*ordinances only*)
- REVISED – 1/2022

COUNCIL BILL # _____

First reading _____

Enactment reading _____

ORDINANCE # _____

RESOLUTION # _____

Date: October 16, 2024
 To: Steve Groom, Finance Director
 From: Joytika Deo, Financial Analyst
 Subject: Monthly Disbursements Summary

The monthly Accounts Payable (AP) and Payroll vouchers report is attached.

September disbursements had a decrease from September's expenditures due to lower spending on construction projects, consulting contracts, and dispatch services. Payroll fluctuations from month to month are largely dependent on hiring and filling open positions, temporary help and termination payouts and quarterly taxes due.

The following summarizes current and prior 2 months' disbursements for reasonableness comparison.

AP voucher totals:

• September	\$5,719,938.51	
Construction Projects	2,460,351	(p. 7)
Consulting Contracts	466,178	(p. 7)
Jail Services (Plus Medical & Mental Health)	270,224	(p. 18)
Miscellaneous Services & Charges	206,673	(p. 24)
Other Operating Supplies	101,015	(p. 32)
Professional Services	344,940	(p. 44)
Public Works – Inspection Deposits	238,589	(p. 48)
Repairs & Maintenance	145,751	(p. 57)
Transportation Equipment	115,481	(p. 66)
• September	\$8,298,295.64	
• August	\$5,329,731.30	

Payroll voucher totals:

• October	\$4,627,961.47
• September	\$5,537,323.07
• August	\$4,702,651.43

City of Federal Way - Accounts Payable Check List

Key Bank

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
ACCOUNT PAYABLE-ESCOM							\$1,670.00
293383	10/30/2024	ALLIANCE FOR A JUST SOCIE	10/18/2024	67238		\$1,670.00	
					DBC-REFUND DEPOSIT #67238		
ADVERTISING							\$6,480.97
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$271.86	
					PARKS-ADVERTISING FEE		
1025244759	10/25/2024	US BANK,	10/25/2024		SEPT 2024 CITY VISA	\$1,264.61	
					FWCC-ADVERTISING EXPENSE		
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$22.02	
					FWCC-ADVERTISING FEE		
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$1,200.00	
					FWCC-ADVERTISING FEE		
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$173.02	
					FWCC-ADVERTISING FEE		
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$705.65	
					FWCC-ADVERTISING FEE		
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$123.81	
					SWR-ADVERTISING		
293553	10/30/2024	SOUND PUBLISHING INC,	9/30/2024	8149911		\$1,520.00	
					MO-AD ACCT#83733388		
293553	10/30/2024	SOUND PUBLISHING INC,	9/30/2024	8149911		\$1,200.00	
					MO-AD ACCT#83733388		
AGRICULTURAL SUPPLIES							\$2,202.16
293371	10/17/2024	TRINITY ACE HARDWARE,	5/30/2023	299389	REISSUE	\$126.34	
					PWST-SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$2,075.82	
					PWST-AGRICULTURAL SUPPLIES		
ASPHALT & ROAD OIL							\$1,117.56
293510	10/30/2024	MILES RESOURCES LLC,	10/21/2024	362510		\$1,117.56	
					PWST-ASPHALT SUPPLIES		
ASSOCIATION DUES							\$4,742.95
1025244759	10/25/2024	US BANK,	10/25/2024		SEPT 2024 CITY VISA	\$55.00	
					CD-ASSOC DUES		
1025244759	10/25/2024	US BANK,	10/25/2024		SEPT 2024 CITY VISA	\$508.00	
					CD-ASSOC DUES		
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$150.00	
					PW-ASSOCIATION DUES		
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$49.95	
					MOED-ASSOCIATION DUES		
1025249491	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PRO VISA	\$70.00	
					MOED-ASSOCIATION DUES		
1025243793	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PD VISA	\$50.00	
					PD-ASSOCIATION DUES		
1025243793	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PD VISA	\$140.00	
					PD-ASSOCIATION DUES		
1025243793	10/25/2024	US BANK,	10/25/2024		SEPT 2024 PD VISA	\$140.00	
					PD-ASSOCIATION DUES		
293620	11/15/2024	AMERICAN PUBLIC WORKS A6	10/24/2024	000845125		\$421.00	
					PW-APWA MEMBERSHIP		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293620	11/15/2024	AMERICAN PUBLIC WORKS A	8/24/2024	000845125		\$421.00	
					PW-APWA MEMBERSHIP		
293620	11/15/2024	AMERICAN PUBLIC WORKS A	8/24/2024	000845125		\$421.00	
					PW-APWA MEMBERSHIP		
293620	11/15/2024	AMERICAN PUBLIC WORKS A	8/24/2024	000845125		\$1,475.00	
					PW-APWA MEMBERSHIP		
293620	11/15/2024	AMERICAN PUBLIC WORKS A	8/24/2024	000845125		\$842.00	
					PW-APWA MEMBERSHIP		
							\$853.89
					ATHLETIC SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$-463.93	
					PARKS-SPORT SUPPLIES		
293615	11/15/2024	AGRISHOP INC,	11/5/2024	73052/1		\$320.25	
					PKM-EQUIPMENT PARTS & REPAIRS		
293704	11/15/2024	PIONEER ATHLETICS,	10/17/2024	INV-227316		\$997.57	
					PKM-PAINT SUPPLIES		
							\$131.14
					AUTOMATION FEE		
293395	10/30/2024	BLEAKMORE, ELIZABETH	10/22/2024	24-104448		\$82.00	
					CD-24-104448 PERMIT REFUND		
293450	10/30/2024	FROEMKE, JUSTIN	10/23/2024	24-104468		\$41.00	
					CD-24-104468 PERMIT REFUND		
293513	10/30/2024	MORNINGSTAR, MATTHEW	9/30/2024	24-102655		\$6.14	
					CD-24-102655 PERMIT REFUND		
293715	11/15/2024	ROGERS, MELISSA RAE	11/12/2024	11/12/24		\$1.00	
					CD-BUSINESS LICENSES REFUND		
293647	11/15/2024	ELEVATE STAFFING SOLUTION	11/12/2024	11/12/24		\$1.00	
					CD-BUSINESS LICENSES REFUND		
							\$831.85
					BOOKS, MAPS, & PERIODICALS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.99	
					MO-MEDIA SUBSCRIPTIONS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$167.70	
					MO-MEDIA SUBSCRIPTIONS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$8.82	
					MO-MEDIA SUBSCRIPTIONS		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$5.95	
					PD-OPER SUPPLIES		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$5.95	
					PD-OPER SUPPLIES		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$5.95	
					PD-OPER SUPPLIES		
293492	10/30/2024	LEXISNEXIS RISK,	10/9/2024	42956579		\$614.49	
					IT-SUBSCRIPTION CONTENT FEATUR		
							\$173.37
					BUILDING MATERIALS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$125.50	
					PKM-BLDG MATERIALS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$47.87	
					PKM-BLDG MATERIALS		
							\$21,395.10
					CELLULAR PHONE AIR TIME		
293393	10/30/2024	AT&T MOBILITY,	10/5/2024	287290386709X1013202		\$1,733.98	
					IT/PWST-09/24 DATA CARDS		
293623	11/15/2024	AT&T MOBILITY,	10/11/2024	287288982773X1019202		\$6,642.64	
					IT-09/24 DATA CARDS		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total	
293750	11/15/2024	VERIZON WIRELESS,	10/13/2024	9976269955		\$6,509.24		
					IT-09/24 CELLULAR SVC			
293750	11/15/2024	VERIZON WIRELESS,	10/13/2024	9976269955		\$6,509.24		
					IT-09/24 CELLULAR SVC			
CLOTHING AND FOOTWEAR								\$19,576.97
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$176.31		
					SWM-CLOTHING ALLOW			
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$99.17		
					SWM-CLOTHING ALLOW			
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$264.46		
					SWM-CLOTHING ALLOW			
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$218.18		
					SWM-CLOTHING ALLOW			
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$236.72		
					PD-CLOTHING			
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$673.81		
					PD-CLOTHING			
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$135.42		
					PD-CLOTHING			
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$239.47		
					PD-CLOTHING			
293377	10/30/2024	911 SUPPLY INC,	10/17/2024	INV-2-42383		\$72.73		
					PD-UNIFORM SUPPLIES			
293377	10/30/2024	911 SUPPLY INC,	10/17/2024	INV-2-42385		\$231.37		
					PD-UNIFORM SUPPLIES			
293386	10/30/2024	AMAZON CAPITAL SERVICES	9/12/2024	1KKH-T9PV-4LWK		\$183.77		
					PKM-OPER SUPPLIES			
293386	10/30/2024	AMAZON CAPITAL SERVICES	9/16/2024	1KW1-YCYY-1TMM		\$264.42		
					PKM-OPER SUPPLIES			
293377	10/30/2024	911 SUPPLY INC,	10/9/2024	INV-2-42077		\$38.58		
					PD-UNIFORM SUPPLIES			
293377	10/30/2024	911 SUPPLY INC,	10/9/2024	INV-2-42080		\$11.02		
					PD-UNIFORM SUPPLIES			
293377	10/30/2024	911 SUPPLY INC,	10/9/2024	INV-2-42081		\$624.00		
					PD-UNIFORM SUPPLIES			
293377	10/30/2024	911 SUPPLY INC,	10/9/2024	INV-2-42082		\$275.46		
					PD-UNIFORM SUPPLIES			
293377	10/30/2024	911 SUPPLY INC,	10/9/2024	INV-2-42083		\$303.02		
					PD-UNIFORM SUPPLIES			
293377	10/30/2024	911 SUPPLY INC,	10/9/2024	INV-2-42084		\$66.11		
					PD-UNIFORM SUPPLIES			
293377	10/30/2024	911 SUPPLY INC,	10/9/2024	INV-2-42085		\$586.53		
					PD-UNIFORM SUPPLIES			
293377	10/30/2024	911 SUPPLY INC,	10/21/2024	INV-2-42466		\$530.33		
					PD-UNIFORM SUPPLIES			
293447	10/30/2024	FIRST RESPONDER OUTFITTE	10/17/2024	10713-3		\$586.26		
					PD-UNIFORM/EQUIP			
293447	10/30/2024	FIRST RESPONDER OUTFITTE	10/17/2024	10727-3		\$553.20		
					PD-UNIFORM/EQUIP			
293447	10/30/2024	FIRST RESPONDER OUTFITTE	10/17/2024	10729-3		\$586.26		
					PD-UNIFORM/EQUIP			

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	8/5/2024	INV2040005566	SWM-UNIFORM SUPPLIES	\$435.93
293447	10/30/2024	FIRST RESPONDER OUTFITTE	10/21/2024	10823-3	PD-UNIFORM/EQUIP	\$11.02
293447	10/30/2024	FIRST RESPONDER OUTFITTE	10/7/2024	10382-3	PD-UNIFORM/EQUIP	\$339.42
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	9/29/2024	INV2040006057	PWST-UNIFORM SUPPLIES	\$317.07
293447	10/30/2024	FIRST RESPONDER OUTFITTE	10/16/2024	10659-3	PD-UNIFORM/EQUIP	\$38.61
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	10/17/2024	INV2040006219	SWM-UNIFORM SUPPLIES	\$159.42
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	10/17/2024	INV2040006220	SWM-UNIFORM SUPPLIES	\$225.65
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	10/17/2024	INV2040006221	SWM-UNIFORM SUPPLIES	\$225.65
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	10/17/2024	INV2040006222	SWM-UNIFORM SUPPLIES	\$225.65
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	10/17/2024	INV2040006223	SWM-UNIFORM SUPPLIES	\$225.65
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	10/17/2024	INV2040006224	SWM-UNIFORM SUPPLIES	\$225.65
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	10/17/2024	INV2040006225	SWM-UNIFORM SUPPLIES	\$225.65
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	10/17/2024	INV2040006226	SWM-UNIFORM SUPPLIES	\$225.65
293611	11/15/2024	911 SUPPLY INC,	10/22/2024	INV-2-42496	PD-UNIFORM SUPPLIES	\$574.32
293611	11/15/2024	911 SUPPLY INC,	10/22/2024	INV-2-42497	PD-UNIFORM SUPPLIES	\$515.76
293628	11/15/2024	CARDOZO, LUIS PEREZ	10/23/2024	CARDOZO 2024	PD-2024 EQUIPMENT ALLOWANCE	\$200.00
293611	11/15/2024	911 SUPPLY INC,	5/31/2024	INV-2-38616	PD-UNIFORM SUPPLIES	\$132.24
293611	11/15/2024	911 SUPPLY INC,	6/27/2024	INV-2-39292	PD-UNIFORM SUPPLIES	\$586.53
293645	11/15/2024	ECKREM, LINA E	10/28/2024	ECKREM 2024	PD-EQUIP ALLOW	\$200.00
293709	11/15/2024	PROCTOR, DARREN	11/5/2024	PROCTOR 2024	PKM-Clothing Allow	\$236.99
293651	11/15/2024	FIRST RESPONDER OUTFITTE	11/4/2024	11291-3	PD-UNIFORM SUPPLIES	\$586.26
293651	11/15/2024	FIRST RESPONDER OUTFITTE	11/4/2024	11305-3	PD-UNIFORM SUPPLIES	\$569.73
293635	11/15/2024	COASTAL FARM & HOME SUP	11/4/2024	5484/45	PKM-CLOTHING SUPPLS	\$179.77
293635	11/15/2024	COASTAL FARM & HOME SUP	11/4/2024	5485/45	PKM-CLOTHING SUPPLS	\$251.46
293627	11/15/2024	BUITRON, CHRISTIAN	11/4/2024	BUITRON 2024	PD-EQUIP & CLOTHING ALLOW	\$112.32
293651	11/15/2024	FIRST RESPONDER OUTFITTE	11/5/2024	11328-3	PD-UNIFORM SUPPLIES	\$681.04

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293651	11/15/2024	FIRST RESPONDER OUTFIT	11/5/2024	11334-3		\$586.26	
					PD-UNIFORM SUPPLIES		
293651	11/15/2024	FIRST RESPONDER OUTFIT	10/30/2024	11149-3		\$520.14	
					PD-UNIFORM SUPPLIES		
293635	11/15/2024	COASTAL FARM & HOME SUP	10/30/2024	5479/45		\$165.44	
					PKM-Clothing		
293635	11/15/2024	COASTAL FARM & HOME SUP	10/30/2024	5480/45		\$158.79	
					PKM-Clothing		
293639	11/15/2024	DAVIS, ERIC	10/30/2024	DAVIS 2024		\$200.00	
					PD-BOOTS		
293611	11/15/2024	911 SUPPLY INC,	10/30/2024	INV-2-42722		\$59.50	
					PD-UNIFORM SUPPLIES		
293671	11/15/2024	JONES, WARREN CASEY	10/30/2024	JONES 2024		\$229.09	
					PD-CLOTHING ALLOW		
293651	11/15/2024	FIRST RESPONDER OUTFIT	10/31/2024	11181-3		\$586.26	
					PD-UNIFORM SUPPLIES		
293651	11/15/2024	FIRST RESPONDER OUTFIT	10/31/2024	11200-3		\$586.26	
					PD-UNIFORM SUPPLIES		
293651	11/15/2024	FIRST RESPONDER OUTFIT	10/31/2024	11201-3		\$668.91	
					PD-UNIFORM SUPPLIES		
293665	11/15/2024	HWANG, ANDY	10/31/2024	HWANG 2024		\$352.28	
					PD-CLOTHING & EQUIP ALLOW		
293650	11/15/2024	FIGUEROA, STEVE	10/24/2024	FIGUEROA 2024		\$200.00	
					PD-WORK BOOTS		
293745	11/15/2024	UNSWORTH, RAYMOND	10/28/2024	UNSWORTH 2024		\$600.00	
					PD- CLOTHING ALLOW		
							\$762.32
					COMMUNICATIONS		
293403	10/30/2024	CENTURYLINK,	10/6/2024	333551143		\$146.51	
					IT-09/24 PHONE SERVICES		
293403	10/30/2024	CENTURYLINK,	10/6/2024	333551143		\$146.51	
					IT-09/24 PHONE SERVICES		
293393	10/30/2024	AT&T MOBILITY,	10/5/2024	287290386709X1013202		\$135.40	
					IT/PWST-09/24 DATA CARDS		
293403	10/30/2024	CENTURYLINK,	10/6/2024	333551143		\$22.06	
					IT-09/24 PHONE SERVICES		
293388	10/30/2024	AMERICALL COMMUNICATION	10/16/2024	116417241016		\$103.94	
					SWM/PWST/CHB-SCALL CENTER SERV		
293388	10/30/2024	AMERICALL COMMUNICATION	10/16/2024	116417241016		\$103.95	
					SWM/PWST/CHB-SCALL CENTER SERV		
293388	10/30/2024	AMERICALL COMMUNICATION	10/16/2024	116417241016		\$103.95	
					SWM/PWST/CHB-SCALL CENTER SERV		
							\$19,423.86
					COMPUTER HARDWARE/EQUIPMENT		
293568	10/30/2024	UPSTATE WHOLESALE SUPPL	9/17/2024	INV35388		\$13,293.00	
					IT - GETAC LAPTOP REPLACEMENT		
293568	10/30/2024	UPSTATE WHOLESALE SUPPL	9/17/2024	INV35388		\$4,333.00	
					IT - GETAC LAPTOP REPLACEMENT		
293568	10/30/2024	UPSTATE WHOLESALE SUPPL	9/17/2024	INV35388		\$1,797.86	
					Sales Tax		
							\$5,928.40
					CONFERENCE/SEMINAR REGISTRATI		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$315.00	
					FI-TRAINING		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$366.00
					CD-CONF REGISTRATION	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$40.00
					CC-CONF REGISTRATION	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$120.00
					CC-CONF REGISTRATION	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$210.00
					CC-CONF REGISTRATION	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$400.00
					CK-TRAINING	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$90.00
					MO-CHAMBER MTG	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$26.00
					MO-LUNCH MTG	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$311.70
					MC-JUDICIAL SPRING CONFERENCE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$311.70
					MC-JUDICIAL SPRING CONFERENCE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$20.00
					MO-GOOD EGGS MTG	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$300.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$100.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$200.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$300.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$200.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$489.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$150.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$200.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$250.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$250.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$150.00
					PD-CONF REGISTRATION	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$489.00
					PD-CONF REGISTRATION	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$175.00
					PW-TRAINING	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$225.00
					FWCC-WRPA CONFERENCE	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$70.00
					CC-CONF REGISTRATION	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$35.00
					CC-CONF REGISTRATION	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$30.00	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	CD-CONF REGISTRATION	\$20.00	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	CC-REGISTRATION	\$35.00	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	LAW-SEMINAR	\$50.00	
					PKM-TESTING FEE		
					CONSTRUCTION PROJECTS		\$2,460,351.03
293367	10/17/2024	KING COUNTY RECORDER,	10/16/2024	10/16/24	PW-RECORDING FEE	\$307.50	
293373	10/21/2024	REIGN CITY SERVICES LLC,	8/20/2024	AG24-013 #3	PWST-AG24-013 CW PEDES SFTY IM	\$202,739.32	
293521	10/30/2024	NORTHWEST PLAYGROUND,	10/9/2024	54448	PKM-MAINT SUPPLIES	\$74.98	
293580	10/30/2024	WESTERN SYSTEMS INC,	10/8/2024	0000063693	PW-AG19-164 CITYWIDE ADAPTIVE	\$68,433.75	
293580	10/30/2024	WESTERN SYSTEMS INC,	10/8/2024	000063694	PW-AG19-164 CITYWIDE ADAPTIVE	\$37,929.04	
293483	10/30/2024	KOMPAN INC,	10/4/2024	INV126334	PKM-MAINT SUPPLIES	\$6,489.14	
293468	10/30/2024	ICON MATERIALS INC,	9/30/2024	AG23-170 #4	PW-AG23-170 S 288TH ROAD DIET	\$81,575.18	
293595	11/1/2024	SOUTH SOUND FENCING LLC	10/31/2024	AG24-202 1 FINAL	PW-AG24-202 MEDIAN FENCING PAC	\$39,587.40	
293588	11/1/2024	CITY OF FEDERAL WAY,	10/31/2024	AG24-202 1 RETAINAGE,	PW-AG24-202 MEDIAN FENCING PAC	\$4,399.60	
293608	11/15/2024	CORPINC CONSTRUCTION C	10/31/2024	AG24-164 #3	PW-AG24-164 JOINT OPER & MAINT	\$1,409,170.17	
293608	11/15/2024	CORPINC CONSTRUCTION C	10/31/2024	AG24-164 #3	PW-AG24-164 JOINT OPER & MAINT	\$22,378.57	
293613	11/15/2024	ACTIVE CONSTRUCTION INC,	9/30/2024	AG23-214 #5	PW-AG23-214 27TH AVE SW AT SW	\$92,750.84	
293679	11/15/2024	LAKESIDE INDUSTRIES INC,	10/10/2024	91017	PW-AG24-150 2024 ASPHALT OVERL	\$2,380.92	
293679	11/15/2024	LAKESIDE INDUSTRIES INC,	10/10/2024	91017	PW-AG24-150 2024 ASPHALT OVERL	\$4,160.08	
293714	11/15/2024	REIGN CITY SERVICES LLC,	9/20/2024	AG24-013 #4	PWST-AG24-013 CW PEDES SFTY IM	\$100,290.99	
293714	11/15/2024	REIGN CITY SERVICES LLC,	9/20/2024	AG24-031 #1	PWST-AG24-031 21ST AVE&S 320TH	\$121,061.44	
293714	11/15/2024	REIGN CITY SERVICES LLC,	9/20/2024	AG24-031 #1	PWST-RETAINAGE AG24-031 21ST A	\$-6,053.07	
293631	11/15/2024	CITY OF FEDERAL WAY,	9/20/2024	AG24-031 #2	PWST-RETAINAGE AG24-031 21ST A	\$6,053.07	
293614	11/15/2024	ADVANCED GOVERNMENT SE	10/31/2024	2409679	PW-TRAFFIC CONTROL SUPPORT SER	\$6,932.50	
293666	11/15/2024	ICON MATERIALS INC,	10/30/2024	AG24-028 #3	PWST-AG24-028 MILITARY ROAD SO	\$185,549.36	
293756	11/15/2024	WESTERN SYSTEMS INC,	11/5/2024	000064120	PW-AG19-164 CITYWIDE ADAPTIVE	\$74,141.25	
					CONSULTING CONTRACTS		\$466,178.11

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293461	10/30/2024	HELIX DESIGN GROUP INC,	6/28/2024	a23-087006282024	PW-AG20-925 OPT & MAINT FACILI	\$62,355.00
293398	10/30/2024	BRIGHT ENGINEERING INC,	10/8/2024	6739	PW-AG22-010 ON-CALL CONSULTING	\$1,635.00
293398	10/30/2024	BRIGHT ENGINEERING INC,	10/8/2024	6740	PW-AG22-010 ON-CALL CONSULTING	\$1,090.00
293565	10/30/2024	TIERRA RIGHT OF WAY SRVC:	10/9/2024	2401633	PW-AG23-130 JOINT OPERATIONS &	\$4,109.20
293381	10/30/2024	AHBL INC,	9/30/2024	148059	CD-AG20-555 EVALUATION OF LAND	\$110.00
293473	10/30/2024	JAYRAY ADS & PR INC, DBA J	9/24/2024	008699	MOED-AG24-006 ECON DEV COMMUN	\$700.00
293463	10/30/2024	HISTORICAL RESEARCH ASS	9/30/2024	0002409109	CD-AG23-128 CULTURAL RESOURCES	\$830.00
293428	10/30/2024	DKS ASSOCIATES,	9/13/2024	0091874	PWTR-AG23-234 COMPREHENSIVE PL	\$11,146.25
293523	10/30/2024	OTTO ROSENAU & ASSOCIAT	9/13/2024	90756	PWST-AG24-158 ON CALL MATERIAL	\$13,571.50
293582	10/30/2024	WOOD ENVIRONMENT &,	9/4/2024	40082813	CD-AG19-122 GEOTECHNICAL THIRD	\$2,848.75
293523	10/30/2024	OTTO ROSENAU & ASSOCIAT	8/20/2024	90458	PWST-AG24-158 ON CALL MATERIAL	\$1,340.75
293396	10/30/2024	BOWMAN CONSULTING GROU	8/30/2024	4025-22408048	CD-CONSULTING SVCS	\$355.00
293428	10/30/2024	DKS ASSOCIATES,	9/13/2024	0091865	PWTR-AG23-234 COMPREHENSIVE PL	\$1,777.50
293523	10/30/2024	OTTO ROSENAU & ASSOCIAT	10/10/2024	90998	PW-AG24-112 CITY PED SAFETY MA	\$767.00
293511	10/30/2024	MINUTEMAN PRESS OF FEDE	10/14/2024	6800	SWR-AG24-215 PRINTING OF OUTRE	\$1,335.01
293590	11/1/2024	DIRECT INTERACTIONS INC,	9/24/2024	23428	CD-AG24-136 BUSINESS OUTREACH	\$29,800.00
293607	11/8/2024	MINUTEMAN PRESS OF FEDE	10/14/2024	6800 RE-ISSUE	MOED-PRINTING SERVICES	\$1,335.01
293702	11/15/2024	PARAMETRIX INC,	10/28/2024	60732	PW-AG24-020 CITY CTR ACC PRJ P	\$235,061.37
293702	11/15/2024	PARAMETRIX INC,	10/28/2024	60732	PW-AG24-020 CITY CTR ACC PRJ P	\$31,632.94
293702	11/15/2024	PARAMETRIX INC,	10/28/2024	60733	PWST-CITY CENTER ACCESS AG17-1	\$44,871.13
293727	11/15/2024	SOFTRESOURCES LLC,	10/31/2024	5277	IT-ENTERPRISE RESOURCE PLANNIN	\$6,525.00
293677	11/15/2024	KPFF INC, KPFF CONSULTING	10/11/2024	537779	PW-AG21-173 27TH AVE SW AT SW	\$4,121.03
293616	11/15/2024	AHBL INC,	9/30/2024	148429	PW-AG23-209 JOINT OPER & MAINT	\$7,132.50
293616	11/15/2024	AHBL INC,	9/30/2024	148418	PW-AG23-209 JOINT OPER & MAINT	\$1,352.00
293703	11/15/2024	PERFORMING ARTS & EVENT:	10/29/2024	176-1	MOED-PAEC EVENT	\$376.17

COPIER & PRINTER SUPPLIES

\$3,107.36

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293415	10/30/2024	COMPLETE OFFICE,	10/9/2024	2313252-0	HR-OFFICE SUPPLIES	\$71.61
293415	10/30/2024	COMPLETE OFFICE,	10/9/2024	2313253-0	HR-OFFICE SUPPLIES	\$143.22
293415	10/30/2024	COMPLETE OFFICE,	10/9/2024	2313254-0	HR-OFFICE SUPPLIES	\$214.82
293415	10/30/2024	COMPLETE OFFICE,	10/9/2024	2313255-0	HR-OFFICE SUPPLIES	\$71.61
293415	10/30/2024	COMPLETE OFFICE,	10/9/2024	2313256-0	HR-OFFICE SUPPLIES	\$60.16
293415	10/30/2024	COMPLETE OFFICE,	10/9/2024	2313257-0	HR-OFFICE SUPPLIES	\$143.22
293415	10/30/2024	COMPLETE OFFICE,	10/9/2024	2313382-0	HR-OFFICE SUPPLIES	\$71.61
293637	11/15/2024	COMPLETE OFFICE,	2/28/2024	2271082-0	HR-OFFICE SUPPLIES	\$153.30
293637	11/15/2024	COMPLETE OFFICE,	3/28/2024	2276783-0	HR-OFFICE SUPPLIES	\$76.65
293637	11/15/2024	COMPLETE OFFICE,	7/3/2024	2295209-0	HR-OFFICE SUPPLIES	\$78.21
293637	11/15/2024	COMPLETE OFFICE,	7/5/2024	2295456-0	HR-OFFICE SUPPLIES	\$143.22
293637	11/15/2024	COMPLETE OFFICE,	6/5/2024	2290142-0	HR-OFFICE SUPPLIES	\$153.44
293637	11/15/2024	COMPLETE OFFICE,	6/5/2024	2290143-0	HR-OFFICE SUPPLIES	\$76.72
293637	11/15/2024	COMPLETE OFFICE,	6/5/2024	2290144-0	HR-OFFICE SUPPLIES	\$76.72
293637	11/15/2024	COMPLETE OFFICE,	6/5/2024	2290145-0	HR-OFFICE SUPPLIES	\$76.72
293637	11/15/2024	COMPLETE OFFICE,	6/6/2024	2290282-0	HR-OFFICE SUPPLIES	\$58.84
293637	11/15/2024	COMPLETE OFFICE,	5/8/2024	2284910-0	HR-OFFICE SUPPLIES	\$76.72
293637	11/15/2024	COMPLETE OFFICE,	8/14/2024	2302822-0	HR-OFFICE SUPPLIES	\$143.22
293637	11/15/2024	COMPLETE OFFICE,	10/22/2024	2315904-0	HR-OFFICE SUPPLIES	\$143.22
293637	11/15/2024	COMPLETE OFFICE,	10/22/2024	2315905-0	HR-OFFICE SUPPLIES	\$143.22
293637	11/15/2024	COMPLETE OFFICE,	10/22/2024	2315906-0	HR-OFFICE SUPPLIES	\$214.82
293637	11/15/2024	COMPLETE OFFICE,	10/22/2024	2315907-0	HR-OFFICE SUPPLIES	\$71.61
293637	11/15/2024	COMPLETE OFFICE,	10/22/2024	2315908-0	HR-OFFICE SUPPLIES	\$143.22
293637	11/15/2024	COMPLETE OFFICE,	11/8/2024	2319138-0	HR-OFFICE SUPPLIES	\$214.82
293637	11/15/2024	COMPLETE OFFICE,	11/8/2024	2319139-0	HR-OFFICE SUPPLIES	\$71.61
293637	11/15/2024	COMPLETE OFFICE,	11/8/2024	2319140-0	HR-OFFICE SUPPLIES	\$71.61

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293637	11/15/2024	COMPLETE OFFICE,	11/8/2024	2319142-0		\$71.61		
					HR-OFFICE SUPPLIES			
293637	11/15/2024	COMPLETE OFFICE,	11/8/2024	2319156-0		\$71.61		
					HR-OFFICE SUPPLIES			
CORPORATIONS-GENERAL								\$160.00
293647	11/15/2024	ELEVATE STAFFING SOLUTION	11/12/2024	11/12/24		\$80.00		
					CD-BUSINESS LICENSES REFUND			
293715	11/15/2024	ROGERS, MELISSA RAE	11/12/2024	11/12/24		\$80.00		
					CD-BUSINESS LICENSES REFUND			
COURT - CRIME VICTIMS								\$1,276.01
293538	10/30/2024	PROSECUTING ATTORNEYS	10/16/2024	10/16/24		\$745.91		
					FI-REFUND KC CRIME VICTIMS REM			
293538	10/30/2024	PROSECUTING ATTORNEYS	10/16/2024	10/16/2024		\$530.10		
					FI-REFUND KC CRIME VICTIMS REM			
COURT - DEATH INV ACCT								\$57.10
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$26.11		
					FI-09/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$30.99		
					FI-08/24 STATE PORTION REMIT F			
COURT - HWY SAFETY ACT								\$259.16
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$139.29		
					FI-08/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$119.87		
					FI-09/24 STATE PORTION REMIT F			
COURT - PSEA JIS								\$17,135.11
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$7,289.21		
					FI-09/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$9,845.90		
					FI-08/24 STATE PORTION REMIT F			
COURT - SCHOOL SAFETY ZONE								\$53.20
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$53.20		
					FI-09/24 STATE PORTION REMIT F			
COURT - STATE ACCESS COMM ACCT								\$99.99
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$99.99		
					FI-09/24 STATE PORTION REMIT F			
COURT - STATE MULTI TRANS ACCT								\$99.99
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$99.99		
					FI-09/24 STATE PORTION REMIT F			
COURT - STATE PORTION								\$48,709.71
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$19,783.10		
					FI-09/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$497.50		
					FI-09/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$28,429.11		
					FI-08/24 STATE PORTION REMIT			
COURT - STATE PSEA 2								\$21,253.73
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$12,441.78		
					FI-08/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$8,811.95		
					FI-09/24 STATE PORTION REMIT F			
COURT - STATE PSEA3								\$213.92

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293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$107.60		
					FI-09/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$106.32		
					FI-08/24 STATE PORTION REMIT F			
COURT - TRAUMA BRAIN INJURY								\$3,042.03
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$1,768.93		
					FI-08/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$1,273.10		
					FI-09/24 STATE PORTION REMIT F			
COURT - WSP HIWAY ACCT								\$324.92
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$148.57		
					FI-09/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$176.35		
					FI-08/24 STATE PORTION REMIT F			
COURT-TRAUMA VICTIMS								\$3,176.96
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$1,838.60		
					FI-08/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$8.58		
					FI-08/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$1,329.78		
					FI-09/24 STATE PORTION REMIT F			
COURT-VEHICLE LIC FRAUD								\$-37.30
293576	10/30/2024	WA STATE-STATE REVENUES,	10/16/2024	SEPT 2024		\$0.43		
					FI-09/24 STATE PORTION REMIT F			
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$-37.73		
					FI-08/24 STATE PORTION REMIT F			
CUSTODIAL & CLEANING								\$12,924.69
293571	10/30/2024	VESTIS,	10/16/2024	5120557093		\$43.14		
					FWCC-LINEN SVC			
293571	10/30/2024	VESTIS,	10/16/2024	5120557094		\$61.71		
					FWCC-LINEN SVC			
293571	10/30/2024	VESTIS,	10/15/2024	5120556101		\$120.67		
					DBC-LINEN SVC			
293572	10/30/2024	VESTIS,	10/15/2024	5120556102		\$424.82		
					DBC-LINEN SVC			
293548	10/30/2024	SECURITAS TECHNOLOGY CC	10/2/2024	6004577227		\$122.65		
					CHB-MAINT SVCS EVIDENCE BLDG 1			
293406	10/30/2024	CINTAS CORPORATION,	9/16/2024	4205348331		\$168.60		
					DBC-CLEANING SVCS			
293543	10/30/2024	REGENCY CLEANERS, DBA:	10/31/2024	1717		\$994.55		
					PD-AG21-017 PD DRY CLEANING SR			
293406	10/30/2024	CINTAS CORPORATION,	9/23/2024	4206027665		\$168.61		
					DBC-CLEANING SVCS			
293543	10/30/2024	REGENCY CLEANERS, DBA:	10/30/2024	1752		\$969.77		
					PD-AG21-017 PD DRY CLEANING SR			
293406	10/30/2024	CINTAS CORPORATION,	9/30/2024	4206736589		\$168.61		
					DBC-CLEANING SVCS			
293571	10/30/2024	VESTIS,	10/8/2024	5120552349		\$120.67		
					DBC-LINEN SVC			
293571	10/30/2024	VESTIS,	10/8/2024	5120552350		\$424.82		
					DBC-LINEN SVC			

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293406	10/30/2024	CINTAS CORPORATION,	10/7/2024	4207476790		\$168.61	
293548	10/30/2024	SECURITAS TECHNOLOGY C	9/2/2024	6004554013	DBC-CLEANING SERVICES	\$155.58	
293494	10/30/2024	LIMITED ENERGY SERVIC INC	10/2/2024	10738	CHB-MAINT SVCS CITY HALL 10/01	\$87.88	
293752	11/15/2024	WALTER E NELSON CO.,	10/25/2024	1021093	CHB-MAINT SVC	\$839.99	
293630	11/15/2024	CEDAR BUILDING SERVICE IN	11/1/2024	53952	PKM-JANITORIAL SUPPLIES	\$6,598.80	
293751	11/15/2024	VESTIS,	10/29/2024	5120564405	PKDBC-AG19-170 JANITORIAL &	\$120.67	
293713	11/15/2024	REGENCY CLEANERS, DBA:	10/31/2024	1806	DBC-LINEN SVC	\$1,164.54	
					PD-AG21-017 PD DRY CLEANING SR		
					DEF REV-GEN REC-REC TRAC		\$717.00
293502	10/30/2024	MAXWELL DALRYMPLE,	10/17/2024	1335115		\$178.00	
293446	10/30/2024	FEDERAL WAY SOCCER ASSC	10/15/2024	1333724	FWCC-REFUND CALCELLED PGM #133	\$500.00	
293495	10/30/2024	LOPES, DOROTHY	10/21/2024	1337480	FWCC-REFUND CALCELLED PGM #133	\$39.00	
					FWCC-REFUND CALCELLED PGM #133		
					DEPOSIT/BONDS PAYABLE-PW		\$2,516.43
293471	10/30/2024	IRIMINESCU, DAN	10/3/2024	24-103920	PW-DEPOSIT REFUND	\$1,560.00	
293734	11/15/2024	STOREHAHL, JADEN	11/5/2024	11/5/24 B	PW-INSPECTION FEE DEPOSIT	\$800.00	
293734	11/15/2024	STOREHAHL, JADEN	11/5/2024	11/5/24 C	PW-ADMIN DEPOSIT AFTER INSPECT	\$156.43	
					DISPATCH SERVICES-INTERGOV		\$2,419.26
293748	11/15/2024	VALLEY COMMUNICATIONS C	10/29/2024	0028378	PD-WSP ACCESS 2024 Q3	\$2,419.26	
					DP COMPONENTS		\$658.65
293426	10/30/2024	DELL MARKETING LP,	10/10/2024	10776392504	IT - PD MONITORS FOR CHIEF--	\$658.65	
					ELECTRICAL PERMITS		\$556.69
293425	10/30/2024	CUSTOM ELECTRICAL SERVI	10/1/2024	24-103371	CD-24-103371 PERMIT REFUND	\$121.23	
293465	10/30/2024	HOLMES ELECTRIC,	10/24/2024	24-103685	CD-24-103685 PERMIT REFUND	\$72.20	
293395	10/30/2024	BLEAKMORE, ELIZABETH	10/22/2024	24-104448	CD-24-104448 PERMIT REFUND	\$158.35	
293481	10/30/2024	KIRBY ELECTRIC INC,	7/15/2024	24-102959	CD-24-102959 PERMIT REFUND	\$204.91	
					ELECTRICITY		\$36,187.52
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/1/2024	220036442998	PKM-09/24 31615 6TH AVE SW #LI	\$15.37	
293542	10/30/2024	PUGET SOUND ENERGY INC,	9/18/2024	220035944986	PKM-08/24 2700 SW 344TH PL #LI	\$27.13	
293542	10/30/2024	PUGET SOUND ENERGY INC,	9/17/2024	220031212834	PWTR-08/24 1336 S 336TH ST	\$112.30	
293542	10/30/2024	PUGET SOUND ENERGY INC,	9/17/2024	220034030399	PWTR-08/24 31816 47TH AVE SW	\$32.36	

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293563	10/30/2024	TACOMA PUBLIC UTILITIES,	9/5/2024	100826512		\$21.60	
					PWTR-03/19/24-05/15/24 35621 2		
293542	10/30/2024	PUGET SOUND ENERGY INC,	9/13/2024	220031179967		\$46.90	
					PWTR-08/24 3014 S 320TH ST #LI		
293542	10/30/2024	PUGET SOUND ENERGY INC,	9/16/2024	220028151383		\$104.79	
					PWTR-8/24 34404 16TH AVE S		
293542	10/30/2024	PUGET SOUND ENERGY INC,	9/16/2024	220028560633		\$18.52	
					PWTR-08/24 34701 11TH PL S		
293542	10/30/2024	PUGET SOUND ENERGY INC,	9/16/2024	220031075454		\$128.80	
					PWTR-08/24 36201 ENCHANTED PKW		
293542	10/30/2024	PUGET SOUND ENERGY INC,	9/16/2024	220031179041		\$56.94	
					PWTR-8/24 35700 ENCHANTED PKWY		
293563	10/30/2024	TACOMA PUBLIC UTILITIES,	9/18/2024	101181223		\$30.34	
					PWTR-07/18/24-9/16/24 1909 SW		
293542	10/30/2024	PUGET SOUND ENERGY INC,	9/18/2024	220030838597		\$39.98	
					PWTR- 08/24 4451 SW 313TH ST #		
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/10/2024	220028947798		\$22,850.67	
					PWTR-09/24 PWTR STREETLIGHTS		
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/16/2024	220028151383		\$119.79	
					PWTR-08/24 1336 S 336TH ST		
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/16/2024	220028560633		\$20.52	
					PWTR-09/24 34701 11TH PL S		
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/16/2024	220031075421		\$43.08	
					PWTR-08/24 1688 S 348TH ST# LI		
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/16/2024	220031179041		\$54.70	
					PWTR-8/24 35700 ENCHANTED PKWY		
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/15/2024	220030037323		\$91.54	
					PWTR-09/24 1921 S 302ND ST		
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/15/2024	220031180106		\$72.74	
					PWTR-09/24 31910 GATEWAY CENTE		
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/15/2024	220031767019		\$189.14	
					PWTR-09/24 31701 23RD AVE S		
293542	10/30/2024	PUGET SOUND ENERGY INC,	10/17/2024	220027462302		\$98.46	
					SWM-09/24 34016 9TH AVE S #X14		
293711	11/15/2024	PUGET SOUND ENERGY INC,	9/30/2024	300000007322		\$11,213.23	
					PWTR-09/24 PSE ELECTRICITY		
293711	11/15/2024	PUGET SOUND ENERGY INC,	10/18/2024	300000001978		\$43.54	
					PKM- 34915 4TH AVE MARK LIGHTS		
293711	11/15/2024	PUGET SOUND ENERGY INC,	10/17/2024	220003675349		\$8.09	
					PKM-09/24 726 S 356TH ELECTRIC		
293711	11/15/2024	PUGET SOUND ENERGY INC,	10/17/2024	220018358782		\$241.76	
					PKM-09/24 550 SW CAMPUS DR #P1		
293711	11/15/2024	PUGET SOUND ENERGY INC,	10/15/2024	220025635438		\$64.41	
					PKM-09/24 31132 28TH AVE S		
293711	11/15/2024	PUGET SOUND ENERGY INC,	10/15/2024	220030875599		\$350.45	
					PKM-09/24 2410 S 312TH ST		
293711	11/15/2024	PUGET SOUND ENERGY INC,	10/15/2024	220031179967		\$50.94	
					PWTR-09/24 3014 S 320TH ST #LI		
293711	11/15/2024	PUGET SOUND ENERGY INC,	9/16/2024	220031075421		\$39.43	
					PWTR-09/24 1688 S 348TH ST# LI		

FIRE DEPARTMENT PERMIT

\$49,985.09

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293554	10/30/2024	SOUTH KING FIRE & RESCUE	9/30/2024	3RD QTR 2024	CD- 3RD QTR 2024 REMIT PERMIT	\$49,985.09	
FIRST CLASS POSTAGE							
293536	10/30/2024	PITNEY BOWES PRESORT SV	10/5/2024	1026225131	FI-PITNEY BOWES POSTAGE DEPOSI	\$1,954.09	\$2,212.09
293536	10/30/2024	PITNEY BOWES PRESORT SV	10/5/2024	1026225132	FI-PITNEY BOWES POSTAGE DEPOSI	\$258.00	
FOOD & BEVERAGE							
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-FOOD SUPPLIES	\$50.83	\$33,747.34
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-FOOD SUPPLIES	\$111.08	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-FOOD SUPPLIES	\$1,683.59	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-FOOD SUPPLIES	\$89.38	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-FOOD SUPPLIES	\$46.97	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-FOOD SUPPLIES	\$30.56	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-FOOD SUPPLIES	\$98.86	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-FOOD SUPPLIES	\$49.64	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-FOOD SUPPLIES	\$19.29	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	MO-FOOD SUPPLIES	\$182.11	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	CC-FOOD SUPPLIES	\$155.99	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	CC-FOOD SUPPLIES	\$32.97	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	SWM-MAINT SUPPLIES	\$19.98	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	CD-FOOD SUPPLS	\$2,000.00	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-ALL STAFF EVENT	\$3,773.64	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-ALL STAFF EVENT	\$181.64	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-BACK 2 SCHOOL EVENT	\$391.92	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-FOOD SUPPLS	\$544.99	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-FOOD SUPPLS	\$73.34	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	FWCC-FOOD SUPPLS	\$102.19	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	CC-FOOD SUPPLIES	\$427.36	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-FOOD SUPPLIES	\$66.28	
					MO-MTG WORK LUNCH		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-AUCTION WINNER LUNCH	\$140.03
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARK-FOOD SUPPLS	\$383.18
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-FOOD SUPPLS	\$173.66
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-FOOD SUPPLS	\$1,314.95
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-FOOD SUPPLS	\$1,105.55
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-STAFF PICNIC	\$28.54
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-STAFF PICNIC	\$119.96
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-COFFIE SUPPLS	\$7.00
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-FOOD SUPPLS	\$8.85
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-FOOD SUPPLS	\$639.13
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	CC-FOOD SUPPLIES	\$174.02
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	MO-FOOD SUPPLIES	\$133.22
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PW-RETREAT FOOD SUPPLIES	\$35.24
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PW-RETREAT FOOD SUPPLIES	\$233.05
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PKM-FOOD SUPPLIES	\$259.11
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PKM-FOOD SUPPLIES	\$55.56
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PKM-FOOD SUPPLIES	\$314.40
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PKM-FOOD SUPPLIES	\$-83.63
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	SWM-OUTREACH FOOD SUPPLIES	\$19.99
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	SWM-OUTREACH FOOD SUPPLIES	\$11.98
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PARKS-FOOD SUPPLIES	\$110.19
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PARKS-FOOD SUPPLIES	\$92.54
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PARKS-FOOD SUPPLIES	\$411.65
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PARKS-FOOD SUPPLIES	\$134.71
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	FI-TEAM LUNCH AUDIT COMPLETION	\$311.49
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	MOED-CONFERENCE LUNCH	\$12.46

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$76.22
					HR-INTERVIEWS LUNCH	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$12.46
					MOED-CONFERENCE LUNCH	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$44.08
					PD-FOOD SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$131.51
					PD-FOOD SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$157.08
					PD-FOOD SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$197.36
					PD-FOOD SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$162.98
					PD-FOOD SUPPLIES	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$281.18
					PARKS-FOOD SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$236.99
					PARKS-FOOD SUPPLS	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$157.19
					PD-FOOD SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$117.67
					PD-FOOD SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$90.97
					PD-FOOD SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$219.48
					PD-FOOD SUPPLIES	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$57.30
					CD-DEPT EVENT	
293569	10/30/2024	US FOODS INC,	10/14/2024	3042838		\$500.80
					DBC-CATERING SUPPLIES	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$18.96
					DBC-SUPPLIES	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$6.98
					DBC-GROC	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$110.11
					CC-MEETING SUPPLIES	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$58.30
					CC-MEETING SUPPLIES	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$93.36
					MO-STAFF PICNIC	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$15.38
					MO-OFFICE	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$17.49
					DBC-GROC	
293397	10/30/2024	BOYLE, SHARON	10/7/2024	BOYLE 2024		\$110.19
					PARKS-FOOD SUPPLS	
293712	11/15/2024	QUENCH, INC,	9/22/2024	INV07958368		\$215.05
					PD-DRINKING WATER	
293712	11/15/2024	QUENCH, INC,	10/22/2024	INV08083631		\$215.05
					PD-DRINKING WATER	
293658	11/15/2024	GRAVES, JENNIFER	11/1/2024	GRAVES 2024		\$200.25
					FI-OFF SITE MTG -LUNCH	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293672	11/15/2024	KAY CATERING,	11/4/2024	3451		\$13,830.33	
					DBC-AG23-024 DUMAS BAY CATERIN		
293749	11/15/2024	VANDERVEER, JEFFREY	10/17/2024	VANDERVEER 2024		\$133.18	
					PD-Lunch		
					GASOLINE		\$94,424.13
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$21.00	
					FWCC-GAS		
293531	10/30/2024	PETROCARD INC.,	10/15/2024	C587008		\$491.37	
					PD-VEHICLE FUEL		
293444	10/30/2024	FEDERAL WAY PUBLIC SCHO	9/30/2024	AR14352		\$15,141.97	
					FLT-09/24 VEHICLE FUEL		
293443	10/30/2024	FEDERAL WAY PUBLIC SCHO	9/30/2024	AR14353		\$29,603.27	
					FLT-09/24 VEHICLE FUEL		
293443	10/30/2024	FEDERAL WAY PUBLIC SCHO	9/30/2024	AR14353		\$381.07	
					FLT-09/24 VEHICLE FUEL		
293604	11/1/2024	WILLIAMS, ZACHARIAH PEYT	10/22/2024	WILLIAMS 2024		\$100.00	
					PD-GAS		
293649	11/15/2024	FEDERAL WAY PUBLIC SCHO	10/31/2024	AR14409		\$17,229.78	
					FLT-10/24 VEHICLE FUEL		
293649	11/15/2024	FEDERAL WAY PUBLIC SCHO	10/31/2024	AR14410		\$30,933.28	
					PD-10/24 VEHICLE FUEL		
293649	11/15/2024	FEDERAL WAY PUBLIC SCHO	10/31/2024	AR14410		\$522.39	
					PD-10/24 VEHICLE FUEL		
					HEALTH INSURANCE PREM COBRA		\$59.84
293640	11/15/2024	DELTA DENTAL OF WA - GR	0310/15/2024	1761041		\$59.84	
					FI-OCT 2024 COBRA PAYMENTS		
					HEALTH INSURANCE PREMIUM		\$400.00
293493	10/30/2024	LIECK, ANNA	10/21/2024	LIECK 2024		\$300.00	
					CK-DEDUCTIBLE REIMB		
293579	10/30/2024	WELLS, HEIDY	10/16/2024	WELLS 2024		\$100.00	
					PD-UNIFORM ALLOW		
					HOUSEHOLD SUPPLIES		\$11,857.58
293578	10/30/2024	WALTER E NELSON CO.,	10/11/2024	1018585		\$1,080.41	
					FWCC-JANITORIAL SUPPLIES		
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/23/2024	1M9K-XMPR-PLMT		\$46.22	
					DBC- SUPPLS		
293578	10/30/2024	WALTER E NELSON CO.,	10/4/2024	1017006		\$1,150.98	
					FWCC-JANITORIAL SUPPLIES		
293578	10/30/2024	WALTER E NELSON CO.,	10/9/2024	1018056		\$226.22	
					DBC-JANITORIAL SUPPLIES		
293417	10/30/2024	CONSOLIDATED HOSPITALITY	10/7/2024	93719230		\$780.14	
					DBC-HOUSEHOULD SUPPLIES		
293418	10/30/2024	CONSOLIDATED HOSPITALITY	10/8/2024	93720040		\$49.46	
					DBC-HOUSEHOULD SUPPLIES		
293418	10/30/2024	CONSOLIDATED HOSPITALITY	10/15/2024	93724179		\$41.71	
					DBC-HOUSEHOULD SUPPLIES		
293752	11/15/2024	WALTER E NELSON CO.,	9/9/2024	1011562		\$1,970.06	
					FWCC-JANITORIAL SUPPLIES		
293752	11/15/2024	WALTER E NELSON CO.,	9/20/2024	1014117		\$1,406.70	
					FWCC-JANITORIAL SUPPLIES		
293752	11/15/2024	WALTER E NELSON CO.,	10/17/2024	1019366		\$1,068.59	
					PKM-JANITORIAL SUPPLIES		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293752	11/15/2024	WALTER E NELSON CO.,	10/21/2024	1019996		\$1,277.13	
					CHB-JANITORIAL SUPPLIES		
293752	11/15/2024	WALTER E NELSON CO.,	10/21/2024	1019997		\$865.39	
					FWCC-JANITORIAL SUPPLIES		
293752	11/15/2024	WALTER E NELSON CO.,	10/25/2024	1021094		\$78.16	
					FWCC-JANITORIAL SUPPLIES		
293752	11/15/2024	WALTER E NELSON CO.,	10/24/2024	1020846		\$662.65	
					PKM-JANITORIAL SUPPLIES		
293752	11/15/2024	WALTER E NELSON CO.,	11/1/2024	1022499		\$374.57	
					FWCC-JANITORIAL SUPPLIES		
293752	11/15/2024	WALTER E NELSON CO.,	11/1/2024	1022501		\$779.19	
					PKM-JANITORIAL SUPPLIES		
					HUMAN SERVICES-CATHOLIC COMM :		\$17,911.25
293423	10/30/2024	CRISIS CONNECTIONS,	9/30/2024	3RD QTR 2024		\$8,911.25	
					MOU		
293584	10/30/2024	YWCA SEATTLE- KING COUNT	10/15/2024	3RD QTR 2024		\$9,000.00	
					MOU		
					JAIL CS - ISSAQ \$90 AG19-068		\$34,650.00
293632	11/15/2024	CITY OF ISSAQUAH,	10/30/2024	24000434		\$34,650.00	
					PD-AG23-064 JAIL SVC-INMATE HO		
					JAIL CS - KING CO \$197 + AG13-015		\$42,577.38
293674	11/15/2024	KING COUNTY FINANCE DIVIS	10/15/2024	3004968		\$42,577.38	
					PD-AG23-123 DAJD OTH CITIES-		
					JAIL CS - NISQUALLY		\$9,009.00
293699	11/15/2024	NISQUALLY INDIAN TRIBE,	9/30/2024	41603		\$9,009.00	
					PD-AG23-017 JAIL SVCS		
					JAIL CS - SCORE		\$183,988.35
293546	10/30/2024	SCORE,	9/9/2024	8090		\$183,988.35	
					PD-AG23-009 JAIL SVCS INMATE H		
					LAND		\$161,750.42
293368	10/17/2024	PARRIS, RANDALL R	10/17/2024	10/17/24 B		\$4,200.00	
					PW-RELOCATION ASSISTANCE VOUCH		
293368	10/17/2024	PARRIS, RANDALL R	10/17/2024	10/17/24		\$18,463.45	
					RELOCATION ASSISTANCE VOUCHER		
293369	10/17/2024	PARRIS, ROSELLA	10/17/2024	10/17/24		\$13,398.00	
					PW-Relocation Assistance Vouch		
293368	10/17/2024	PARRIS, RANDALL R	10/10/2024	10/10/24		\$122,688.97	
					PW-RELOCATION ASSISTANCE VOUCH		
293526	10/30/2024	PARRIS, RANDALL R	10/25/2024	10/25/24		\$750.00	
					PW-RELOCATION EXPENSES		
293526	10/30/2024	PARRIS, RANDALL R	10/25/2024	10/25/24 B		\$1,500.00	
					PW-RELOCATION EXPENSES		
293526	10/30/2024	PARRIS, RANDALL R	10/25/2024	10/25/24 C		\$750.00	
					PW-RELOCATION EXPENSES		
					LEASEHOLD TAX		\$3,119.81
293575	10/30/2024	WA STATE REVENUE DEPT.MI	9/20/2024	3RD QTR 2024		\$781.70	
					FI-3RD QTR 2024 LEASEHOLD EXC		
293575	10/30/2024	WA STATE REVENUE DEPT.MI	9/20/2024	3RD QTR 2024		\$2,338.11	
					FI-3RD QTR 2024 LEASEHOLD EXC		
					LEGAL NOTICES		\$10,765.81
293370	10/17/2024	SOUND PUBLISHING INC,	3/1/2024	FWM992309		\$287.35	
					PW-AD ACCT#83722477		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293553	10/30/2024	SOUND PUBLISHING INC,	9/27/2024	FWM1003001		\$110.42	
					CD-AD ACCT#83722477		
293553	10/30/2024	SOUND PUBLISHING INC,	8/31/2024	8147197		\$2,295.00	
					CDHS-AD ACCT #83754842		
293553	10/30/2024	SOUND PUBLISHING INC,	9/13/2024	FWM1002330		\$116.13	
					CDHS-LEGAL NOTICES		
293553	10/30/2024	SOUND PUBLISHING INC,	9/13/2024	FWM1002215		\$47.85	
					CD-AD ACCT#83722477		
293547	10/30/2024	SEATTLE TIMES,	6/30/2024	57452		\$7,119.00	
					CD-ADVERTISING		
293553	10/30/2024	SOUND PUBLISHING INC,	8/2/2024	FWM1000109		\$123.74	
					PW-AD ACCT#83722477		
293553	10/30/2024	SOUND PUBLISHING INC,	4/26/2024	FWM995002		\$142.76	
					PW-AD ACCT#83722479		
293553	10/30/2024	SOUND PUBLISHING INC,	9/20/2024	FWM1002566		\$57.15	
					CK-AD ACCT#83722476		
293553	10/30/2024	SOUND PUBLISHING INC,	9/13/2024	FWM1002184		\$123.74	
					CK-AD ACCT#83722476		
293553	10/30/2024	SOUND PUBLISHING INC,	9/6/2024	FWM1001868		\$57.15	
					CK-AD ACCT#83722476		
293728	11/15/2024	SOUND PUBLISHING INC,	5/3/2024	FWM995640		\$135.15	
					NEWPW-AD ACCT#83722479		
293728	11/15/2024	SOUND PUBLISHING INC,	10/4/2024	FWM1003262		\$150.37	
					CK-AD ACCT#83722476		
LICENSES AND PERMITS							\$504.70
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$171.24	
					FLT-LICENSE		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$333.46	
					FLT-LICENSE		
LODGING							\$5,954.83
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$370.57	
					PW-TRAINING		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$741.28	
					PD-LODGING		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$901.21	
					PD-LODGING		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$314.58	
					PD-LODGING		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$314.58	
					PD-LODGING		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$901.21	
					PD-LODGING		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$243.90	
					PD-LODGING		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$246.98	
					PD-LODGING		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$1,295.64	
					CD-LODGING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$274.75	
					IT-CONFERENCE		
293626	11/15/2024	BRATSCH, MADELINE	10/23/2024	BRATSCH 2024 B		\$350.13	
					PD-ICAC CONFERENCE		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
LONG DISTANCE CHARGES							\$1,386.39
293491	10/30/2024	LEVEL 3 FINANCING INC, LEV1	10/1/2024	708009255		\$110.91	
					IT-09/24 PHONE SERVICES ACCT#5		
293491	10/30/2024	LEVEL 3 FINANCING INC, LEV1	10/1/2024	708009255		\$637.74	
					IT-09/24 PHONE SERVICES ACCT#5		
293491	10/30/2024	LEVEL 3 FINANCING INC, LEV1	10/1/2024	708009255		\$637.74	
					IT-09/24 PHONE SERVICES ACCT#5		
MACHINERY & EQUIPMENT							\$123.50
293684	11/15/2024	LICENSING SERVICES LTD DE	10/31/2024	10/31/2024		\$61.75	
					PD-VEHICLE LICENSING SVC		
293684	11/15/2024	LICENSING SERVICES LTD DE	11/5/2024	11/05/2024		\$61.75	
					PD-VEHICLE LICENSING SVC		
MAYOR'S RECONITION AND AWARD P							\$175.00
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$175.00	
					MO-GIFT CRDS FISH TICKET WINNE		
MECHANICAL PERMITS							\$83.99
293450	10/30/2024	FROEMKE, JUSTIN	10/23/2024	24-104468		\$83.99	
					CD-24-104468 PERMIT REFUND		
MEDICAL SERVICES							\$14,613.95
293546	10/30/2024	SCORE,	9/9/2024	8090		\$13,634.11	
					PD-AG23-009 JAIL SVCS INMATE H		
293674	11/15/2024	KING COUNTY FINANCE DIVIS	10/15/2024	3004968		\$836.32	
					PD-AG23-123 DAJD OTH CITIES~		
293699	11/15/2024	NISQUALLY INDIAN TRIBE,	8/31/2024	41660		\$8.78	
					PD-AG23-017 JAIL SVCS		
293632	11/15/2024	CITY OF ISSAQUAH,	10/30/2024	24000434		\$134.74	
					PD-AG23-064 JAIL SVC-INMATE HO		
MENTAL HEALTH SERVICES							\$35,288.65
293546	10/30/2024	SCORE,	9/9/2024	8090		\$30,991.67	
					PD-AG23-009 JAIL SVCS INMATE H		
293674	11/15/2024	KING COUNTY FINANCE DIVIS	10/15/2024	3004968		\$4,296.98	
					PD-AG23-123 DAJD OTH CITIES~		
MILEAGE REIMBURSEMENT							\$1,302.93
293482	10/30/2024	KOCHMAR, LINDA	10/3/2024	KOCHMAR 2024		\$202.34	
					CC-ADV TVL CASCADIA INNOVATIO		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$5.36	
					DBC-MILEAGE		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$16.08	
					DBC-MILEAGE		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$24.12	
					DBC-MILEAGE		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$16.08	
					DBC-MILEAGE		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$10.72	
					DBC-MILEAGE		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$14.87	
					DBC-MILEAGE		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$31.09	
					DBC-MILEAGE		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$21.44	
					DBC-MILEAGE		

Key Bank

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	PW-MILEAGE	\$54.94	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	DBC-MILEAGE	\$5.62	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	DBC-MILEAGE	\$12.32	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	DBC-MILEAGE	\$5.76	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	DBC-MILEAGE	\$1.88	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	DBC-MILEAGE	\$6.83	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	DBC-MILEAGE	\$28.41	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	PW-MILEAGE	\$27.00	
293467	10/30/2024	HONDA, SUSAN	10/3/2024	HONDA 2024 C	CC-CASCADIA INNOVATION CORRIDO	\$202.34	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510	DBC-MILEAGE	\$17.42	
293691	11/15/2024	MEEKER, NICK	11/5/2024	MEEKER 2024	DBC-MILEAGE REIMB	\$94.47	
293634	11/15/2024	CLEMONS, DAVID	11/2/2024	CLEMONS 2024	DBC-MILEAGE10/01/24-10/31/24	\$121.94	
293664	11/15/2024	HOWARD, JONATHAN	11/1/2024	HOWARD 2024	PWTR-MILEAGE	\$381.90	
MINOR DP EQUIPMENT							\$9,358.46
293426	10/30/2024	DELL MARKETING LP,	10/12/2024	10776655243	IT-PURCHASE OF MONITORS~	\$9,358.46	
MINOR DP SOFTWARE							\$6,050.26
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-OPER SUPPLIES	\$330.60	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-OPER SUPPLIES	\$1,656.00	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-OPER SUPPLIES	\$15.08	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-OPER SUPPLIES	\$88.16	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-OPER SUPPLIES	\$5.51	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	DBC-OPER SUPPLIES	\$12.00	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	IT-MINOR DP SOFTWARE	\$33.00	
293509	10/30/2024	MIDWESTERN SOFTWARE, S	10/15/2024	20105.M-6	PWTR-TRANSPORTATION DATA MANAG	\$3,750.11	
293466	10/30/2024	HOME DEPOT-DEPT 32-250076	10/25/2024	511653	IT-MINOR DP SOFTWARE	\$144.81	
293466	10/30/2024	HOME DEPOT-DEPT 32-250076	10/26/2024	9511781	IT-MINOR DP SOFTWARE	\$14.99	
MINOR EQUIP-MISC							\$63,600.11

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$635.30
					FWCC-MINOR EQUIP	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$161.64
					FWCC-MINOR EQUIP	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$766.92
					FWCC-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1,025.23
					FWCC-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$206.89
					PD-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$206.89
					PD-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$28.65
					PWST-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$107.37
					SWM-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$52.90
					IT-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$192.86
					FWCC-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$160.89
					FWCC-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$236.03
					PKM-MINOR EQUIP	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$28.61
					FLT-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$29.56
					FLT-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$110.94
					FLT-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$66.10
					FLT-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$43.80
					FLT-MAINT SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$201.11
					PD-MINOR EQUIP	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$384.82
					PD-AMMO	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$104.75
					PD-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$936.68
					PKM-MINOR EQUIP	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$79.17
					PD-MINOR EQUIP	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$445.20
					PD-MINOR EQUIP	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$73.80
					PD-MINOR EQUIP	
293454	10/30/2024	GLOBAL INDUSTRIAL EQUIPM	10/21/2024	122505787		\$109.70
					SNOWAND ICE STORAGE MATERIALS	
293454	10/30/2024	GLOBAL INDUSTRIAL EQUIPM	10/21/2024	122505787		\$11.19
					Sales Tax	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293455	10/30/2024	GLOBAL INDUSTRIAL EQUIPM	10/17/2024	122496629		\$8.19	
					PWST-MINOR EQUIP.		
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/16/2024	1QKQ-9NFY-6TJX		\$843.03	
					PD-OFFICE SUPPLIES		
293377	10/30/2024	911 SUPPLY INC,	10/8/2024	INV-2-42059		\$1,653.00	
					PD-UNIFORM SUPPLIES		
293377	10/30/2024	911 SUPPLY INC,	10/8/2024	INV-2-42060		\$1,519.94	
					PD-UNIFORM SUPPLIES		
293426	10/30/2024	DELL MARKETING LP,	10/9/2024	10776105819		\$78.62	
					IT - PW MOUSE AND KEYBOARD COM		
293426	10/30/2024	DELL MARKETING LP,	10/9/2024	10776105819		\$260.62	
					IT - PW MOUSE AND KEYBOARD COM		
293426	10/30/2024	DELL MARKETING LP,	10/9/2024	10776105819		\$34.60	
					Sales Tax		
293528	10/30/2024	PAU, TANNER	10/14/2024	PAU 2024		\$200.00	
					PD-EQUIP ALLOW		
293435	10/30/2024	ELLIS, JASON	10/10/2024	ELLIS 2024		\$600.00	
					PD-EQUIP ALLOW		
293589	11/1/2024	DAY MANAGEMENT CORP.,	10/23/2024	INV846756		\$17,716.17	
					EOM-MINOR EQUIP		
293593	11/1/2024	SHAW, BRIAN JOSEPH	10/22/2024	SHAW 2024		\$600.00	
					PD-EQUIP ALLOWANCE		
293717	11/15/2024	SAN DIEGO POLICE EQUIPME	10/1/2024	663092		\$10,574.79	
					PD-AMMUNITION-		
293698	11/15/2024	NIGHTLINE INC,	9/17/2024	24-18087		\$10,240.00	
					PD-ARNVG-FDE WITH L3 11769 18		
293657	11/15/2024	GLOBAL INDUSTRIAL EQUIPM	10/22/2024	122509533		\$9,861.09	
					PWST-SNOW AND ICE STORAGE MATE		
293695	11/15/2024	NAPA AUTO PARTS,	10/30/2023	134600		\$68.65	
					FLT-REPAIR & MAINT		
293722	11/15/2024	SEDERBERG, ANDREW	10/25/2024	SEDERBERG 2024		\$200.00	
					PD-EQUIP ALLOW		
293619	11/15/2024	AMAZON CAPITAL SERVICES	11/1/2024	1V1H-4JH6-WWRY		\$90.57	
					PKM-MINOR EQUIP		
293619	11/15/2024	AMAZON CAPITAL SERVICES	11/4/2024	17YL-MLK6-H3LH		\$364.38	
					PKM-MINOR EQUIP		
293627	11/15/2024	BUITRON, CHRISTIAN	11/4/2024	BUITRON 2024		\$72.36	
					PD-EQUIP & CLOTHING ALLOW		
293757	11/15/2024	WHITE, DOCK	11/5/2024	WHITE 2024		\$256.50	
					PD-MINOR EQUIP		
293755	11/15/2024	WELLS, MICHAEL	10/29/2024	WELLS 2024		\$200.00	
					PD-UNIFORM ALLOW		
293656	11/15/2024	GLOBAL INDUSTRIAL EQUIPM	10/29/2024	122534285		\$693.50	
					PWST-SNOW AND ICE STORAGE MATE		
293615	11/15/2024	AGRISHOP INC,	10/30/2024	D25671/1		\$656.97	
					PKM-EQUIPMENT PARTS & REPAIRS		
293665	11/15/2024	HWANG, ANDY	10/31/2024	HWANG 2024		\$59.37	
					PD-CLOTHING & EQUIP ALLOW		
293619	11/15/2024	AMAZON CAPITAL SERVICES	10/31/2024	1RFJ-YK71-J9DN		\$40.76	
					PKM-MINOR EQUIPMENT		
MISC POLICE DEPOSIT ACCOUNT							\$198.00

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293488	10/30/2024	LEE, ROLAND	10/10/2024	23-8686		\$198.00	
					PD-SAFEKEEPING FUNDS REFUND		
					MISC PROFESSIONAL SVS-INTERGOV		\$96,652.75
293478	10/30/2024	KING COUNTY FINANCE DIVIS	9/30/2024	11015054		\$109.12	
					IT-AG20-063 KING COUNTY I-NET		
293478	10/30/2024	KING COUNTY FINANCE DIVIS	9/30/2024	11015054		\$627.44	
					IT-AG20-063 KING COUNTY I-NET		
293541	10/30/2024	PUGET SOUND EMERGENCY,	10/1/2024	848		\$37,547.64	
					IT-AG20-075 PUBLIC SAFETY RADI		
293592	11/1/2024	PUGET SOUND EMERGENCY,	7/1/2024	442 REISSUE		\$34,667.88	
					IT-AG20-075 PUBLIC SAFETY RADI		
293675	11/15/2024	KING COUNTY FINANCE DIVIS	11/1/2024	133825B		\$23,700.67	
					SWM- UTILITY BILLINGS AG90-23D		
					MISC SERVICES & CHARGES		\$206,673.30
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$651.16	
					LAW-CERTIFIED COPIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$1,100.00	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$1,477.12	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$1,178.52	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$3,500.00	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$3,500.00	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50	
					PARKS-TRIP TICKET		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$0.03	
					LAW-COPIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1.26	
					LAW-COPIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$43.50	
					LAW-COPIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$-7.00	
					LAW-REFUND		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50	
					PARKS-TRIP TICKET		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50	
					PARKS-TRIP TICKET		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50
					PARKS-TRIP TICKET	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$35.00
					PARKS-TRIP TICKET	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50
					PARKS-TRIP TICKET	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$126.45
					PARKS-MISC EXPENSE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$6,024.78
					PARKS-MISC EXPENSE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50
					PARKS-TRIP TICKET	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$13.99
					MO-FRAUD	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$-13.99
					MO-FRAUD CHG REFUND	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.50
					PARKS-TRIP TICKET	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$7.49
					LAW-COPIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$50.24
					LAW-COPIES	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$82.66
					CD-MISC EXPENSE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$45.28
					CD-FRAUD CHG	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$33.06
					CD-MISC EXPENSE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$107.03
					CD-MISC EXPENSE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$41.44
					CD-MISC EXPENSE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$600.00
					PARKS-TRIP TICKET	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$22.12
					CD-MISC EXPENSE	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$2,314.00
					PD-MISC EXPENSES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$953.87
					PD-MISC EXPENSES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$60.90
					PD-MISC EXPENSES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$1,046.75
					PD-MISC EXPENSES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$445.00
					PD-MISC EXPENSES	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$655.08
					PARKS-MISC EXPENSE	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$510.00
					PD-MISC EXPENSES	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$5.00
					PARKS-MISC EXPENSE	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$4,000.00
					PARKS-MISC EXPENSE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$145.34
					FI-RECORDING FEE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$145.32
					PARKS-TRIP TICKET	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$197.70
					PD-MISC EXPENSES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$0.99
					PD-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$2,000.00
					PARKS-TRIP TICKET	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$2,000.00
					PARKS-TRIP TICKET	
293409	10/30/2024	CITY OF LAKEWOOD,	9/9/2024	PD-02325		\$25,458.95
					FI-03/24 WATPA GRANT REIMB	
293409	10/30/2024	CITY OF LAKEWOOD,	9/9/2024	PD-02324		\$28,013.75
					FI-08/24 WATPA GRANT REIMB	
293407	10/30/2024	CITY OF AUBURN,	9/6/2024	24-038260		\$4,166.67
					FI-08/24 GAME FARM PARK ADMIN	
293410	10/30/2024	CITY OF PUYALLUP,	9/5/2024	1974		\$16,747.16
					FI-08/24 WATPA GRANT REIMB	
293411	10/30/2024	CITY OF TACOMA POLICE DEB9/4/2024		50007360		\$27,948.24
					FI-08/24 WATPA GRANT REIMB	
293517	10/30/2024	MV TOWING LLC,	9/28/2024	33284		\$132.24
					PD-VEHICLE TOW	
293517	10/30/2024	MV TOWING LLC,	9/29/2024	32106		\$220.40
					PD-VEHICLE TOW	
293439	10/30/2024	FDS HOLDINGS INC, DBA CAR9/16/2024		92133216		\$5,013.14
					FWCC/PARKS-08/24 CARD CONNECT	
293439	10/30/2024	FDS HOLDINGS INC, DBA CAR9/16/2024		92133217		\$791.54
					FWCC/PARKS-08/24 CARD CONNECT	
293439	10/30/2024	FDS HOLDINGS INC, DBA CAR9/16/2024		92133217		\$791.54
					FWCC/PARKS-08/24 CARD CONNECT	
293439	10/30/2024	FDS HOLDINGS INC, DBA CAR9/16/2024		92133216		\$5,013.14
					FWCC/PARKS-08/24 CARD CONNECT	
293534	10/30/2024	PIERCE COUNTY FINANCE DEB/29/2024		CI-356347		\$14,243.56
					FI-08/24 WATPA GRANT REIMB	
293529	10/30/2024	PBS ENGINEERING,	8/27/2024	0041950.000-1		\$4,200.00
					CDHS-AG24-171 PHASE 1 ESA PROF	
293408	10/30/2024	CITY OF BONNEY LAKE,	9/4/2024	08312024		\$16,684.98
					FI-08/24 WATPA GRANT AUTO THEF	
293442	10/30/2024	FEDERAL WAY PERFORMING,10/16/2024		2024-1016		\$2,500.00
					MO-SILVER SPONSOR ARTS 4 YOUTH	
293540	10/30/2024	PUBLIC SAFETY TESTING,	10/18/2024	2024-1108		\$2,598.00
					PD-AG23-007 PUBLIC SAFETY TEST	
293517	10/30/2024	MV TOWING LLC,	10/6/2024	33130		\$77.14
					PD-VEHICLE TOW	
293574	10/30/2024	WA STATE EMPLOYMENT SEC10/16/2024		24-032025-RDU-A5		\$3.50
					PD-WORK HISTORY DAVID MEDANI	
293437	10/30/2024	EQUIFAX CREDIT INFORMATI(10/17/2024		2062546273		\$45.19
					PD-CREDIT REPORTING SVCS	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293439	10/30/2024	FDS HOLDINGS INC, DBA CAR7/30/2024		92109727		\$680.19	
					FWCC/PARKS-06/24 CARD CONNECT		
293439	10/30/2024	FDS HOLDINGS INC, DBA CAR7/30/2024		92109727		\$680.19	
					FWCC/PARKS-06/24 CARD CONNECT		
293535	10/30/2024	PIERCE COUNTY SECURITY I18/2/2024		437619		\$11,077.75	
					MC-AG21-165 SECURITY SERVICES		
293441	10/30/2024	FEDERAL WAY INDOOR RANG10/2/2024		284395		\$409.94	
					PD-LEO Range Use		
293603	11/1/2024	WASHINGTON POLYGRAPH, 10/27/2023		23054 REISSUE		\$1,200.00	
					PD-POLYGRAPH EXAMINATION		
293598	11/1/2024	THUILLIER, JENNIFER 10/7/2024		202463		\$175.00	
					SWR-GRAPHIC DESIGN FOR OUTREAC		
293693	11/15/2024	MV TOWING LLC, 10/24/2024		33044		\$77.14	
					PD-VEHICLE TOW		
293693	11/15/2024	MV TOWING LLC, 10/19/2024		34501		\$77.14	
					PD-VEHICLE TOW		
293693	11/15/2024	MV TOWING LLC, 10/20/2024		33139		\$77.74	
					PD-VEHICLE TOW		
293693	11/15/2024	MV TOWING LLC, 10/9/2024		33132		\$77.14	
					PD-VEHICLE TOW		
293750	11/15/2024	VERIZON WIRELESS, 10/13/2024		9976269957		\$480.12	
					PD-09/24 CELLULAR SVC		
293693	11/15/2024	MV TOWING LLC, 9/19/2024		32104		\$77.14	
					PD-VEHICLE TOW		
293693	11/15/2024	MV TOWING LLC, 9/19/2024		32335		\$154.28	
					PD-VEHICLE TOW		
293693	11/15/2024	MV TOWING LLC, 9/23/2024		32170		\$77.14	
					PD-VEHICLE TOW		
293693	11/15/2024	MV TOWING LLC, 9/24/2024		33124		\$77.14	
					PD-VEHICLE TOW		
293705	11/15/2024	PNW POLYGRAPH SERVICES,10/27/2024		24-011		\$1,500.00	
					PD-POLYGRAPH		
293742	11/15/2024	THUILLIER, JENNIFER 10/31/2024		202465		\$1,485.00	
					SWR-GRAPHIC DESIGN FOR OUTREAC		
293619	11/15/2024	AMAZON CAPITAL SERVICES 11/3/2024		1CHX-W7FT-C7KW		\$88.96	
					PD-MISC EXPENSES		
293619	11/15/2024	AMAZON CAPITAL SERVICES 11/1/2024		1XVV-P7N7-VJDT		\$66.99	
					PD-MISC EXPENSE		
293648	11/15/2024	FEDERAL WAY INDOOR RANG11/1/2024		284396		\$92.57	
					PD-INDIVIDUAL RANGE USE		
					MY BLDG PRMT ONBRD FEE		\$46.50
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$46.50	
					IT-ONLINE PERMITTING		
					NON GOVT DP SERVICES		\$70,086.71
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$21.98	
					IT- SOFTWARE SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$310.76	
					IT- SUB RENEWAL		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$63.92	
					IT-WEBSITE HOSTING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$29.70	
					IT - NON GVT DP SERVICES		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$73.50
					IT-CLOUD RECORDING	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$513.29
					PD-DP SVCS	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$536.68
					PD-DP SVCS	
293478	10/30/2024	KING COUNTY FINANCE DIVIS	9/30/2024	11015054		\$627.44
					IT-AG20-063 KING COUNTY I-NET	
293453	10/30/2024	GLOBAL DATA VAULT, LLC,	10/20/2024	9254561		\$3,295.00
					IT-AG23-061 BACKUP & DISASTER	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$285.31
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$255.35
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$427.32
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$672.24
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$1,143.86
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$1,145.16
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$16.94
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$16.94
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$16.94
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$16.94
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$16.94
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$99.01
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$509.35
					Sales Tax	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$255.35
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$255.35
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293449	10/30/2024	FORTRA, LLC,	10/18/2024	1317599		\$370.00
					IT - GLOBALSCAPE ANNUAL MAINTENANCE	
293600	11/1/2024	USIC HOLDINGS INC,	9/30/2024	688607		\$75.39
					PWTR/SWM-AG19-078 UGD ULT LOCA	
293587	11/1/2024	CITIES DIGITAL INC,	10/30/2024	61823		\$50,088.10
					IT - LASERFISCHE ANNUAL SUPPORT	
293682	11/15/2024	LEXISNEXIS RISK,	10/31/2024	3095435838		\$535.57
					IT-SUBSCRIPTION CONTENT FEATURES	
293759	11/15/2024	ZOOM VIDEO COMMUNICATIONS	11/8/2024	INV280230801		\$7,678.18
					IT - ZOOM ONE BUSINESS ANNUAL	
293759	11/15/2024	ZOOM VIDEO COMMUNICATIONS	11/8/2024	INV280230801		\$734.20
					Sales Tax	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
OFFICE SUPPLIES							\$4,844.71
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$39.09	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$55.23	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$64.88	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$7.70	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$9.91	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$33.80	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$24.22	
					MO-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$70.79	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$8.80	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$104.75	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$13.21	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$15.42	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$176.28	
					FWCC-OFFICE SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$132.22	
					CD-OFFICE SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$74.36	
					CD-OFFICE SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$11.01	
					CD-OFFICE SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$73.92	
					CD-OFFICE SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$46.13	
					CD-OFFICE SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$14.35	
					CD-OFFICE SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$349.35	
					CC-OFFICE SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$24.33	
					CD-OFFICE SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$-9.63	
					CD-OFFICE SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$374.81	
					CD-OFFICE SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$-15.32	
					CD-OFFICE SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$14.99	
					CC-OFFICE SUPPLIES		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$56.26
					CC-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$13.61
					CC-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$107.88
					PARKS-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$77.10
					IT-OFFICE SUPPLS	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$11.65
					PARKS-OFFICE SUPPLS	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$22.03
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$30.84
					CD-OFFICE SUPPLS	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$30.84
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$55.10
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$44.07
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$29.72
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$3.39
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$6.79
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$5.31
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$6.79
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$4.89
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$6.79
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$36.70
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$53.46
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$26.40
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$42.69
					SWR-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$44.07
					PW-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$35.21
					SWM-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$35.21
					SWM-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$26.43
					SWM-OFFICE SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$40.75
					PD-OFFICE SUPPLIES	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA	PD-OFFICE SUPPLIES	\$16.04	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PW-OFFICE SUPPLIES	\$18.28	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PW-OFFICE SUPPLIES	\$49.58	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PW-REFUND	\$-13.65	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA	PD-OFFICE SUPPLIES	\$16.52	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	PW-OFFICE SUPPLIES	\$17.31	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA	PD-OFFICE SUPPLIES	\$183.87	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA	PD-OFFICE SUPPLIES	\$133.71	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA	PD-OFFICE SUPPLIES	\$18.73	
293415	10/30/2024	COMPLETE OFFICE,	9/11/2024	2308131-0	CD-OFFICE SUPPLIES	\$60.28	
293415	10/30/2024	COMPLETE OFFICE,	10/1/2024	2305754-0	CD-OFFICE SUPPLIES	\$363.64	
293415	10/30/2024	COMPLETE OFFICE,	10/16/2024	2314478-0	MC-OFFICE SUPPLIES	\$216.80	
293415	10/30/2024	COMPLETE OFFICE,	10/23/2024	2314478-1	MC-OFFICE SUPPLIES	\$14.77	
293415	10/30/2024	COMPLETE OFFICE,	10/18/2024	2315328-0	MO-OFFICE SUPPLIES	\$16.33	
293415	10/30/2024	COMPLETE OFFICE,	10/22/2024	2315881-0	CD-OFFICE SUPPLIES	\$40.96	
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/4/2024	1QL6-M1QC-1N1K	PD-OFFICE SUPPLIES	\$25.88	
293387	10/30/2024	AMAZON CAPITAL SERVICES	10/4/2024	IMQT-L6W4-XHPG	DBC-OPER SUPPLIES	\$50.25	
293637	11/15/2024	COMPLETE OFFICE,	10/24/2024	2316362-0	PWTR-OFFICE SUPPLIES	\$15.55	
293642	11/15/2024	DJ TROPHY AWARDS & ENGR	10/25/2024	290989	FI-PLAQUE	\$162.27	
293619	11/15/2024	AMAZON CAPITAL SERVICES	10/26/2024	1W1T-63KX-M7WX	FI-OFFICE SUPPLIES	\$53.87	
293700	11/15/2024	ODP BUSINESS SOLUTIONS	L10/7/2024	389143612001	PD-OFFICE SUPPLIES	\$254.66	
293733	11/15/2024	STAPLES BUSINESS ADVANT	10/31/2024	6015887286	PD-OPER SUPPLIES	\$35.19	
293619	11/15/2024	AMAZON CAPITAL SERVICES	10/27/2024	174P-MT6K-TCCW	FI-OPER SUPPLIES	\$154.99	
293637	11/15/2024	COMPLETE OFFICE,	11/4/2024	2318120-0	PKM-OFFICE SUPPLIES	\$156.12	
293637	11/15/2024	COMPLETE OFFICE,	11/4/2024	2318330-0	MO-OFFICE SUPPLS	\$52.05	
293637	11/15/2024	COMPLETE OFFICE,	11/5/2024	2318608-0	MC-OFFICE SUPPLIES	\$162.13	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
OPERATING RENTALS/LEASES							\$21,515.77
293740	11/15/2024	THE HUMANE SOCIETY FOR,	11/1/2024	INV103259		\$6,688.00	
					PD-AG21-033 ANIMAL SHELTER PSA		
293625	11/15/2024	BLUE PEARL VETERINARY,	1/5/2024	1277888		\$1,727.97	
					PD-VET SERVICES		
293740	11/15/2024	THE HUMANE SOCIETY FOR,	9/30/2024	PS-INV103250		\$979.11	
					PD-AG21-033 ANIMAL SHELTER PSA		
293740	11/15/2024	THE HUMANE SOCIETY FOR,	10/1/2024	PS-INV103248		\$6,688.00	
					PD-AG21-033 ANIMAL SHELTER PSA		
293625	11/15/2024	BLUE PEARL VETERINARY,	9/10/2024	1302643		\$1,901.96	
					PD-VET SERVICES		
293740	11/15/2024	THE HUMANE SOCIETY FOR,	8/31/2024	PS-INV103240		\$3,530.73	
					PD-AG21-033 ANIMAL SHELTER PSA		
OTHER MISC REVENUE							\$41,712.41
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$7.01	
					FI-09/24 REMIT SALES TAX		
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$4,240.44	
					FI-09/24 REMIT SALES TAX		
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$1,056.95	
					FI-09/24 REMIT SALES TAX		
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$0.01	
					FI-09/24 REMIT SALES TAX		
293376	10/28/2024	BRUNNER, TOM	10/28/2024	1-32732 & 2-06934		\$1,408.00	
					FI-REFUND APPEAL FEES 1-32732		
293753	11/15/2024	WASHINGTON STATE DEPART	11/6/2024	11/6/24		\$35,000.00	
					IT-OVERPAYMENT FOR CERB GRANT		
OTHER MISCELLANEOUS REVENUE							\$1,038.24
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$1,038.24	
					FI-09/24 REMIT SALES TAX		
OTHER OPERATING SUPPLIES							\$101,015.43
293371	10/17/2024	TRINITY ACE HARDWARE,	10/14/2022	262276 REISSUE		\$204.63	
					PKM-SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$79.26	
					CD-OPER SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$109.91	
					CD-OPER SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$274.01	
					CD-OPER SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$105.12	
					CD-OPER SUPPLS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1,408.36	
					DBC-OPER SUPPLIES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$21.74	
					CD-OPER SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$92.18	
					CD-OPER SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$115.32	
					CD-OPER SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$227.01	
					CD-OPER SUPPLS		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$41.85	
					CD-OPER SUPPLS		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	CD-OPER SUPPLS	\$151.28
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-OPER SUPPLS	\$11.02
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-OPER SUPPLS	\$18.72
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-OPER SUPPLS	\$14.98
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-OPER SUPPLS	\$17.58
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-OPER SUPPLS	\$11.01
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-OPER SUPPLS	\$33.05
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-OPER SUPPLS	\$1,719.12
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-FINANCE CLASS BOOKS	\$33.05
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	MO-OPER SUPPLS	\$25.33
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-OPER SUPPLS	\$35.25
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	FWCC-OPER SUPPLS	\$177.41
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$16.52
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$103.35
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$25.89
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$78.78
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$79.39
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	CD-OPER SUPPLS	\$26.24
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	CD-OPER SUPPLS	\$47.32
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$38.54
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$86.89
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$250.84
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$5.24
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$228.12
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$11.21
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA	PARKS-OPER SUPPLS	\$33.14

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$13.04
					PARKS-OPER SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$11.01
					FWCC-OPER SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$31.63
					FWCC-OPER SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$30.84
					FWCC-OPER SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$21.17
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$18.72
					FWCC-OPER SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$18.84
					FWCC-OPER SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$7.07
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$9.79
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$12.55
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$35.25
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$36.34
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$14.31
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$158.56
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$183.84
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$39.62
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$40.96
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$189.52
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$93.93
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$75.48
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$200.54
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$60.21
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$356.61
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$68.93
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$16.41
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$36.73
					PARKS-OPS SUPPLS	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$109.49
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$98.54
					PARKS-OPS SUPPLS	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$68.31
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$1,156.15
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$1,156.14
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$75.00
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$304.77
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$42.93
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$275.78
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$95.62
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$43.28
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$71.59
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$124.49
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$434.23
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$61.02
					PD-OPER SUPPLIES	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$55.09
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$55.09
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$299.68
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$573.04
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$18.02
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$26.44
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$73.75
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$83.11
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$1,224.32
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$348.00
					PARKS-OPS SUPPLS	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$1,224.32
					PARKS-OPS SUPPLS	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$38.48
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$25.22
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$17.96
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$446.00
					SWM-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$668.70
					SWM-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$372.42
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$37.71
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$6.57
					SWM-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$158.65
					SWM-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$34.68
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$7.68
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$51.21
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$55.68
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$174.25
					PARKS-OPER SUPPLIES PARKS-ADVE	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1,039.22
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$282.62
					PARKS-TRIP TICKET	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$352.95
					PARKS-TRIP TICKET	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$19.82
					PD-OFFICE SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$19.82
					PD-OFFICE SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$65.34
					PKM-FOOD SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$8.79
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$77.06
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$66.10
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$455.95
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$55.78
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$416.60
					PD-OPER SUPPLIES	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$77.12
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$-66.10
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$100.50
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$30.02
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$205.20
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$25.66
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$83.26
					PD-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$93.64
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$251.76
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$105.66
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$74.90
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$165.30
					SWR-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$528.90
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$107.90
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$96.17
					PKM-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$163.80
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$310.00
					FWCC-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$143.11
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$394.96
					SWM-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$232.49
					EOM-OPER SUPPLS	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$58.21
					EOM-OPER SUPPLS	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$12.31
					PKM-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$126.67
					PKM-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$-43.06
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$43.59
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$30.80
					PARKS-OPER SUPPLIES	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$200.48
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$34.70
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$36.98
					PARKS-TRIP TICKET	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$48.49
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$250.97
					PARKS-TRIP TICKET	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$73.67
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$68.61
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$88.24
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1.25
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$54.52
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$147.00
					PARKS-TRIP TICKET	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$187.60
					PARKS-TRIP TICKET	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$88.15
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$-250.97
					PARKS-TRIP TICKET	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$62.77
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$143.19
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$14.00
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$53.95
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$142.58
					FLT-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$248.34
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$87.59
					PARKS-SPORT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$330.59
					PARKS-SPORT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$36.37
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$51.76
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$67.23
					PARKS-OPER SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$281.81
					PARKS-TRIP TICKET	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$275.49	
					FWCC-MAINT SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$10.00	
					PW-ACCIDENTAL CHG-REIMB		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$20.00	
					HR-OPER SUPPLS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$2.19	
					IT-OPER SUPPLS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$44.07	
					IT-OPER SUPPLS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$14.31	
					IT-OPER SUPPLS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$22.00	
					IT-OPER SUPPLS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$83.38	
					SWM-OPER SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$24.78	
					SWM-OPER SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$17.62	
					SWM-OPER SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$94.72	
					SWM-OPER SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$5.50	
					SWM-OPER SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$593.19	
					SWM-OPER SUPPLIES		
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/10/2024	1CWL-FPNY-94GM		\$81.71	
					PD-OPER SUPPLS		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$30.00	
					PW-SUPPLIES		
293454	10/30/2024	GLOBAL INDUSTRIAL EQUIPM	10/17/2024	122496653		\$5,361.28	
					FLT-OPER SUPPLS		
293462	10/30/2024	HINCKLE, CHARLIE	10/16/2024	HINCKLE 2024		\$128.92	
					PD-OPER SUPPLS		
293454	10/30/2024	GLOBAL INDUSTRIAL EQUIPM	10/19/2024	1225033353		\$3,371.46	
					PWST-OPER SUPPLS		
293454	10/30/2024	GLOBAL INDUSTRIAL EQUIPM	10/19/2024	122503350		\$1,266.07	
					PKM-OPER SUPPLS		
293454	10/30/2024	GLOBAL INDUSTRIAL EQUIPM	10/21/2024	122505767		\$3,692.09	
					SWM STORAGE MATERIALS		
293472	10/30/2024	J. GARDNER & ASSOCIATES,	10/14/2024	20554		\$490.00	
					PD-OPER SUPPLS		
293472	10/30/2024	J. GARDNER & ASSOCIATES,	10/14/2024	20556		\$615.00	
					PD-OPER SUPPLS		
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/3/2024	25959		\$599.11	
					PKM-REPAIR/MAINTENANCE SUPPLIE		
293387	10/30/2024	AMAZON CAPITAL SERVICES	10/2/2024	16P1-4VT3-9RHV		\$64.36	
					CHB-OPER SUPPLS		
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/14/2024	1D3Q-VPLM-J3CG		\$39.95	
					PD-OFFICE SUPPLIES		
293438	10/30/2024	EWING IRRIGATION PRODUC	10/8/2024	23697631		\$83.34	
					PKM-MAINT SUPPLIES		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
293466	10/30/2024	HOME DEPOT-DEPT 32-250077	10/10/2024	5614618	CHB-REPAIR/MAINTENANCE SUPPLIE	\$26.40
293397	10/30/2024	BOYLE, SHARON	10/21/2024	BOYLEB 2024	PARKS-OPER SUPPLIES	\$197.42
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/6/2024	1V7P-JH1Y-9YKJ	DBC-SUPPLIES	\$33.05
293489	10/30/2024	LEGEND DATA SYSTEMS INC.	10/15/2024	140710	PD-OPER SUPPLIES	\$109.37
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/9/2024	14R6-G4HY-P94W	DBC-SUPPLIES	\$13.21
293457	10/30/2024	GRAINGER INC,	10/18/2024	832719462	FLT-MAINT SUPPLIES	\$619.33
293451	10/30/2024	GCP WW HOLDCO LLC, WOR	7/3/2024	INV2040005486	PWST-UNIFORM SUPPLIES	\$671.30
293585	11/1/2024	AMERICAN EAGLE GLASS,	8/16/2024	6164	FWCC - METAL DOOR FRAME/GLASS	\$5,825.22
293744	11/15/2024	TOPCON SOLUTIONS INC, TO	5/16/2024	INV283734	PWST-SUBSCRIPTION	\$53.55
293680	11/15/2024	LEGEND DATA SYSTEMS INC.	10/23/2024	140749	PD-OPER SUPPLIES	\$652.94
293686	11/15/2024	LUM, CAROL	10/24/2024	LUM 2024	PKM-EVENT SUPPLIES REIMB	\$107.18
293619	11/15/2024	AMAZON CAPITAL SERVICES	10/17/2024	1MTH-WJ44-LVLT	CHB-OPER SUPPLIES	\$14.41
293619	11/15/2024	AMAZON CAPITAL SERVICES	10/24/2024	1GY3-HMN9-7CRM	PD-OPER SUPPLIES	\$37.45
293656	11/15/2024	GLOBAL INDUSTRIAL EQUIP	10/22/2024	122509503	PKM- MATERIAL FOR PARKS STORAG	\$17,711.16
293656	11/15/2024	GLOBAL INDUSTRIAL EQUIP	10/22/2024	122509507	PWST-STREETS STORAGE MATERIALS	\$15,315.10
293656	11/15/2024	GLOBAL INDUSTRIAL EQUIP	10/22/2024	122509511	SWM STORAGE MATERIALS	\$13,726.11
293610	11/15/2024	4IMPRINT INC,	10/23/2024	13146282	SWR-CUSTOMIZED TOOL & SEWING K	\$1,523.01
293619	11/15/2024	AMAZON CAPITAL SERVICES	10/23/2024	1PY3-X1P3-T4M6	PD-OPER SUPPLIES	\$41.36
293700	11/15/2024	ODP BUSINESS SOLUTIONS	L10/9/2024	387615174001	PD-OFFICE SUPPLIES	\$28.48
293619	11/15/2024	AMAZON CAPITAL SERVICES	11/3/2024	1VM1-7R6X-9C6T	PD-OPER SUPPLIES	\$81.64
293619	11/15/2024	AMAZON CAPITAL SERVICES	11/4/2024	1PX7-6HD7-3JHK	DBC-SUPPLIES	\$10.00
293619	11/15/2024	AMAZON CAPITAL SERVICES	11/4/2024	1PX7-6HD7-3JHK	DBC-SUPPLIES	\$13.69
293619	11/15/2024	AMAZON CAPITAL SERVICES	11/3/2024	1394-6FQC-766J	CHB-OPERS SUPPLS	\$26.96
293732	11/15/2024	STAPLES BUSINESS ADVANT	10/31/2024	6015887287	PD-OPER SUPPLIES	\$100.44
293733	11/15/2024	STAPLES BUSINESS ADVANT	10/31/2024	6015887285	PD-OFFICE SUPPLIES	\$67.18
293619	11/15/2024	AMAZON CAPITAL SERVICES	10/31/2024	1DXJ-DYMT-7XYJ	PD-OPER SUPPLIES	\$69.41

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293624	11/15/2024	BATES, SABRINA	10/30/2024	BATES 2024		\$212.86	
					PARKS-OPER SUPPLS		
					PARKING/TOLLS		\$245.23
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$4.00	
					PW-PARKING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$10.00	
					MOED-PARKING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$9.10	
					MOED-PARKING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$35.40	
					PARKS-PARKING FEE		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$7.00	
					SWR-TRAINING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$14.98	
					MOED-PARKING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$5.35	
					MOED-PARKING		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$13.00	
					PD-TOLLS		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$6.50	
					PD-TOLLS		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$55.10	
					PD-TOLLS		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$6.50	
					PD-TOLLS		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$55.10	
					PD-TOLLS		
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$3.20	
					PD-TOLLS		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$20.00	
					DBC-PARKING		
					PASSPORT FEES		\$1.00
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$1.00	
					CD-OVRPD		
					PD - CLAIMS AUTO		\$1,351.04
293475	10/30/2024	JR SETINA MANUFACTURING	10/18/2024	295112		\$1,022.27	
					RM-REPAIR PARTS		
293517	10/30/2024	MV TOWING LLC,	9/25/2024	33125		\$132.24	
					RM-VEHICLE TOW		
293562	10/30/2024	SYSTEMS FOR PUBLIC SAFETY	10/8/2024	48317		\$196.53	
					PD-VEH MAINT SVC		
					PD - CLAIMS GL/PL		\$172.50
293477	10/30/2024	KEATING, BUCKLIN & MCCOR	10/4/2024	23617		\$172.50	
					LAW-AG23-159 LEGAL SVCS~		
					PER DIEM MEALS		\$3,229.22
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$21.70	
					MOED-CONFERENCE LUNCH		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$19.52	
					MOED-CONFERENCE LUNCH		
293507	10/30/2024	MCGRATH, BRITT	10/31/2024	MCGRATH 2024		\$15.00	
					SWM-ADV TVL WORKING WITH TRIBA		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293507	10/30/2024	MCGRATH, BRITT	11/15/2024	MCGRATH 2024 B		\$15.00	
					SWM-STORM SYMPOSIUM		
293524	10/30/2024	PALM, DAVID	10/22/2024	PALM 2024		\$15.00	
					SWM-WSDOT RD MAINT.		
293389	10/30/2024	AN, JAE	10/24/2024	AN 2024		\$296.00	
					PD-THE LEADERSHIP ACADEMY		
293424	10/30/2024	CUELLAR, RICARDO	10/24/2024	CUELLAR 2024		\$108.00	
					PD-ADV TVL ADVANCED FTO		
293504	10/30/2024	MCCONNELL, JOSH	10/24/2024	MCCONNELL 2024		\$296.00	
					PD-ADV TVL LEADERSHIP ACADEMY		
293399	10/30/2024	BROWN, CHELSEA	9/10/2024	BROWN 2024 B		\$15.00	
					SWM-ADV TVL STORM SYMPOSIUM		
293399	10/30/2024	BROWN, CHELSEA	9/10/2024	BROWN 2024		\$15.00	
					SWM-ADV TVL WORKING WITH TRIBA		
293392	10/30/2024	ASSEFA-DAWSON, LYDIA	10/3/2024	ASSEFA-DAWSON 2024 B		\$80.00	
					CC-ADV TVL REIMB NFWL ANNUAL C		
293430	10/30/2024	DOVEY, JACK	10/3/2024	DOVEY 2024		\$238.00	
					CC-ADV TVL REIMB NLC ANNUAL CO		
293467	10/30/2024	HONDA, SUSAN	10/3/2024	HONDA 2024 C		\$54.00	
					CC-CASCADIA INNOVATION CORRIDO		
293452	10/30/2024	GLANDON, AMY	10/3/2024	GLANDON 2024		\$238.00	
					CC-ADV TVL NCL CONGRESSIONAL C		
293467	10/30/2024	HONDA, SUSAN	10/3/2024	HONDA 2024		\$184.00	
					CC-ADV TVL REIMB NLC CONGRESSI		
293467	10/30/2024	HONDA, SUSAN	10/3/2024	HONDA 2024 B		\$80.00	
					CC-ADV TVL REIMB NLC CONGRESSI		
293482	10/30/2024	KOCHMAR, LINDA	10/3/2024	KOCHMAR 2024		\$54.00	
					CC-ADV TVL CASCADIA INNOVATIO		
293392	10/30/2024	ASSEFA-DAWSON, LYDIA	10/3/2024	ASSEFA-DAWSON 2024		\$184.00	
					CC-ADV TVL REIMB NLC ANNUAL CO		
293566	10/30/2024	TRAN, HOANG	10/3/2024	TRAN 2024		\$238.00	
					CC-ADV TRAVEL REIMB NLC CON CI		
293577	10/30/2024	WALSH, JACK	10/3/2024	WALSH 2024		\$238.00	
					CC-ADV TVL REIMB NLC ANNUAL CO		
293482	10/30/2024	KOCHMAR, LINDA	10/3/2024	KOCHMAR 2024 B		\$238.00	
					CC-ADV TVL NLC CONGRESSIONAL C		
293505	10/30/2024	MCDANIEL, PAUL	10/3/2024	MCDANIEL 2024		\$238.00	
					CC-ADV TVL NLC CONGRESSIONAL C		
293448	10/30/2024	FISHER, ERNEST	10/18/2024	FISHER 2024		\$15.00	
					SWM-ADV TVL REIMB RD MAINT FOR		
293626	11/15/2024	BRATSCH, MADELINE	10/23/2024	BRATSCH 2024		\$244.00	
					PD-ADV TVL ICAC CONFERENCE		
293664	11/15/2024	HOWARD, JONATHAN	9/10/2024	HOWARD 2024		\$90.00	
					PWTR-WRSO CONFERENCE		
					PLAN CHECKING FEES		\$79.80
293513	10/30/2024	MORNINGSTAR, MATTHEW	9/30/2024	24-102655		\$79.80	
					CD-24-102655 PERMIT REFUND		
					PLUMBING PERMITS		\$242.15
293395	10/30/2024	BLEAKMORE, ELIZABETH	10/22/2024	24-104448		\$242.15	
					CD-24-104448 PERMIT REFUND		
					POSTAGE/DELIVERY SERVICES		\$1,620.44

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$8.18
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$16.36
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$16.36
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$16.36
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$2.76
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$8.18
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$16.36
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$40.90
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$16.36
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$24.54
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$16.36
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$8.18
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$16.36
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$8.18
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$24.54
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$8.18
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$16.36
					CD-POSTAGE	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$8.18
					CD-POSTAGE	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$9.85
					LAW-POSTAGE	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$19.36
					PW-POSTAGE	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$19.36
					PW-POSTAGE	
293536	10/30/2024	PITNEY BOWES PRESORT SV10/5/2024	10/5/2024	1026225132		\$61.43
					FI-PITNEY BOWES POSTAGE DEPOSI	
293536	10/30/2024	PITNEY BOWES PRESORT SV10/5/2024	10/5/2024	1026225132		\$90.10
					FI-PITNEY BOWES POSTAGE DEPOSI	
293536	10/30/2024	PITNEY BOWES PRESORT SV10/5/2024	10/5/2024	1026225131		\$465.26
					FI-PITNEY BOWES POSTAGE DEPOSI	
293536	10/30/2024	PITNEY BOWES PRESORT SV10/5/2024	10/5/2024	1026225131		\$682.38
					FI-PITNEY BOWES POSTAGE DEPOSI	

PRINTING/PHOTO SERVICES

\$24,014.15

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$77.13	
					MO-FRAMES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$157.59	
					PARKS-PRINTING/PHOTO SERVICES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$122.08	
					PARKS-PRINTING/PHOTO SERVICES		
293511	10/30/2024	MINUTEMAN PRESS OF FEDE	10/23/2024	6834		\$10,993.36	
					SWR-AG24-215 PRINTING OF OUTRE		
293456	10/30/2024	GOS PRINTING CORPORATIO	10/14/2024	96311		\$979.63	
					PD-PRINTING SERVICES		
293606	11/8/2024	MINUTEMAN PRESS OF FEDE	10/23/2024	6834 RE-ISSUE		\$10,993.36	
					SWR-AG24-215 PRINTING OF OUTRE		
293728	11/15/2024	SOUND PUBLISHING INC,	10/11/2024	FWM1003664		\$85.69	
					PKM-AD ACCT#86029354		
293706	11/15/2024	PRINTERY COMMUNICATIONS	9/30/2024	240433		\$605.31	
					HR-BC IMPRINTS		
					PRO PLANS, STL LK & BROOK LK MA:		\$7,930.00
293616	11/15/2024	AHBL INC,	9/30/2024	148057		\$7,930.00	
					PKM-AG23-174 BROOKLAKE & STEEL		
					PROFESSIONAL SERVICES		\$344,939.56
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$87.50	
					CD-INTERPRETATION		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$520.00	
					PARKS-DINNER & MOVIE		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$695.00	
					FWCC-CERTIFACATION FEES		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$2,163.15	
					PARKS-SUMMER CAMP FIELD TRIP P		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$88.48	
					FWCC-HOOK ASSEMBLY		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$580.80	
					FWCC-CLEANING SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$440.80	
					SWM-RESIDENTIAL GARBAGE AUDIT		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$200.00	
					FI-WELLNESS GIFT CARDS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$375.00	
					FI-WELLNESS GIFT CARDS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$50.00	
					FI-WELLNESS GIFT CARDS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$375.00	
					FI-WELLNESS GIFT CARDS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$150.00	
					FI-WELLNESS GIFT CARDS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$72.00	
					PWST-DRUG SCREEN		
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$73.94	
					FWCC-STAFF SCHEDULING		
293474	10/30/2024	JIMENEZ PRODUCTIONS, DAVI	10/22/2024	0088		\$105.00	
					CC-AG23-010 VIDEO PRODUCTION S		
293514	10/30/2024	MOSS & BARNETT,	10/14/2024	814059		\$1,050.00	
					LAW-18-046 LEGAL SVC CABLE FRA		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
293400	10/30/2024	BUILD 2 LEAD,	10/21/2024	3RD QTR 2024		\$14,982.94
293560	10/30/2024	SUNITSCH, NANCY	10/21/2024	10/25/24	CDHS-AG23-252 PATHWAYS TO SUCC	\$200.00
293476	10/30/2024	KAY CATERING,	10/2/2024	3448	PARKS-ARTS ALIVE 2024 AWARD WI	\$19,105.34
293584	10/30/2024	YWCA SEATTLE- KING COUNT	10/16/2024	3RD QTR 2024	DBC-AG23-024 DUMAS BAY CATERIN	\$1,750.00
293515	10/30/2024	MULTI-SERVICE CENTER,	10/17/2024	3RD QTR 2024	CDHS-AG23-118 CHILDREN'S GENDE	\$24,192.36
293559	10/30/2024	SUMMIT LAW GROUP,	10/17/2024	157863	CDHS-AG23-268 FOOD BRIDGE & CO	\$1,507.00
293474	10/30/2024	JIMENEZ PRODUCTIONS, DAV	10/17/2024	0090	LAW-AG21-156 LEGAL SVCS~	\$1,645.00
293460	10/30/2024	HAMBLIN, RONINE	10/17/2024	10/17/24	IT-AG23-010 VIDEO PRODUCTION S	\$100.00
293394	10/30/2024	BIG BROTHERS BIG SISTERS,	10/15/2024	3RD QTR 2024	PARKS-ARTS ALIVE 2024 AWARD WI	\$4,250.00
293584	10/30/2024	YWCA SEATTLE- KING COUNT	10/15/2024	3RD QTR 2024	CDHS-AG23-028 YOUTH MENTORING~	\$1,750.00
293515	10/30/2024	MULTI-SERVICE CENTER,	10/15/2024	3RD QTR 2024	CDHS-AG23-118 CHILDREN'S GENDE	\$14,192.89
293440	10/30/2024	FEDERAL WAY BOYS & GIRLS	10/15/2024	3RD QTR 2024	CDHS-AG23-269 OPEN DOORS GED P	\$2,250.00
293564	10/30/2024	THE GENESIS PROJECT-SEAT	10/14/2024	3RD QTR 2024	CDHS-AG23-044 TEEN CENTER YOUT	\$1,500.00
293567	10/30/2024	UKRANIAN COMMUNITY, CEN	10/14/2024	3RD QTR 2024	CDHS-AG23-056 DROP IN CENTER O	\$4,000.00
293404	10/30/2024	CHILDREN & YOUTH JUSTICE	10/15/2024	3RD QTR 2024	CDHS-AG23-060 CRISIS FAMILY IN	\$2,000.00
293380	10/30/2024	AFTER-SCHOOL ALL STARS,	10/15/2024	3RD QTR 2024	CDHS-AG23-086 LEADERSHIP INTER	\$2,500.00
293405	10/30/2024	CHILDRENS HOME SOCIETY,	10/15/2024	3RD QTR 2024	CDHS-AG23-025 AFTER-SCHOOL ALL	\$2,750.00
293498	10/30/2024	LUTHERAN COMMUNITY, SER	10/10/2024	3RD QTR 2024	CDHS-AG23-058 MENTAL HEALTH CO	\$3,750.00
293515	10/30/2024	MULTI-SERVICE CENTER,	10/10/2024	3RD QTR 2024	CDHS-AG23-034 CUL ATT COUNSELI	\$8,750.00
293416	10/30/2024	CONSEJO COUNSELING & ,	10/10/2024	3RD QTR 2024	CDHS-AG23-020 FW FOOD AND CLOT	\$2,500.00
293413	10/30/2024	CODE PUBLISHING COMPANY	10/11/2024	GCI0015657	CDHS-AG23-097 DOMEST VIOL ADV	\$414.36
293550	10/30/2024	SH&H VALUATION AND CONS	9/27/2024	16219-24	CK-CODE SERVCIES	\$3,400.00
293474	10/30/2024	JIMENEZ PRODUCTIONS, DAV	10/10/2024	0089	PW-AG23-230 PROPERTY VALUATION	\$1,435.00
293555	10/30/2024	SOUTH KING TOOL LIBRARY,	9/12/2024	2165	IT-AG23-010 VIDEO PRODUCTION S	\$5,500.00
293458	10/30/2024	GREAT FLOORS LLC, GREAT	10/1/2024	253692	SWR-AG22-036 MGMT RECYCLING EV	\$5,480.00
293458	10/30/2024	GREAT FLOORS LLC, GREAT	10/1/2024	253692	PARKS/FWCC-PRESCHOOL FLOORING	\$5,480.00
					PARKS/FWCC-PRESCHOOL FLOORING	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
293458	10/30/2024	GREAT FLOORS LLC, GREAT	10/1/2024	253692		\$558.96
					Sales Tax	
293458	10/30/2024	GREAT FLOORS LLC, GREAT	10/1/2024	253692		\$558.96
					Sales Tax	
293552	10/30/2024	SOUND,	10/1/2024	3RD QTR 2024		\$2,000.00
293570	10/30/2024	VALLEY CITIES COUNSELING,	10/1/2024	3RD QTR 2024	CDHS-AG23-021 PATH AGM	\$4,750.00
293516	10/30/2024	MUNICIPAL MEDIA CORP,	10/1/2024	7757	CDHS-AG23-038 SCHOOL BASED MEN	\$7,235.00
293423	10/30/2024	CRISIS CONNECTIONS,	9/30/2024	3RD QTR 2024	SWR-AG23-233 RECYCLE COACH~	\$2,000.00
293553	10/30/2024	SOUND PUBLISHING INC,	9/30/2024	8149962	CDHS-AG23-112 KING COUNTY 211~	\$96.75
293378	10/30/2024	ADURO LLC,	9/30/2024	INV7368	PARKS-AD ACCT#83754398	\$1,689.97
293545	10/30/2024	SAFAROVA-DOWNEY, ALMIRA	9/3/2024	09/03/24	HR-AG19-209 WELLNESS PGM~	\$140.00
293520	10/30/2024	NORTHWEST EDUCATION AC	9/30/2024	3RD QTR 2024	MC-INTERPRETER SVC	\$2,000.00
293423	10/30/2024	CRISIS CONNECTIONS,	9/30/2024	3RD QTR 2024	CDHS-AG23-052 HELPING OPPORTUN	\$2,015.25
293561	10/30/2024	SYLVAN LEARNING CENTER,	9/19/2024	09/19/24	CDHS-AG23-069 CRISIS LINE	\$8,718.25
293379	10/30/2024	AFRICAN COMMUNITY HOUSI	9/4/2024	3RD QTR 2024	PARKS-AG24-044 RECREATION AGRE	\$5,750.00
293474	10/30/2024	JIMENEZ PRODUCTIONS, DAVI	10/15/2024	0087	CDHS-AG23-046 AFRICAN COMMUNIT	\$35.85
293556	10/30/2024	SPECTRA LABORATORIES LL	10/2/2024	5008740	IT-AG23-010 VIDEO PRODUCTION S	\$591.00
293551	10/30/2024	SKCSRA-SOCCER REFEREES	10/7/2024	2877	SWM-WATER TESTING	\$1,380.00
293556	10/30/2024	SPECTRA LABORATORIES LL	10/7/2024	5008760	PARKS-AG18-009 SOCCER REFEREE	\$788.00
293497	10/30/2024	LUKE ESSER,	10/18/2024	SEPT 2024	SWM-WATER TESTING	\$3,500.00
293503	10/30/2024	MCCARL, KIRSTEN	7/15/2024	09/23/24	MO-AG20-014 LOBBYING SVC~	\$1,116.00
293445	10/30/2024	FEDERAL WAY SENIOR CENTH	10/5/2024	3RD QTR 2024	PARKS-PIANO FRIENDSHIP THEATRE	\$6,250.00
293390	10/30/2024	ANNA'S PARTY RENTALS,	10/9/2024	21861	CDHS-AG23-067 FED WAY SNR CENT	\$324.28
293583	10/30/2024	WU, THOMAS	10/8/2024	10/08/24	FWCC-EQUIP RENTAL	\$118.00
293515	10/30/2024	MULTI-SERVICE CENTER,	10/8/2024	3RD QTR 2024	MC-INTERPRETER SVC	\$3,280.00
293469	10/30/2024	INTERCOM LANGUAGE SVCS,	10/18/2024	24-604	CDHS-AG23-019 FW BABY CUPBOARD	\$2,922.50
293553	10/30/2024	SOUND PUBLISHING INC,	8/16/2024	FWM1000919	MC-INTERPRETER SVC	\$544.19
293544	10/30/2024	SAFAROVA-DOWNEY, ALMIRA	2/16/2024	02/16/24	FI-AD ACCT#86029614	\$140.00
					MC-INTERPRETER SVC	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
293401	10/30/2024	CANTRELL, ARCHIE	5/15/2024	12411	SWM-TRADITIONAL STORYTELLING S	\$1,500.00
293573	10/30/2024	WA STATE EMPLOYMENT SEC	9/30/2024	2024 UBI 601-223-538	HR-UI TAX REIMB Q3/2024	\$5,988.70
293486	10/30/2024	LANGUAGE LINE SERVICES,	19/30/2024	11407834	PD-AG21-199 LANGUAGE SVC	\$2,701.79
293522	10/30/2024	OCCUPATIONAL HEALTH CEN	9/16/2024	84428780	HR-DOT RECERT	\$44.00
293549	10/30/2024	SEMISI-TUPOU, VAIVAO T	10/8/2024	10/08/24	MC-INTERPRETER SERVICES	\$280.00
293556	10/30/2024	SPECTRA LABORATORIES LL	10/12/2024	5008617	SWM-WATER TESTING	\$591.00
293474	10/30/2024	JIMENEZ PRODUCTIONS, DA	10/15/2024	0087	IT-AG23-010 VIDEO PRODUCTION S	\$226.65
293464	10/30/2024	HISTORICAL SOCIETY-FEDER	9/30/2024	43	PARKS-AG21-025 MOU HISTORICAL	\$7,500.00
293469	10/30/2024	INTERCOM LANGUAGE SVCS	9/30/2024	24-510	MC-INTERPRETER SVC	\$280.00
293535	10/30/2024	PIERCE COUNTY SECURITY	10/7/2/2024	436364	PARKS-AG23-207 SECURITY SERVIC	\$1,760.00
293586	11/1/2024	CATHOLIC COMMUNITY SERV	7/15/2024	2ND QTR 2024.	CDHS-AG23-108 FW DAY CENTER	\$10,000.00
293600	11/1/2024	USIC HOLDINGS INC,	9/30/2024	687582	PWTR/SWM-AG19-078 UGD ULT LOCA	\$2,001.16
293600	11/1/2024	USIC HOLDINGS INC,	9/30/2024	687582	PWTR/SWM-AG19-078 UGD ULT LOCA	\$6,403.90
293594	11/1/2024	SOCIETY OF ST VINCENT DE	10/10/2024	3RD QTR 2024	CDHS-AG23-120 EMERGENCY HUMAN	\$7,200.00
293629	11/15/2024	CASA LATINA,	10/15/2024	3RD QTR 2024	CDHS-AG24-117 WORKFORCE PROGRA	\$14,945.04
293654	11/15/2024	FREELock LLC,	10/11/2024	10011	IT - DEVELOPMENT WORK ON THE C	\$5,400.00
293723	11/15/2024	SEMISI-TUPOU, VAIVAO T	10/23/2024	10/23/24	MC-INTERPRETER SERVICES	\$140.00
293723	11/15/2024	SEMISI-TUPOU, VAIVAO T	10/23/2024	10/23/24 B	MC-INTERPRETER SERVICES	\$140.00
293670	11/15/2024	JIMENEZ PRODUCTIONS, DA	10/24/2024	0092	IT-AG23-010 VIDEO PRODUCTION S	\$1,260.00
293724	11/15/2024	SERENITY COUNSELING SER	10/24/2024	46	MO-ANGER MANAGEMENT ASSESSMENT	\$250.00
293724	11/15/2024	SERENITY COUNSELING SER	10/24/2024	47	MO-ANGER MANAGEMENT ASSESSMENT	\$250.00
293724	11/15/2024	SERENITY COUNSELING SER	10/24/2024	48	MO-ANGER MANAGEMENT ASSESSMENT	\$250.00
293724	11/15/2024	SERENITY COUNSELING SER	10/24/2024	49	MO-ANGER MANAGEMENT ASSESSMENT	\$250.00
293724	11/15/2024	SERENITY COUNSELING SER	10/24/2024	50	MO-ANGER MANAGEMENT ASSESSMENT	\$250.00
293707	11/15/2024	PRISMA INTERNATIONAL INC,	10/24/2024	128368-W	MO-DV ASSESSMENT	\$110.23
293707	11/15/2024	PRISMA INTERNATIONAL INC,	10/24/2024	129033-X	SWR-WRITTEN WORD TRANSLATION S	\$52.30
					SWR-WRITTEN WORD TRANSLATION S	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293707	11/15/2024	PRISMA INTERNATIONAL INC,	10/24/2024	129291-M		\$56.23	
293707	11/15/2024	PRISMA INTERNATIONAL INC,	10/24/2024	129295-N	SWR-WRITTEN WORD TRANSLATION S	\$617.15	
293696	11/15/2024	NAVIA BENEFIT SOLUTIONS,	10/28/2024	10894520	SWR-WRITTEN WORD TRANSLATION S	\$424.00	
293716	11/15/2024	SAFAROVA-DOWNEY, ALMIRA	11/6/2024	11/06/24	HR-10/24 FLEX PLAN ADM SVC	\$140.00	
293676	11/15/2024	KING SALO ELECTRIC LLC,	10/29/2024	403	MC-INTERPRETER SVC	\$1,735.65	
293710	11/15/2024	PROGRESS PUSHERS,	10/30/2024	3RD QTR 2024	DBC-REPAIR & MAINT	\$6,842.10	
293741	11/15/2024	THE TIGER KIDS,	10/23/2024	10/23/24	CDHS-AG24-053-CREDIBLE MESSENG	\$1,080.00	
293685	11/15/2024	LINDA SHOLBERG ART & DES	11/6/2024	1032	PARKS-AG19-217 MARTIAL ART CLA	\$800.00	
293688	11/15/2024	MCARDLE, JEFF	10/31/2024	10/31/24	PARKS-ART WORK	\$225.00	
293655	11/15/2024	FUSION,	10/30/2024	2024-1016	PARKS-JINGLE BELL BRUNCH 2024	\$1,000.00	
293746	11/15/2024	USIC HOLDINGS INC,	10/31/2024	694052	SWR-SHRED EVENT	\$2,817.94	
293746	11/15/2024	USIC HOLDINGS INC,	10/31/2024	694052	PWTR/SWM-AG19-078 UGD ULT LOCA	\$6,575.20	
293730	11/15/2024	SPECTRA LABORATORIES LL	10/31/2024	5008974	PWTR/SWM-AG19-078 UGD ULT LOCA	\$788.00	
293730	11/15/2024	SPECTRA LABORATORIES LL	10/31/2024	5008994	SWM-WATER TESTING	\$74.00	
293670	11/15/2024	JIMENEZ PRODUCTIONS, DAV	11/4/2024	0091	SWM-WATER TESTING	\$140.00	
293730	11/15/2024	SPECTRA LABORATORIES LL	11/4/2024	5009002	IT-AG23-010 VIDEO PRODUCTION S	\$591.00	
293653	11/15/2024	FLOYD, PFLUEGER & RINGER	11/4/2024	72296	SWM-WATER TESTING	\$99.00	
293670	11/15/2024	JIMENEZ PRODUCTIONS, DAV	11/6/2024	0093	LAW-AG21-035 LEGAL SVCS~	\$245.00	
293701	11/15/2024	PACIFIC RACEWAYS,	11/8/2024	11/8/24	IIT-AG23-010 NOVEMBER 6TH 2024	\$50,000.00	
					MOED-TEG-NHRA NW NATIONALS EVE		
					PUBLIC WORKS - INSPECTION DEPOS		\$238,589.00
293734	11/15/2024	STOREHAHL, JADEN	11/5/2024	11/5/24	PW-CASH BOND REFUND	\$238,589.00	
					PURCHASE OF RESALE ITEMS		\$2,018.94
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	FWCC-SNACKS FOR RESALE	\$112.91	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	FWCC-SNACKS FOR RESALE	\$140.57	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	FWCC-SNACKS FOR RESALE	\$1,258.95	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	FWCC-SNACKS FOR RESALE	\$49.95	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA	FWCC-SNACKS FOR RESALE	\$433.88	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	Amount	GL Total
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/12/2024	19FK-H7M3-TL43		\$22.68	
					DBC-SUPPLIES		
					PW - CLAIMS PROPERTY		\$11,850.46
293478	10/30/2024	KING COUNTY FINANCE DIVISION	9/30/2024	136803-136814		\$11,850.46	
					RM-RSD FW#136803-136814		
					RENTAL CARS/GROUND TRANSPORT		\$301.69
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$46.42	
					MOED-RENTAL CARS		
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$12.00	
					MO-EVENT		
293484	10/30/2024	KRUSEY, K.C. (CASEY)	10/8/2024	KRUSEY 2024		\$243.27	
					PD-CAR RENTAL		
					RENTAL OF FURNITURE/EQUIPMENT		\$4,937.62
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$64.61	
					CK-SHREDDING SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$59.64	
					CK-SHREDDING SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$49.70	
					CK-SHREDDING SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$4.97	
					CK-SHREDDING SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$489.88	
					PWST-MAINT SUPPLIES		
293466	10/30/2024	HOME DEPOT-DEPT 32-250079	9/19/2024	4900168		\$19.18	
					PWST-OFFICE SUPPLIES		
293533	10/30/2024	PHOENIX ASPHALT MAINT CO	7/15/2024	52248		\$2,404.54	
					PWST-2024 CRACK SEAL MACHINE R		
293466	10/30/2024	HOME DEPOT-DEPT 32-250075	5/14/2024	2905150		\$15.10	
					PWST-REPAIR/MAINTENANCE SUPPLI		
293659	11/15/2024	HEAD-QUARTERS PTS,	10/31/2024	67393		\$1,830.00	
					PARKS-AG24-033 PORTABLE TOILET		
					REPAIR & MAINT SUPPLIES		\$37,857.76
293371	10/17/2024	TRINITY ACE HARDWARE,	6/1/2023	299792 REISSUE		\$110.06	
					PKM-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	9/30/2022	263705 REISSUE		\$5.05	
					PWST-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	6/6/2023	300844 REISSUE		\$12.76	
					PKM-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	6/2/2023	299972 REISSUE		\$90.91	
					PKM-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	5/24/2023	298144 REISSUE		\$3.29	
					PKM-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	5/23/2023	298034 REISSUE		\$33.01	
					PKM-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	5/22/2023	297843 REISSUE		\$12.75	
					PKM-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	5/22/2023	297784 REISSUE		\$27.50	
					PKM-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	5/22/2023	297767 REISSUE		\$188.48	
					PKM-SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$71.04	
					SWM-MAINT SUPPLIES		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$325.90
					SWM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$831.26
					SWM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$157.56
					SWM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1,498.65
					PWST-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$84.31
					PWST-MAINT SUPPLIES	
1025244759	10/25/2024	US BANK,	10/25/2024	SEPT 2024 CITY VISA		\$2,345.57
					FWCC-MAINT SVCS	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$110.08
					PWST-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$20.90
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$44.56
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$658.11
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$10.98
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$67.18
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$-56.06
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$135.37
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$56.07
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$423.39
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$30.83
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$95.92
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$89.66
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$45.33
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$111.72
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$61.68
					FWCC-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$177.70
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$221.95
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$633.66
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$18.54
					PKM-MAINT SUPPLIES	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$159.72
					SWM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$107.82
					SWM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$56.38
					SWM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$25.31
					SWM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$118.38
					SWM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1,276.12
					PWST-REPAIR & MAINTENANCE	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$790.14
					PARKS-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$21.96
					PARKS-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$301.55
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$184.65
					PKM-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$4,836.00
					PARKS-MAINT SUPPLIES	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1,276.12
					PWST-REPAIR & MAINTENANCE	
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$15.06
					PKM-MAINT SUPPLIES	
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/22/2024	1027983		\$83.45
					SWM-REPAIR & MAINT SUPPLIES	
293386	10/30/2024	AMAZON CAPITAL SERVICES	8/28/2024	1KT6-G9WF-47GM		\$44.07
					CHB-MAINT SUPPLS	
293386	10/30/2024	AMAZON CAPITAL SERVICES	9/19/2024	13QY-64C1-RVTQ		\$10.15
					CHB-MINOR SUPPLIES	
293419	10/30/2024	CONTECH ENGINEERED SOLI	10/9/2024	30083761		\$7,488.00
					SWM-ANNUAL CARTRIDGE REPLACEME	
293419	10/30/2024	CONTECH ENGINEERED SOLI	10/9/2024	30083761		\$763.78
					Sales Tax	
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/10/2024	1TL1-JHMD-CHTQ		\$28.54
					CHB-MAINT SUPPLIES	
293386	10/30/2024	AMAZON CAPITAL SERVICES	10/11/2024	1NVG-CWWX-G31H		\$36.18
					DBC-OPER SUPPLIES	
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/3/2024	25933		\$43.95
					CHB-REPAIR/MAINTENANCE SUPPLIE	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$12.07
					DBC-SUPPLIES	
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/18/2024	5027658		\$195.26
					PWST-REPAIR/MAINTENANCE SUPPLI	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$17.54
					DBC-SUPPLIES	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$56.49
					PKM-REPAIRS	
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/2/2024	1611540		\$166.58
					SWM-REPAIR/MAINTENANCE SUPPLIE	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/8/2024	5026516	PWST-REPAIR/MAINTENANCE SUPPLI	\$171.96
293434	10/30/2024	EJ USA, INC,	10/10/2024	110240076732	SWM-MAINT SUPPLIES	\$2,124.88
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/16/2024	114000	PKM-REPAIR/MAINTENANCE SUPPLIE	\$186.90
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/28/2024	8901547	PKM-REPAIR/MAINTENANCE SUPPLIE	\$87.81
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/31/2024	5522325	PKM-REPAIR/MAINT SUPPLIES	\$17.33
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/31/2024	5621874	PKM-REPAIR/MAINT SUPPLIES	\$22.86
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	6/11/2024	4826119	PKM-REPAIR/MAINTENANCE SUPPLIE	\$131.14
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	6/14/2024	1624669	PKM-REPAIR/MAINT SUPPLIES	\$31.63
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/15/2024	8027278	SWM-REPAIR/MAINTENANCE SUPPLIE	\$73.93
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/16/2024	7037475	SWM-REPAIR/MAINTENANCE SUPPLIE	\$54.45
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/16/2024	7037476	SWM-REPAIR/MAINTENANCE SUPPLIE	\$22.76
293384	10/30/2024	ALPINE PRODUCTS INC,	10/8/2024	TM-227991	PKM-OPER SUPPLIES	\$1,560.75
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/3/2024	3614202	PKM-REPAIR/MAINT SUPPLIES	\$28.59
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	10/4/2024	9626656	CHB-REPAIR & MAINT SUPPLIES	\$33.00
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/20/2024	6214454	PWST-REPAIR/MAINTENANCE SUPPLI	\$218.11
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	6/17/2024	8214744	PWST-REPAIR/MAINTENANCE SUPPLI	\$97.38
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	6/21/2024	4611387	SWM-REPAIR/MAINTENANCE SUPPLIE	\$247.77
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	6/21/2024	4620455	SWM-REPAIR/MAINTENANCE SUPPLIE	\$172.90
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	6/24/2024	1214819	PWST-REPAIR/MAINTENANCE SUPPLI	\$48.50
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	6/25/2024	214829	PWST-REPAIR/MAINTENANCE SUPPLI	\$51.68
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/9/2024	7022311	PWST-REPAIR/MAINTENANCE SUPPLI	\$185.39
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/9/2024	7214334	PWST-REPAIR/MAINTENANCE SUPPLI	\$16.31
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/14/2024	2351519	PWST-REPAIR/MAINTENANCE SUPPLI	\$8.77
293466	10/30/2024	HOME DEPOT-DEPT 32-25007	5/14/2024	2905125	PWST-REPAIR/MAINTENANCE SUPPLI	\$50.00
293615	11/15/2024	AGRISHOP INC,	10/18/2024	72979/1	PKM-EQUIPMENT PARTS & REPAIRS	\$70.54
293662	11/15/2024	HOME DEPOT-DEPT 32-25007	11/4/2024	8030076	PWST-REPAIR/MAINTENANCE SUPPLI	\$52.81

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293720	11/15/2024	SECOMA FENCE INC,	11/6/2024	30135		\$119.60	
					SWM-FENCE REPAIR SVC		
293646	11/15/2024	ECOLIGHTS NORTHWEST,	10/31/2024	INV-016729		\$4,950.99	
					PKM-RECYCLING SUPPLIES		
293615	11/15/2024	AGRISHOP INC,	10/29/2024	730221		\$35.28	
					PKM-EQUIPMENT PARTS & REPAIRS		
293661	11/15/2024	HOME DEPOT-DEPT 32-25007	10/30/2024	3038713		\$39.58	
					PWST-REPAIR/MAINTENANCE SUPPLI		
293661	11/15/2024	HOME DEPOT-DEPT 32-25007	10/29/2024	4621146		\$73.22	
					SWM-REPAIR & MAINT SUPPLIES		
							\$23,438.84
					REPAIR PARTS		
293371	10/17/2024	TRINITY ACE HARDWARE,	5/25/2023	298343 REISSUE		\$2.85	
					FLT-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	9/27/2022	263294 REISSUE		\$11.41	
					FLT-SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1,462.60	
					SWM-MAINT SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$64.12	
					FWCC-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$325.61	
					FWCC-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$307.96	
					FWCC-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$366.90	
					FWCC-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$20.12	
					FWCC-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$143.96	
					FLT-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$56.01	
					FLT-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$10.58	
					FLT-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$36.07	
					FLT-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$72.70	
					FWCC-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$164.21	
					FWCC-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$61.68	
					FWCC-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$307.08	
					FLT-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$60.97	
					FLT-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$134.59	
					FLT-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$22.03	
					FLT-REPAIR PARTS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1,070.96	
					FLT-REPAIR PARTS		

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$79.28
					PD-OPER SUPPLIES	
1025243793	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PD VISA		\$188.37
					PD-OPER SUPPLIES	
293391	10/30/2024	ARG INDUSTRIAL,	10/21/2024	T070149		\$266.46
					FLT-REPAIR PARTS	
293532	10/30/2024	PETTY CASH - FI,	10/16/2024	34510		\$7.45
					FLT-VEH MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/14/2024		206802		\$242.78
					FLT-VEHICLE MAINT	
293519	10/30/2024	NORSTAR INDUSTRIES INC,	10/18/2024	62336		\$662.10
					FLT-MAINT SUPPLIES	
293391	10/30/2024	ARG INDUSTRIAL,	10/16/2024	T070038		\$68.33
					FLT-REPAIR PARTS	
293500	10/30/2024	MACHINERY POWER & EQUIP10/17/2024		FICS2705535		\$770.00
					FLT-MAINT SUPPLIES	
293385	10/30/2024	AM SIGNAL, LLC,	10/11/2024	M29426		\$2,400.16
					FLT-REPAIR & MAINTENANCE SERVI	
293490	10/30/2024	LES SCHWAB TIRE CTRS OF 10/12/2024		37800717722		\$49.55
					FLT-VEHICLE MAINT	
293490	10/30/2024	LES SCHWAB TIRE CTRS OF 10/30/2024		37800720332		\$70.49
					FLT-VEHICLE MAINT	
293530	10/30/2024	PEAK INDUSTRIAL INC, PEAK 8/23/2024		PSI-402075		\$25.70
					FLT-REPAIR PARTS	
293530	10/30/2024	PEAK INDUSTRIAL INC, PEAK 8/23/2024		PSI-407715		\$932.87
					FLT-REPAIR PARTS	
293530	10/30/2024	PEAK INDUSTRIAL INC, PEAK 8/28/2024		PSI-403473		\$18.42
					FLT-REPAIR PARTS	
293496	10/30/2024	LOWEN CORPORATION,	7/19/2024	3346939		\$624.61
					FLT-REPAIR PARTS	
293496	10/30/2024	LOWEN CORPORATION,	7/26/2024	3348255		\$575.68
					FLT-REPAIR PARTS	
293496	10/30/2024	LOWEN CORPORATION,	8/2/2024	3350911		\$182.60
					FLT-REPAIR PARTS	
293496	10/30/2024	LOWEN CORPORATION,	8/29/2024	3355492		\$228.42
					FLT-REPAIR PARTS	
293530	10/30/2024	PEAK INDUSTRIAL INC, PEAK 9/10/2024		PSI-407698		\$365.61
					FLT-REPAIR PARTS	
293496	10/30/2024	LOWEN CORPORATION,	10/3/2024	3360954		\$176.60
					FLT-REPAIR PARTS	
293470	10/30/2024	INTERWEST METALS INC,	10/14/2024	473999		\$81.12
					FLT-REPAIR/MAINT SUPPLIES	
293500	10/30/2024	MACHINERY POWER & EQUIP10/4/2024		FICS2698536		\$127.44
					FLT-MAINT SUPPLIES	
293518	10/30/2024	NATIONAL BARRICADE & SIG10/4/2024		221138		\$3,770.93
					FLT-REPAIR PARTS	
293391	10/30/2024	ARG INDUSTRIAL,	10/7/2024	T069719		\$29.96
					FLT-REPAIR PARTS	
293599	11/1/2024	TURF STAR INC,	10/3/2024	INV048911		\$515.67
					FLT-MAINT PARTS	
293681	11/15/2024	LES SCHWAB TIRE CTRS OF 11/02/2024		37800723563		\$176.32
					FLT-VEHICLE MAINT	

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293621	11/15/2024	ARG INDUSTRIAL,	10/24/2024	T070280	FLT-REPAIR PARTS	\$29.92
293738	11/15/2024	TACOMA SCREW PRODUCTS	10/25/2024	100336044-00	FLT-MAINT SUPPLIES	\$48.20
293738	11/15/2024	TACOMA SCREW PRODUCTS	10/25/2024	100336065-00	FLT-MAINT SUPPLIES	\$38.93
293668	11/15/2024	JENNINGS EQUIPMENT INC,	10/30/2024	58026P	PKM-MAINT SUPPLIES	\$332.33
293681	11/15/2024	LES SCHWAB TIRE CTRS OF	10/21/2024	37800714423	FLT-VEHICLE MAINT	\$16.52
293718	11/15/2024	SEATTLE AUTOMOTIVE, DIST	10/23/2024	S5-9340812	FLT-REPAIR & MAINT PARTS	\$398.02
293681	11/15/2024	LES SCHWAB TIRE CTRS OF	10/26/2024	37800715265	FLT-VEHICLE MAINT	\$27.53
293719	11/15/2024	SEATTLE AUTOMOTIVE, DIST	10/29/2024	S5-9355254	FLT-REPAIR & MAINT PARTS	\$199.01
293719	11/15/2024	SEATTLE AUTOMOTIVE, DIST	10/29/2024	S5-9357581	FLT-REPAIR & MAINT PARTS	\$-17.63
293618	11/15/2024	AM SIGNAL, LLC,	8/7/2024	M29152	FLT-REPAIR & MAINTENANCE SERVI	\$1,715.81
293718	11/15/2024	SEATTLE AUTOMOTIVE, DIST	10/9/2024	S5-9372933	FLT-REPAIR & MAINT PARTS	\$116.11
293681	11/15/2024	LES SCHWAB TIRE CTRS OF	10/11/2024	37800717542	FLT-VEHICLE MAINT	\$73.80
293718	11/15/2024	SEATTLE AUTOMOTIVE, DIST	10/7/2024	S5-9437168	FLT-REPAIR & MAINT PARTS	\$-19.84
293618	11/15/2024	AM SIGNAL, LLC,	9/25/2024	M29409	FLT-REPAIR & MAINTENANCE SERVI	\$612.71
293695	11/15/2024	NAPA AUTO PARTS,	2/13/2024	142460	FLT-REPAIR & MAINT	\$36.32
293695	11/15/2024	NAPA AUTO PARTS,	2/13/2024	142491	FLT-REPAIR & MAINT	\$88.07
293695	11/15/2024	NAPA AUTO PARTS,	11/6/2023	135073	FLT-REPAIR & MAINT	\$49.19
293695	11/15/2024	NAPA AUTO PARTS,	12/5/2023	137232	FLT-REPAIR & MAINT	\$28.04
293695	11/15/2024	NAPA AUTO PARTS,	12/5/2023	137247	FLT-REPAIR & MAINT	\$54.48
293695	11/15/2024	NAPA AUTO PARTS,	12/6/2023	137351	FLT-REPAIR & MAINT	\$78.44
293695	11/15/2024	NAPA AUTO PARTS,	1/4/2021	045848	FLT-REPAIR & MAINT	\$27.49
293695	11/15/2024	NAPA AUTO PARTS,	2/12/2021	047750	FLT-REPAIR & MAINT	\$-59.40
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048469	FLT-REPAIR & MAINT	\$-27.49
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048471	FLT-REPAIR & MAINT	\$27.51
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048476	FLT-REPAIR & MAINT	\$-57.73
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048477	FLT-REPAIR & MAINT	\$57.78

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293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048478		\$-689.44
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048482	FLT-REPAIR & MAINT	\$-59.45
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048483	FLT-REPAIR & MAINT	\$101.96
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048485	FLT-REPAIR & MAINT	\$-4.05
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048487	FLT-REPAIR & MAINT	\$68.74
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048490	FLT-REPAIR & MAINT	\$59.40
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048491	FLT-REPAIR & MAINT	\$-59.45
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048492	FLT-REPAIR & MAINT	\$-37.94
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048494	FLT-REPAIR & MAINT	\$-39.37
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048495	FLT-REPAIR & MAINT	\$39.40
293695	11/15/2024	NAPA AUTO PARTS,	2/26/2021	048496	FLT-REPAIR & MAINT	\$-85.01
293695	11/15/2024	NAPA AUTO PARTS,	3/9/2021	049136	FLT-REPAIR & MAINT	\$-54.45
293695	11/15/2024	NAPA AUTO PARTS,	3/15/2021	049519	FLT-REPAIR & MAINT	\$6.28
293695	11/15/2024	NAPA AUTO PARTS,	11/5/2021	070068	FLT-REPAIR & MAINT	\$118.47
293695	11/15/2024	NAPA AUTO PARTS,	12/8/2021	072841	FLT-REPAIR & MAINT	\$150.73
293695	11/15/2024	NAPA AUTO PARTS,	12/30/2021	074551	FLT-REPAIR & MAINT	\$73.21
293695	11/15/2024	NAPA AUTO PARTS,	5/6/2022	086462	FLT-REPAIR & MAINT	\$70.07
293695	11/15/2024	NAPA AUTO PARTS,	5/25/2022	088307	FLT-REPAIR & MAINT	\$135.96
293695	11/15/2024	NAPA AUTO PARTS,	5/25/2022	088384	FLT-REPAIR & MAINT	\$71.55
293695	11/15/2024	NAPA AUTO PARTS,	9/28/2022	100056	FLT-REPAIR & MAINT	\$178.74
293695	11/15/2024	NAPA AUTO PARTS,	1/27/2023	110301	FLT-REPAIR & MAINT	\$4.39
293695	11/15/2024	NAPA AUTO PARTS,	3/29/2023	115740	FLT-REPAIR & MAINT	\$784.19
293695	11/15/2024	NAPA AUTO PARTS,	6/21/2023	123562	FLT-REPAIR & MAINT	\$50.70
293695	11/15/2024	NAPA AUTO PARTS,	6/21/2023	123637	FLT-REPAIR & MAINT	\$-50.70
293695	11/15/2024	NAPA AUTO PARTS,	9/26/2023	131782	FLT-REPAIR & MAINT	\$53.93
293695	11/15/2024	NAPA AUTO PARTS,	9/26/2023	131802	FLT-REPAIR & MAINT	\$42.98

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293695	11/15/2024	NAPA AUTO PARTS,	9/28/2023	132005		\$186.29	
					FLT-REPAIR & MAINT		
293695	11/15/2024	NAPA AUTO PARTS,	10/16/2023	133411		\$85.73	
					FLT-REPAIR & MAINT		
293652	11/15/2024	FLOYD EQUIPMENT COMPAN	10/30/2024	474158		\$877.06	
					FLT-FENCE REPAIR SVC		
293622	11/15/2024	ARG INDUSTRIAL,	11/7/2024	T070640		\$14.36	
					FLT-REPAIR PARTS		
293681	11/15/2024	LES SCHWAB TIRE CTRS OF	11/4/2024	37800725393		\$131.11	
					FLT-VEHICLE MAINT		
REPAIRS AND MAINTENANCE							\$145,751.85
293372	10/17/2024	WATERCO OF THE CENTRAL	7/10/2024	0815804		\$254.49	
					PKM-MAINT & SVCS REPAIR		
293372	10/17/2024	WATERCO OF THE CENTRAL	7/10/2024	0815805		\$254.49	
					PKM-MAINT & SVCS REPAIR		
293371	10/17/2024	TRINITY ACE HARDWARE,	9/23/2022	262613 REISSUE		\$79.01	
					SWM-SUPPLIES		
293371	10/17/2024	TRINITY ACE HARDWARE,	6/1/2023	299979 REISSUE		\$15.93	
					SWM-SUPPLIES		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$47.14	
					PW-TRAINING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$3.85	
					PW-TRAINING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$17.60	
					PW-TRAINING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$216.17	
					FLT-REPAIR & MAINT		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$976.21	
					FLT-REPAIR & MAINT		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$9.75	
					FLT-REPAIR & MAINT		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$76.75	
					PW-TRAINING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$91.75	
					PW-TRAINING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$11.56	
					PW-TRAINING		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$1,046.90	
					FWCC-MAINT SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$165.30	
					FWCC-MAINT SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$240.89	
					FLT-MANIT SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$154.28	
					PKM-MAINT SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$181.83	
					PKM-MAINT SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$618.10	
					FWCC-MAINT SVCS		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$639.63	
					FWCC-MAINT SVCS		

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293500	10/30/2024	MACHINERY POWER & EQUIP	9/19/2024	FIWO2680588	FLT-MAINT SUPPLIES	\$3,853.67
293490	10/30/2024	LES SCHWAB TIRE CTRS OF	9/20/2024	37800718812	FLT-VEHICLE MAINT	\$1,702.76
293490	10/30/2024	LES SCHWAB TIRE CTRS OF	9/19/2024	37800718762	FLT-VEHICLE MAINT	\$22.04
293490	10/30/2024	LES SCHWAB TIRE CTRS OF	9/27/2024	37800720330	FLT-VEHICLE MAINT	\$4,407.12
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/24/2024	205645	FLT-VEHICLE MAINT	\$106.86
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/24/2024	205647	FLT-VEHICLE MAINT	\$265.10
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/24/2024	205653	FLT-VEHICLE MAINT	\$112.91
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/24/2024	205659	FLT-VEHICLE MAINT	\$1,508.88
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/24/2024	205661	FLT-VEHICLE MAINT	\$106.86
293490	10/30/2024	LES SCHWAB TIRE CTRS OF	9/4/2024	37800716510	FLT-VEHICLE MAINT	\$163.03
293490	10/30/2024	LES SCHWAB TIRE CTRS OF	9/4/2024	37800716508	FLT-VEHICLE MAINT	\$163.03
293490	10/30/2024	LES SCHWAB TIRE CTRS OF	9/3/2024	37800716399	FLT-VEHICLE MAINT	\$100.25
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/10/2024	205325	FLT-VEHICLE MAINT	\$132.52
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/10/2024	205326	FLT-VEHICLE MAINT	\$137.13
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/14/2024	205417	FLT-VEHICLE MAINT	\$359.01
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/17/2024	205487	FLT-VEHICLE MAINT	\$112.91
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/17/2024	205488	FLT-VEHICLE MAINT	\$158.62
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/17/2024	205490	FLT-VEHICLE MAINT	\$125.02
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/17/2024	205491	FLT-VEHICLE MAINT	\$125.02
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/17/2024	205492	FLT-VEHICLE MAINT	\$194.87
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	8/20/2024	205547	FLT-VEHICLE MAINT	\$789.36
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	10/12/2024	206769	FLT-VEHICLE MAINT	\$66.15
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	10/12/2024	206771	FLT-VEHICLE MAINT	\$595.11
293581	10/30/2024	WHIRLWIND SERVICES INC,	10/14/2024	11693	PARKS-AG24-004 PARKING LOT SWE	\$217.77
293581	10/30/2024	WHIRLWIND SERVICES INC,	10/14/2024	11694	PARKS-AG24-004 PARKING LOT SWE	\$80.62
293581	10/30/2024	WHIRLWIND SERVICES INC,	10/14/2024	11695	PARKS-AG24-004 PARKING LOT SWE	\$62.81

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293581	10/30/2024	WHIRLWIND SERVICES INC, V10/11/2024	10/11/2024	11678	PARKS-AG24-004 PARKING LOT SWE	\$340.24
293581	10/30/2024	WHIRLWIND SERVICES INC, V10/11/2024	10/11/2024	11679	PARKS-AG24-004 PARKING LOT SWE	\$91.09
293581	10/30/2024	WHIRLWIND SERVICES INC, V10/11/2024	10/11/2024	11680	PARKS-AG24-004 PARKING LOT SWE	\$127.72
293581	10/30/2024	WHIRLWIND SERVICES INC, V10/11/2024	10/11/2024	11682	PARKS-AG24-004 PARKING LOT SWE	\$103.64
293581	10/30/2024	WHIRLWIND SERVICES INC, V10/11/2024	10/11/2024	11684	PARKS-AG24-004 PARKING LOT SWE	\$217.76
293581	10/30/2024	WHIRLWIND SERVICES INC, V10/11/2024	10/11/2024	11685	PARKS-AG24-004 PARKING LOT SWE	\$62.81
293581	10/30/2024	WHIRLWIND SERVICES INC, V10/11/2024	10/11/2024	11687	PARKS-AG24-004 PARKING LOT SWE	\$113.07
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/10/2024	10/10/2024	205327	FLT-VEHICLE MAINT	\$238.87
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/10/2024	10/10/2024	206717	FLT-VEHICLE MAINT	\$852.54
293501	10/30/2024	MACMOR INC, 10/3/2024	10/3/2024	19755	PWST/SWR-AG23-006 2023 RIGHT-O	\$3,342.60
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/19/2024	10/19/2024	206923	FLT-VEHICLE MAINT	\$28.65
293459	10/30/2024	GREENPOINT LANDSCAPING 10/20/2024	10/20/2024	I271420934	FWCC-LANDSCAPE MAINT SVC	\$1,648.59
293558	10/30/2024	SPRAGUE PEST CONTROL, 10/17/2024	10/17/2024	5604008	DBC-FACILITIES PEST CONTROL	\$151.51
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/14/2024	10/14/2024	206774	FLT-VEHICLE MAINT	\$116.80
293512	10/30/2024	MORGAN SOUND, INC, 10/15/2024	10/15/2024	MSI119433	FWCC-SERVICE CALL	\$1,686.75
293581	10/30/2024	WHIRLWIND SERVICES INC, V10/16/2024	10/16/2024	11724	PARKS-AG24-004 PARKING LOT SWE	\$97.36
293581	10/30/2024	WHIRLWIND SERVICES INC, V10/16/2024	10/16/2024	11725	PARKS-AG24-004 PARKING LOT SWE	\$113.07
293581	10/30/2024	WHIRLWIND SERVICES INC, V10/16/2024	10/16/2024	11726	PARKS-AG24-004 PARKING LOT SWE	\$61.78
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/29/2024	8/29/2024	205740	PD-VEH MAINT	\$193.73
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/7/2024	8/7/2024	205218	PD-VEH MAINT	\$160.98
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/15/2024	8/15/2024	205424	PD-VEH MAINT	\$53.15
293487	10/30/2024	LARSEN SIGN CO., 8/15/2024	8/15/2024	34769	PD-VEH GRPHC SVCS	\$655.10
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/16/2024	8/16/2024	205474	PD-VEH MAINT	\$2,289.01
293527	10/30/2024	PATRIOT FIRE PROTECTION 10/20/2024	10/20/2024	165593	DBC-ANNUAL MAINT SVC	\$1,322.40
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (9/12/2024	9/12/2024	206014	PD-VEH MAINT	\$101.14
293557	10/30/2024	SPEEDY GLASS - TACOMA, 9/24/2024	9/24/2024	i-6005-1054843-o	PD-VEHICLE WINDSHIELD REPAIR	\$33.06

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293537	10/30/2024	PRO TOUCH AUTO INTERIOR	9/5/2024	65205		\$380.19
293420	10/30/2024	COPIERS NORTHWEST INC,	9/30/2024	INV2899866	PD-VEH MAINT SVC	\$1,769.72
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	10/2/2024	206492	IT-AG21-019 PRINTER/COPIER MAI	\$98.20
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	10/2/2024	206500	PD-VEH MAINT	\$98.20
293422	10/30/2024	CRC ELECTRIC,	9/30/2024	552	PD-VEH MAINT	\$3,850.00
293422	10/30/2024	CRC ELECTRIC,	9/30/2024	552	UNIT 9216-1 HOOK UP 120/240V G	\$392.70
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	10/2/2024	206509	Sales Tax	\$51.61
293501	10/30/2024	MACMOR INC,	10/3/2024	19754	PD-VEH MAINT	\$12,234.03
293501	10/30/2024	MACMOR INC,	10/3/2024	19754	PWST/SWR-AG23-006 2023 RIGHT-O	\$6,023.22
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	10/3/2024	206541	PWST/SWR-AG23-006 2023 RIGHT-O	\$190.75
293525	10/30/2024	PAPE MACHINERY INC,	10/13/2024	6612574	PD-VEH MAINT	\$5,917.04
293525	10/30/2024	PAPE MACHINERY INC,	10/13/2024	6612574	FLT-TRANSMISSION AND CONTROLLE	\$562.14
293537	10/30/2024	PRO TOUCH AUTO INTERIOR	10/3/2024	65454	Sales Tax	\$325.09
293557	10/30/2024	SPEEDY GLASS - TACOMA,	10/3/2024	i-6005-1056571-o	PD-VEH MAINT SVC	\$1,094.57
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE	10/4/2024	206579	PD-VEHICLE WINDSHIELD REPAIR	\$98.20
293420	10/30/2024	COPIERS NORTHWEST INC,	9/30/2024	INV2899866	PD-VEH MAINT	\$1,887.69
293420	10/30/2024	COPIERS NORTHWEST INC,	9/30/2024	INV2899866	IT-AG21-019 PRINTER/COPIER MAI	\$275.29
293537	10/30/2024	PRO TOUCH AUTO INTERIOR	10/8/2024	65466	IT-AG21-019 PRINTER/COPIER MAI	\$435.29
293499	10/30/2024	MACDONALD MILLER,	10/9/2024	SVC315732	PD-VEH MAINT SVC	\$162.48
293499	10/30/2024	MACDONALD MILLER,	10/9/2024	SVC315732	CHB/FWCC-AG19-042B HVAC SVC~	\$86.85
293537	10/30/2024	PRO TOUCH AUTO INTERIOR	10/10/2024	65480	CHB/FWCC-AG19-042B HVAC SVC~	\$214.89
293402	10/30/2024	CAR WASH ENTERPRISES,	10/21/2024	SEP24-13	PD-VEH MAINT SVC	\$450.00
293436	10/30/2024	ELTEC SYSTEMS DBA, SCHIN	4/1/2024	8106504115	PD-09/24 VEHICLE WASHES	\$863.60
293537	10/30/2024	PRO TOUCH AUTO INTERIOR	10/22/2024	65613	FWCC-AG21-045 ELEVATOR SVC~	\$214.89
293537	10/30/2024	PRO TOUCH AUTO INTERIOR	10/22/2024	65614	PD-VEH MAINT SVC	\$385.70
293429	10/30/2024	DOBBS PETERBILT,	10/15/2024	033R5106	PD-VEH MAINT SVC	\$3,380.14
					UNIT 8259-0 SERVICE OIL CHANGE	

Check No.	Date	Vendor	Invoice Date	Invoice	Description	AmountGL Total
293429	10/30/2024	DOBBS PETERBILT,	10/15/2024	033R5106		\$321.11
					Sales Tax	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/16/2024		204669		\$217.47
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/20/2024		204779		\$188.02
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/20/2024		204781		\$188.02
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/20/2024		204798		\$218.59
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/23/2024		204867		\$358.88
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/27/2024		204977		\$83.37
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/29/2024		205003		\$2,880.30
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/15/2024		204630		\$765.04
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/5/2024		204443		\$2,457.56
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (7/13/2024		204623		\$214.69
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/3/2024		205145		\$184.77
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/3/2024		205148		\$28.65
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/3/2024		205149		\$779.16
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/3/2024		205150		\$202.36
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/6/2024		205203		\$515.58
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (8/10/2024		205318		\$71.38
					FLT-VEHICLE MAINT	
293480	10/30/2024	KING SALO ELECTRIC LLC, 10/7/2024		400		\$2,093.00
					CHB-REPAIR & MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/5/2024		206592		\$78.73
					FLT-VEHICLE MAINT	
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/5/2024		206593		\$66.32
					FLT-VEHICLE MAINT	
293591	11/1/2024	EQUIPMENT EXPERTS INC, 6/3/2024		M2-28807 B		\$63.00
					FLT-DOT INSPECTIONS AND REPAIR	
293602	11/1/2024	WASHDUP, LLC, 9/30/2024		668		\$238.29
					PD-SEPTEMBER INVOICES CAR WASH	
293602	11/1/2024	WASHDUP, LLC, 9/30/2024		669		\$27.98
					FLT-SEPTEMBER CAR WASH SVC	
293597	11/1/2024	SYSTEMS FOR PUBLIC SAFET10/11/2024		48255		\$798.23
					PD-VEH MAINT SVC	
293596	11/1/2024	SUNSET FORD INC, 10/18/2024		FOCS344328		\$92.55
					PD-VEHC REPAIR & MAINT SVC	
293597	11/1/2024	SYSTEMS FOR PUBLIC SAFET10/21/2024		48151		\$156.07
					PD-VEH MAINT SVC	

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293597	11/1/2024	SYSTEMS FOR PUBLIC SAFETY	10/21/2024	48413		\$208.09
					PD-VEH MAINT SVC	
293597	11/1/2024	SYSTEMS FOR PUBLIC SAFETY	10/21/2024	48447		\$446.28
					PD-VEH MAINT SVC	
293597	11/1/2024	SYSTEMS FOR PUBLIC SAFETY	10/21/2024	48524		\$104.04
					PD-VEH MAINT SVC	
293660	11/15/2024	HEISER BODY CO., LLC,	9/20/2024	60038		\$3,078.18
					FLT-UNIT 8116-2 BODY DAMAGE RE	
293660	11/15/2024	HEISER BODY CO., LLC,	9/20/2024	60038		\$313.97
					Sales Tax	
293681	11/15/2024	LES SCHWAB TIRE CTRS OF WA	10/26/2024	37800715263		\$88.14
					FLT-VEHICLE MAINT	
293731	11/15/2024	SPEEDY GLASS - TACOMA,	8/21/2024	i-6005-1049023-o		\$329.39
					FLT-UNIT 8116-1 FWCC.~	
293644	11/15/2024	EAGLE TIRE & AUTOMOTIVE	10/26/2024	207085		\$123.92
					FLT-VEHICLE MAINT	
293644	11/15/2024	EAGLE TIRE & AUTOMOTIVE	10/26/2024	207086		\$236.47
					FLT-VEHICLE MAINT	
293644	11/15/2024	EAGLE TIRE & AUTOMOTIVE	10/26/2024	207087		\$58.88
					FLT-VEHICLE MAINT	
293638	11/15/2024	COPIERS NORTHWEST INC,	10/26/2024	INV2906628		\$93.61
					IT-AG24-182 COPIER/PRINTER MAI	
293721	11/15/2024	SECURITY SOLUTIONS NW INC	10/25/2024	368653		\$3,618.42
					CHB-PREPAID VIDEO GUARD	
293668	11/15/2024	JENNINGS EQUIPMENT INC,	10/24/2024	64069P		\$997.11
					FLT-SERVICE AND REGEN LIGHT FO	
293736	11/15/2024	SUNSET FORD INC,	10/24/2024	FOCS344646		\$1,046.56
					PD-VEHC REPAIR & MAINT SVC	
293737	11/15/2024	SYSTEMS FOR PUBLIC SAFETY	10/22/2024	48573		\$483.91
					PD-VEH MAINT SVC	
293726	11/15/2024	SMS CLEANING,	10/21/2024	FEDWAY-1024		\$11,984.04
					CHB-AG20-022 JANITORIAL SVC	
293669	11/15/2024	JET CHEVROLET,	10/11/2024	CTCS33023		\$497.67
					PD-VEHICLE MAINT	
293612	11/15/2024	A ADVANCED SEPTIC SERVICE	10/15/2024	695573		\$791.24
					PKM-REPAIR & MAINT SVCS	
293612	11/15/2024	A ADVANCED SEPTIC SERVICE	10/15/2024	695574		\$791.24
					PKM-REPAIR & MAINT SVCS	
293681	11/15/2024	LES SCHWAB TIRE CTRS OF WA	11/5/2024	37800725692		\$22.04
					FLT-VEHICLE MAINT	
293737	11/15/2024	SYSTEMS FOR PUBLIC SAFETY	11/1/2024	47851		\$553.94
					PD-VEH MAINT SVC	
293737	11/15/2024	SYSTEMS FOR PUBLIC SAFETY	11/1/2024	48421		\$333.53
					PD-VEH MAINT SVC	
293729	11/15/2024	SOUTH TACOMA GLASS SPEC	11/6/2024	77022		\$814.75
					PD-VEH MAINT	
293643	11/15/2024	DOBBS PETERBILT,	11/6/2024	033R5653		\$10,818.47
					FLT-FRONT END AND ENGINE WORK	
293687	11/15/2024	MACMOR INC,	11/6/2024	19861		\$9,592.58
					PWST/SWR-AG23-006 2023 RIGHT-O	
293687	11/15/2024	MACMOR INC,	11/6/2024	19861		\$6,023.22
					PWST/SWR-AG23-006 2023 RIGHT-O	

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293637	11/15/2024	COMPLETE OFFICE,	11/8/2024	2319141-0		\$214.82	
					HR-OFFICE SUPPLIES		
293743	11/15/2024	THUNDERING OAK ENTERPR	10/31/2024	12904		\$1,034.94	
					PKM-AG19-115 TREE SVC AGREEMEN		
293644	11/15/2024	EAGLE TIRE & AUTOMOTIVE	11/2/2024	207233		\$76.24	
					FLT-VEHICLE MAINT		
293644	11/15/2024	EAGLE TIRE & AUTOMOTIVE	11/2/2024	207235		\$69.44	
					FLT-VEHICLE MAINT		
293644	11/15/2024	EAGLE TIRE & AUTOMOTIVE	11/2/2024	207236		\$71.28	
					FLT-VEHICLE MAINT		
293644	11/15/2024	EAGLE TIRE & AUTOMOTIVE	11/2/2024	207243		\$137.13	
					FLT-VEHICLE MAINT		
293644	11/15/2024	EAGLE TIRE & AUTOMOTIVE	11/2/2024	207245		\$71.28	
					FLT-VEHICLE MAINT		
293747	11/15/2024	UTILITIES UNDERGROUND,	10/31/2024	4100154		\$543.84	
					SWM-LOCATING SVC AG13-018~		
293737	11/15/2024	SYSTEMS FOR PUBLIC SAFE	10/31/2024	48589		\$52.02	
					PD-VEH MAINT SVC		
293708	11/15/2024	PRO TOUCH AUTO INTERIOR	10/31/2024	65706		\$325.09	
					PD-VEH MAINT SVC		
					ROAD SVCS/PERMITS-INTGVT		\$40.94
293601	11/1/2024	WA STATE DEPT OF TRANSP	10/14/2024	RE 313-ATB4101417A		\$40.94	
					PW-PROJECT LA10902R		
					SALARIES & WAGES		\$5,110.57
293375	10/25/2024	UNSWORTH, RAYMOND	10/25/2024	10/25/24		\$134.96	
					PD-REPLACEMENT CHECK FOR EMPLO		
293398	10/30/2024	BRIGHT ENGINEERING INC,	10/8/2024	6737		\$1,090.00	
					PW-AG22-010 ON-CALL CONSULTING		
293398	10/30/2024	BRIGHT ENGINEERING INC,	10/8/2024	6738		\$1,362.50	
					PW-AG22-010 ON-CALL CONSULTING		
293585	11/1/2024	AMERICAN EAGLE GLASS,	8/16/2024	6164		\$2,392.82	
					FWCC - LABOR AND DISPOSAL CHAR		
293745	11/15/2024	UNSWORTH, RAYMOND	11/13/2024	11/13/2024		\$130.29	
					PD-REPLACEMENT CHECK FOR EMPLO		
					SALES TAX PAYABLE		\$7,444.57
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$0.91	
					FI-09/24 REMIT SALES TAX		
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$7,443.66	
					FI-09/24 REMIT SALES TAX		
					SALES TAX PAYABLE-RECREAT		\$8,409.37
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$67.15	
					FI-09/24 REMIT SALES TAX		
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$8,342.22	
					FI-09/24 REMIT SALES TAX		
					SBCC SURCHARGE		\$350.00
293576	10/30/2024	WA STATE-STATE REVENUES,	10/24/2024	AUG 2024		\$350.00	
					FI-08/24 STATE PORTION REMIT F		
					SEWER BILLINGS		\$6,567.87
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	101		\$49.10	
					PKM-08/24 31132 28TH AVE S M#2		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	3837901		\$152.10	
					PKM-08/24 31201 28TH AVE S M#2		

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293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	10/16/2024	824102		\$103.35	
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	10/16/2024	888103	PKM-08/24 30009 16TH AVE S IRR	\$162.40	
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	10/16/2024	899802	CHB-08/24 31132 28TH AVE S M#2	\$3,695.30	
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	5/27/2020	1014202	PKM-08/24 2410 312TH ST S BEAC	\$44.60	
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	3/26/2020	1014202	PKM-04/20 312 DASH PT RD M#211	\$38.02	
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	10/10/2024	460602	PKM-02/20 312 DASH PT RD M#432	\$116.05	
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	10/10/2024	3671801	PKM-08/24 2645 312TH ST S #191	\$2,206.95	
					PKM-08/24 31600 20TH AVE S. M#		
					SMALL OFFICE APPARATUS		\$339.06
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$339.06	
					FWCC-MAINT SUPPLIES		
					SMALL TOOLS - SHOP		\$343.03
293371	10/17/2024	TRINITY ACE HARDWARE,	6/5/2023	300650	REISSUE	\$40.73	
293466	10/30/2024	HOME DEPOT-DEPT 32-250075/1/2024		5613815	PKM-SUPPLIES	\$99.11	
293466	10/30/2024	HOME DEPOT-DEPT 32-250075/24/2024		2611734	IT-REPAIR/MAINTENANCE SUPPLIES	\$93.64	
293386	10/30/2024	AMAZON CAPITAL SERVICES	9/11/2024	1JVT-CRDF-7MPM	IT-OPER SUPPLS	\$12.66	
293386	10/30/2024	AMAZON CAPITAL SERVICES	8/15/2024	1QN1-61X1-9664	CHB-SMALL TOOLS	\$52.82	
293386	10/30/2024	AMAZON CAPITAL SERVICES	8/28/2024	1NYG-XVWC-1NMJ	DBC-SUPPLIES	\$44.07	
					CHB-SMALL TOOLS		
					STATE GRANT BUSIN REIMB		\$80,005.54
293508	10/30/2024	MEMBER MARKETPLACE INC,	9/19/2024	3447		\$22,500.00	
293427	10/30/2024	DEVELOPMENT COUNSELLOF	10/1/2024	110218	CDHS-AG24-042 START TO CART -	\$7,566.00	
293414	10/30/2024	COLLABORATIVE PARTNERS,	10/1/2024	1588	CDHS-AG24-037 CITY MARKETING -	\$3,081.25	
293414	10/30/2024	COLLABORATIVE PARTNERS,	10/1/2024	1589	MOED-AG23-257 GRANT WRITER SER	\$5,000.00	
293641	11/15/2024	DEVELOPMENT COUNSELLOF	9/30/2024	110344	MOED-AG24-142 GRANT WORKSHOP S	\$389.79	
293641	11/15/2024	DEVELOPMENT COUNSELLOF	11/1/2024	110457	CDHS-AG24-037 CITY MARKETING -	\$7,566.00	
293636	11/15/2024	COLLABORATIVE PARTNERS,	11/1/2024	1614	CDHS-AG24-037 CITY MARKETING -	\$1,500.00	
293636	11/15/2024	COLLABORATIVE PARTNERS,	11/1/2024	1615	MOED-AG24-142 GRANT WORKSHOP S	\$5,510.00	
293636	11/15/2024	COLLABORATIVE PARTNERS,	11/1/2024	1616	MOED-AG23-257 GRANT WRITER SER	\$20,892.50	
293641	11/15/2024	DEVELOPMENT COUNSELLOF	10/28/2024	110398	MOED-AG23-257 GRANT WRITER SER	\$6,000.00	
					CDHS-AG24-037 CITY MARKETING -		
					STATE GRANT MINOR EQUIP		\$10,203.39

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293421	10/30/2024	CORT PARTY RENTAL,	10/18/2024	172202-1		\$10,203.39	
					FWCC-AG24-059 FWCC TEMP LOCKER		
					STONE & GRAVEL		\$715.24
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$235.36	
					PKM-STONE & GRAVEL		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$245.23	
					PKM-STONE & GRAVEL		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$234.65	
					PKM-STONE & GRAVEL		
					TAXES/ASSESSMENTS-INTERGOVT		\$43,132.58
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$8,481.90	
					FI-09/24 REMIT SALES TAX		
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$1,865.93	
					FI-09/24 REMIT SALES TAX		
1025243485	10/25/2024	WA STATE REVENUE DEPART	10/25/2024	601-223-538		\$8,481.90	
					FI-09/24 REMIT SALES TAX		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	042104-9040-00		\$2,131.04	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9009-04		\$1,864.03	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9075-03		\$815.70	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9084-02		\$2,731.69	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9085-01		\$1,522.26	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9095-09		\$6,328.10	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9115-05		\$4,380.93	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9170-07		\$2,541.04	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9239-06		\$6,548.71	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9240-03		\$156.85	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9313-05		\$7,920.43	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9314-04		\$2,625.74	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	092104-9329-07		\$998.31	
					PKM-2ND HALF NOX WEED		
293479	10/30/2024	KING COUNTY TREASURY DIV	10/28/2024	292104-9026-09		\$701.82	
					SWM-2ND HALF NOX WEED		
					TIRES		\$1,774.51
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/3/2024		206525		\$891.23	
					PD-VEH MAINT		
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/2/2024		206526		\$29.51	
					PD-VEH MAINT		
293433	10/30/2024	EAGLE TIRE & AUTOMOTIVE (10/2/2024		206502		\$853.77	
					PD-VEH MAINT		
					TRAFFIC INFRACTIONS		\$1,329.95

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293673	11/15/2024	KIM, SUKJA	11/12/2024	0992400145056		\$118.00	
					MC-REFUND VIOLATION DISMISSAL		
293663	11/15/2024	HOUDES, SUNNY A	11/12/2024	0992400150395		\$25.00	
					MC-REFUND VIOLATION DISMISSAL		
293754	11/15/2024	WELL, JAMES	11/12/2024	11/12/24		\$20.00	
					MC-REFUND VIOLATION DISMISSAL		
293758	11/15/2024	WINTER, ROBERT C	11/12/2024	11/12/24		\$165.00	
					MC-REFUND VIOLATION DISMISSAL		
293690	11/15/2024	MGRUDER, STEPHANIE	11/12/2024	11/12/24		\$290.00	
					MC-REFUND VIOLATION DISMISSAL		
293725	11/15/2024	SIXT RENT A CAR LLC,	11/12/2024	11/12/24		\$145.00	
					MC-REFUND VIOLATION DISMISSAL		
293697	11/15/2024	NGUYEN, HUNG MINH	11/12/2024	11/12/24		\$155.00	
					MC-REFUND VIOLATION DISMISSAL		
293692	11/15/2024	MURRI, BRUCE	11/12/2024	11/12/24		\$75.00	
					MC-REFUND VIOLATION DISMISSAL		
293725	11/15/2024	SIXT RENT A CAR LLC,	11/12/2024	11/12/24B		\$243.00	
					MC-REFUND VIOLATION DISMISSAL		
293689	11/15/2024	MCCARTHER II, TODD	11/14/2024	11/14/2024		\$93.95	
					MC-REFUND VIOLATION DISMISSAL		
					TRANSPORTATION EQUIPMENT		\$115,480.71
293487	10/30/2024	LARSEN SIGN CO.,	10/21/2024	35129		\$963.38	
					PD-VEH GRPHC SVCS		
293496	10/30/2024	LOWEN CORPORATION,	10/17/2024	3359302		\$3,038.77	
					FLT-REPAIR PARTS		
293412	10/30/2024	CLARY LONGVIEW LLC, BUD	10/23/2024	3RY400		\$55,739.28	
					PD- 2024 FORD F150 PURSUIT-RAT		
293633	11/15/2024	CLARY LONGVIEW LLC, BUD	10/29/2024	3RY399		\$55,739.28	
					PD- 2024 FORD F150 PURSUIT-RAT		
					UNCLAIMED PROPERTY		\$2,338.60
293739	11/15/2024	TEXAS COMPTROLLER OF PL	11/8/2024	11/8/24		\$2,338.60	
					FI-UNCLAIMED PROPERTY PAYMENT		
					UNEMPLOYMENT SERVICES - CLAIMS		\$17,515.62
293573	10/30/2024	WA STATE EMPLOYMENT SEC	9/30/2024	2024 UBI 601-223-538		\$17,515.62	
					HR-UI TAX REIMB Q3/2024		
					WASTE DISPOSAL BILLINGS		\$18,872.30
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$31.81	
					SWR-COMMERCIAL GARBAGE AUDIT		
1025249491	10/25/2024	US BANK,	10/25/2024	SEPT 2024 PRO VISA		\$46.38	
					SWR-RESIDENTIAL GARBAGE AUDIT		
293431	10/30/2024	DTG ENTERPRISES INC, DBA	9/15/2024	29071669		\$1,300.19	
					PW-WASTE DISPOSAL		
293478	10/30/2024	KING COUNTY FINANCE DIVI	9/30/2024	160173		\$1,577.75	
					PWST-SOLID WASTE DISPOSAL		
293478	10/30/2024	KING COUNTY FINANCE DIVI	9/30/2024	136843-136843		\$1,391.73	
					SWM-RSD #136843-136843		
293382	10/30/2024	ALL BATTERY SALES & SERVI	10/14/2024	300-10151256		\$49.45	
					PW- COLLECTION, TRANSPORTATION		
293382	10/30/2024	ALL BATTERY SALES & SERVI	10/17/2024	300-10151520		\$174.78	
					PW- COLLECTION, TRANSPORTATION		
293506	10/30/2024	MCDONOUGH & SONS INC,	9/30/2024	277023		\$11,128.91	
					PWST-AG23-008 2023 STREET SWEE		

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293539	10/30/2024	PRS GROUP INC,	10/4/2024	110324		\$1,807.23	
293683	11/15/2024	LIBERTY TIRE RECYCLING, LL	11/1/2024	2849998	SWM-WASTE DISPOSAL	\$126.00	
293667	11/15/2024	JAMES SANTERELLI ENTERP	10/29/2024	228314	PWST-DUMP & TIRE RECYCLING	\$675.00	
293735	11/15/2024	STYRO RECYCLE LLC,	10/31/2024	1856-OCT	PW - PROVIDE COLLECTION, SHRED	\$330.00	
293617	11/15/2024	ALL BATTERY SALES & SERVI	10/31/2024	300-10152564	SWR-TWICE-MONTHLY PICKUP OF ST	\$233.07	
					SWR-COLLECTION, TRANSPORTATION		
							\$34,234.01
					WATER BILLINGS		
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	835904		\$176.40	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3336101	PWST-09/24 30421 16 AVE S IRR	\$1,650.26	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3364101	PWST-09/24 31026 PACIFIC HWY S	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3481301	PWST-09/24 29102 PACIFIC HWY S	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3540201	PWST-09/24 SR 99 S 279TH TO S	\$467.52	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3540301	PWST-09/24 29627 PACIFIC HWY S	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3545101	PWST-09/24 28719 PACIFIC HWY S	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3568101	PWST-09/24 29102 PACIFIC HWY S	\$1,162.56	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3621801	PWST-09/24 30799 PAC HWY IRRIG	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	482303	PWST-09/24 1401 SW 312TH STREE	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	482405	PWST-09/24 28866 PACIFIC HWY S	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	482405	PWST-09/24 28850 PACIFIC HWY S	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	3088801	PWST-09/24 2000 312 ST S IRR M	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	3200201	PWST-09/24 32001 WEYERHAEUSER	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	3642501	PWST-09/24 30801 14TH AVE S M#	\$169.16	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	3653601	PWST-09/24 31114 28th Ave S~	\$303.62	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	3657701	PWST-09/24 1456 S 308TH ST 308	\$419.44	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	3702201	PWST-09/24 1119 S DASH POINT R	\$303.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	3791001	PWST-09/24 2139 S 316TH #19211	\$32.10	
293485	10/30/2024	LAKEHAVEN UTILITY DISTRIC	10/21/2024	3568001	PWST-09/24 30399 PACIFIC HWY S	\$170.68	
293563	10/30/2024	TACOMA PUBLIC UTILITIES,	10/4/2024	100048250	DBC-8/24/24-9/24/24 PUBLIC	\$2,491.83	

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293563	10/30/2024	TACOMA PUBLIC UTILITIES,	10/5/2024	100255396		\$21.88
293563	10/30/2024	TACOMA PUBLIC UTILITIES,	10/4/2024	100048250	DBC-8/30/24-8/29/24 PUBLIC UTI	\$226.43
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	924602	DBC-8/24/24-9/24/24 PUBLIC	\$32.10
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	896402	PKM-09/24 2301 S 292ND ST IRR	\$32.10
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	899802	PKM-08/24 2410 312TH ST #22141	\$2,761.60
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	888103	PKM-08/24 2410 312TH ST S BEAC	\$147.44
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	822402	CHB-08/24 31132 28TH AVE S M#2	\$3,098.22
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	824102	PKM-08/24 30009 16TH AVE S IRR	\$202.26
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	2322804	PKM-08/24 30009 16TH AVE S IRR	\$745.26
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	2814401	PKM-08/24 31600 20TH AVE S. M#	\$3,503.70
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	3837901	PKM-08/24 2645 312TH IRR/ANNEX	\$104.50
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/16/2024	101	PKM-08/24 31201 28TH AVE S M#2	\$32.10
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/21/2024	3033601	PKM-08/24 31132 28TH AVE S M#2	\$1,475.42
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	460602	PKM-08/24 28159 24TH PL S M#22	\$245.70
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	1941803	PKM-08/24 2645 312TH ST S #191	\$1,476.50
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	2049903	PKM-08/24 31600 20 AVE S M#191	\$32.10
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3586001	PKM-08/24 31531 1ST AVE S M#59	\$93.14
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	10/10/2024	3671801	PKM-08/24 31531 1ST AVE S M#42	\$1,644.02
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	9/6/2024	3474201	PKM-08/24 31600 20TH AVE S. M#	\$8,097.48
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	3/26/2020	2592702	FWCC-07/24 876 S 333RD DET M#2	\$27.18
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	3/26/2020	2592802	PKM-02/20 32837 10 PL SW IRR M	\$27.18
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	3/26/2020	2781501	PKM-02/20 1210 333 ST SW M#887	\$27.18
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	5/27/2020	1014202	PKM-02/20 31200 DASH PT RD SW	\$116.34
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	9/26/2018	2592702	PKM-04/20 312 DASH PT RD M#211	\$26.30
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	12/14/2018	924602	PKM-08/18 32837 10 PL SW IRR M	\$26.30
293678	11/15/2024	LAKEHAVEN UTILITY DISTRIC	3/20/2020	3059601	PKM-11/18 2301 S 292ND ST IRR	\$27.18
					PKM-02/20 3200 349TH ST S M#98	

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293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	3/26/2020	1014202		\$112.04	
					PKM-02/20 312 DASH PT RD M#432		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	5/27/2020	2592702		\$27.18	
					PKM-04/20 32837 10 PL SW IRR M		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	7/27/2020	2592702		\$27.18	
					PKM-06/20 32837 10 PL SW IRR M		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	1/9/2024	3568601		\$34.54	
					PKM-11/23 34915 4TH AVE S A		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	11/6/2024	2961401		\$32.10	
					PWST-09/24 34727 PACIFIC HWY S		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	11/6/2024	3383601		\$152.58	
					PWST-09/24 35503 PACIFIC HWY S		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	11/6/2024	3383701		\$32.10	
					PWST-09/24 32500 PACIFIC HWY S		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	11/6/2024	3513001		\$1,214.71	
					PWST-09/24 33647 20TH AVE S IR		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	11/6/2024	3541001		\$32.10	
					PWST-08/24 930 348TH ST S IRR		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	11/6/2024	3552401		\$97.26	
					PWST-09/24 35503 PACIFIC HWY S		
293678	11/15/2024	LAKEHAVEN UTILITY DISTRICT	11/6/2024	3715001		\$587.04	
					PWST-09/24 34697 PAC HWY S WAT		
							\$1,711.00
					WITNESS FEES/JUROR FEES		
54966	11/12/2024	KAYE, ROBERT	9/12/2024	09/12/2024		\$40.00	
					MC - JURY PAY		
54977	11/12/2024	MELBIHESS, DANNY	9/12/2024	09/12/2024		\$20.00	
					MC - JURY PAY		
54940	11/12/2024	CARTER, MIRANDA	9/12/2024	09/12/2024		\$19.00	
					MC - JURY PAY		
54967	11/12/2024	KOVAR, REBECCA	9/12/2024	09/12/2024		\$19.00	
					MC - JURY PAY		
54960	11/12/2024	HJORTEN, MICHAEL	9/12/2024	09/12/2024		\$34.00	
					MC - JURY PAY		
54991	11/12/2024	RAY, EMILY	9/12/2024	09/12/2024		\$45.00	
					MC - JURY PAY		
54997	11/12/2024	SERISIER, CHARLES	9/12/2024	09/12/2024		\$21.00	
					MC - JURY PAY		
54941	11/12/2024	CATURIA, PATRICIA	9/12/2024	09/12/2024		\$34.00	
					MC - JURY PAY		
54957	11/12/2024	HENDERSON, JULIAN	9/12/2024	09/12/2024		\$22.00	
					MC - JURY PAY		
54930	11/12/2024	ADEKOYA, ALEXANDER	9/12/2024	09/12/2024		\$17.00	
					MC - JURY PAY		
54946	11/12/2024	COX, CORIM	9/12/2024	09/12/2024		\$19.00	
					MC - JURY PAY		
54950	11/12/2024	DOWLLAR, CHRISTOPHER	9/12/2024	09/12/2024		\$19.00	
					MC - JURY PAY		
54985	11/12/2024	PRATT, JULEE	9/12/2024	09/12/2024		\$19.00	
					MC - JURY PAY		
54994	11/12/2024	SANTOS, AYETTE CABIGTING	9/12/2024	09/12/2024		\$42.00	
					MC - JURY PAY		

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54961	11/12/2024	HOPKINS, CHARLES	9/12/2024	09/12/2024		\$39.00
54996	11/12/2024	SCHROEDER, DAVID	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54938	11/12/2024	BRIGHT, DOUGLAS	9/12/2024	09/12/2024	MC - JURY PAY	\$20.00
54944	11/12/2024	COPE, DRAKE	9/12/2024	09/12/2024	MC - JURY PAY	\$20.00
54939	11/12/2024	BURKE, EDITH	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54959	11/12/2024	HERNANDEZ, JONATHAN	9/12/2024	09/12/2024	MC - JURY PAY	\$16.00
54993	11/12/2024	SANDERS, KELLI	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54958	11/12/2024	HENRY, LISA	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54984	11/12/2024	POTAFIY, NANCY	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54954	11/12/2024	GARTNER, RICHARD	9/12/2024	09/12/2024	MC - JURY PAY	\$16.00
54979	11/12/2024	MORELAND, ROSE	9/12/2024	09/12/2024	MC - JURY PAY	\$16.00
54962	11/12/2024	JIMENEZ-OROZCO, SARA	9/12/2024	09/12/2024	MC - JURY PAY	\$20.00
54942	11/12/2024	CHMURA, THOMAS	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54949	11/12/2024	DAO, VU	9/12/2024	09/12/2024	MC - JURY PAY	\$18.00
54934	11/12/2024	BABB, WALTER R	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54955	11/12/2024	GIBBONS, MARYA	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54945	11/12/2024	CORDOBA, JEREMIAS	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54976	11/12/2024	MCDANIEL, PHYLLIS	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54988	11/12/2024	RAFLOWSKI, JONATHAN	9/12/2024	09/12/2024	MC - JURY PAY	\$17.00
54990	11/12/2024	RANDLES, CASSANDRA	9/12/2024	09/12/2024	MC - JURY PAY	\$21.00
54972	11/12/2024	LOBERT, TIMOTHY	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54952	11/12/2024	FORGUSON, GORDON	9/12/2024	09/12/2024	MC - JURY PAY	\$18.00
54968	11/12/2024	KOZLOV, VLADISLAV	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54935	11/12/2024	BEDISH, PAUL	9/12/2024	09/12/2024	MC - JURY PAY	\$19.00
54947	11/12/2024	CRANSHAW, ACQUILLA	9/12/2024	09/12/2024	MC - JURY PAY	\$37.00
54964	11/12/2024	JOHNSON, DARIAN	9/27/2024	09/27/2024	MC - JURY PAY	\$21.00
					MC - JURY PAY	

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54989	11/12/2024	RAHGOZAR, SARA	9/27/2024	09/27/2024	MC - JURY PAY	\$17.00
54983	11/12/2024	PLEASANT, BRANDON	9/27/2024	09/27/2024	MC - JURY PAY	\$50.00
54987	11/12/2024	PRITCHARD, ROBB	9/27/2024	09/27/2024	MC - JURY PAY	\$21.00
54936	11/12/2024	BELLACH, ROBIN	9/27/2024	09/27/2024	MC - JURY PAY	\$21.00
54965	11/12/2024	JULAILA, ROSALINE	9/27/2024	09/27/2024	MC - JURY PAY	\$20.00
54953	11/12/2024	GABUYO, WILSON EMMANUE	9/27/2024	09/27/2024	MC - JURY PAY	\$18.00
54948	11/12/2024	CUMMINGS, JANELSA	9/27/2024	09/27/2024	MC - JURY PAY	\$20.00
54980	11/12/2024	NICHOLS, TIFFANY	9/27/2024	09/27/2024	MC - JURY PAY	\$19.00
54932	11/12/2024	ANGELO, ADAM	9/27/2024	09/27/2024	MC - JURY PAY	\$18.00
54929	11/12/2024	ACEVEDO-DIAZ, DIANA	9/27/2024	09/27/2024	MC - JURY PAY	\$20.00
54970	11/12/2024	LAMB, JOSEPH	9/27/2024	09/27/2024	MC - JURY PAY	\$19.00
54963	11/12/2024	JOHAL, PARMDEEP	9/27/2024	09/27/2024	MC - JURY PAY	\$23.00
54978	11/12/2024	MONTGOMERY, AIKO	9/27/2024	09/27/2024	MC - JURY PAY	\$20.00
54971	11/12/2024	LEON, ANGEL ASENSIO-DE	9/27/2024	09/27/2024	MC - JURY PAY	\$21.00
54956	11/12/2024	GONZALES, KELLEY	9/27/2024	09/27/2024	MC - JURY PAY	\$20.00
54981	11/12/2024	OJEABURU, BEATRICE	9/27/2024	09/27/2024	MC - JURY PAY	\$18.00
54931	11/12/2024	ANDERSON, DAVID	9/27/2024	09/27/2024	MC - JURY PAY	\$20.00
54933	11/12/2024	ANTHONY, PETER	9/27/2024	09/27/2024	MC - JURY PAY	\$19.00
54937	11/12/2024	BOYS, ROBERT	9/27/2024	09/27/2024	MC - JURY PAY	\$56.00
54974	11/12/2024	LUST, JASON	9/27/2024	09/27/2024	MC - JURY PAY	\$20.00
54995	11/12/2024	SAX, DANA	9/27/2024	09/27/2024	MC - JURY PAY	\$61.00
54973	11/12/2024	LUNA, LINDA	9/27/2024	09/27/2024	MC - JURY PAY	\$20.00
54982	11/12/2024	OURY, JESSICA	9/27/2024	09/27/2024	MC - JURY PAY	\$64.00
54969	11/12/2024	LAL, AVINESH	9/27/2024	09/27/2024	MC - JURY PAY	\$56.00
54975	11/12/2024	MCCLURE, DEBORA	9/27/2024	09/27/2024	MC - JURY PAY	\$19.00
54943	11/12/2024	COMFORT, LUIGINA	9/27/2024	09/27/2024	MC - JURY PAY	\$38.00

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54951	11/12/2024	FERRER, MANUEL	9/27/2024	09/27/2024		\$22.00	
54986	11/12/2024	PRATT-GUTIERREZ, NETERA	9/27/2024	09/27/2024	MC - JURY PAY	\$56.00	
54992	11/12/2024	SALTER, PAMILA	9/27/2024	09/27/2024	MC - JURY PAY	\$19.00	
					MC - JURY PAY		
					WKRS COMPENSATION/IND INS		\$126.16
293374	10/22/2024	WA STATE LABOR & INDUSTR	10/22/2024	3RD QTR 2024		\$5.84	
					FI-3Q/24 L&I VOLUNTEER HOURS		
293374	10/22/2024	WA STATE LABOR & INDUSTR	10/22/2024	3RD QTR 2024		\$40.03	
					FI-3Q/24 L&I VOLUNTEER HOURS		
293374	10/22/2024	WA STATE LABOR & INDUSTR	10/22/2024	3RD QTR 2024		\$3.35	
					FI-3Q/24 L&I VOLUNTEER HOURS		
293374	10/22/2024	WA STATE LABOR & INDUSTR	10/22/2024	3RD QTR 2024		\$21.95	
					FI-3Q/24 L&I VOLUNTEER HOURS		
293374	10/22/2024	WA STATE LABOR & INDUSTR	10/22/2024	3RD QTR 2024		\$33.19	
					FI-3Q/24 L&I VOLUNTEER HOURS		
293374	10/22/2024	WA STATE LABOR & INDUSTR	10/22/2024	3RD QTR 2024		\$21.80	
					FI-3Q/24 L&I VOLUNTEER HOURS		
					WORK RELEASE		\$8,497.75
293609	11/15/2024	2 WATCH MONITORING INC,	9/1/2024	53605		\$3,692.75	
					PD-HOME MONITORING		
293609	11/15/2024	2 WATCH MONITORING INC,	9/1/2024	53606		\$4,805.00	
					PD-HOME MONITORING		
					ZONING/SUBDIVISION FEES		\$1,408.00
293376	10/28/2024	BRUNNER, TOM	10/28/2024	1-32732 & 2-06934		\$1,408.00	
					FI-REFUND APPEAL FEES 1-32732		

Total **\$5,719,938.51**

10/18/2024 CW-PAYROLL VOUCHERS 10/01-10/15 \$2,022,569.96
11/05/2024 CW-PAYROLL VOUCHERS 10/16-10/31 \$2,605,391.51
TOTAL OCTOBER 2024 PAYROLL \$4,627,961.47

COUNCIL MEETING DATE: December 3, 2024

ITEM #:

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: ORCA PACIFIC INC – POOL AND SPRAY PARK CHEMICALS - GOODS AND SERVICES AGREEMENT

POLICY QUESTION: Should the City enter into a contract with ORCA Pacific INC. for pool and spray park chemicals and services for the Federal Way Community Center and Town Square Park?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: Leif Ellsworth, FWCC Managera

DEPT: Parks

- Attachments: 1. Staff Report, 2. Goods and Services Agreement

Options Considered:

- 1. Approve the proposed Goods and Services Agreement.
2. Do not approve the proposed Goods and Services Agreement and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1

MAYOR APPROVAL:

Handwritten signatures and dates for Mayor Approval and Council Approval.

DIRECTOR APPROVAL:

Handwritten signature and date for Director Approval.

COMMITTEE RECOMMENDATION: I move to forward the proposed Goods and Services agreement with ORCA Pacific, Inc. to the December 3, 2024, City Council consent agenda for approval.

Handwritten signature of Committee Chair.

Committee Chair

Handwritten signature of Committee Member.

Committee Member

Handwritten signature of Committee Member.

Committee Member

PROPOSED COUNCIL MOTION: "I move approval of the proposed Goods and Services agreement with ORCA Pacific, Inc. and authorize the Mayor to execute said agreement."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, TABLED/DEFERRED/NO ACTION, MOVED TO SECOND READING (ordinances only)

REVISED - 4/2019

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

Blank lines for Council Bill, Ordinance, and Resolution numbers.

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 26, 2024

TO: City Council Members

VIA: Jim Ferrell, Mayor

FROM: John Hutton, Parks Director
Leif Ellsworth, Community Center Manager

SUBJECT: ORCA Pacific Inc. Pool and Spray Park Chemicals - Goods and Services Agreement

Financial Impacts:

The City has successfully conducted a request for proposals process to establish a new three-year contract for pool and spray park chemicals and services. The request was not to exceed \$100,000 annually or \$300,000 over the three-year period. The necessary funds are already included in the approved budget and will be paid from the operating fund 111-7200-351-575-51-480.

Background Information:

Since 2003, when the City of Federal Way first began operating an aquatic facility, the City has been purchasing pool chemicals through a King County purchasing agreement. However, after the agreement lapsed, the City initiated a new bidding process to secure a contract for pool chemicals and services.

During this process, the City solicited proposals from various vendors to obtain competitive pricing and terms. The process is now complete, and the City received one response. Orca Pacific, Inc. was the sole bidder and has had a favorable, long-standing working relationship with the City. Orca Pacific, Inc. has provided chemical products and services to the City of Federal Way since the aquatics venues' inception and has consistently delivered exceptional and timely service.

The City of Federal Way needs to establish a new contract with Orca Pacific Inc. for purchasing pool chemicals to ensure the continued operation and maintenance of its aquatic venues.

**GOODS AND SERVICES AGREEMENT
 FOR
 POOL AND SPRAY PARK CHEMICAL PROVIDER**

This Goods and Services Agreement (“Agreement”) is made between the City of Federal Way, a Washington municipal corporation (“City”), and ORCA Pacific INC., a Washington corporation (“Contractor”). The City and Contractor (together “Parties”) are located and do business at the below addresses which shall be valid for any notice required under this Agreement:

<p>ORCA PACIFIC, INC.:</p> <p>Aaron Kimura 280 44th St. NW Auburn, WA 98001 253.867.0303 (telephone) aaronk@orcapacific.com</p>	<p>CITY OF FEDERAL WAY:</p> <p>Leif Ellsworth 33325 8th Ave. S. Federal Way, WA 98003-6325 (253) 835-6930 (telephone) Leif.Ellsworth@federalwaywa.gov</p>
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The Parties agree as follows:

1. **TERM.** The term of this Agreement shall commence upon the effective date of this Agreement, which shall be the date of mutual execution, and shall continue until the completion of the Work, but in any event no later than November 14, 2027 (“Term”). This Agreement may be extended for additional periods of time upon the mutual written agreement of the City and the Contractor.

2. **WORK.**

2.1 **Work.** The Contractor shall provide goods, materials or services and otherwise perform the work more specifically described in Exhibit A, attached hereto and incorporated by this reference (“Work”), performed to the City’s satisfaction, within the time period prescribed by the City and pursuant to the direction of the Mayor or his or her designee.

2.2 **Warranties.** The Contractor warrants that it has the requisite training, skill, and experience necessary to provide the Work and is appropriately accredited and licensed by all applicable agencies and governmental entities, including but not limited to obtaining a City of Federal Way business registration. The Contractor warrants it will provide services in a manner consistent with the accepted practices for other similar services within the Puget Sound region in effect at the time those services are performed. The Contractor warrants goods are merchantable, are fit for the particular purpose for which they were obtained, and will perform in accordance with their specifications and Contractor’s representations to City. The Contractor shall, at its sole cost and expense, correct all Work performed which the City deems to have defects in workmanship and material discovered within one (1) year after the City’s final acceptance of the Work. This Agreement is subject to all warranty provisions established under the Uniform Commercial Code, Title 62A RCW. In the event any part of the goods are repaired, only original replacement parts shall be used; rebuilt or used parts are not acceptable. When defects are corrected, the warranty for that portion of the work shall extend for one (1) year from the date such correction is completed and accepted by the City. The Contractor shall begin to correct any defects within seven (7) calendar days of its receipt of notice from the City of the defect. If the Contractor does not accomplish the corrections within a reasonable time as determined by the City, the City may complete the corrections and the Contractor shall pay all costs incurred by the City in order to

accomplish the correction.

2.3 Time, Documentation, and Inspection. Work shall begin immediately upon the effective date of this Agreement. Work shall be subject, at all times, to observation and inspection by and with approval of the City, but the making (or failure or delay in making) such inspection or approval shall not relieve Contractor of responsibility for performance of the Work in accordance with this Agreement, notwithstanding the City's knowledge of defective or non-complying performance, its substantiality or the ease of its discovery.

2.4 Clean Up. At any time ordered by the City and immediately after completion of the Work, the Contractor shall, at its own expense, clean up and remove all refuse and unused materials of any kind resulting from the Work. In the event the Contractor fails to perform the necessary clean up, the City may, but in no event is it obligated to, perform the necessary clean up and the costs thereof shall be immediately paid by the Contractor to the City and/or the City may deduct its costs from any remaining payments due to the Contractor.

3. TERMINATION. Either party may terminate this Agreement, with or without cause, upon providing the other party thirty (30) days' written notice at its address set forth on the signature block of this Agreement. The City may terminate this Agreement immediately if the Contractor fails to maintain required insurance policies, breaches confidentiality, or materially violates Section 12 and such may result in ineligibility for further City agreements.

4. COMPENSATION.

4.1 Amount. In return for the Work, the City shall pay the Contractor an amount not to exceed a maximum amount and according to a rate or method as delineated in Exhibit B, attached hereto and incorporated by this reference. The Contractor agrees that any hourly or flat rate charged by it for its services contracted for herein shall remain locked at the negotiated rate(s) for the Term. Except as otherwise provided in Exhibit B, the Contractor shall be solely responsible for the payment of any taxes imposed by any lawful jurisdiction as a result of the performance and payment of this Agreement.

4.2 Method of Payment. On a monthly basis, the Contractor shall submit a voucher or invoice in the form specified by the City, including a description of what Work have been performed, the name of the personnel performing such Work, and any hourly labor charge rate for such personnel. The Contractor shall also submit a final bill upon completion of all Work. Payment shall be made on a monthly basis by the City only after the Work has been performed and within thirty (30) days after receipt and approval by the appropriate City representative of the voucher or invoice. If the Work does not meet the requirements of this Agreement, the Contractor will correct or modify the work to comply with the Agreement. The City may withhold payment for such work until the work meets the requirements of the Agreement.

4.3 Defective or Unauthorized Work. If any goods, materials, or services provided under this Agreement are either defective, unauthorized, or otherwise do not meet the requirements of this Agreement, the Contractor will correct or modify the work to comply with the Agreement and the City reserves the right to withhold payment from the Contractor until the goods, materials, or services are acceptable to the City. If Contractor is unable, for any reason, to complete any part of this Agreement, the City may obtain the goods, materials or services from other sources, and Contractor shall be liable to the City for any additional costs incurred by the City. "Additional costs" shall mean all reasonable costs, including legal costs and attorney fees, incurred by the City beyond the maximum Agreement price specified above. The City further reserves its right to deduct these additional costs incurred to complete this Agreement with other sources, from any and all amounts due or to become due the Contractor.

4.4 Non-Appropriation of Funds. If sufficient funds are not appropriated or allocated for payment under this Agreement for any future fiscal period, the City will not be obligated to make payments for Work or amounts incurred after the end of the current fiscal period, and this Agreement will terminate upon the completion of all remaining Work for which funds are allocated. No penalty or expense shall accrue to the City in the event this provision applies.

4.5 Final Payment: Waiver of Claims. Contractor's acceptance of final payment shall constitute a waiver of any and all claims, except those previously and properly made and identified by Contractor as unsettled at the time request for final payment is made.

5. INDEMNIFICATION.

5.1 Contractor Indemnification. The Contractor agrees to release indemnify, defend, and hold the City, its elected officials, officers, employees, agents, representatives, insurers, attorneys, and volunteers harmless from any and all claims, demands, actions, suits, causes of action, arbitrations, mediations, proceedings, judgments, awards, injuries, damages, liabilities, taxes, losses, fines, fees, penalties expenses, attorney's fees, costs, and/or litigation expenses to or by any and all persons or entities, including, without limitation, their respective agents, licensees, or representatives, arising from, resulting from, or in connection with this Agreement or the performance of this Agreement, except for that portion of the claims caused by the City's sole negligence. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. Contractor shall ensure that each sub-contractor shall agree to defend and indemnify the City, its elected officials, officers, employees, agents, representatives, insurers, attorneys, and volunteers to the extent and on the same terms and conditions as the Contractor pursuant to this paragraph. The City's inspection or acceptance of any of Contractor's work when completed shall not be grounds to avoid any of these covenants of indemnification.

5.2 Industrial Insurance Act Waiver. It is specifically and expressly understood that the Contractor waives any immunity that may be granted to it under the Washington State industrial insurance act, Title 51 RCW, solely for the purposes of this indemnification. Contractor's indemnification shall not be limited in any way by any limitation on the amount of damages, compensation or benefits payable to or by any third party under workers' compensation acts, disability benefit acts or any other benefits acts or programs. The Parties further acknowledge that they have mutually negotiated this waiver.

5.3 City Indemnification. The City agrees to release, indemnify, defend and hold the Contractor, its officers, directors, shareholders, partners, employees, agents, representatives, and sub-contractors harmless from any and all claims, demands, actions, suits, causes of action, arbitrations, mediations, proceedings, judgments, awards, injuries, damages, liabilities, losses, fines, fees, penalties expenses, attorney's fees, costs, and/or litigation expenses to or by any and all persons or entities, including without limitation, their respective agents, licensees, or representatives, arising from, resulting from or connected with this Agreement to the extent solely caused by the negligent acts, errors, or omissions of the City.

5.4 Survival. The provisions of this Section shall survive the expiration or termination of this Agreement with respect to any event occurring prior to such expiration or termination.

6. **INSURANCE.** The Contractor agrees to carry insurance for liability which may arise from or in connection with the performance of the services or work by the Contractor, their agents, representatives, employees or subcontractors for the duration of the Agreement and thereafter with respect to any event occurring prior to such expiration or termination as follows:

6.1. **Minimum Limits.** The Contractor agrees to carry as a minimum, the following insurance, in such forms and with such carriers who have a rating that is satisfactory to the City:

a. Commercial general liability insurance covering liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability, personal injury, bodily injury, death, property damage, products liability, advertising injury, and liability assumed under an insured contract with limits no less than \$2,000,000 for each occurrence and \$2,000,000 general aggregate.

b. Workers' compensation and employer's liability insurance in amounts sufficient pursuant to the laws of the State of Washington;

c. Automobile liability insurance covering all owned, non-owned, hired and leased vehicles with minimum combined single limits in the minimum amounts required to drive under Washington State law per accident for bodily injury, including personal injury or death, and property damage.

6.2. **No Limit of Liability.** Contractor's maintenance of insurance as required by the agreement shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity. The Contractor's insurance coverage shall be primary insurance as respect the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.

6.3. **Additional Insured, Verification.** The City shall be named as additional insured on all commercial general liability insurance policies. Concurrent with the execution of this Agreement, Contractor shall provide certificates of insurance for all commercial general liability policies attached hereto as Exhibit C and incorporated by this reference. At City's request, Contractor shall furnish the City with copies of all insurance policies and with evidence of payment of premiums or fees of such policies. If Contractor's insurance policies are "claims made," Contractor shall be required to maintain tail coverage for a minimum period of three (3) years from the date this Agreement is actually terminated or upon project completion and acceptance by the City.

6.4. **Survival.** The provisions of this Section shall survive the expiration or termination of this Agreement.

7. **CONFIDENTIALITY.** All information regarding the City obtained by Contractor in performance of this Agreement shall be considered confidential subject to applicable laws. Breach of confidentiality by the Contractor may be grounds for immediate termination. All records submitted by the City to the Contractor will be safeguarded by the Contractor. The Contractor will fully cooperate with the City in identifying, assembling, and providing records in case of any public records disclosure request.

8. **WORK PRODUCT.** All originals and copies of work product, including plans, sketches, layouts, designs, design specifications, records, files, computer disks, magnetic media or material which may be produced or modified by Contractor while performing the Work shall belong to the City upon delivery. The Contractor shall make such data, documents, and files available to the City and shall deliver all needed or contracted for work product upon the City's request. At the expiration or termination of this Agreement, all originals and copies of any such work product remaining in the possession of Contractor shall be delivered to the City.

9. **BOOKS AND RECORDS.** The Contractor agrees to maintain books, records, and documents which sufficiently and properly reflect all direct and indirect costs related to the performance of the Work and maintain such accounting procedures and practices as may be deemed necessary by the City to assure proper accounting of all funds paid pursuant to this Agreement. These records shall be subject, at all reasonable times, to inspection, review or audit by the City, its authorized representative, the State Auditor, or other governmental officials authorized by law to monitor this Agreement.

10. **INDEPENDENT CONTRACTOR / EMPLOYEE CONDITIONS.**

10.1 **Independence.** The Parties intend that the Contractor shall be an independent contractor and that the Contractor has the ability to control and direct the performance and details of its work, the City being interested only in the results obtained under this Agreement. The City shall be neither liable nor obligated to pay Contractor sick leave, vacation pay or any other benefit of employment, nor to pay any social security, income, or other tax which may arise as an incident of employment, except as specifically provided in Section 4. Industrial or any other insurance that is purchased for the benefit of the City, regardless of whether such may provide a secondary or incidental benefit to the Contractor, shall not be deemed to convert this Agreement to an employment contract. If the Contractor is a sole proprietorship or if this Agreement is with an individual, the Contractor agrees to notify the City and complete any required form if the Contractor retired under a State of Washington retirement system and agrees to indemnify any losses the City may sustain through the Contractor's failure to do so.

10.2 **Safety.** Contractor shall take all necessary precautions and shall be responsible for the safety of its employees, agents, and subcontractors at the work site and in the performance of the contract work and shall utilize all protection necessary for that purpose. Contractor shall comply with all applicable provisions of federal, state and municipal safety and health laws and codes, including without limitation, all OSHA/WISHA requirements, Safety and Health Standards for Construction Work (Chapter 296-155 WAC), General Safety and Health Standards (Chapter 296-24 WAC), and General Occupational Health Standards (Chapter 296-62 WAC). Contractor shall erect and properly maintain, at all times, all necessary guards, barricades, signals and other safeguards at all unsafe places at or near the site for the protection of its employees and the public, safe passageways at all road crossings, crosswalks, street intersections, post danger signs warning against known or unusual hazards and do all other things necessary to prevent accident or loss of any kind. Contractor shall protect from damage all water, sewer, gas, steam or other pipes or conduits, and all hydrants and all other property that is likely to become displaced or damaged by the performance of the Work. The Contractor shall, at its own expense, secure and maintain a safe storage place for its materials and equipment and is solely responsible for the same.

10.3 **Risk of Work.** All work shall be done at Contractor's own risk, and Contractor shall be responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work. Industrial or any other insurance that is purchased for the benefit of the City, regardless of whether such may provide a secondary or incidental benefit to the Contractor, shall not be deemed to convert this Agreement to an employment contract. Even though Contractor is an independent contractor, the work must meet the approval of the City and shall be subject to the City's general right of inspection to secure satisfactory completion.

11. **CONFLICT OF INTEREST.** It is recognized that Contractor may or will be performing professional services during the Term for other parties; however, such performance of other services shall not conflict with or interfere with Contractor's ability to perform the Services. Contractor agrees to resolve any such conflicts of interest in favor of the City. Contractor confirms that Contractor does not have a business interest or a close family relationship with any City officer or employee who was, is, or will be involved in the Contractor's selection,

negotiation, drafting, signing, administration, or evaluating the Contractor's performance.

12. EQUAL OPPORTUNITY EMPLOYER. In all services, programs, activities, hiring, and employment made possible by or resulting from this Agreement or any subcontract, there shall be no discrimination by Contractor or its subcontractors of any level, or any of those entities' employees, agents, subcontractors, or representatives against any person because of sex, age (except minimum age and retirement provisions), race, color, religion, creed, national origin, marital status, or the presence of any disability, including sensory, mental or physical handicaps, unless based upon a bona fide occupational qualification in relationship to hiring and employment. This requirement shall apply to, but not be limited to, the following: employment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Contractor shall comply with and shall not violate any of the terms of Chapter 49.60 RCW, Title VI of the Civil Rights Act of 1964, the Americans With Disabilities Act, Section 504 of the Rehabilitation Act of 1973, 49 CFR Part 21, 21.5 and 26, or any other applicable federal, state, or local law or regulation regarding non-discrimination.

13. GENERAL PROVISIONS.

13.1 Interpretation and Modification. This Agreement, together with any attached Exhibits, contains all of the agreements of the Parties with respect to any matter covered or mentioned in this Agreement and no prior statements or agreements, whether oral or written, shall be effective for any purpose. Should any language in any Exhibits to this Agreement conflict with any language in this Agreement, the terms of this Agreement shall prevail. The respective captions of the Sections of this Agreement are inserted for convenience of reference only and shall not be deemed to modify or otherwise affect any of the provisions of this Agreement. Any provision of this Agreement that is declared invalid, inoperative, null and void, or illegal shall in no way affect or invalidate any other provision hereof and such other provisions shall remain in full force and effect. Any act done by either Party prior to the effective date of the Agreement that is consistent with the authority of the Agreement and compliant with the terms of the Agreement, is hereby ratified as having been performed under the Agreement. No provision of this Agreement, including this provision, may be amended, waived, or modified except by written agreement signed by duly authorized representatives of the Parties.

13.2 Assignment and Beneficiaries. Neither the Contractor nor the City shall have the right to transfer or assign, in whole or in part, any or all of its obligations and rights hereunder without the prior written consent of the other Party. If the non-assigning party gives its consent to any assignment, the terms of this Agreement shall continue in full force and effect and no further assignment shall be made without additional written consent. Subject to the foregoing, the rights and obligations of the Parties shall inure to the benefit of and be binding upon their respective successors in interest, heirs and assigns. This Agreement is made and entered into for the sole protection and benefit of the Parties hereto. No other person or entity shall have any right of action or interest in this Agreement based on any provision set forth herein.

13.3 Compliance with Laws. The Contractor shall comply with and perform the Services in accordance with all applicable federal, state, local, and city laws including, without limitation, all City codes, ordinances, resolutions, regulations, rules, standards and policies, as now existing or hereafter amended, adopted, or made effective. If a violation of the City's Ethics Resolution No. 91-54, as amended, occurs as a result of the formation or performance of this Agreement, this Agreement may be rendered null and void, at the City's option.

13.4 Enforcement. Time is of the essence in this Agreement and each and all of its provisions in which performance is a factor. Adherence to completion dates set forth in the description of the Services is essential to the

Contractor's performance of this Agreement. Any notices required to be given by the Parties shall be delivered at the addresses set forth at the beginning of this Agreement. Any notices may be delivered personally to the addressee of the notice or may be deposited in the United States mail, postage prepaid, to the address set forth above. Any notice so posted in the United States mail shall be deemed received three (3) days after the date of mailing. Any remedies provided for under the terms of this Agreement are not intended to be exclusive, but shall be cumulative with all other remedies available to the City at law, in equity or by statute. The failure of the City to insist upon strict performance of any of the covenants and agreements contained in this Agreement, or to exercise any option conferred by this Agreement in one or more instances shall not be construed to be a waiver or relinquishment of those covenants, agreements or options, and the same shall be and remain in full force and effect. Failure or delay of the City to declare any breach or default immediately upon occurrence shall not waive such breach or default. Failure of the City to declare one breach or default does not act as a waiver of the City's right to declare another breach or default. This Agreement shall be made in, governed by, and interpreted in accordance with the laws of the State of Washington. If the Parties are unable to settle any dispute, difference or claim arising from this Agreement, the exclusive means of resolving that dispute, difference, or claim, shall be by filing suit under the venue, rules and jurisdiction of the King County Superior Court, King County, Washington, unless the parties agree in writing to an alternative process. If the King County Superior Court does not have jurisdiction over such a suit, then suit may be filed in any other appropriate court in King County, Washington. Each party consents to the personal jurisdiction of the state and federal courts in King County, Washington and waives any objection that such courts are an inconvenient forum. If either Party brings any claim or lawsuit arising from this Agreement, each Party shall pay all its legal costs and attorney's fees and expenses incurred in defending or bringing such claim or lawsuit, including all appeals, in addition to any other recovery or award provided by law; provided, however, however nothing in this paragraph shall be construed to limit the Parties' rights to indemnification under Section 5 of this Agreement.

13.5 Execution. Each individual executing this Agreement on behalf of the City and Contractor represents and warrants that such individual is duly authorized to execute and deliver this Agreement. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original and with the same effect as if all Parties hereto had signed the same document. All such counterparts shall be construed together and shall constitute one instrument, but in making proof hereof it shall only be necessary to produce one such counterpart. The signature and acknowledgment pages from such counterparts may be assembled together to form a single instrument comprised of all pages of this Agreement and a complete set of all signature and acknowledgment pages. The date upon which the last of all of the Parties have executed a counterpart of this Agreement shall be the "date of mutual execution" hereof.

[Signature page follows]



CITY HALL
 33325 8th Avenue South
 Federal Way, WA 98003-6325
 (253) 835-7000
www.Federalwaywa.gov

IN WITNESS, the Parties execute this Agreement below, effective the last date written below.

CITY OF FEDERAL WAY:

ATTEST:

 Jim Ferrell, Mayor

 Stephanie Courtney, MMC, CPRO, City Clerk

DATE: _____

APPROVED AS TO FORM:

 J. Ryan Call, City Attorney

ORCA PACIFIC, INC.:

By: _____

Printed Name: Aaron Kimura

Title: President

DATE: _____

STATE OF WASHINGTON)
) ss.
 COUNTY OF _____)

On this day personally appeared before me Aaron Kimura, to me known to be the President of ORCA Pacific, Inc. that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he or she was authorized to execute said instrument and that the seal affixed, if any, is the corporate seal of said corporation.

GIVEN under my hand and official seal this _____ day of _____, 20__.

Notary's signature _____
 Notary's printed name _____

Notary Public in and for the State of Washington.
 My commission expires _____

EXHIBIT A

SERVICES

1. The Contractor shall do or provide the following:
 - a. Provide swimming pool disinfectant and water balancing chemicals when ordered on an as-needed basis. Supplies to be delivered to the Federal Community Center, located at 876 S. 333rd St., Federal Way and Town Square Park located at 31600 Pete Von Reichbauer Way S, Federal Way.
 - b. Delivery times shall be coordinated in advance with a City representative.
 - c. Drivers shall possess a Washington state Commercial Driver's License with a class C hazmat endorsement.
 - d. Contractor shall be responsible for unloading chemicals and their placement in the designated pool chemical room(s) / appropriate storage areas and change acid drums as needed at each delivery. Contractor will provide, install, and maintain bulk storage containers for chlorine at no charge to the City.
 - e. The Contractor will guarantee the quality of the products and will replace, at no charge, any chemicals that are found to be unsatisfactory.
 - f. Contractor will remain registered with CHEMTREC and will be available 24 hours a day for chemical spills and emergency response needs.
 - g. Contractor will be responsible for the removal of all empty acid containers.
 - h. Contractor is authorized to perform basic functions on the Cemtrol PC 5000 automatic chemical feeding system and may reset machines when needed.
 - i. On Request Testing, Analysis, and Maintenance:
 - i. Pool/Water Testing and Analysis: On request, conduct regular water testing and analysis to maintain optimal water quality and safety standards. When conducted, Contractor will provide detailed, written reports on water chemistry, including recommendations for corrective actions if required.
 - ii. Pool/Spray Park Equipment Maintenance: On request, inspect, maintain, and repair pool/water equipment, including pumps, filters, heaters, and automated systems, as necessary to ensure proper functioning. Respond promptly to equipment malfunctions and emergencies.
 - iii. Contractor agrees to supply all parts and services needed to maintain chemical feeding systems and to provide technical assistance as needed to repair and maintain above set systems at a price consistent with fair market value.
 - iv. Contractor shall provide maintenance to all mechanical systems related to the pool circulation system.

A quote shall be issued before any City requested work begins, and all removed parts shall be returned to the City representative or their designee.

EXHIBIT B
COMPENSATION

1. Total Compensation:

In return for the Goods and Services, the City shall pay the Contractor an amount not to exceed Three Hundred Thousand and 00/100 Dollars (\$300,000.00).

2. Method of Compensation:

Payment shall be made by the City after delivery of goods and services have been performed. A voucher or invoice shall be submitted by Contractor for services performed outside of the goods listed below to be approved by a City representative. Payment shall be made on a monthly basis, thirty (30) days after receipt of such voucher or invoice. Goods and services shall reflect the price below and shall remain constant for the duration of this Agreement.

Quantity	Item	Tax	Rate
1	100-07000 UN1791. Hypochlorite solution Sodium Hypochlorite 8,	Yes	\$3.94
1	100-13415-A RQ, UN1791, Hypochlorite Solution (Sodium Carboy, 163#	Yes	\$94.95
1	100-13453-A RQ, UN1791, Hypochlorite Solution (Sodium Drum, 563# (Spray Parks)	Yes	\$284.48
1	103-USA15G-A UN1760, Corrosive Liquid N.O.S.(Hydrochloric Acid), 8,	Yes	\$144.45
1	101-15841 HASA Hydrochloric Acid-Muriatic Acid 31.45% 10# 1 *4 gallons per case (Minimum order of 4 gallons)*	Yes	\$12.71
1	110-ALK50B Sodium Bicarbonate 50# Bag (Alkalinity Increaser)	Yes	\$34.35
1	110-CAL50B	Yes	\$38.99

EXHIBIT C

CERTIFICATE OF INSURANCE

COUNCIL MEETING DATE: December 3, 2024

ITEM #: _____

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: INTERLOCAL AGREEMENT TO SHARE PEER SERVICES WITH DES MOINES MUNICIPAL COURT

POLICY QUESTION: Should City Council approve the interlocal agreement to share peer support services with Des Moines Municipal Court?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Judge David Larson

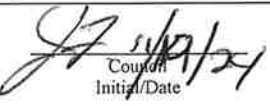
DEPT: Municipal Court

- Attachments:
- 1. Staff Report
 - 2. Interlocal Agreement

- 1. Approve the proposed interlocal agreement.
- 2. Do not approve proposed interlocal agreement and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL:  _____
Committee Initial/Date

 _____
Council Initial/Date

DIRECTOR APPROVAL:  _____
Initial/Date

COMMITTEE RECOMMENDATION: *I move to forward the proposed Interlocal Agreement to the December 3, 2024, consent agenda for approval.*



 Committee Chair



 Committee Member



 Committee Member

PROPOSED COUNCIL MOTION: *"I move approval of the proposed Interlocal Agreement, and authorize the Presiding Judge to execute said agreement."*

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
 - DENIED
 - TABLED/DEFERRED/NO ACTION
 - MOVED TO SECOND READING (ordinances only)
- REVISED - 5/2024

COUNCIL BILL # _____
 First reading _____
 Enactment reading _____
 ORDINANCE # _____
 RESOLUTION # _____

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 26, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Judge Dave Larson
SUBJECT: Interlocal Agreement to share Peer services with Des Moines Municipal Court

Financial Impacts:

There is no financial impact to the City of Federal Way if the Interlocal Agreement is approved. The services provided by PEER Washington (PEER Kent) are subsidized through funding provided by the Administrative Office of the Courts (AOC). Federal Way Municipal Court, as the grantee, assumes responsibility for grant management, contract management and administration.

In accordance with the approved budget, this item is funded by a grant from AOC in the amount of \$165,000.00. The term of this Interlocal Agreement to share Peer services with Des Moines Municipal Court shall end when funding for peer recovery support services under the terms of the 2024-2025 FWMC – Administrative Office of the Courts Grant IAA25071 is exhausted.

Background Information:

Beginning in 2022, Federal Way Municipal Court and Des Moines Municipal Court have shared peer support services offered by PEER Washington (dba PEER Kent) for justice involved individuals. Peer support specialists are individuals who have been successful in the recovery process who aid those with similar experiences. Peers advocate for people in recovery, share resources such as housing, employment, education and financial assistance programs. Additionally, they provide referrals to in-patient substance use disorder treatment, mental health treatment and sober support groups/activities. Research has shown that peer support increases engagement in the judicial process, treatment, recovery and compliance. Additionally, it promotes a sense of hope and self-empowerment, improves social functioning, and overall quality of life. It emphasizes a reduction of self-harm and recidivism to individuals.

**INTERLOCAL AGREEMENT BETWEEN THE FEDERAL WAY MUNICIPAL COURT
AND DES MOINES MUNICIPAL COURT FOR THE SHARING OF PEER SUPPORT
SERVICES PROVIDED BY PEER WASHINGTON (DBA PEER KENT)**

WHEREAS, the City of Federal Way (hereafter “Federal Way”) is a municipal corporation organized under the laws of the State of Washington; and

WHEREAS, the City of Des Moines (hereafter “Des Moines”) is a municipal corporation organized under the laws of the State of Washington; and

WHEREAS, each of the parties to this Agreement is authorized under Washington law to operate a municipal court (Chapter 3.50 RCW); and

WHEREAS, each court utilizes therapeutic approaches under RCW 2.30;

WHEREAS, pursuant to RCW 2.30.050 “courts are authorized and encouraged to establish multijurisdictional partnerships and/or interlocal agreements under RCW 39.34.180 to enhance and expand the coverage area of the therapeutic court” and to “to identify and implement nontraditional case processing methods which can eliminate traditional barriers that decrease judicial efficiency.”

WHEREAS, Chapter 39.34 RCW (“The Interlocal Cooperation Act”) permits municipal corporations to contract with one another to perform any act that each is independently authorized to perform; and

WHEREAS, RCW 39.34.180 permits municipal corporations and RCW 2.30.050 authorizes municipal courts to enter into interlocal agreements for court-related services; and

WHEREAS, Des Moines currently operates a municipal court; and

WHEREAS, Federal Way currently operates a municipal court; and

WHEREAS, Federal Way is willing to share peer recovery support services offered by Peer Washington (dba Peer Kent) with Des Moines pursuant to a state grant; and

WHEREAS, Federal Way and Peer Washington (dba Peer Kent) entered into a contract that is also intended to benefit the City of Des Moines that is attached hereto as Appendix A;

NOW, THEREFORE, in consideration for the mutual covenants and promises set forth in this Agreement, and in the exercise of authority granted by the Interlocal Cooperation Act, Chapter 39.34 RCW, Federal Way and Des Moines do hereby agree to the following:

1. Purpose. The purpose of this Agreement is facilitate the sharing of peer recovery support services between Des Moines Municipal Court (DMMC) and Federal Way Municipal Court (FWMC) to expand opportunities for therapeutic interventions for individuals eligible for therapeutic court (DUI Court).
2. Administration. The parties to this Agreement designate the following individuals as representatives. The representatives shall be responsible for administration of this Agreement and for coordinating and monitoring performance under this Agreement. In the event such representatives are changed, the party making the change shall notify the other party.

Des Moines Municipal Court representative shall be Judge Lisa Leone.

Federal Way Municipal Court's representative shall be Judge David A. Larson.

3. Property Disclaimer: No joint acquisition of real or personal property is contemplated hereunder.
4. Duties of Des Moines. Des Moines shall perform the following duties:
 - (a) Refer therapeutic court candidates or participants to receive peer recovery support services.
 - (b) Referrals may be made by defense attorneys, the prosecutor, the judge, support services (probation), or the defendant may self-refer for peer recovery support or peer coaching services.
 - (c) Promote the availability of peer recovery support services by posting a link on the Court's webpage and providing an information sheet or brochure on how and where a defendant may receive peer support through the Clerk's office or in court.
 - (d) Cooperate in assuring that peer services are not duplicated for people referred to Peer Kent when the person referred has cases in both courts.
 - (e) Cooperate in maintaining compliance with the grant requirements including providing referral statistics and current AOC DUI court reporting requirement.
 - (f) Comply with the terms and conditions of the contract between Federal Way and Peer Washington (dba Peer Kent).
5. Duties of Federal Way. Federal Way shall perform the following duties:
 - (a) Compensate peer support recovery navigators according to its contract with Peer Washington (dba Peer Kent), executed between Federal Way and Peer Washington (dba Peer Kent) on August 29, 2024 (Appendix A);
 - (b) Cooperate in assuring that peer services are not duplicated for people referred to Peer Washington (dba Peer Kent) when the person referred has cases in both courts,;
 - (c) Manage grant administration and compliance, including financial and other reporting requirements, as determined by the Administrative Office of the Courts.

6. Mutual Duty of Confidentiality. Any and all reports developed for purposes of grant administration and auditing shall protect the confidentiality of the defendant as required in the contract between Federal Way and Peer Washington (dba Peer Kent).
7. Cost of Contract. Federal Way shall bear the cost of peer recovery support services as defined in its contract with Peer Washington (dba Peer Kent) (Appendix A).
8. Liability. Nothing herein is intended to alter in any way the respective legal duties, obligations, or immunities of Federal Way and Des Moines and each party assumes liability for the action or inaction of their respective agents and employees. Nothing herein gives either party the right to control the operations or decisions of the other party.
9. Independent Contractor. Each party to this Agreement is an independent contractor with respect to the subject matter herein. Nothing in this Agreement shall make any employee of Federal Way a Des Moines' employee for any purpose, including, but not limited to, for withholding of taxes, payment of benefits, worker's compensation pursuant to Title 51 RCW, or any other rights or privileges accorded Des Moines' employees by virtue of their employment. Nothing in this Agreement shall make any employee of Des Moines a Federal Way employee for any purpose, including but not limited to for withholding taxes, payment of benefits, worker's compensation pursuant to Title 51 RCW, or any other rights or privileges accorded Federal Way employees by virtue of their employment. At all times pertinent hereto, employees of Des Moines are acting as Des Moines employees and employees of Federal Way are acting as Federal Way employees.
10. Notice. Any notice or other communication given hereunder shall be deemed sufficient, if in writing and delivered personally to the addressee, or sent by certified or registered mail, return receipt requested, addressed as follows, or to such other address as may be designated by the addressee by written notice to the other party:

To Des Moines: Lisa Leone, Presiding Judge
Des Moines Municipal Court
21630 11th Avenue South, Ste. C
Des Moines, WA 98198

To Federal Way: David A. Larson, Presiding Judge
Federal Way Municipal Court
33325 8th Ave. S., Ste. 102
Federal Way, WA 98003-6325

11. Partial Invalidity. Whenever possible, each provision of this Agreement shall be interpreted in such a manner as to be effective and valid under applicable law. Any provision of this Agreement which shall prove to be invalid, void or illegal shall in no way affect, impair, or invalidate any other provisions hereof, and such other provisions shall remain in full force and effect. Notwithstanding the foregoing, this Agreement shall be subject to re-negotiation as provided in this Agreement.

12. Assignability. The rights, duties, and obligations of either party to this Agreement may not be assigned to any third party without the prior written consent of the other party, which consent shall not be unreasonably withheld.
13. Entire Agreement. This Agreement contains the entire understanding between the parties and supersedes any prior understandings and agreements between them regarding the subject matter hereof. There are no other representations, agreements, or understandings, oral or written, between the parties hereto relating to the subject matter of this Agreement. No amendment of, or supplement to, this Agreement shall be valid or effective unless made in writing and executed by the parties hereto.
14. Mediation/Arbitration Clause. If a dispute arises from or relates to this Agreement or the breach thereof and if the dispute cannot be resolved through direct discussions, the parties agree to endeavor first to settle the dispute in an amicable manner by mediation administered by a mediator under the American Arbitration Association's Rules before resorting to arbitration. The mediator may be selected by agreement of the parties or through the American Arbitration Association. Following mediation, any unresolved controversy or claim arising from or relating to this Agreement or breach thereof shall be settled through arbitration which shall be conducted under the American Arbitration Association's Arbitration Rules. The arbitrator may be selected by agreement of the parties or through the American Arbitration Association. All fees and expenses for mediation or arbitration shall be borne by the parties equally. However, each party shall bear the expense of its own counsel, experts, witnesses, and preparation and presentation of evidence.
15. Captions. The section and paragraph captions used in this Agreement are for convenience only and shall not control or affect the meaning or construction of any of the provisions of this Agreement.
16. Duration and Termination.
- (a) The term of this Agreement shall end when funding for peer recovery support services under the terms of the 2024-2025 FWMC - Administrative Office of the Courts Grant (No. IAA25071) is exhausted.
- (b) The Agreement shall take effect upon acceptance by all parties. Execution of the Agreement by the duly authorized representative of each of the parties hereto.
- (c) Either party may elect to terminate this Agreement by written notice of termination to the other party delivered by regular mail to the contact person identified herein. Said termination shall become effective three (3) days from the date of receipt of said written notice.

DATED this 27th day of Sept., 2024.

[signatures to follow]

DES MOINES MUNICIPAL COURT


By 

Lisa Leone, Presiding Judge

By 

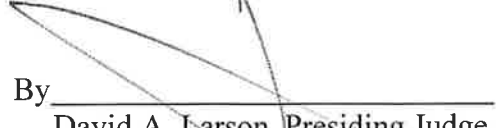
Tim George, Interim City Manager

Approved as to Form:

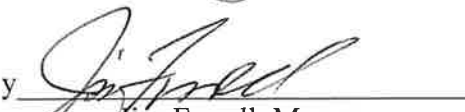


Matthew Hutchins, Interim City Attorney

FEDERAL WAY MUNICIPAL COURT

By 

David A. Larson, Presiding Judge

By 

Jim Ferrell, Mayor

Approved as to Form:

J. Ryan Call, City Attorney

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: HANWOORI GARDEN DIRECTIONAL BORING

POLICY QUESTION: Should the City Council award the Public Works contract for directional boring to Landscape of Washington, LLC in the amount of \$40,746.45 for the purpose of installing cameras to increase the security coverage at Panther Lake Trailhead and Hanwoori Garden and authorize the Mayor to execute the contract?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: George Richen, Parks & Facilities Manager DEPT: Parks

- Attachments: 1. Staff Report, 2. Public Works Contract, 3. Linescape of Washington, LLC Bid

Options Considered:

- 1. Award the proposed public works contract.
2. Do not award the proposed public works contract and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL:

Handwritten signatures and dates for Mayor Approval and Committee Approval.

DIRECTOR APPROVAL:

Handwritten signature and date for Director Approval.

COMMITTEE RECOMMENDATION: I move to forward the proposed public works contract to the December 3, 2024 consent agenda for approval.

Handwritten signature of Committee Chair.

Committee Chair

Handwritten signature of Committee Member.

Committee Member

Handwritten signature of Committee Member.

Committee Member

PROPOSED COUNCIL MOTION: "I move to approve the award of the proposed public works contract to Linescape of Washington, LLC and authorize the Mayor to execute the contract."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, TABLED/DEFERRED/NO ACTION, MOVED TO SECOND READING (ordinances only)

REVISED - 5/2024

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

CITY OF FEDERAL WAY
MEMORANDUM

DATE: October 25, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: John Hutton, Parks Department Director
SUBJECT: Hanwoori Garden Directional Boring

Financial Impacts:

This item was not included within the approved budget for the Hanwoori Garden Directional Boring. As proposed, the \$40,746.45 will be funded by the Parks Capital Project Fund 303-7100-150-594-76-650. Upon completion of the Hanwoori Garden Directional Boring, future costs will be due to ongoing costs associated with operations and maintenance.

Background Information:

With the addition of the Hanwoori Garden and high volume of break-ins at Panther Lake Trailhead, the City of Federal Way has identified the need for cameras to be mounted on existing light poles at the park. The City will need to extend its ethernet to these cameras for coverage. Directional boring and conduit install will be needed to connect a pull box located on the northeast corner of 6th Ave S to a newly installed pull box on the southwest corner of the Panther Lake Trail Bridge to extend wire path to the park. Parks staff has solicited bids and chosen Linescape of Washington, LLC to complete this work for \$40,746.45.

SMALL
PUBLIC WORKS CONTRACT
FOR
HANWOORI GARDEN DIRECTIONAL BORING

This small public works contract ("Contract") is dated effective this _____ day of _____ 20__ and is made by and between the City of Federal Way, a Washington municipal corporation ("City" or "Owner"), and Linescape of Washington, LLC, a Washington limited liability company ("Contractor").

A. The City desires to retain an independent contractor to furnish all labor and materials necessary to perform work at 550 Campus Dr. SW, Federal Way, Washington ("Property"); and

B. The Contractor has the requisite skill and necessary experience to perform such work.

NOW, THEREFORE, the Parties ("Parties") agree to the following terms and conditions:

1. SERVICES BY CONTRACTOR

1.1 Description of Work. Contractor shall perform all work and furnish all tools, materials, supplies, equipment, labor and other items incidental thereto necessary for the construction and completion of the work, more particularly described as the Hanwoori Garden Directional Boring project, in Exhibit "A" attached hereto and incorporated by this reference, ("Work"), and in accordance with and as described in the Contract Documents, which include without limitation, this Contract, Contract Change Order Agreement attached as Exhibit "B," Contractor's Retainage Agreement attached as Exhibit "C," Contractor's Retainage Bond attached as Exhibit "D," Notice to Labor Unions attached as Exhibit "E," Certificate(s) of Insurance Form attached hereto as Exhibit "F," Performance/Payment Bond attached hereto as Exhibit "G," Prevailing Wage Rates attached as Exhibit "H," Title VI Assurances attached hereto as Exhibit "I," and all other Appendices attached hereto and incorporated by this reference, (collectively the "Contract Documents"), which Work shall be completed to the City's satisfaction, within the time period prescribed by the City and pursuant to the direction of the Mayor or his or her designee.

1.2 Completion Date. The Work shall be commenced within five (5) days of receipt by the Contractor of the City's Notice to Proceed. The Work shall be completed on or before the 30th day of June, 2025. In the event the Work is not completed within the time specified, Contractor agrees to pay to the City liquidated damages in the amount set forth in the formula included in Section 1.3 of this Contract. The Work shall not be deemed completed until the City has accepted the Work.

1.3 Liquidated Damages. Time is of the essence of the Contract. Delays inconvenience the public and cost tax-payers undue sums of money, adding time needed for administration, inspection, and supervision. It is impractical for the City to calculate the actual

cost of delays. Accordingly, the Contractor agrees to pay liquidated damages calculated on the following formula for its failure to complete this Contract on time:

- (1) To pay (according to the following formula) liquidated damages for each working day beyond the number of working days established for completion, and
- (2) To authorize the City to deduct these liquidated damages from any money due or coming due to the Contractor.

LIQUIDATED DAMAGES FORMULA

$$LD = \frac{0.15C}{T}$$

where: LD = Liquidated damages per working day (rounded to the nearest dollar).

C = Original Contract amount.

T = Original time for completion.

When the Work is completed to the extent that the City has full and unrestricted use and benefit of the facilities, both from an operational and safety standpoint, the City may determine the Work is complete. Liquidated damages will not be assessed for any days for which an extension of time is granted. No deduction or payment of liquidated damages will, in any degree, release the Contractor from further obligations and liabilities to complete this entire Contract.

1.4 Performance Standard. Contractor shall perform the Work in a manner consistent with accepted practices for other properly licensed contractors, performed to the City's satisfaction, within the time period prescribed by the City.

1.5 Compliance with Laws. Contractor shall perform the Work in accordance with all applicable federal, state and City laws, including but not limited to all City ordinances, resolutions, standards or policies, as now existing or hereafter adopted or amended, and obtain all necessary permits and pay all permit, inspection or other fees, at its sole cost and expense.

1.6 Change Orders. The City may, at any time, without notice to sureties, order changes within the scope of the Work. Contractor agrees to fully perform any such alterations or additions to the Work. All such change orders shall be in the form of the Contract Change Order Agreement attached hereto as Exhibit "B," which shall be signed by both the Contractor and the City, shall specifically state the change of the Work, the completion date for such changed Work, and any increase or decrease in the compensation to be paid to Contractor as a result of such change in the Work. Oral change orders shall not be binding upon the City unless confirmed in writing by the City. If any change hereunder causes an increase or decrease in the Contractor's cost of, or time required for, the performance or any part of the Work under this Contract, an equitable adjustment will be made and the Contract modified in writing accordingly.

If the Contractor intends to assert a claim for an equitable adjustment hereunder, it shall, within five (5) days after receipt of a written change order from the City or after giving the City the written notice required above, as the case may be, submit to the City a written statement

setting forth the general nature and monetary extent of such claim; provided the City, in its sole discretion, may extend such five (5) day submittal period upon request by the Contractor. The Contractor shall supply such supporting documents and analysis for the claims as the City may require to determine if the claims and costs have merit. No claim will be allowed for any costs incurred more than five (5) days before the Contractor gives written notice as required. No claim by the Contractor for an equitable adjustment hereunder will be allowed if asserted after final payment under this Contract.

1.7 Work and Materials Omitted. The Contractor shall, when directed in writing by the City, omit work, services and materials to be furnished under the Contract and the value of the omitted work and materials will be deducted from the Total Compensation and the delivery schedule will be reviewed if appropriate. The value of the omitted work, services and materials will be a lump sum or unit price, as mutually agreed upon in writing by the Contractor and the City. If the parties cannot agree on an appropriate deduction, the City reserves the right to issue a unilateral change order adjusting the price and the delivery schedule.

1.8 Utility Location. Contractor is responsible for locating any underground utilities affected by the Work and is deemed to be an excavator for purposes of Chapter 19.122 RCW, as amended. Contractor shall be responsible for compliance with Chapter 19.122 RCW, including utilization of the "one call" locator system before commencing any excavation activities.

1.9 Air Environment. Contractor shall fully cover any and all loads of loose construction materials including without limitation, sand, dirt, gravel, asphalt, excavated materials, construction debris, etc., to protect said materials from air exposure and to minimize emission of airborne particles to the ambient air environment within the City of Federal Way.

2. TERM

This Contract shall commence on the effective date of this Contract and continue until the completion of the Work, which shall be no later than the 30th day of June, 2025, and the expiration of all warranties contained in the Contract Documents ("Term").

3. WARRANTY

3.1 Requisite Skill. The Contractor warrants that it has the requisite skill to complete the Work, and is appropriately accredited and licensed by all applicable agencies and governmental entities, including but not limited to being registered to do business in the City of Federal Way by obtaining a City of Federal Way business registration. Contractor represents that it has visited the site and is familiar with all of the plans and specifications in connection with the completion of the Work.

3.2 Defective Work. The Contractor shall, at its sole cost and expense, correct all Work which the City deems to have defects in workmanship and material discovered within one (1) year after the City's final acceptance of the Work.

4. COMPENSATION

4.1 Total Compensation. In consideration of the Contractor performing the Work, the City agrees to pay the Contractor a fixed fee equal to Thirty Six Thousand Nine Hundred Seventy Five (\$36,975.00), and Washington State sales tax equal to Three Thousand Seven Hundred Seventy One and 45/100 Dollars (\$3,771.45), for a total amount not to exceed Forty Thousand Seven Hundred Forty-Six and 45/100 Dollars (\$40,746.45), which amount shall constitute full and complete payment by the City.

4.2 Contractor Responsible for Taxes. Except as otherwise provided in Section 4.1 hereof,) the Contractor shall be solely responsible for the payment of any taxes imposed by any lawful jurisdiction as a result of the performance and payment of this Contract.

4.3 Nonpayment. The City shall have the right to withhold payment to the Contractor for any of the Work not completed in a satisfactory manner, in the City's sole discretion, which shall be withheld until such time as Contractor modifies or repairs the Work so that the Work is acceptable to the City.

4.4 Method of Payment. Payment by the City for the Work will only be made after the Work has been completed, a voucher or invoice is submitted in the form specified by the City, and such invoice is approved by the appropriate City representative. Payment shall be made within thirty (30) days of receipt of such invoice or voucher unless otherwise set forth in the Bid Form. The Contractor's acceptance of such payment for the Work shall constitute full compensation for the performance of the Work. Invoices shall be submitted, in duplicate to:

City of Federal Way
ATTN: Accounts Payable
33325 8th Avenue South
Federal Way, WA 98003-6325

Duplicate invoices shall be furnished to:

City of Federal Way
ATTN: George Richen
Parks & Recreation Department
33325 8th Avenue South
Federal Way, WA 98003-6325

4.5 Retainage. Pursuant to Chapter 60.28 RCW, five percent (5%) of the Total Compensation shall be retained by the City to assure payment of Contractor's state taxes as well as payment of subcontractors, suppliers and laborers. Upon execution of this Contract, Contractor shall complete, execute and deliver to the City the Contractor's Retainage Option attached hereto as Exhibit "C" or execute the Retainage Bond attached hereto as Exhibit "D." No payments shall be made by the City from the retained percentage fund ("Fund") nor shall the City release any retained percentage escrow account to any person, until the City has received

from the Department of Revenue a certificate that all taxes, increases, and penalties due from the Contractor and all taxes due and to become due with respect to the Contract have been paid in full or that they are, in the Department's opinion, readily collectible without recourse to the State's lien on the retained percentage. Upon non-payment by the general contractor, any supplier or subcontractor may file a lien against the retainage funds, pursuant to Chapter 60.28 RCW. Subcontractors or suppliers are required to give notice of any lien within forty-five (45) days of the completion of the Work and in the manner provided in RCW 39.08.030. Within sixty (60) days after completion of all Work on this Contract, the City shall release and pay in full the money held in the Fund, unless the City becomes aware of outstanding claims made against this Fund.

5. EQUAL OPPORTUNITY EMPLOYER

In all Contractor services, programs or activities, and all Contractor hiring and employment made possible by or resulting from this Contract, there shall be no discrimination by Contractor or by Contractor's employees, agents, subcontractors or representatives against any person because of sex, age (except minimum age and retirement provisions), race, color, creed, national origin, marital status or the presence of any disability, including sensory, mental or physical handicaps, unless based upon a bona fide occupational qualification in relationship to hiring and employment. This requirement shall apply, but not be limited to the following: employment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Contractor shall comply with and shall not violate any of the terms of Chapter 49.60 RCW, Title VI of the Civil Rights Act of 1964, the Americans With Disabilities Act, Section 504 of the Rehabilitation Act of 1973, 49 CFR Part 21, 21.5 and 26, or any other applicable federal, state, or local law or regulation regarding non-discrimination. Contractor shall post a notice to Labor Unions or other employment organizations, attached hereto as Exhibit "E," as required by Section 202 of Executive Order 11246. Any material violation of this provision shall be grounds for termination of this Contract by the City and, in the case of the Contractor's breach, may result in ineligibility for further City agreements. If this project involves federal funds including USDOT funds administered by WSDOT, the contractor agrees to the clauses contained in Exhibit I.

6. INDEPENDENT CONTRACTOR/CONFLICT OF INTEREST

6.1 It is the intention and understanding of the Parties that the Contractor shall be an independent contractor and that the City shall be neither liable nor obligated to pay Contractor sick leave, vacation pay or any other benefit of employment, nor to pay any social security or other tax which may arise as an incident of employment. The Contractor shall pay all income and other taxes due. Industrial or any other insurance that is purchased for the benefit of the City, regardless of whether such may provide a secondary or incidental benefit to the Contractor, shall not be deemed to convert this Agreement to an employment contract. It is recognized that Contractor may or will be performing professional services during the Term for other parties; provided, however, that such performance of other services shall not conflict with or interfere with Contractor's ability to perform the Services. Contractor agrees to resolve any such conflicts of interest in favor of the City.

6.2 If the Contractor is a sole proprietorship or if this is a contract with an individual, the contractor agrees to notify the City and complete any required form if the Contractor retired under a State of Washington retirement system and agrees to indemnify any losses the City may sustain through the Contractor's failure to do so.

7. TERMINATION

Prior to the expiration of the Term, this Contract may be terminated immediately, with or without cause by the City.

8. INDEMNIFICATION

8.1 Contractor Indemnification. The Contractor agrees to indemnify, defend and hold the City, its elected officials, officers, employees, agents, and volunteers harmless from any and all claims, demands, losses, actions and liabilities (including costs and all attorney fees) to or by any and all persons or entities, including, without limitation, their respective agents, licensees, or representatives, arising from, resulting from, or connected with this Contract to the extent caused by the negligent acts, errors or omissions of the Contractor, its partners, shareholders, agents, employees, or by the Contractor's breach of this Contract. Contractor waives any immunity that may be granted to it under the Washington State Industrial Insurance Act, Title 51 RCW. Contractor's indemnification shall not be limited in any way by any limitation on the amount of damages, compensation or benefits payable to or by any third party under workers' compensation acts, disability benefit acts or any other benefits acts or programs.

8.2 City Indemnification. The City agrees to indemnify, defend and hold the Contractor, its officers, directors, shareholders, partners, employees, and agents harmless from any and all claims, demands, losses, actions and liabilities (including costs and attorney fees) to or by any and all persons or entities, including without limitation, their respective agents, licensees, or representatives, arising from, resulting from or connected with this Contract to the extent solely caused by the negligent acts, errors, or omissions of the City, its employees or agents.

8.3 Survival. The provisions of this Section shall survive the expiration or termination of this Contract with respect to any event occurring prior to such expiration or termination.

9. INSURANCE

9.1 Minimum Limits. The Contractor agrees to carry as a minimum, the following insurance, in such forms and with such carriers who have a rating, which is satisfactory to the City:

- (1) Workers' compensation and employer's liability insurance in amounts sufficient pursuant to the laws of the State of Washington;
- (2) Commercial general liability insurance with combined single limits of liability not less than \$2,000,000 for bodily injury, including personal injury or death, products

liability and property damage.

(3) Automobile liability insurance with combined single limits of liability not less than \$2,000,000 for bodily injury, including personal injury or death and property damage.

(4) If any structures are involved in the Contract, the Contractor shall maintain an All Risk Builder's Risk 2 form at all times in an amount no less than the replacement value of the structure until final acceptance of the project by the City.

9.2 Endorsements. Each insurance policy shall contain, or be endorsed to contain, the following provisions:

(1) The City, its officers, officials, employees, volunteers and agents shall each be named as additional insured.

(2) Coverage may not be terminated or reduced in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, to the City.

(3) Coverage shall be primary and non-contributory insurance as respects the City, its officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officials, employees or volunteers shall be in excess of Contractor's insurance.

(4) Coverage shall apply to each insured separately against whom claim is made or suit is brought.

(5) Coverage shall be written on an "occurrence" form as opposed to a "claims made" or "claims paid" form.

9.3 Verification. Contractor shall furnish the City with certificates of insurance evidencing the coverage required by this Section, in compliance with the Certificate(s) of Insurance Form attached hereto as Exhibit "F," which certificate must be executed by a person authorized by the insurer to bind coverage on its behalf. The City reserves the right to require complete certified copies of all required insurance policies, at any time.

9.4 Subcontractors. Contractors shall include all subcontractors as additional insured under its policies or shall furnish separate certificates for each subcontractor. All coverage for subcontractors shall be subject to all of the requirements stated herein.

9.5 Deductibles and Self Insured Retentions. Any deductibles or self-insured retentions must be disclosed by Contractor and approved in writing by the City. At the option of the City, Contractor shall either reduce or eliminate such deductibles or self-insured retentions or procure a bond guaranteeing payment for any amounts not covered by the insurance by reason of such deductibles or self-insured retentions.

9.6 Asbestos Abatement or Hazardous Materials. If asbestos abatement or hazardous materials work is performed, Contractor shall review coverage with the City's Risk Manager and provide scope and limits of coverage that are appropriate for the scope of Work and are satisfactory to the City. Contractor shall not commence any Work until its coverage has been approved by the Risk Manager.

9.7 Termination. The Contractor's failure to provide the insurance coverage required by this Section shall be deemed to constitute non-acceptance of this Contract by the Contractor and the City may then award this Contract to the next lower bidder.

The provisions of this Section shall survive the expiration or termination of this Contract with respect to any event occurring prior to such expiration or termination.

10. PERFORMANCE/PAYMENT BOND

Pursuant to RCW 39.08.010, Contractor shall post a Performance/Payment Bond in favor of the City, in the form attached to this Contract as Exhibit "G" and incorporated by this reference, in a dollar amount satisfactory to the City; to guarantee Contractor's performance of the Work to the City's satisfaction; to insure Contractor's performance of all of the provisions of this Contract; and to guarantee Contractor's payment of all laborers, mechanics, subcontractors and material persons. Contractor's obligations under this Contract shall not be limited to the dollar amount of the bond.

Alternatively, pursuant to RCW 39.08.010, at the option of Contractor, if the value of this Contract is less than One Hundred Fifty Thousand Dollars (\$150,000.00), the City may, in lieu of a bond, retain ten percent (10%) of the Contract amount for a period of thirty (30) days after the date of final acceptance, or until receipt of all necessary releases from the Department of Revenue and the Department of Labor and Industries and settlement of any liens filed under Chapter 60.28 RCW, whichever is later.

11. SAFETY

Contractor shall take all necessary precautions for the safety of employees on the work site and shall comply with all applicable provisions of federal, state and municipal safety and health laws and codes, including without limitation, all OSHA/WISHA requirements, Safety and Health Standards for Construction Work (Chapter 296-155 WAC), General Safety and Health Standards (Chapter 296-24 WAC), and General Occupational Health Standards (Chapter 296-62 WAC). Contractor shall erect and properly maintain, at all times, all necessary guards, barricades, signals and other safeguards at all unsafe places at or near the Work for the protection of its employees and the public, safe passageways at all road crossings, crosswalks, street intersections, post danger signs warning against known or unusual hazards and do all other things necessary to prevent accident or loss of any kind. Contractor shall protect from damage all water, sewer, gas, steam or other pipes or conduits, and all hydrants and all other property that is likely to become displaced or damaged by the execution of the Work. The Contractor shall, at its own expense, secure and maintain a safe storage place for its materials and equipment and is solely responsible for the same.

12. PREVAILING WAGES

12.1 Wages of Employees. This Contract is subject to the minimum wage requirements of Chapter 39.12 of the Revised Code of Washington, as now existing or hereafter amended or supplemented. In the payment of hourly wages and fringe benefits to be paid to any of Contractor's laborers, work persons and/or mechanics, Contractor shall not pay less than the "prevailing rate of wage" for an hour's work in the same trade or occupation in the locality within the State of Washington where such labor is performed, as determined by the Industrial Statistician of the Department of Labor and Industries of the State of Washington, which "prevailing rates of wage" are attached hereto as Exhibit "H" and incorporated herein by this reference. Prevailing wages paid pursuant to this Agreement shall be the prevailing wage rates, which are in effect on the date when the bids, proposals, or quotes were required to be submitted to the City.

12.2 Exemptions to Prevailing Wage. The prevailing wage requirements of Chapter 39.12 RCW, and as required in this Contract do not apply to:

- (1) Sole owners and their spouses;
- (2) Any partner who owns at least 30% of a partnership; and
- (3) The President, Vice President and Treasurer of a corporation if each one owns at least 30% of the corporation.

12.3 Reporting Requirements. Contractor shall comply with all reporting requirements of the Department of Labor and Industries of the State of Washington. Upon the execution of this Contract, Contractor shall complete and file a Statement of Intent to Pay Prevailing Wages with the Department of Labor and Industries. Upon completion of the Work, Contractor shall complete and file an Affidavit of Wages Paid with the Department of Labor and Industries. Contractor shall deliver copies of both the Statement of Intent to Pay Prevailing Wages and the Affidavit of Wages Paid, certified by the Department of Labor and Industries, to the City.

12.4 Disputes. In the event any dispute arises as to what are the prevailing rates of wages for work of a similar nature and such dispute cannot be resolved by the City and the Contractor, the matter shall be referred for arbitration to the Director of the Department of Labor and Industries of the State of Washington and the decision therein shall be final and conclusive and binding on all parties involved in the dispute.

13. FAILURE TO PAY SUBCONTRACTORS

In the event the Contractor shall fail to pay any subcontractors or laborers, or fail to pay for any materials or any insurance premiums, the City may terminate this Contract and/or the City may withhold from the money which may be due the Contractor an amount necessary for the payment of such subcontractors, laborers, materials or insurance premiums.

14. OWNERSHIP OF DOCUMENTS

All originals and copies of work product, including plans, sketches, layouts, designs, design specifications, records, files computer disks, magnetic media, all finished or unfinished documents or material which may be produced or modified by Contractor while performing the Work shall become the property of the City and shall be delivered to the City at its request.

15. CONFIDENTIALITY

Any records, reports, information, data or other documents or materials given to or prepared or assembled by the Contractor under this Contract will be kept as confidential and shall not be made available to any individual or organization by the Contractor without prior written approval of the City.

16. BOOKS AND RECORDS

The Contractor agrees to maintain books, records, and documents which sufficiently and properly reflect all direct and indirect costs related to the performance of this Contract and such accounting procedures and practices as may be deemed necessary by the City to assure proper accounting of all funds paid pursuant to this Contract. These records shall be subject at all reasonable times to inspection, review or audit by the City, its authorized representative, the State Auditor, or other governmental officials authorized by law to monitor this Contract.

17. CLEAN UP

At any time ordered by the City and immediately after completion of the Work, the Contractor, shall, at its own expense, clean up and remove all refuse and unused materials of any kind resulting from the Work. In the event the Contractor fails to perform the necessary clean up, the City may, but in no event is it obligated to, perform the necessary clean up and the costs thereof shall be immediately paid by the Contractor to the City and/or the City may deduct its costs from any remaining payments due to the Contractor.

18. CONTRACTOR AND SUBCONTRACTOR RESPONSIBILITY:

18.1 Contractor Verification. The Contractor verifies that it has a certificate of registration with the State of Washington; has a current state unified business identifier number; is not disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065 (3); has industrial insurance as required by Title 51 RCW, if applicable; has an employment security department number as required in Title 50 RCW, if applicable; has a state excise tax registration number as required in Title 82 RCW, if applicable; possesses a valid electrical contractor license as required by chapter 19.28 RCW, if applicable; and possesses an elevator contractor license as required by chapter 70.87 RCW, if applicable.

18.2 Subcontractor Contracts. The Contractor shall include the language of this section in each of its first tier subcontracts, and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms

used for the contracting parties. Upon request of the Owner, the Contractor shall promptly provide documentation to the Owner demonstrating that the subcontractor meets the subcontractor responsibility criteria below. The requirements of this section apply to all subcontractors regardless of tier.

18.3 Subcontractor Verification. At the time of subcontract execution, the Contractor shall verify that each of its first tier subcontractors meets the following bidder responsibility criteria: Have a current certificate of registration in compliance with chapter 18.27 RCW, which must have been in effect at the time of subcontract bid submittal; Have a current Washington Unified Business Identifier (UBI) number; Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065 (3); Have Industrial Insurance (workers' compensation) coverage for the subcontractor's employees working in Washington, as required in Title 51 RCW, if applicable; A Washington Employment Security Department number, as required in Title 50 RCW, if applicable; A Washington Department of Revenue state excise tax registration number, as required in Title 82 RCW, if applicable; An electrical contractor license, if required by Chapter 19.28 RCW, if applicable; An elevator contractor license, if required by Chapter 70.87 RCW.

19. GENERAL PROVISIONS

19.1 Entire Contract. The Contract Documents contain all of the agreements of the Parties with respect to any matter covered or mentioned in this Contract and no prior agreements or understandings pertaining to any such matters shall be effective for any purpose.

19.2 Modification. No provisions of this Contract, including this provision, may be amended or added to except by agreement in writing signed by the Parties or their respective successors in interest.

19.3 Full Force and Effect. Any provision of this Contract, which is declared invalid, void or illegal, shall in no way affect, impair, or invalidate any other provision hereof and such other provisions shall remain in full force and effect.

19.4 Assignment. The Contractor shall not transfer or assign, in whole or in part, any or all of its obligations and rights hereunder without the prior written consent of the City. In the event the City consents to any such assignment or transfer, such consent shall in no way release the Contractor from any of its obligations or liabilities under this Contract.

19.5 Successors In Interest. Subject to the preceding Subsection, this Contract shall be binding upon and inure to the benefit of the Parties' successors in interest, heirs and assigns.

19.6 Attorney Fees. In the event the City or the Contractor defaults on the performance of any terms in this Contract, and the Contractor or City places the enforcement of the Contract or any part thereof, or the collection of any monies due, or to become due hereunder, or recovery of possession of any belongings, in the hands of an attorney, or file suit upon the same, each Party shall pay all its own attorneys' fees, costs and expenses. The venue for any dispute related to this Contract shall be King County, Washington.

19.7 No Waiver. Failure of the City to declare any breach or default immediately upon occurrence thereof, or delay in taking any action in connection with, shall not waive such breach or default. Failure of the City to declare one breach or default does not act as a waiver of the City's right to declare another breach or default.

19.8 Governing Law. This Contract shall be made in and shall be governed by and interpreted in accordance with the laws of the State of Washington.

19.9 Authority. Each individual executing this Contract on behalf of the City and Contractor represents and warrants that such individuals are duly authorized to execute and deliver this Contract on behalf of the Contractor or City.

19.10 Notices. Any notices required to be given by the City to Contractor or by the Contractor to the City shall be delivered to the Parties at the addresses set forth below. Any notices may be delivered personally to the addressee of the notice or may be deposited in the United States mail, postage prepaid, to the address set forth herein. Any notice so posted in the United States mail shall be deemed received three (3) days after the date of mailing.

19.11 Captions. The respective captions of the Sections of this Contract are inserted for convenience of reference only and shall not be deemed to modify or otherwise affect in any respect any of the provisions of this Contract.

19.12 Performance. Time is of the essence of this Contract and each and all of its provisions in which performance is a factor. Adherence to completion dates is essential to the Contractor's performance of this Contract.

19.13 Compliance with Ethics Code. If a violation of the City's Ethics Resolution No. 91-54, as amended, occurs as a result of the formation and/or performance of this Contract, this Contract may be rendered null and void, at the City's option.

19.14 Conflicting Provisions. In the event of a conflict between the terms and provisions of any of the Contract Documents, the Mayor or his or her designee shall issue an interpretation of the controlling document, which interpretation shall be final and binding.

DATED the day and year set forth above.

CITY OF FEDERAL WAY:

Jim Ferrell, Mayor
33325 8th Avenue South
Federal Way, WA 98003-6325

APPROVED AS TO FORM:

ATTEST:

J. Ryan Call, City Attorney

Stephanie Courtney, MMC, CPRO, City Clerk

LINESCAPE OF WASHINGTON, LLC:

By: _____

Its: _____

(Address)

(Phone)

STATE OF WASHINGTON)

) ss.

COUNTY OF _____)

On this day personally appeared before me _____, to me known to be the _____ of _____ that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said limited liability company, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

GIVEN my hand and official seal this _____ day of _____, 20__.

(typed/printed name of notary)

Notary Public in and for the State of Washington.

My commission expires _____

EXHIBIT "A"

SCOPE OF WORK

Perform approximately 130 feet of directional boring is to connect the existing pull box located on the northeast corner of the intersection of SW Campus Dr and 6th Ave SW to a newly installed pull box, provided and installed by contractor, located at the southeast corner of the intersection of the BPA Trail and Panther Lake Trail. See map below for location and approximate measurement.



Conduit installed will be a minimum of 2" HDPE and include at least one pull rope with size specified below.

New pull boxes shall be adjusted to be flush with the finished grade.

Work includes payment of prevailing wage, necessary traffic control, and all required permits including ROW permit.

Where non-metallic conduit is installed, care shall be used in excavating, installing, and backfilling, so that no rocks, wood, or other foreign material will be left in a position to cause possible damage.

PVC conduit ends shall be terminated with end bell bushings. PVC or HDPE conduit entering cable vaults and pull boxes shall terminate with the end bell flush with the inside walls of the Structure.

Non-metallic conduit bends, where allowed, shall conform to Article 352.24 of the Code. Eighteen-inch radius elbows shall be used for PVC conduit of 2-inch nominal diameter or less. Standard sweep elbows shall be used for PVC conduit with greater than 2-inch nominal diameter unless otherwise specified in the Plans. In nonmetallic conduit less than 2-inch nominal diameter, pull ropes or flat tapes for wire installation shall be not less than ¼-inch diameter or width. In nonmetallic conduit of 2-inch nominal diameter or larger, pull ropes or flat tapes for wire installation shall be not less than ½-inch diameter or width. When HDPE conduit is used for directional boring, it shall be continuous, with no joints, for the full length of the bore. The conduit run shall be extended to the associated outlets with the same schedule HDPE or PVC conduit. Entry into associated junction box outlets shall be with the same schedule PVC conduit and elbows.

The same requirements apply for extension of an existing HDPE conduit crossing. PVC conduit and elbows shall be connected to HDPE conduit with an approved mechanical coupling. The connection shall have minimum pullout strength of 700-pounds. Prior to installation of a mechanical coupling, the HDPE conduit shall first be prepared with a clean, straight edge. A water-based pulling lubricant may be applied to the threaded end of the mechanical coupling before installation. Solvent cement or epoxy shall not be used on the threaded joint when connecting the HDPE conduit to the mechanical coupling. The mechanical coupling shall be rotated until the HDPE conduit seats approximately ¾ of the distance into the threaded coupling depth.

Where directional boring is called for, conduit shall be installed using a surface-launched, steerable drilling tool. Drilling shall be accomplished using a high-pressure fluid jet tool-head. The drilling fluid shall be used to maintain the stability of the tunnel, reduce drag on the conduit, and provide backfill between the conduit and tunnel.

A guidance system that measures the depth, lateral position, and roll shall be used to guide the tool-head when creating the pilot hole. Once the pilot hole is established, a reamer and swivel shall be used to install the conduit. Reaming diameter shall not exceed 1.5 times the diameter of the conduits being installed.

Conduit that is being pulled into the boring shall be installed in such a manner that the conduit is not damaged during installation. The pullback force on the conduit shall be controlled to prevent damage to the conduit.

A vacuum spoils extraction system shall be used to remove excess spoils generated during the installation. Excess drilling fluid and spoils shall be disposed of. The method and location used for disposal of excess drilling fluid and spoils shall be subject to the Engineer's approval. Drilling fluid returns (caused by fracturing of formations) at locations other than the entry and exit points shall be minimized.

Drilling fluid that surfaces through fracturing shall be cleaned up immediately. Mobile spoils-removal equipment capable of quickly removing spoils from entry or exit pits and areas with returns caused by fracturing shall be used as necessary during drilling operations.

EXHIBIT "B"

CONTRACT CHANGE ORDER AGREEMENT

PROJECT NUMBER CHANGE ORDER NUMBER EFFECTIVE DATE

PROJECT TITLE CONTRACTOR

SUMMARY OF PROPOSED CHANGES:

The time provided for completion in the Contract is Unchanged Increased Decreased by ___ Calendar Days. This Document shall become an Amendment to the Contract and all provisions of the Contract not amended herein will apply to this Change Order.

Will this change affect expiration or extent of Insurance coverage? Yes No
If "Yes" Will the Policies Be Extended? Yes No

PRICE CHANGE LUMP SUM: INCREASE \$ DECREASE \$
UNIT PRICE:

THE ITEMS ARE APPROXIMATE OR ESTIMATED QUANTITIES INVOLVED IN THIS CHANGE

ITEM NO.	ITEM	QTY.	UNIT PRICE	ADD OR DELETE

TOTAL NET CONTRACT: INCREASE \$ DECREASE \$

STATEMENT:

Payment for the above work will be in accordance with applicable portions of the standard specifications, and with the understanding that all materials, workmanship and measurements shall be in accordance with the provisions of the standard specifications, the contract plans, and the special provisions governing the types of construction.

DEPARTMENT RECAP TO DATE:

ORIGINAL CONTRACT AMOUNT	\$ _____
PREVIOUS CHANGE ORDERS	\$ _____
THIS CHANGE ORDER	\$ _____
*ADJUSTMENTS	\$ _____
NEW CONTRACT AMOUNT	\$ _____

CONTRACTOR'S SIGNATURE DATE

DIRECTOR'S SIGNATURE DATE

ADJUSTMENTS

CHANGE ORDER ESTIMATE IS HEREBY INCREASED \$ _____

DECREASED \$ _____

PAY THIS ADJUSTED AMOUNT: \$ _____

DIRECTOR'S SIGNATURE

DATE

EXHIBIT "C"

CONTRACTOR'S RETAINAGE OPTION

IDENTIFICATION AND DESCRIPTION

Project Title: Hanwoori Garden Directional Boring

RFB No: _____

Contractor: Linescape of Washington, LLC

GENERAL REQUIREMENTS

1. In accordance with applicable State Statutes, a contract retainage not to exceed five percent of the moneys earned by the contractor will be reserved by the City.
2. All investments selected are subject to City approval.
3. The final disposition of the contract retainage will be made in accordance with applicable State Statutes.

CONTRACTOR'S INSTRUCTIONS

Pursuant to RCW 60.28.011 I hereby notify the City of Federal Way of my instructions for the retainage withheld under the terms of this contract:

- Option 1: Retained in a fund by the City of Federal Way. No interest will be paid to the contractor.
- Option 2: Deposited in an interest bearing account in a bank, mutual savings bank, or savings and loan association. Interest paid to the contractor. Contractor shall have the bank (or other) execute a separate "City of Federal Way Retainage Bank Acceptance Agreement" upon contract award. The City will provide the agreement to the Contractor if this option is selected.
- Option 3: Placed in escrow with a bank or trust company. Contractor shall execute, and have escrow account holder execute a separate "City of Federal Way Construction Retainage Escrow Agreement" upon contract award. The City will provide the agreement to the Contractor if this option is selected. All investments are subject to City approval. The cost of the investment program, and risk thereof, is to be borne entirely by the contractor.
- Option 4: Contractor shall submit a "Retainage Bond" on City-provided form (Exhibit D of this Agreement).

Contractor Signature

Date

EXHIBIT "D"

RETAINAGE BOND TO CITY OF FEDERAL WAY

KNOW ALL PERSONS BY THESE PRESENTS that we, the undersigned, Linescape of Washington, LLC, as principal ("Principal"), and _____, a Corporation organized and existing under the laws of the State of _____, as a surety Corporation, and qualified under the laws of the State of Washington to become surety upon bonds of Contractors with Municipal Corporations, as surety ("Surety"), are jointly and severally held and firmly bonded to the City of Federal Way ("City") in the penal sum of: _____ (\$ _____) for the payment of which sum we bind ourselves and our successors, heirs, administrators or personal representatives, as the case may be.

A. This obligation is entered into in pursuant to the statutes of the State of Washington and the ordinances, regulations, standards and policies of the City, as now existing or hereafter amended or adopted.

B. Pursuant to proper authorization, the Mayor is authorized to enter into a certain contract with the Principal, providing for the Hanwoori Garden Directional Boring Project, which contract is incorporated herein by this reference ("Contract"), and

C. Pursuant to State law, Chapter 60.28 RCW, the City is required to reserve from the monies earned by the Principal pursuant to the contract, a sum not to exceed five percent (5%), said sum to be retained by the City as a trust fund for the protection and payment of any person or persons, mechanic, subcontractor or material men who shall perform any labor upon such contract or the doing of such work, and all persons who shall supply such person or persons or subcontractors with provisions and supplies for the carrying on of such work, and the State with the respect to taxes imposed pursuant to Title 82 RCW which may be due from said Principal. Every person performing labor or furnishing supplies towards completion of said improvement or work shall have a lien on said monies so reserved, provided that such notice of the lien of such claimant shall be given in the manner and within the time provided in RCW 39.08.030 as now existing and in accordance with any amendments that may hereafter be provided thereto; and

D. State law further provides that with the consent of the City, the Principal may submit a bond for all or any portion of the amount of funds retained by the public body in a form acceptable to the public body conditioned upon such bond any proceeds therefrom being made subject to all claims and liens and in the same manner and priority as set forth retained percentages pursuant to Chapter 60.28 RCW; and

E. The Principal has accepted, or is about to accept, the Contract, and undertake to perform the work therein provided for in the manner and within the time set forth, for the amount of \$40,746.45; and

F. The City is prepared to release any required retainage money previously paid by the Principal prior to acceptance and successful operation and fulfillment of all other terms of said contract upon being indemnified by these presents,

NOW, THEREFORE, if the Principal shall perform all the provisions of the Contract in the manner and within the time period prescribed by the City, or within such extensions of time as may be granted under the Contract, and shall pay all laborers, mechanics, subcontractors and material men or women, and all persons who shall supply the Principal or subcontractors with provisions and supplies for the carrying on of said work, and if the Principal shall pay to the State all taxes imposed pursuant to Title 82 RCW which may be due from such Principal as a result of this contract then and in the event this obligation shall be void; but otherwise it shall be and remain in full force and effect.

And the Surety, for value received, hereby further stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Contract or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligation on this bond, and it does hereby waive notice of any change, extension of time, alterations or additions to the terms of the Contract or to the Work.

The Surety hereby agrees that modifications and changes may be made in the terms and provisions of the Contract without notice to Surety, and any such modifications or changes increasing the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this Retainage Bond in a like amount, such increase, however, not to exceed twenty-five percent (25%) of the original amount of this bond without consent of the Surety.

Within forty-five (45) days of receiving notice that the Principal has defaulted on all or part of the terms of the Contract, the Surety shall make written commitment to the City that it will either: (a) cure the default itself within a reasonable time period, or (b) tender to the City, the amount necessary for the City to remedy the default, including legal fees incurred by the City, or (c) in the event that Surety's evaluation of the dispute is not complete or in the event the Surety disputes the City's claim of default, the Surety shall notify the City of its finding and its intent, if any, to interplead. The Surety shall then fulfill its obligations under this bond, according to the option it has elected. Should Surety elect option (a) to cure the default, the penal sum of the Bond shall be reduced in an amount equal to the costs actually incurred by the Surety in curing the default. If the Surety elects option (b), then upon completion of the necessary work, the City shall notify the Surety of its actual costs. The City shall return, without interest, any overpayment made by the Surety and the Surety shall pay to the City any actual costs which exceed the City estimate, limited to the bond amount. Should the Surety elect option (c), the Parties shall first complete participation in mediation, described in the below paragraph, prior to any interplead action.

In the event a dispute should arise between the Parties to this Bond with respect to the City's declaration of default by the Principal, the Parties agree to participate in at least four hours of mediation to resolve said dispute. The Parties shall proportionately share in the cost of the mediation. The mediation shall be administered by Judicial Dispute Resolution, LLC, 1425 Fourth Avenue, Suite 300, Seattle, Washington 98101. The Surety shall not interplead prior to completion of the mediation.

The parties have executed this instrument under their separate seals this ____ day of _____, 20____, the name and corporate seal of each corporate party hereto affixed, and these presents duly signed by its undersigned representatives pursuant to authority of its governing body.

PRINCIPAL

By: _____

Title: _____

Address: _____

CORPORATE SEAL:

SURETY

By: _____

Attorney-in-Fact
(Attach Power of Attorney)

Title: _____

Address: _____

CERTIFICATE AS TO CORPORATE SEAL

I hereby certify that I am the (Assistant) Secretary of the Corporation named as Surety in the within bond; that _____, who signed the said bond on behalf of the Surety, was _____ of the said Corporation; that I know his or her signature thereto is genuine, and that said bond was duly signed, sealed, and attested for and in behalf of said Corporation by authority of its governing body.

Secretary or Assistant Secretary

APPROVED AS TO FORM:

J. Ryan Call, City Attorney

EXHIBIT "E"

**NOTICE TO LABOR UNIONS OR OTHER EMPLOYMENT ORGANIZATIONS
NONDISCRIMINATION IN EMPLOYMENT**

TO: _____
(Name of Union or Organization)

The undersigned currently holds contract(s) with _____ involving funds or credit of the City of Federal Way, Washington, or (a) subcontract(s) with a prime contractor holding such contract(s).

You are advised that, under the provisions of the above contract(s) or subcontract(s) and in accordance with Section 202 of Executive Order 11246 dated September 24, 1965, the undersigned is obliged not to discriminate against any employee or applicant of employment because of race, color, creed or national origin. This obligation not to discriminate in employment includes, but is not limited to, the following:

EMPLOYMENT, UPGRADING, TRANSFER OR DEMOTION

RECRUITMENT AND ADVERTISING

RATES OF PAY OR OTHER FORMS OF COMPENSATION

SELECTION FOR TRAINING INCLUDING APPRENTICESHIP, LAYOFF OR TERMINATION

This notice is furnished to you pursuant to the provisions of the above contract(s) or subcontractor(s) and Executive Order 11246.

Copies of this Notice will be posted by the undersigned in conspicuous places available to employees or applicants for employment.

Complaints may be submitted to: _____

City of Federal Way
33325 8th Avenue South
Federal Way, WA 98003

(Contractor or subcontractor)

Date

EXHIBIT "F"

CERTIFICATE OF INSURANCE

EXHIBIT "G"

**CITY OF FEDERAL WAY
PERFORMANCE/PAYMENT BOND**

KNOW ALL PEOPLE BY THESE PRESENTS:

We, the undersigned Linescape of Washington, LLC, ("Principal") and _____, the undersigned corporation organized and existing under the laws of the State of _____ and legally doing business in the State of Washington as a surety ("Surety"), are held and firmly bonded unto the City of Federal Way, a Washington municipal corporation ("City") in the penal sum of _____ Dollars and no/100 (\$_____) for the payment of which we firmly bind ourselves and our legal representatives, heirs, successors and assigns, jointly and severally.

This obligation is entered into pursuant to the statutes of the State of Washington and the ordinances, regulations, standards and policies of the City, as now existing or hereafter amended or adopted.

The Principal has entered into an Agreement with the City dated _____, 20__ for _____.

NOW, THEREFORE, if the Principal shall perform all the provisions of the Agreement in the manner and within the time period prescribed by the City, or within such extensions of time as may be granted under the Agreement, and shall pay all laborers, mechanics, subcontractors and material men or women, and all persons who shall supply the Principal or subcontractors with provisions and supplies for the carrying on of said work, and shall hold the City, their officials, agents, employees and volunteers harmless from any loss or damage occasioned to any person or property by reason of any carelessness or negligence on the part of the Principal, or any subcontractor in the performance of said work, and shall indemnify and hold the City harmless from any damage or expense by reason of failure of performance as specified in the Agreement within a period of one (1) year after its final acceptance thereof by the City, then and in the event this obligation shall be void; but otherwise, it shall be and remain in full force and effect.

And the Surety, for value received, hereby further stipulates and agrees that no change, extension of time, alteration or addition to the terms of the Agreement or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligation on this bond, and it does hereby waive notice of any change, extension of time, alterations or additions to the terms of the Agreement or to the Work.

The Surety hereby agrees that modifications and changes may be made in terms and provisions of the Agreement without notice to Surety, and any such modifications or changes increasing the total amount to be paid the Principal shall automatically increase the obligation of the Surety on this Performance Bond in a like amount, such increase, however, not to exceed twenty-five percent (25%) of the original amount of this bond without the consent of the Surety.

Within forty-five (45) days of receiving notice that the Principal has defaulted on all or part of the terms of the Agreement, the Surety shall make a written commitment to the City that it will either: (a) cure the default itself within a reasonable time period, or (b) tender to the city, the amount necessary for the City to remedy the default, including legal fees incurred by the City, or (c) in the event that Surety's evaluation of the dispute is not complete or in the event the Surety disputes the City's claim of default, the Surety shall notify the City of its finding and its intent, if any, to interplead. The Surety shall then fulfill its obligations under this bond, according to the option it has elected. Should Surety elect option (a) to cure the default, the penal sum of the Bond shall be reduced in an amount equal to the costs actually incurred by the Surety in curing the default. If the Surety elects option (b), then upon completion of the necessary work, the City shall notify the Surety of its actual costs. The City shall return, without interest, any overpayment made by the Surety and the Surety shall pay to the City any actual costs which exceed the City estimate, limited to the bond amount. Should the Surety elect option (c), the Parties shall first complete participation in mediation, described in the below paragraph, prior to any interplead action.

In the event a dispute should arise between the Parties to this Bond with respect to the City's declaration of default by the Principal, the Parties agree to participate in at least four hours of mediation to resolve said dispute. The Parties shall proportionately share in the cost of the mediation. The mediation shall be administered by Judicial Dispute Resolution, LLC, 1425 Fourth Avenue, Suite 300, Seattle, Washington 98101. The Surety shall not interplead prior to completion of the mediation.

DATED this ____ day of _____ 20__.

PRINCIPAL

By: _____

Its: _____

(Address)

(Phone)

STATE OF WASHINGTON)

) ss.

COUNTY OF _____)

On this day personally appeared before me _____, to me known to be the _____ of _____ that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said limited liability company, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute said instrument.

GIVEN my hand and official seal this ____ day of _____, 20__.

Notary's signature _____

Notary's printed name _____

Notary Public in and for the State of Washington.

My commission expires _____

CORPORATE SEAL OF SURETY:

SURETY

By: _____
Attorney-in-Fact
(Attach Power of Attorney)

(Name of Person Executing Bond)

(Address)

(Phone)

APPROVED AS TO FORM:

J. Ryan Call, City Attorney

EXHIBIT "H"

PREVAILING RATE OF WAGE

<u>Laborers</u>	Ditch Digger	\$63.87	15J	11P	8Y	View
<u>Laborers</u>	General Laborer	\$63.87	15J	11P	8Y	View
<u>Power Equipment Operators- Underground Sewer & Water</u>	Mucking Machine, Mole, Tunnel Drill, Boring, Road Header And/or Shield	\$87.49	15J	11G	8X	View
<u>Power Equipment Operators- Underground Sewer & Water</u>	Trenching Machines	\$86.05	15J	11G	8X	View

EXHIBIT "I"
TITLE VI ASSURANCES

During the performance of this contract, the contractor/consultant, for itself, its assignees and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. Compliance with Regulations

The contractor shall comply with the Regulations relative to non-discrimination in federally assisted programs of United States Department of Transportation (USDOT), Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Non-discrimination

The contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of sub-contractors, including procurement of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Sub-contracts, Including Procurement of Materials and Equipment

In all solicitations either by competitive bidding or negotiations made by the contractor for work to be performed under a sub-contract, including procurement of materials or leases of equipment, each potential sub-contractor or supplier shall be notified by the contractor of the contractor's obligations under this contract and the Regulations relative to non-discrimination on the grounds of race, color, sex, or national origin.

4. Information and Reports

The contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the contracting agency or the appropriate federal agency to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to WSDOT or the USDOT as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Non-compliance

In the event of the contractor's non-compliance with the non-discrimination provisions of this contract, the contracting agency shall impose such contract sanctions as it or the USDOT may determine to be appropriate, including, but not limited to: Withholding of payments to the

contractor under the contract until the contractor complies, and/or; Cancellation, termination, or suspension of the contract, in whole or in part

6. Incorporation of Provisions

The contractor shall include the provisions of paragraphs (1) through (5) in every sub-contract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The contractor shall take such action with respect to any sub-contractor or procurement as the contracting agency or USDOT may direct as a means of enforcing such provisions including sanctions for non-compliance. Provided, however, that in the event a contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the contractor may request WSDOT enter into such litigation to protect the interests of the state and, in addition, the contractor may request the USDOT enter into such litigation to protect the interests of the United States.

COUNCIL MEETING DATE: December 3, 2024

ITEM #: _____

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: Animal Service Shelter Agreement

POLICY QUESTION: Should the City of Federal Way Police Department enter into an agreement with the Community Animal Resource & Education Society (CARES) for animal services?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- Consent
- City Council Business
- Ordinance
- Resolution
- Public Hearing
- Other

STAFF REPORT BY:

DEPT: Police Department

- Attachments:**
1. Staff Report
 2. Professional Services Agreement

Options Considered:

1. Approve the proposed Agreement.
2. Do not approve proposed Agreement and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1. (staff change or remove as appropriate)

MAYOR APPROVAL: JF 11/18/24 **Committee Initial/Date** JF 11/18/24 **Council Initial/Date** **DIRECTOR APPROVAL:** Henry 11/18/24 **Initial/Date**

COMMITTEE RECOMMENDATION: *I move to forward the proposed Agreement to the December 3, 2024, consent agenda for approval.*

Howard Jensen
Committee Chair

PAM D
Committee Member

god
Committee Member

PROPOSED COUNCIL MOTION: *"I move approval of the proposed Agreement with CARES."*

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
- DENIED
- TABLED/DEFERRED/NO ACTION
- MOVED TO SECOND READING *(ordinances only)*

REVISED - 5/2024

COUNCIL BILL # _____
First reading _____
Enactment reading _____
ORDINANCE # _____
RESOLUTION # _____

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 26, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Andy Hwang, Police Department
SUBJECT: Animal Service Shelter Agreement

Financial Impacts:

The cost to the City for the Animal Services Shelter Agreement was included within the approved budget under the Police Department budget line item 001-2100-113-554-31-452. In accordance with the proposed budget, this item is funded by the General Fund in the amount of \$286,000. Upon completion of the Animal Services Shelter Agreement, future costs, starting on January 1, 2025, will be \$235,000 due to ongoing costs associated with goods and services and will increase by CPI-U plus 1% each year until the expiration of the agreement

Background Information:

Since the inception of the Animal Services Unit in 2011, the Federal Way Police Department has contracted with the Tacoma & Pierce Humane Society. On July 15, 2024, the Tacoma & Pierce Humane Society provided 180-day notice to terminate the existing contract at the annual fee of \$81,000. They offered an option for the City to renew the contract with an additional increase of \$205,000, bringing the yearly total cost of \$286,000 to remain with Tacoma & Pierce Humane Society.

Due to rising costs, the Police Department will need to obtain an alternate shelter. The City uses the animal shelter for stray animals, impounded animals, disposal of unclaimed animal carcasses, and for licensing services.

The Community Animal Resource & Education Society (CARES) will play a vital part in reuniting lost animals with owners, adopting found animals with their forever families, and in animal abuse investigations. They will hold animals that have been quarantined due to an attack and the facility has holding areas for animals that have been declared vicious or dangerous.

By entering into an agreement with the Community Animal Resource & Education Society (CARES), the people and animals of Federal Way benefit from the continuity and from the Society's mission of enhancing animal welfare.

**GOODS AND SERVICES AGREEMENT
 FOR
 ANIMAL SHELTER AND RELATED SERVICES**

This Goods and Services Agreement (“Agreement”) is made between the City of Federal Way, a Washington municipal corporation (“City”), and Community Animal Resource & Education Society (CARES), a Washington non-profit corporation (“Contractor”). The City and Contractor (together “Parties”) are located and do business at the below addresses which shall be valid for any notice required under this Agreement:

<p>COMMUNITY ANIMAL RESOURCE & EDUCATION SOCIETY (CARES):</p> <p>Debra George 909 SW 151st Street Burien, WA 98166 206 812-2737 (telephone) debrageorgemi@aol.com</p>	<p>CITY OF FEDERAL WAY:</p> <p>Michael Coffey 33325 8th Avenue South Federal Way, WA 98003-6325 (253)835-6777 (telephone) (253) 835-6898 (facsimile) Michael.coffey@federalwaywa.gov</p>
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The Parties agree as follows:

1. **TERM.** The term of this Agreement shall commence upon the effective date of this Agreement, which shall be the date of mutual execution, and shall continue until the completion of the Work, but in any event no later than December 31, 2030 (“Term”). This Agreement may be extended for additional periods of time upon the mutual written agreement of the City and the Contractor.

2. **WORK.**

2.1 **Work.** The Contractor shall provide goods, materials or services and otherwise perform the work more specifically described in Exhibit A, attached hereto and incorporated by this reference (“Work”), performed to the City’s satisfaction, within the time period prescribed by the City and pursuant to the direction of the Mayor or his or her designee.

2.2 **Warranties.** The Contractor warrants that it has the requisite training, skill, and experience necessary to provide the Work and is appropriately accredited and licensed by all applicable agencies and governmental entities, including but not limited to obtaining a City of Federal Way business registration. The Contractor warrants it will provide services in a manner consistent with the accepted practices for other similar services within the Puget Sound region in effect at the time those services are performed. The Contractor warrants goods are merchantable, are fit for the particular purpose for which they were obtained, and will perform in accordance with their specifications and Contractor’s representations to City. The Contractor shall, at its sole cost and expense, correct all Work performed which the City deems to have defects in workmanship and material discovered within one (1) year after the City’s final acceptance of the Work. This Agreement is subject to all warranty provisions established under the Uniform Commercial Code, Title 62A RCW. In the event any part of the goods are repaired, only original replacement parts shall be used; rebuilt or used parts are not acceptable. When defects are corrected, the warranty for that portion of the work shall extend for one (1) year from the date such correction is completed and accepted by the City. The Contractor shall begin to correct any defects within seven (7) calendar days of its receipt of notice from the City of the defect. If the Contractor does not accomplish the corrections within a reasonable time as determined by the City, the City may complete the corrections and the Contractor shall pay all costs incurred by the City in order to

City in order to accomplish the correction.

2.3 Time, Documentation, and Inspection. Work shall begin immediately upon the effective date of this Agreement. Work shall be subject, at all times, to observation and inspection by and with approval of the City, but the making (or failure or delay in making) such inspection or approval shall not relieve Contractor of responsibility for performance of the Work in accordance with this Agreement, notwithstanding the City's knowledge of defective or non-complying performance, its substantiality or the ease of its discovery.

2.4 Clean Up. At any time ordered by the City and immediately after completion of the Work, the Contractor shall, at its own expense, clean up and remove all refuse and unused materials of any kind resulting from the Work. In the event the Contractor fails to perform the necessary clean up, the City may, but in no event is it obligated to, perform the necessary clean up and the costs thereof shall be immediately paid by the Contractor to the City and/or the City may deduct its costs from any remaining payments due to the Contractor.

3. TERMINATION. The Contractor may terminate this Agreement, with or without cause, upon providing the City one hundred eighty (180) days' written notice. The City may terminate this Agreement with or without cause, upon providing the Contractor one hundred eighty (180) days' written notice. The City may terminate this Agreement immediately if the Contractor fails to maintain required insurance policies, breaches confidentiality, or materially violates Section 12 and such may result in ineligibility for further City agreements.

4. COMPENSATION.

4.1 Amount. In return for the Work, the City shall pay the Contractor an amount not to exceed a maximum amount and according to a rate or method as delineated in Exhibit B, attached hereto and incorporated by this reference. The Contractor agrees that any hourly or flat rate charged by it for its services contracted for herein shall remain locked at the negotiated rate(s) for the Term. Except as otherwise provided in Exhibit B, the Contractor shall be solely responsible for the payment of any taxes imposed by any lawful jurisdiction as a result of the performance and payment of this Agreement.

4.2 Method of Payment. On a monthly basis, the Contractor shall submit a voucher or invoice in the form specified by the City, including a description of what Work have been performed, the name of the personnel performing such Work, and any hourly labor charge rate for such personnel. The Contractor shall also submit a final bill upon completion of all Work. Payment shall be made on a monthly basis by the City only after the Work has been performed and within thirty (30) days after receipt and approval by the appropriate City representative of the voucher or invoice. If the Work does not meet the requirements of this Agreement, the Contractor will correct or modify the work to comply with the Agreement. The City may withhold payment for such work until the work meets the requirements of the Agreement.

4.3 Defective or Unauthorized Work. If any goods, materials, or services provided under this Agreement are either defective, unauthorized, or otherwise do not meet the requirements of this Agreement, the Contractor will correct or modify the work to comply with the Agreement and the City reserves the right to withhold payment from the Contractor until the goods, materials, or services are acceptable to the City. If Contractor is unable, for any reason, to complete any part of this Agreement, the City may obtain the goods, materials or services from other sources, and Contractor shall be liable to the City for any additional costs incurred by the City. "Additional costs" shall mean all reasonable costs, including legal costs and attorney fees, incurred by the City beyond the maximum Agreement price specified above. The City further reserves its right to deduct these additional costs incurred to complete this Agreement with other sources, from any and all amounts due or to become due the Contractor.

complete this Agreement with other sources, from any and all amounts due or to become due the Contractor.

4.4 Non-Appropriation of Funds. If sufficient funds are not appropriated or allocated for payment under this Agreement for any future fiscal period, the City will not be obligated to make payments for Work or amounts incurred after the end of the current fiscal period, and this Agreement will terminate upon the completion of all remaining Work for which funds are allocated. No penalty or expense shall accrue to the City in the event this provision applies.

4.5 Final Payment: Waiver of Claims. Contractor's acceptance of final payment shall constitute a waiver of any and all claims, except those previously and properly made and identified by Contractor as unsettled at the time request for final payment is made.

5. INDEMNIFICATION.

5.1 Contractor Indemnification. The Contractor agrees to release indemnify, defend, and hold the City, its elected officials, officers, employees, agents, representatives, insurers, attorneys, and volunteers harmless from any and all claims, demands, actions, suits, causes of action, arbitrations, mediations, proceedings, judgments, awards, injuries, damages, liabilities, taxes, losses, fines, fees, penalties expenses, attorney's fees, costs, and/or litigation expenses to or by any and all persons or entities, including, without limitation, their respective agents, licensees, or representatives, arising from, resulting from, or in connection with this Agreement or the performance of this Agreement, except for that portion of the claims caused by the City's sole negligence. Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. Contractor shall ensure that each sub-contractor shall agree to defend and indemnify the City, its elected officials, officers, employees, agents, representatives, insurers, attorneys, and volunteers to the extent and on the same terms and conditions as the Contractor pursuant to this paragraph. The City's inspection or acceptance of any of Contractor's work when completed shall not be grounds to avoid any of these covenants of indemnification.

5.2 Industrial Insurance Act Waiver. It is specifically and expressly understood that the Contractor waives any immunity that may be granted to it under the Washington State industrial insurance act, Title 51 RCW, solely for the purposes of this indemnification. Contractor's indemnification shall not be limited in any way by any limitation on the amount of damages, compensation or benefits payable to or by any third party under workers' compensation acts, disability benefit acts or any other benefits acts or programs. The Parties further acknowledge that they have mutually negotiated this waiver.

5.3 City Indemnification. The City agrees to release, indemnify, defend and hold the Contractor, its officers, directors, shareholders, partners, employees, agents, representatives, and sub- contractors harmless from any and all claims, demands, actions, suits, causes of action, arbitrations, mediations, proceedings, judgments, awards, injuries, damages, liabilities, losses, fines, fees, penalties expenses, attorney's fees, costs, and/or litigation expenses to or by any and all persons or entities, including without limitation, their respective agents, licensees, or representatives, arising from, resulting from or connected with this Agreement to the extent solely caused by the negligent acts, errors, or omissions of the City.

5.4 Survival. The provisions of this Section shall survive the expiration or termination of this Agreement with respect to any event occurring prior to such expiration or termination.

6. **INSURANCE.** The Contractor agrees to carry insurance for liability which may arise from or in connection with the performance of the services or work by the Contractor, their agents, representatives, employees or subcontractors for the duration of the Agreement and thereafter with respect to any event occurring prior to such expiration or termination as follows:

6.1. **Minimum Limits.** The Contractor agrees to carry as a minimum, the following insurance, in such forms and with such carriers who have a rating that is satisfactory to the City:

a. Commercial general liability insurance covering liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability, personal injury, bodily injury, death, property damage, products liability, advertising injury, and liability assumed under an insured contract with limits no less than \$2,000,000 for each occurrence and \$2,000,000 general aggregate.

b. Workers' compensation and employer's liability insurance in amounts sufficient pursuant to the laws of the State of Washington;

c. Automobile liability insurance covering all owned, non-owned, hired and leased vehicles with minimum combined single limits in the minimum amounts required to drive under Washington State law per accident for bodily injury, including personal injury or death, and property damage.

6.2. **No Limit of Liability.** Contractor's maintenance of insurance as required by the agreement shall not be construed to limit the liability of the Contractor to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity. The Contractor's insurance coverage shall be primary insurance as respect the City. Any insurance, self-insurance, or insurance pool coverage maintained by the City shall be excess of the Contractor's insurance and shall not contribute with it.

6.3. **Additional Insured, Verification.** The City shall be named as additional insured on all commercial general liability insurance policies. Concurrent with the execution of this Agreement, Contractor shall provide certificates of insurance for all commercial general liability policies attached hereto as Exhibit C and incorporated by this reference. At City's request, Contractor shall furnish the City with copies of all insurance policies and with evidence of payment of premiums or fees of such policies. If Contractor's insurance policies are "claims made," Contractor shall be required to maintain tail coverage for a minimum period of three (3) years from the date this Agreement is actually terminated or upon project completion and acceptance by the City.

6.4 **Survival.** The provisions of this Section shall survive the expiration or termination of this Agreement.

7. **CONFIDENTIALITY.** All information regarding the City obtained by Contractor in performance of this Agreement shall be considered confidential subject to applicable laws. Breach of confidentiality by the Contractor may be grounds for immediate termination. All records submitted by the City to the Contractor will be safeguarded by the Contractor. The Contractor will fully cooperate with the City in identifying, assembling, and providing records in case of any public records disclosure request.

8. **WORK PRODUCT.** All originals and copies of work product, including plans, sketches, layouts, designs, design specifications, records, files, computer disks, magnetic media or material which may be produced or modified by Contractor while performing the Work shall belong to the City upon delivery. The Contractor shall make such data, documents, and files available to the City and shall deliver all needed or contracted for work product upon the City's request. At the expiration or termination of this Agreement, all originals and copies of any such work product remaining in the possession of Contractor shall be delivered to the City.

9. **BOOKS AND RECORDS.** The Contractor agrees to maintain books, records, and documents which sufficiently and properly reflect all direct and indirect costs related to the performance of the Work and maintain such accounting procedures and practices as may be deemed necessary by the City to assure proper accounting of all funds paid pursuant to this Agreement. These records shall be subject, at all reasonable times, to inspection, review or audit by the City, its authorized representative, the State Auditor, or other governmental officials authorized by law to monitor this Agreement.

10. **INDEPENDENT CONTRACTOR / EMPLOYEE CONDITIONS.**

10.1 **Independence.** The Parties intend that the Contractor shall be an independent contractor and that the Contractor has the ability to control and direct the performance and details of its work, the City being interested only in the results obtained under this Agreement. The City shall be neither liable nor obligated to pay Contractor sick leave, vacation pay or any other benefit of employment, nor to pay any social security, income, or other tax which may arise as an incident of employment, except as specifically provided in Section 4. Industrial or any other insurance that is purchased for the benefit of the City, regardless of whether such may provide a secondary or incidental benefit to the Contractor, shall not be deemed to convert this Agreement to an employment contract. If the Contractor is a sole proprietorship or if this Agreement is with an individual, the Contractor agrees to notify the City and complete any required form if the Contractor retired under a State of Washington retirement system and agrees to indemnify any losses the City may sustain through the Contractor's failure to do so.

10.2 **Safety.** Contractor shall take all necessary precautions and shall be responsible for the safety of its employees, agents, and subcontractors at the work site and in the performance of the contract work and shall utilize all protection necessary for that purpose. Contractor shall comply with all applicable provisions of federal, state and municipal safety and health laws and codes, including without limitation, all OSHA/WISHA requirements, Safety and Health Standards for Construction Work (Chapter 296-155 WAC), General Safety and Health Standards (Chapter 296-24 WAC), and General Occupational Health Standards (Chapter 296-62 WAC). Contractor shall erect and properly maintain, at all times, all necessary guards, barricades, signals and other safeguards at all unsafe places at or near the site for the protection of its employees and the public, safe passageways at all road crossings, crosswalks, street intersections, post danger signs warning against known or unusual hazards and do all other things necessary to prevent accident or loss of any kind. Contractor shall protect from damage all water, sewer, gas, steam or other pipes or conduits, and all hydrants and all other property that is likely to become displaced or damaged by the performance of the Work. The Contractor shall, at its own expense, secure and maintain a safe storage place for its materials and equipment and is solely responsible for the same.

10.3 **Risk of Work.** All work shall be done at Contractor's own risk, and Contractor shall be responsible for any loss of or damage to materials, tools, or other articles used or held for use in connection with the work. Industrial or any other insurance that is purchased for the benefit of the City, regardless of whether such may provide a secondary or incidental benefit to the Contractor, shall not be deemed to convert this Agreement to an employment contract. Even though Contractor is an independent contractor, the work must meet the approval of the City and shall be subject to the City's general right of inspection to secure satisfactory completion.

11. **CONFLICT OF INTEREST.** It is recognized that Contractor may or will be performing professional services during the Term for other parties; however, such performance of other services shall not conflict with or interfere with Contractor's ability to perform the Services. Contractor agrees to resolve any such conflicts of interest in favor of the City. Contractor confirms that Contractor does not have a business interest or a close family

relationship with any City officer or employee who was, is, or will be involved in the Contractor's selection, negotiation, drafting, signing, administration, or evaluating the Contractor's performance.

12. EQUAL OPPORTUNITY EMPLOYER. In all services, programs, activities, hiring, and employment made possible by or resulting from this Agreement or any subcontract, there shall be no discrimination by Contractor or its subcontractors of any level, or any of those entities' employees, agents, subcontractors, or representatives against any person because of sex, age (except minimum age and retirement provisions), race, color, religion, creed, national origin, marital status, or the presence of any disability, including sensory, mental or physical handicaps, unless based upon a bona fide occupational qualification in relationship to hiring and employment. This requirement shall apply to, but not be limited to, the following: employment, advertising, layoff or termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. Contractor shall comply with and shall not violate any of the terms of Chapter 49.60 RCW, Title VI of the Civil Rights Act of 1964, the Americans With Disabilities Act, Section 504 of the Rehabilitation Act of 1973, 49 CFR Part 21, 21.5 and 26, or any other applicable federal, state, or local law or regulation regarding non-discrimination.

13. GENERAL PROVISIONS.

13.1 Interpretation and Modification. This Agreement, together with any attached Exhibits, contains all of the agreements of the Parties with respect to any matter covered or mentioned in this Agreement and no prior statements or agreements, whether oral or written, shall be effective for any purpose. Should any language in any Exhibits to this Agreement conflict with any language in this Agreement, the terms of this Agreement shall prevail. The respective captions of the Sections of this Agreement are inserted for convenience of reference only and shall not be deemed to modify or otherwise affect any of the provisions of this Agreement. Any provision of this Agreement that is declared invalid, inoperative, null and void, or illegal shall in no way affect or invalidate any other provision hereof and such other provisions shall remain in full force and effect. Any act done by either Party prior to the effective date of the Agreement that is consistent with the authority of the Agreement and compliant with the terms of the Agreement, is hereby ratified as having been performed under the Agreement. No provision of this Agreement, including this provision, may be amended, waived, or modified except by written agreement signed by duly authorized representatives of the Parties.

13.2 Assignment and Beneficiaries. Neither the Contractor nor the City shall have the right to transfer or assign, in whole or in part, any or all of its obligations and rights hereunder without the prior written consent of the other Party. If the non-assigning party gives its consent to any assignment, the terms of this Agreement shall continue in full force and effect and no further assignment shall be made without additional written consent. Subject to the foregoing, the rights and obligations of the Parties shall inure to the benefit of and be binding upon their respective successors in interest, heirs and assigns. This Agreement is made and entered into for the sole protection and benefit of the Parties hereto. No other person or entity shall have any right of action or interest in this Agreement based on any provision set forth herein.

13.3 Compliance with Laws. The Contractor shall comply with and perform the Services in accordance with all applicable federal, state, local, and city laws including, without limitation, all City codes, ordinances, resolutions, regulations, rules, standards and policies, as now existing or hereafter amended, adopted, or made effective. If a violation of the City's Ethics Resolution No. 91-54, as amended, occurs as a result of the formation or performance of this Agreement, this Agreement may be rendered null and void, at the City's option.

13.4 Enforcement. Time is of the essence in this Agreement and each and all of its provisions in which

performance is a factor. Adherence to completion dates set forth in the description of the Services is essential to the Contractor's performance of this Agreement. Any notices required to be given by the Parties shall be delivered at the addresses set forth at the beginning of this Agreement. Any notices may be delivered personally to the addressee of the notice or may be deposited in the United States mail, postage prepaid, to the address set forth above. Any notice so posted in the United States mail shall be deemed received three (3) days after the date of mailing. Any remedies provided for under the terms of this Agreement are not intended to be exclusive, but shall be cumulative with all other remedies available to the City at law, in equity or by statute. The failure of the City to insist upon strict performance of any of the covenants and agreements contained in this Agreement, or to exercise any option conferred by this Agreement in one or more instances shall not be construed to be a waiver or relinquishment of those covenants, agreements or options, and the same shall be and remain in full force and effect. Failure or delay of the City to declare any breach or default immediately upon occurrence shall not waive such breach or default. Failure of the City to declare one breach or default does not act as a waiver of the City's right to declare another breach or default. This Agreement shall be made in, governed by, and interpreted in accordance with the laws of the State of Washington. If the Parties are unable to settle any dispute, difference or claim arising from this Agreement, the exclusive means of resolving that dispute, difference, or claim, shall be by filing suit under the venue, rules and jurisdiction of the King County Superior Court, King County, Washington, unless the parties agree in writing to an alternative process. If the King County Superior Court does not have jurisdiction over such a suit, then suit may be filed in any other appropriate court in King County, Washington. Each party consents to the personal jurisdiction of the state and federal courts in King County, Washington and waives any objection that such courts are an inconvenient forum. If either Party brings any claim or lawsuit arising from this Agreement, each Party shall pay all its legal costs and attorney's fees and expenses incurred in defending or bringing such claim or lawsuit, including all appeals, in addition to any other recovery or award provided by law; provided, however, however nothing in this paragraph shall be construed to limit the Parties' rights to indemnification under Section 5 of this Agreement.

13.5 Execution. Each individual executing this Agreement on behalf of the City and Contractor represents and warrants that such individual is duly authorized to execute and deliver this Agreement. This Agreement may be executed in any number of counterparts, each of which shall be deemed an original and with the same effect as if all Parties hereto had signed the same document. All such counterparts shall be construed together and shall constitute one instrument, but in making proof hereof it shall only be necessary to produce one such counterpart. The signature and acknowledgment pages from such counterparts may be assembled together to form a single instrument comprised of all pages of this Agreement and a complete set of all signature and acknowledgment pages. The date upon which the last of all of the Parties have executed a counterpart of this Agreement shall be the "date of mutual execution" hereof.

[Signature page follows]



CITY HALL
 33325 8TH Avenue South
 Federal Way, WA 98003-6325
 (253) 835-7000
www.Federalwaywa.gov

IN WITNESS, the Parties execute this Agreement below, effective the last date written below.

CITY OF FEDERAL WAY:

ATTEST:

 Jim Ferrell, Mayor

 Stephanie Courtney, MMC, CPRO, City Clerk

DATE: _____

APPROVED AS TO FORM:

 J. Ryan Call, City Attorney

COMMUNITY ANIMAL RESOURCE & EDUCATION SOCIETY (CARES):

By: _____

Printed Name: _____

Title: _____

DATE: _____

STATE OF WASHINGTON)
) ss.
 COUNTY OF _____)

On this day personally appeared before me _____, to me known to be the _____ of Community Animal Resource & Education Society (CARES) that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he or she was authorized to execute said instrument and that the seal affixed, if any, is the corporate seal of said corporation.

GIVEN under my hand and official seal this ____ day of _____, 20__.

Notary’s signature _____
 Notary’s printed name _____
 Notary Public in and for the State of Washington.
 My commission expires _____

EXHIBIT A
SERVICES

The Contractor shall do or provide the following:

- 1) Furnish, maintain, and employ adequate staff for suitable shelter for the handling of stray, impounded, and unwanted companion animals turned over to CARES by the City or its residents. Companion animals are specifically defined as dogs, cats, domestic birds, and small domestic rodents; provided that nothing in this Agreement will be intended to limit the sheltering of any species, not herein defined. Intake for unspecified animals will be at the discretion of CARES management and/or qualified CARES staff. CARES facility shall include cat kennels, or community rooms, dog kennel(s) as well as facilities for the humane disposal of sick and injured companion animals. The facility will provide disposal (cremation) services for animals deceased upon arrival or during the time of sheltering. Private euthanasia or disposal services for individual City residents may be conducted at the discretion of CARES management and shall be at the sole costs of said resident.
- 2) Maintain stray impounded animals for a minimum of three days, except in cases where humane euthanasia is warranted because of severe injury or disease within the guidelines of the Federal Way City Code. The owner or keeper of such an animal may recover said animal when all billable costs incurred by such impoundment are made payable to CARES. After three business days, CARES shall assume full custodial ownership of City stray animals.
- 3) Provide rabies quarantine services for 15 days in accordance with Federal Way City Code. CARES shall charge the animal owner \$28.10 per animal per day for quarantine boarding.
- 4) Provide care for City litters of offspring reasonably assumed to have been born of the same mother. Any group of neonates, alive, dead, or unborn, with or without the mother, shall constitute a litter. After three business days, CARES will assume full custody of the litter for disposition at CARES discretion.
- 5) Keep the shelter staffed and open for the purpose of receiving companion animals and allowing such animals to be redeemed during regular business hours. CARES shall establish and maintain 7-day per week, 24-hour per day access to City employees or Police Officers to drop off companion animals or carcasses outside normal shelter hours. It is understood that this does not include responsibility for the care of sick or injured companion animals outside of normal shelter hours.
- 6) If a quarantine animal becomes sick, shows any symptoms of rabies or dies during the quarantine period, CARES shall immediately notify the attending veterinarian, the City and the Seattle/King County Department of Public Health.
- 7) Provide licensing services for animals adopted or impounded at CARES shelter whose owner resided within the City. The license service for impounded and adopted animals shall be provided during normal business hours. Proceeds of licenses will stay with CARES. CARES shall maintain complete and adequate records of all licenses issued and shall provide a timely report to the City listing name and address of the licensee and a description of the animal licensed. CARES will retain 100% of every license sold through CARES.
- 8) Provide orientation and training to City staff to the CARES shelter and its admission policies, practices and other CARES operations as appropriate.
- 9) Maintain complete records of animals received and animals disposed of on behalf of the City and other entities with whom the City has contracted. CARES agrees to promptly make its records available for the City's inspection at reasonable times, and to furnish reports of CARES activities to City, and to provide, within reason, such other data as City requests and as may be requested or inspected by other

entities with whom the City has contracted. CARES, at such times and such forms as City may require, shall furnish the City with periodic reports pertaining to the work and services undertaken pursuant to this contract. CARES will make available to the City all work related records or documents for inspection, or evaluation during normal business hours to access performance, compliance and/or quality assurance under this contract. CARES further agrees to fully cooperate with any civil or criminal investigations by the City and to make its employees available for interviews conducted in the furtherance of such investigation.

- 10) In the interest of hygiene for animals in transport, CARES shall maintain a supply of laundered blankets and towels for use in City vehicles. City staff may exchange soiled ones to be cleaned.
- 11) CARES shall retain all fees charged directly by CARES to an animal's owner or keeper for services provided by CARES.
- 12) Until CARES accepts the animal, the City is responsible for all after-hours emergency care of any animal that it impounds. The City is responsible for payment of veterinary care for impounded animals taken by City after hours to veterinary clinics by its Animal Control or Police Officers.
- 13) City officers will scan all animals for a microchip when feasible and completely and accurately perform data input required for shelter admission. CARES will provide the shelter admission policy and training to the City.
- 14) At times of peak capacity, CARES may limit the total intake, type or species accepted from City Animal Control and Police Officers and City residents. CARES will provide City notice in writing before restricting admission of City animals. The notice shall include the type of restrictions being imposed, the reason for the restrictions and the date of the expected continuation of services. At no time will CARES restrict or terminate services to the City or its residents for longer than 30 days.

EXHIBIT B
COMPENSATION

1. Total Compensation: In return for the Services, the City shall pay the Contractor an amount not to exceed Two Hundred Fifty Thousand and 00/100 Dollars (\$250,000.00) annually.

2. Method of Compensation:

The City of Federal Way will pay CARES a total of 1/12 of the annual Base Compensation at the 2025 rate, amounting to \$19,583.33 for services provided between January 1, 2025 and December 31, 2025. The City will pay CARES a total base compensation of \$235,000 for 2025. Additional charges beyond the base compensation may accrue as otherwise set forth in this Agreement.

Beginning January 1, 2026, the base compensation amount of \$ 235,000 will increase by CPI-U plus 1% per year.

Monthly payments are due on or before the 10th of each month, with the final payment due by January 10 of the following year. Any payment over 60 days late may cause a suspension of service and will incur a penalty of 1% of the outstanding balance. First payment to be by December 10, 2024.

The City of Federal Way will allow CARES to retain all adoption, impound, board, fines and other fees collected from the public for animals accepted into the shelter, since CARES has factored retention of such fees into the cost of the Agreement.

Impounded animals, awaiting disposition by the courts or held as directed by Animal Control will be held for a maximum of 3 days without additional charge. After 3 days, board will be charged to the City at the rate of \$28.10 per day in 2024 and 2025. Beginning in 2026 and continuing through 2030 the rates will increase each year by inflation (defined as the annual average of the Seattle-Tacoma-Bellevue metro area CPI-U as determined by the Bureau of Labor Statistics) plus 1% rounded to the nearest penny). Additional charges incurred in excess of base pay must be itemized individually and added to the monthly billing.

EXHIBIT C

CERTIFICATE OF INSURANCE

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: INTERLOCAL AGREEMENT FOR THE HOUSING OF INMATES AT ISSAQUAH CITY JAIL

POLICY QUESTION: Should the City of Federal Way enter into an Interlocal Agreement with the City of Issaquah for jail services?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- | | | |
|--|-------------------------------------|---|
| <input checked="" type="checkbox"/> Consent | <input type="checkbox"/> Ordinance | <input type="checkbox"/> Public Hearing |
| <input type="checkbox"/> City Council Business | <input type="checkbox"/> Resolution | <input type="checkbox"/> Other |

STAFF REPORT BY: Kyle Buchanan

DEPT: Police

- Attachments:**
1. Staff Report
 2. Issaquah City Jail Interlocal Agreement

Options Considered:

1. Approve proposed Interlocal Agreement.
2. Do not approve proposed Interlocal Agreement and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL: JN/11/8/24 JN/11/8/24 **DIRECTOR APPROVAL:** Huang 11/7/24

Committee Initial/Date Council Initial/Date Initial/Date

COMMITTEE RECOMMENDATION: *I move to forward the proposed Interlocal Agreement to the December 3, 2024, consent agenda for approval.*

Huang
Committee Chair

TAM
Committee Member

[Signature]
Committee Member

PROPOSED COUNCIL MOTION: *"I move approval of the Interlocal Agreement with the City of Issaquah for jail services and authorize the Mayor to execute."*

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
- DENIED
- TABLED/DEFERRED/NO ACTION
- MOVED TO SECOND READING *(ordinances only)*

REVISED – 5/2024

COUNCIL BILL # _____

First reading _____

Enactment reading _____

ORDINANCE # _____

RESOLUTION # _____

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 26, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Andy Hwang, Chief of Police
SUBJECT: Interlocal Agreement for the housing of inmates at Issaquah City Jail

Financial Impacts:

The cost to the City for jail services with the Issaquah City Jail was included within the approved budget under the Police Department, budget line (122-2200-061-523-60-542). In accordance with the approved budget, this item is funded by the general fund.

Background Information:

On January 1, 2020, the Federal Way Police Department transitioned away from a sole source jail services provider and began utilizing multiple jail facilities to accommodate jail service needs while also creating an overall annual savings to the jail budget.

The Issaquah City Jail is one of the jail services providers utilized by the Federal Way Police Department to house inmates. The projected annual cost to utilize the Issaquah City Jail, based on a ten (10) bed guaranteed rate, would be approximately \$465,000. Compared to other local jail service providers, Issaquah City Jail currently has the best guaranteed bed rate of \$125 per day.

**INTERLOCAL AGREEMENT BETWEEN THE CITY OF ISSAQUAH, WASHINGTON
AND THE CITY OF FEDERAL WAY, WASHINGTON, FOR THE HOUSING OF
INMATES IN THE ISSAQUAH CITY JAIL**

This agreement (“Agreement”) is between the City of Issaquah, a municipal corporation of the State of Washington (“Issaquah”) and the City of Federal Way, a municipal corporation of the State of Washington (“Federal Way”).

RECITALS

WHEREAS, this Agreement is entered pursuant to Chapter 39.34 RCW and Chapter 70.48 RCW, which authorize local governmental agencies to make the most efficient use of their powers by enabling them to cooperate and enter into agreements with each other for provision of jail services; and

WHEREAS Federal Way wishes to secure the use of a guaranteed number of jail beds at the Issaquah City Jail (“Issaquah Jail”), and the City of Issaquah is willing to accept Federal Way’s inmates at a rate of compensation and under the terms and conditions set forth below; and

WHEREAS the governing bodies of each of the parties hereto have decided to enter into this Agreement as authorized by RCW 39.34, RCW 70.48 and other Washington law, as may be amended;

Now, therefore, in consideration of the above and foregoing recitals, the payments to be made, the mutual promises and covenants herein contained, and for other good and valuable considerations, the parties hereto agree to the terms and conditions set forth herein:

1. **EFFECTIVE DATE**

This Agreement shall be effective following its mutual execution and posting on Issaquah’s website in accordance with RCW 39.34.040.

2. **TERMINATION**

(A) This Agreement shall be of indefinite duration. Provided, however, either party may elect to terminate this Agreement for any reason by giving written notice of termination to the other party and the State Office of Financial Management. Said termination shall be effective ninety (90) days from the date of said written notice to the Chief of Police of the jurisdiction receiving the notice. The notice will state the reason for termination and specific plans for accommodating the affected jail population.

(B) In the event of termination of this Agreement for any reason, Federal Way shall compensate Issaquah for inmates housed by the Issaquah Jail after notice of termination until Federal Way retakes its inmates in the same manner and at the same rates as if this Agreement had not been terminated, and the provisions of this Agreement shall remain in force until such time as all inmates from Federal Way have been retaken.

3. NOTICES

All notices, reports, and correspondence to the respective parties of this Agreement shall be sent to the following:

City of Issaquah: Chief of Police
Issaquah Police Department
130 E. Sunset Way
Issaquah, Washington 98027

Contact: Issaquah Commander

City of Federal Way: Federal Way Police Department
33325 8th Ave S, Suite 101 Federal
Way, WA 98003

Contact: Chief of Police

4. SERVICES PROVIDED

Issaquah agrees to provide jail services for gross misdemeanor/misdemeanor inmates for those offenses that have been committed by adults within Federal Way's jurisdiction.

5. COMPENSATION

In consideration of Issaquah's commitment to provide housing and related services for its inmates, Federal Way agrees to pay Issaquah the fees and charges set forth in this Agreement.

(A) Guaranteed Beds. Issaquah agrees to accept and house non-gendered specific inmates at the daily guaranteed bed rate of \$125.00 per bed day. The guaranteed rate is limited to the **Ten (10)** guaranteed beds for Federal Way. The \$125.00 per bed per day rate for guaranteed beds shall be assessed for each day this Agreement is in effect regardless of occupancy by a Federal Way inmate. Either party may cancel or reduce the guaranteed bed commitment provided for herein by providing written notice to the other party at least ninety (90) days in advance of the effective date of the cancellation or reduction. A cancellation or reduction made pursuant to this Section shall be deemed to be an amendment to this Agreement and incorporated as if fully set forth herein without the necessity of a formal amendment or separate approval by the legislative authority of Issaquah or Federal Way.

(B) Non-Guaranteed Beds. Federal Way may use additional beds, as available, at the daily rate of \$125.00 per bed day. However, Issaquah shall have the right to refuse to accept custody or house Federal Way's inmates in excess of the minimum bed commitment set forth above.

(C) Billing and Payment. Issaquah agrees to provide a monthly invoice for the guaranteed beds by the 30th of each following month. Federal Way agrees to make payment to Issaquah within 30 days of receipt of the undisputed portion of such bill for the amount billed for the previous calendar month. Issaquah agrees to provide Federal Way with an itemized bill for all inmates housed, including inmate name(s), the number of days housed (including date of booking and date of releases), and the dollar amount due for each. Issaquah agrees to provide said bill by the 30th of each following month. Federal Way agrees to make payment to Issaquah within 30 days of the date of such bill.

(D) Rate Increases. Issaquah may increase guaranteed and non-guaranteed rates from time-to-time but no more frequently than once per year, in order to reflect increased costs. Issaquah will give Federal Way at least ninety (90) days' advance written notice of the increased rate prior to implementation. Such increase shall be deemed to be an amendment to this Agreement and incorporated as if fully set forth herein without the necessity of a formal amendment or separate approval by the legislative authority of Issaquah or Federal Way.

6. BOOKING FEE

A booking fee in the amount of \$0.00 shall be charged for each inmate booked by or on behalf of Federal Way into the Issaquah Jail. The booking fee shall remain fixed through the term of this Agreement.

7. AMENDMENTS

Any changes in law or regulations governing jail operations impacting this Agreement will be addressed in an amendment to the Agreement. These and other amendments to this Agreement shall be in writing and approved by the governing body of each party, excepts as expressly provided for herein.

8. RESPONSIBILITY FOR OFFENDER'S CUSTODY

It shall be the responsibility of Issaquah to confine the inmate or inmates; to provide treatment, including the furnishing of subsistence and all necessary medical and hospital services and supplies; to provide for inmates' physical needs; to retain them in said custody; to supervise them; to maintain proper discipline and control; to make certain they receive no special privileges and the sentence and orders of the committing court in the State are faithfully executed; provided nothing herein contained shall be construed to require Issaquah, or any of its agents, to provide treatment, facilities or programs for any inmates confined pursuant to this Agreement, which it does not provide for similar inmates not confined pursuant to this agreement. Issaquah shall provide facilities for consultation and communication between inmates and their legal counsel. It shall also be the responsibility of Issaquah to calculate "good time" accrued in and subsequent release of inmates in accordance with the Issaquah Jail's standard practice and procedures related to inmates housed in the Issaquah Jail.

9. HOUSING DECISIONS; RIGHT TO REFUSE, RETURN, OR TRANSFER INMATE

Subject to the terms of this Agreement, Issaquah hereby agrees to accept Federal Way's inmates and to provide housing, care, and custody of those inmates pursuant to Issaquah Jail policies and procedures. To the greatest extent permitted by law, Issaquah shall have the right to refuse to accept an individual from Federal Way or to transfer any Federal Way inmates to a different jail facility for any reason, including but not limited to if, in the sole discretion of Issaquah: such individual presents a substantial risk of escape, of injury to self or other persons or property, of adversely affecting or significantly disrupting the operations of the Issaquah Jail, has a medical illness or injury that makes housing such individual not in the best interest of Issaquah or other inmates; and/or when, acceptance of the inmate would cause the operational capacity limits of the jail to be reached or exceeded.

If Issaquah refuses an inmate from Federal Way or determines that a Federal Way inmate must be returned to Federal Way or transferred to another jail facility, Federal Way will be responsible for transportation and the cost of incarceration at such other jail facility (if applicable). Return or transfer of an inmate will not negate Federal Way's responsibility to pay for any guaranteed bed commitment.

10. FURLOUGHS, PASSES, AND WORK RELEASE

Issaquah agrees no early releases or alternatives to incarceration including furloughs, passes, work crews, electronic home detention, or work release shall be granted to any inmate housed pursuant to this Agreement without written authorization by the committing court.

11. INMATE PROPERTY

Federal Way may transfer to Issaquah only agreed amounts of personal property of Federal Way inmates recovered from or surrendered upon booking. Only those items which fit into a 12-inch by 14-inch bag will be allowed on transports when such transports are conducted by Issaquah Jail personnel. Additional legal material or personal belongings may be shipped to the Issaquah Jail at the expense of the inmate or Federal Way.

12. RETAKE OF INMATES

Upon request from Issaquah, Federal Way shall, at its expense, retake any Federal Way inmate within twelve (12) hours after receipt of such request. In the event the confinement of a Federal Way inmate is terminated for any reason, Federal Way shall, at its expense, retake such inmate from the Issaquah Jail.

13. COPY OF ARREST WARRANT OR CITATION AND BAIL SCHEDULE

Federal Way law enforcement officers placing Federal Way misdemeanants in the Issaquah Jail shall, in every instance, first furnish an arrest warrant, citation, court order, or

judgement and sentence, to the Issaquah Jail upon booking of an inmate. Federal Way is also responsible for providing Issaquah Jail with a complete bail schedule no later than January 1 of each year.

14. TRANSPORTATION

Federal Way inmates incarcerated in Issaquah pursuant to this Agreement shall be transported to Issaquah by and at the expense of Federal Way and shall be returned or transferred, if necessary, to Federal Way or another jail facility by Federal Way personnel and at Federal Way's expense. Issaquah is not responsible for transportation of Federal Way inmates under this Agreement and shall be reimbursed by Federal Way for any actual expense incurred in transport of an inmate if, in fact, transportation of an inmate by Issaquah becomes necessary including but not limited to if the transport was a result of a warrant or medical appointment. Such transportation shall be calculated based upon the time required for transport at the correction officer over time rate of \$90.00 per hour. Partial hours will be rounded up to the next full hour.

15. RECORDS AND REPORTS

Federal Way shall forward to Issaquah, before or at the time of delivery of each inmate, a copy of all inmate records pertaining to the inmate's present incarceration. If additional information is requested regarding a particular inmate, the Parties shall cooperate to provide any additional information in a timely manner.

Issaquah shall keep all necessary and pertinent records concerning such inmates incarcerated in the Issaquah Jail. During an inmate's confinement in Issaquah, Federal Way shall upon request, be entitled to receive and be furnished with copies of any report or record associated with said inmate(s) incarceration, as may be permitted by law.

16. RIGHT OF INSPECTION

Federal Way shall have the right, upon reasonable advance notice, to inspect the Issaquah Jail at reasonable times. During such inspections, Federal Way may interview Federal Way inmates and review Federal Way inmates' records as permitted by law; provided, however, any interviews with Federal Way inmates will be voluntary on the part of such inmates.

17. MEDICAL TREATMENT

- (A) Federal Way's inmates shall receive such medical, psychiatric and dental treatment when emergent and necessary to safeguard their health while housed in the Issaquah Jail.
- (B) If Issaquah becomes aware of a Federal Way inmate that needs medical health care requiring the assistance of a medical health care services provider, then Issaquah shall make reasonable efforts to notify Federal Way prior to obtaining said service. If Federal

Way is contacted and does not authorize Issaquah to obtain the service, then Federal Way shall within one hour pick up the inmate from the Issaquah Jail. Provided, in the case of emergency, Issaquah may notify Federal Way after the service has been provided.

- (C) An adequate record of all such services shall be kept by Issaquah or its contract medical provider(s) in accordance with applicable laws and regulations and made available for Federal Way's review at its request, to the extent permitted by law. Any medical or dental services of major consequence shall be reported to Federal Way as soon as time permits.
- (D) Except for routine minor medical services provided in the Issaquah Jail, Federal Way shall be responsible for all medical, dental, and mental health costs incurred by or on behalf of Federal Way's inmates. Federal Way shall reimburse Issaquah dollar for dollar for any amount expended, or cost incurred by Issaquah in providing the same. Upon payment from Federal Way for the inmate's health care expense, Issaquah will assign to Federal Way, upon its request, all right to reimbursement for medical expenses authorized under RCW 70.48.130. Except in emergencies, Federal Way will be notified by contacting a duty supervisor at Federal Way prior to the inmate's transfer to a hospital and nothing herein shall preclude Federal Way from retaking the ill or injured inmate at that time. In the event a Federal Way inmate is taken to the hospital for an emergency, Issaquah shall notify Federal Way as soon as possible thereafter. Federal Way is responsible for providing security for its inmates during any time of hospitalization.

18. DISCIPLINE

Issaquah shall have physical control over and power to exercise disciplinary authority over all inmates of Federal Way. However, nothing contained herein shall be construed to authorize or permit the imposition of any type of discipline prohibited by the constitution and laws of the State of Washington or the constitution and laws of the United States.

19. ESCAPES

In the event a Federal Way inmate escapes from Issaquah custody, Issaquah will use all reasonable means to recapture the inmate. The escape shall be reported immediately to Federal Way. Issaquah shall have the primary responsibility for and authority to direct the pursuit and retaking of the inmate within its own territory. Any cost in connection therewith shall be borne by Issaquah; however, Issaquah shall not be required to expend unreasonable amounts to pursue and return inmates from other counties, states, or countries.

20. DEATH OF AN INMATE

- (A) In the event of the death of a Federal Way inmate, the King County Coroner will be notified by Issaquah Jail personnel. Federal Way shall receive copies of any records made at or in connection with such notification.
- (B) Issaquah shall immediately notify Federal Way of the death of a Federal Way inmate, furnish information as requested and follow the instructions of Federal Way regarding disposition of the body. Federal Way hereby designates the Chief of Police as the official authorized to request information from and provide instructions to Issaquah regarding deceased inmates. The body shall not be released except on written order of Federal Way's Chief of Police. This order shall be provided within three weekdays of Federal Way's receipt of notice of the death. All expenses relative to any necessary preparation of the body and shipment charges shall be paid by Federal Way. With Federal Way's consent, to be obtained on an individual basis, Issaquah may arrange for burial and all matters related or incidental thereto, and all such expenses shall be paid by Federal Way. The provisions of this paragraph shall govern only the relations between or among the parties hereto and shall not affect the liability of any relative or other person for the disposition of the deceased or for any expenses connected therewith.
- (C) Federal Way shall receive a certified copy of the death certificate for any of its inmates who have died while in Issaquah's custody.

21. VIDEO ARRAIGNMENT

The term "Video Court" shall include, by way of example but not by way of limitation, the following types of services: use of Issaquah video camera(s) iPad, audio technology, and the video courtroom facility, the scheduling of inmates for video court, the moving of inmates to and from video court, the processing of court paperwork, and the faxing of court paperwork to and from the municipal court for signatures.

- (A) Federal Way agrees to pay one hundred dollars (\$100.00) per hour for use of Video Court. Partial hours in the amount of ten (10) minutes or more will be rounded up to the nearest hour. For example, the use of the Video Court is eight (8) minutes, the time interval shall round down and there will be no charge. If the use is one hour and fifteen (15) minutes, the interval shall round up for a total charge of \$200. Charges will only be for time spent in court proceedings; time spent by the inmate conferring with their attorney alone will not be counted.
- (B) Issaquah will bill Federal Way for Video Court services rendered each month by adding a separate column to the invoice for Federal Way labeled "Video Court".

22. REMOVAL/RELEASE FROM THE JAIL

- (A) Except for work programs, medical care, if no probable cause determination is made as required by law, and during emergencies, Federal Way inmates shall not be removed and/or released from the Issaquah Jail without written authorization from Federal Way or by a court of competent jurisdiction. If Issaquah becomes aware there has not been probable cause determination as required by law, and the person is still in Issaquah's custody, Issaquah will notify Federal Way the person must be released unless written proof the probable cause determination was made is provided.
- (B) Issaquah will release Federal Way inmates to Federal Way at a mutually agreeable location.
- (C) Federal Way inmates for whom bail is posted, or who otherwise have a right to be released, may sign a waiver electing to be released to a family member or friend with confirmed transportation, or be released via private taxi, rather than being released to Federal Way during the regularly scheduled transport.

23. LOSS OF USE

The parties understand there may be times when conditions at the Issaquah Jail, such as required maintenance or repairs, may cause some or all of the reserved beds to be temporarily unavailable. Issaquah agrees to provide as much notice as is reasonably practicable if any or all the reserved beds will be temporarily unavailable and will endeavor to keep any such unavailability to a minimum. The temporary unavailability of such beds shall not be a breach of this agreement or entitle Federal Way to any compensation from Issaquah. During any period of unavailability, Federal Way will be relieved of the obligation to pay for any unavailable beds.

24. PREA ACKNOWLEDGEMENT – CUSTODIAL AND SEXUAL MISCONDUCT

- (A) Compliance - Issaquah agrees to ensure all of its employees, contractors, vendors, and volunteers have contact with Federal Way inmates comply with all federal and state laws regarding sexual misconduct including, but not limited to:
 - a) The Prison Rape Elimination Act of 2003 (PREA);
 - b) The standards for adult Prisons and Jails or Community Confinement Facilities, whichever is applicable, as promulgated by the US Attorney, and
 - c) Zero tolerance toward all forms of sexual abuse and sexual harassment.
- (B) Monitoring - Issaquah agrees to provide Federal Way documented compliance with the Federal Prison Rape Elimination Act standards. Monitoring may include, but is not limited to:
 - a) Site visits.

- b) Access to facility data; and
- c) Review of applicable documentation.

(C) Federal Way may terminate this Agreement:

- a) Should Issaquah fail to provide documentation which demonstrates the Issaquah Jail is actively and effectively working toward and is making substantive progress toward achieving compliance; or
- b) Should Issaquah fail to maintain PREA compliance between auditing periods after being given a reasonable opportunity to cure.

(D) Federal Way will terminate this Agreement:

- a) Should Issaquah elect to discontinue pursuit of PREA compliance.
- b) Should Issaquah be found in noncompliance through a PREA Audit and fail to cure such noncompliance within the identified timeframes; or
- c) Should Issaquah be found to be in egregious violation of PREA.

25. NON-ASSIGNABILITY

Federal Way agrees to not sublet any of their guaranteed beds to any jurisdictions. This Agreement may not be assigned by either party.

26. DISPUTE RESOLUTION

Should a dispute arise as to the application, compensation, enforcement, or interpretation of this Agreement between Federal Way and Issaquah, the parties shall first attempt to resolve such disputes through good faith and reasonable negotiations. However, if a dispute cannot be resolved through direct discussions, the parties agree to endeavor to settle the dispute in an amicable manner by mediation administered under JAMS Alternative Dispute Resolution service rules or policies before resorting to litigation. The mediator may be selected by agreement of the parties or through JAMS.

27. INDEMNIFICATION

(A) By Issaquah

Issaquah agrees to defend, indemnify and hold Federal Way, its elected officials, officers, agents, and employees, harmless from and against any and all claims, lawsuits, actions, liability, damages, judgments, costs and expenses (including reasonable attorney's fees) (and also including but not limited to claims related to false arrest or detention, alleged mistreatment, alleged violation of civil rights, injury, or death of any Federal Way inmate, or loss or damage to Federal Way inmate property while in Issaquah's custody) which result from or arise out of the acts or omissions of Issaquah,

its elected officials, officers, employees, and agents in connection with or incidental to the performance of non-performance of Issaquah's services, duties, and obligations under this Agreement.

(B) By Federal Way

Federal Way agrees to hold harmless, defend, and indemnify Issaquah, its elected officials, officers, agents, and employees from and against any and all claims, lawsuits, actions, liability, damages, judgments, costs and expenses (including reasonable attorney's fees) (and also including but not limited to claims related to false arrest or detention, alleged mistreatment, alleged violation of civil rights [unless Federal Way has affirmatively notified Issaquah in writing a probable cause determination has been made within 48 hours of the arrest of the person bringing the claim], injury, or death of any Federal Way inmate, or loss of damage to Federal Way inmate property while in Issaquah custody) result from or arise out of the acts or omissions of Federal Way, its elected officials, officers, employees, and agents in connection with or incidental to the performance or non-performance of Federal Way services, duties, and obligations under this Agreement.

- (C) In the event the acts or omissions of the officials, officers, agents, and/or employees of both Federal Way and Issaquah in connection or incidental to the performance or nonperformance of Federal Way's and/or Issaquah's services, duties, and obligations of this Agreement are the subject of any liability claims by a third party, Federal Way and Issaquah shall each be liable for its proportionate concurrent negligence in any resulting suits, actions, claims, liability, damages, judgments, costs and expenses and for their own attorney's fees.
- (D) Nothing contained in this section, or this Agreement shall be construed to rate a right in any third party to indemnification or defense.
- (E) Issaquah and Federal Way hereby waive, as to each other only, their immunity from suit under industrial insurance, Title 51 RCW. This waiver of immunity was mutually negotiated by the Parties hereto.
- (F) The provisions of this section shall survive the termination of this Agreement.

28. INSURANCE

Independent of their respective indemnity obligations, each Party shall maintain occurrence-based Commercial General Liability (CGL) and Automobile Liability insurance through the commercial insurance market, an insurance pool, self-insurance, or a combination thereof. The CGL coverage shall be written with limits of no less than \$5,000,000 per occurrence with a \$10,000,000 general aggregate and shall include contractual liability. The Automobile Liability coverage shall have a minimum combined single limit for bodily injury and property damage of \$2,000,000 per accident. Evidence of insurance or self-insurance coverage will be provided promptly upon request by either

Party. This section shall be subject to renegotiation in the event either Party no longer remains a member of the Washington Cities Insurance Authority.

29. ADMINISTRATIVE CHARGE

An administrative charge of \$20.00 shall be assessed for each inmate booked at the Issaquah Jail under the jurisdiction of Federal Way. This charge will apply to every booking, irrespective of the length of stay or the outcome of the booking process.

30. INDEPENDENT CONTRACTOR

The Parties are independent contractors, and the officers, agents, or employees of a Party are not employees of the other Party for any purpose, including responsibility for any federal or state tax, industrial insurance or Social Security liability. The provision of services by a Party under this Agreement shall not give rise to any claim of career service or civil service rights which may accrue to an employee of the other Party under any applicable law, rule or regulation.

31. INTERLOCAL AGREEMENT REQUIRED PROVISIONS

In accordance with the requirements of RCW 39.34.030, the following provisions, stipulations and/or waivers are adopted:

- (A) This Agreement has been approved by the governing bodies of each of the participating agencies.
- (B) No separate organization or separate legal or administrative entity is created by this Agreement.
- (C) Each party to this Agreement shall maintain its own separate budget in accordance with the provision of Title 35 and 35A RCW and no joint or cooperative budget shall be undertaken.
- (D) The terms of this Agreement do not contemplate the acquisition of any property. However, in the event any property is acquired for the performance of this Agreement, upon termination of this Agreement, said property shall be sold and the proceeds shall remain with Issaquah.
- (E) This Agreement shall be administered by the Chiefs of Police, or their representative, from Issaquah and Federal Way.

32. GOVERNING LAW AND VENUE

The parties hereto agree, except where expressly otherwise provided, the laws and administrative rules and regulations of the State of Washington shall govern in any matter

relating to inmate confinement pursuant to this Agreement. Venue for any action arising from or related to this Agreement shall lie exclusively in King County Superior Court.

33. COUNTERPARTS

This Agreement may be executed in any number of counterparts, which counterparts shall collectively constitute the entire Agreement.

34. ENTIRE AGREEMENT

The written provisions and terms of this Agreement, together with any attachments, supersede all prior written and verbal agreements and/or statements by any representative of the parties, and those statements shall not be construed as forming a part of or altering in any manner this Agreement. Any prior written and/or oral agreement between the parties pertaining to jail services is terminated and superseded by this Agreement. This Agreement and any attachments contain the entire Agreement between the parties. Should any language in any attachment conflict with any language contained in this Agreement, the terms of this Agreement shall prevail.

35. SEVERABILITY

Should any provision of this Agreement be determined to be unenforceable by a court of law, such provision shall be severed from the remainder of the Agreement, and such action shall not affect the enforceability of the remaining provisions herein.

[signature page to follow]

IN WITNESS WHEREOF, the parties below have executed this Agreement, and by doing so, acknowledge they have read this Agreement, understood its terms, and entered this Agreement in a knowing, intelligent, and voluntary manner.

CITY OF ISSAQUAH

CITY OF FEDERAL WAY

By: _____
Its: _____
Date: _____

By: Jim Ferrell
Its: Mayor
Date: _____

ATTEST:

ATTEST:

By: _____
Its: _____
Date: _____

By: Stephanie Courtney
Its: City Clerk
Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Its: _____
Date: _____

By: Ryan Call
Its: City Attorney
Date: _____

COUNCIL MEETING DATE: December 3, 2024

ITEM #:

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: PURCHASE OF REPLACEMENT CCTV CAMERAS FOR THE FEDERAL WAY COMMUNITY CENTER

POLICY QUESTION: Should the City Council approve the purchase of replacement of CCTV cameras at the Federal Way Community Center?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: Brian Pearson

DEPT: Information Technology

- Attachments: 1. Staff Report, 2. Security Solutions Video System Components Quote, 3. Washington Learning Source (WLS) Vendor Agreement - WLS 306, 4. AG22-067 - Cooperative Purchasing Agreement with WLS

Options Considered:

- 1. Approve the purchase of replacement CCTV cameras at the Federal Way Community Center.
2. Do not approve purchase of replacement cameras and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL:

Handwritten signatures and dates for Mayor Approval and Committee/Council approval.

DIRECTOR APPROVAL:

Handwritten signature and date for Director Approval.

COMMITTEE RECOMMENDATION: I move to forward the purchase of replacement CCTV cameras at the Federal Way Community Center to the December 3, 2024, consent agenda for approval.

Signatures of Committee Chair and Committee Members.

PROPOSED COUNCIL MOTION: "I move approval of the purchase of replacement CCTV cameras at the Federal Way Community Center."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, TABLED/DEFERRED/NO ACTION, MOVED TO SECOND READING (ordinances only)

REVISED - 5/2024

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 26, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Brian Pearson, IT Operations Manager
SUBJECT: Purchase of Replacement CCTV Cameras for the Federal Way Community Center

Financial Impacts:

Within the 2024 Information Technology Amended Budget a total of \$38,000 was appropriated for the replacement of aging/ failing surveillance cameras within and outside the Federal Way Community Center. The total cost of the proposed purchase for replacement equipment, \$37,463.07, is within the budgeted amount.

Background Information:

Most of the cameras at the Federal Way Community Center were installed in 2008/2009. These cameras have reached or past their life expectancy. New cameras will provide higher-resolution models that feature advanced analytics.

This equipment is available for purchase off the Washington Learning Source (WLS) Vendor Agreement with Security Solutions, Contract No. WLS 306. The City is a member of WLS and entered into a Cooperative Purchasing Agreement with them in 2022 filed under AG22-067.

The equipment will include 14 cameras and accessories.



CITY OF FEDERAL WAY

FWCC

Contact Info:
Jerry Haynes

November 13, 2024

Federal Way, WA

VIDEO SYSTEM COMPONENTS:

		Unit Price	Ext. Price
10	AVIGILON 32C-H5A-4MH	\$2,295.35	\$22,953.50
2	AVIGILON 24C-H5A-3MH	\$1,921.98	\$3,843.95
11	AVIGILON WLMT-1001	\$87.96	\$967.59
1	AVIGILON H5AMH-AD-DOME1	\$144.48	\$144.48
1	AVIGILON H5AMH-AD-CEIL1	\$128.33	\$128.33
1	AVIGILON CLPNL-1001	\$79.89	\$79.89
10	AVIGILON H5AMH-AD-PEND1	\$144.48	\$1,444.75
12	AVIGILON H5AMH-DO-COVR1-SMOKE	\$144.48	\$1,733.70
1	AVIGILON 12.0W-H5A-FE-DO1-IR	\$964.55	\$964.55
1	AVIGILON 8.0C-H6A-BO2-IR	\$1,629.68	\$1,629.68
1	AVIGILON CRNMT-1001	\$105.13	\$105.13
1	Shipping	\$250.00	\$250.00

Subtotal \$33,995.53

Sales Tax \$3,467.54

TOTAL \$37,463.07

WLS pricing

NOTE:

- 1. Prices do not include labor to install or program.

Warranty - Terms & Conditions:

- a - All parts and labor are warranted for one year.
- b - Balance to be billed at net 30 days from completion of work.
- c - Additional work requested beyond the SCOPE OF WORK in this proposal, will be billed as time and materials at a rate of \$95.00 per hour unless the scope of the work requires a new proposal. Additional work will not be performed above and beyond this proposal without owner consent.
- d - This proposal is valid for 30 days from issue date.

Presented by:

Darcy Boersma - Security Solutions NW Authorized Representative

Acceptance:

(please sign here)

1619 N State St. Bellingham WA, 98225 t 360.734.4940 f 360.647.9540 www.ssnw.co

**WASHINGTON LEARNING SOURCE
Vendor Agreement**

1. PARTIES

Security Solutions Northwest, Inc.
1619 N. State Street
Bellingham, WA 98225

WASHINGTON LEARNING SOURCE
Puget Sound ESD
800 Oakesdale Avenue SW
Renton, WA 98057

The parties agree to the following:

2. PURPOSE

Through this Agreement, awarded through **RFP 1818-55, Security Solutions Northwest, Inc (Security Solutions)** offers the **Washington Learning Source (WLS) subscribers** the opportunity to purchase **products noted on Exhibit C**, at special volume levels.

3. INCORPORATION OF DOCUMENTS

The following documents are hereby incorporated by reference into this Vendor Agreement:

- Vendor Contact Information
- Additional Resellers
- Products and Contract Pricing
- WLS Quarterly Reporting Template
- WLS Standard Terms and Conditions

4. DEFINITIONS

- 4.1 "**Administrative Fee**" means the fee applicable to each Product for administrative services provided by WLS or Subscriber's educational school district, which fee is set by schedules or other notices that WLS provides to the Security Solutions from time to time with respect to the Products. Administrative fee will be applied to all product or subscription prices, renewals, and maintenance fees.
- 4.2 "**Product**" means any product or service that is available to be sold, licensed, or otherwise provided pursuant to this Vendor Agreement.
- 4.3 "**Subscriber**" means any ESD office, public and private K-12 school and school district, Washington educator, the Office of State Superintendent of Public Instruction, or other accredited educational institution, as listed in the Washington Education Directory, that has entered into a contract with WLS, or Washington State public agency that has entered into an Intergovernmental Cooperative Purchasing Agreement between PSESD and the public purchasing agency pursuant to which WLS authorizes such agency or entity to purchase or acquire access to products and/or services sold, licensed, or

otherwise provided by Vendors of goods and/or services under one or more contracts WLS has entered into with such Vendors. "Subscriber" does not include any such agencies and entity's operations outside the State of Washington.

4.4 "**Vendor**" means the party with whom the WLS is contracting to fulfill orders for this Vendor Agreement.

4.5 "**ESD**" refers to "Educational Service District" as defined in RCW 28A.310.010.

4.6 "**FTE**" refers to a "Full-Time Equivalent" K-12 student as defined in WAC 392-121-122.

4.7 "**Head Count**" refers to all students regardless if they attend classes full-time in a high school building or attend work-based learning programs "off-site" or are enrolled in *Running Start* or *Virtual Academies*.

4.8 "**OEM**" means "Original Equipment Manufacturer".

4.9 "**Optional Use**" means that Washington State school districts that are members of the WLS may choose or not choose to use any vendors listed on the WLS site. The benefit for the Vendors is that their products and/or services will be listed on the Washington Learning Source website, a recognized purchasing cooperative that affords promotional benefits. For more information, visit WLS website at <http://www.walearningsource.org/>

5. ADDITIONAL AND AMENDED TERMS AND CONDITIONS

The following terms and conditions hereby take precedence over any contrary provisions in the documents referenced in Section 2 and 3 (of the overarching RFP). Unless otherwise notated below, the following terms and conditions are in addition to WLS Standard Terms and Conditions.

- 1) **Term:** Each party represents that this Vendor Agreement has been executed by their duly authorized representatives. It will become effective on the date signed by all parties and will continue for a period of one year (contract term). All times set forth in this Vendor Agreement shall be based upon the time in Renton, Washington.
- 2) **Renewal:** At the discretion of WLS, this Vendor Agreement may be renewed in writing for four subsequent one-year periods (renewal term) by mutual written agreement of the parties.
- 3) **Price and Products:** Under this Vendor Agreement, Subscribers will qualify for purchases through the Vendor at or below the prices listed. All prices shall remain firm (no changes that increase prices) from the date the Agreement is awarded until the contract term or renewal term end date.
 - Upon optional annual contract renewals, the Vendor may request price increases from the WLS. Such requests shall require a justification in writing.
 - Throughout the contract and renewal terms, price reductions are required if the OEM reduces the reseller's base price.
 - Upgraded products and services may be added to this Vendor Agreement upon WLS approval, but only if they replace products previously bid. All pricing must, at a minimum, reflect the same percentage discounts or better as established with this contract award.
 - Awarded vendors must provide on the first of each calendar quarter price decreases, new products, discontinued items, and any other changes or additions in order to ensure accurate WLS advertised prices.

4) Marketing

WLS Responsibilities:

- a. WLS will work with Security Solutions to develop and maintain a web page on the WLS web site to summarize the terms of the Vendor Agreement.
- b. The WLS will work with ESDs to reference Security Solutions and said web page in its communications to ESD participants to inform them of the availability of this Vendor Agreement
- c. The WLS will work with ESDs to use commercially reasonable efforts to disseminate information to Subscribers about the Products included in the Vendor Agreement through email announcements, direct mail, websites, meetings, and newsletter articles.

Vendor Responsibilities:

- a. Security Solutions will provide the WLS with information to be used for marketing purposes, such as logos and copy.
- b. Security Solutions will use the WLS logo on all its materials that market products on this contract.
- c. Security Solutions may sponsor and participate in events such as regional conferences, tradeshows, webinars, and showcases as appropriate.
- d. Security Solutions may co-host rollout events for Subscribers, such as lunch-and-learns and demonstrations.

WLS's Marketing:

Angela Bolam
Learning &
Development
Director
425-917-7901
abolam@psesd.org

Security Solutions

Marketing:

Kelly Vos
Executive Director
360.815.1236
kellyv@ssnw.co

- 5) **WLS Membership:** Pursuant to RCW 39.34, an intergovernmental (Interlocal) purchasing agreement forms the basis for WLS membership. All public K-12 educational institutions and associations published in the Washington State Education Directory, and Washington state public agencies are eligible to become WLS members and purchase from this optional use contract. Interlocal purchasing contracts allow either party to make purchases at the other party's accepted proposal price. A list of current WLS members is posted on the Washington Learning Source website: <https://www.wlearningsource.org/members>. Security Solutions will consult this list of members to determine customer eligibility.

6) **WLS Administrative Fee:** All WLS sales realized or generated under or as a consequence of the **WLS awarded contract, this Vendor Agreement, shall include an Administrative Fee of 3% of net sales.** Purchasers shall reference the WLS contract number on their purchase orders at the time of purchase. As the administrator of the Vendor Agreement, Security Solutions must include the following data for each net sale or purchase through this Agreement:

- Invoice date
- Name of subscriber (school, district, or organization)
- ESD name where subscriber resides
- Invoice number
- Names and quantities of products purchased under this contract
- Single unit purchase price
- Total purchase price
- Amount of administrative fee

7) **Administrative Fee Payments:** During the contract and renewal terms of this Vendor Agreement, Security Solutions will submit quarterly accounting and remit administrative fee payments to WLS within 30 days following the end of each calendar quarter in accordance with the terms outlined in the following payment schedule. The administrative fees percentage shall not increase during the contract and renewal terms.

Payment Schedule	
January 31	April 30
July 31	October 31

- 8) **Order Processing:** Orders will be processed in the following manner:
- a. Purchase orders from subscribers will be submitted to Security Solutions for fulfillment.
 - b. Purchase orders from the Subscribers must be in writing and made out to Security Solutions or designated reseller(s). Each order must reference the appropriate ESD# and the contact/school name/address/telephone/email or fax of the end user responsible for holding the license.
 - c. Security Solutions will invoice the subscriber and collect their payments. Shipping charges and Washington State sales tax will be added to the invoice, if applicable. Shipping charges shall be FOB Destination.

These procedures may be modified as needed, and any such changes will be mutually agreed to in writing by Security Solutions and WLS.

Security Solutions
Sales & Support:
 Jamie Vos
 Sales Manager
 360.734.4940 x1021
 sales@ssnw.co

9) **Contract Administration:** Each party will designate a Contract Manager during the term of this Vendor Agreement whose responsibility shall be to oversee the party's performance of its duties and obligations pursuant to the terms of the Agreement. As of the Effective Date, WLS's and Security Solutions Contract Managers are as follows:

WLS's Contract Manager:
Purchasing/Contract
Administrator
425-917-7783
purchasingoffice@psed.org

Security Solutions
Contract Manager:
April Thomas
Contract Administrator
360.523.5140
aprilt@ssnw.co

10) Monitoring: Security Solutions shall continuously monitor and record its Services to make sure they meet or exceed all Vendor Agreement provisions including Service Level Requirements. WLS shall have the right to examine Security Solutions records associated with purchases in order to ensure compliance with all requirements in this Vendor Agreement. Optional Use contract. Security Solutions failure to comply with the terms in the Vendor Agreement, including Service Level Standards, may result in corrective action or termination.

11) Incorporation of General Terms and Conditions: This Vendor Agreement includes and incorporates as if fully set forth herein the Standard Terms and Conditions.

We the undersigned agree to the terms of the foregoing Vendor Agreement.

WASHINGTON LEARNING SOURCE

PSESD Superintendent or Designee



Signature



Signature

Angela Bolam
Printed Name

Joli Valentino
Printed Name

Learning & Development Support Systems Director
Title

Executive Director - Business and Operations
Title

2/10/2022
Date Signed

2/17/22
Date Signed

Security Solutions Northwest, Inc.



Signature

JAMIE VOS
Printed Name

PRESIDENT
Title

2/10/2022
Date Signed

STANDARD TERMS AND CONDITIONS

The submission of a Proposal is an offer to enter into a Contract that, upon acceptance by WLS, obligates the Vendor (and their authorized agents) to comply with the Terms and Conditions set forth below, and all the requirements in the RFP documents. If there is an inconsistency with a requirement or special condition in the RFP documents, the Terms and Conditions shall govern.

Upon acceptance of an award, the Vendor agrees to the following:

1. **Compliance.** By submitting a Proposal, the Vendor agrees to comply with WLS Vendor Agreement terms, including offering the Proposal products for the WLS Contract price when it sells its products to the eligible Subscribers until the expiration of the Contract.
2. **Contract Execution.** The Vendor Agreement is considered fully executed at the time that the WLS Superintendent signs and the Vendor signs.
3. **Resellers, Distributors and Agents.** The resellers, distributors or agents identified in the Awarded Vendor's Proposal that will be performing obligations that are required under the Vendor Agreement on behalf of the Awarded Vendor, have been provided a copy of the WLS RFP documents and the Awarded Vendor's Proposal, and they are familiar with the Vendor Agreement requirements.

The resellers, distributors and agents identified in the Awarded Vendor's Proposal have entered into an agreement with the Vendor which obligates the resellers, distributors and agents to comply with all the provisions associated with the Vendor Agreement when they are engaged in work that is associated with the Agreement.

The Awarded Vendor assumes full responsibility for ensuring that its resellers, distributors and agents are in full compliance with the Vendor Agreement. The Awarded Vendor understands and agrees that it will be subject to the remedies that are imposed for violations of the Vendor Agreement, including violations that are committed by the Awarded Vendor's resellers, distributors and agents. The Awarded Vendor is responsible for its resellers, distributors and agents' performance of obligations in the Vendor Agreement and is obligated to monitor its resellers, distributors, and agents.

4. **Pricing.** WLS reserves the right to review at any time the pricing of this Vendor Agreement. Vendor represents and warrants that the price offered by Vendor to WLS Members for any products ordered by WLS Members (the "WLS Members Price") are equal to or less than standard prices offered by Vendor for similar products generally to similarly situated customers contracting for similar volumes under the same terms and conditions.
5. **Assignment.** Neither this Vendor Agreement nor any interest therein may be assigned by either party without the prior written consent of the other party, provided, however, that either party may assign its rights, obligations, or interests under this Agreement in connection with a merger, acquisition, divestiture, sale of business, reorganization or similar corporate transaction involving such party without such written permission provided that such successor entity shall be bound by the terms of this Agreement.
6. **Indemnification / Hold Harmless.** Vendor shall defend, indemnify and hold the WLS, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with Vendor's performance of this Vendor Agreement, except for injuries and damages caused by the sole negligence of the WLS.

7. **Insurance.** The Vendor shall procure and maintain for the duration of the Vendor Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of this Agreement by Vendor, their agents, representatives, employees or subcontractors.

Vendor shall provide a Certificate of Insurance evidencing:

- a) **Commercial General Liability** insurance written on an occurrence basis with limits no less than \$2,000,000 combined single limit per occurrence for personal injury, bodily injury and property damage. Coverage shall include but not be limited to: blanket contractual; products/completed operations; broad form property damage; explosion, collapse and underground (XCU) if applicable; and employer's liability.
- b) **Cyber Liability** insurance or coverage with limits of not less than \$1,000,000 for each occurrence and an annual aggregate of \$2,000,000 covering claims involving privacy violations, information theft, damage to or corruption or destruction of electronic information, intentional and/or unintentional release of private information, internet media liability, alteration of electronic information, extortion, and network security. This coverage is required to remain in effect for as long as necessary to cover any and all such claims.

The WLS shall be named as an additional insured on the Commercial General Liability insurance policy, as respects activities of Vendor and a copy of the endorsement naming The WLS as additional insured shall be attached to the Certificate of Insurance. The WLS reserves the right to receive a certified copy of all required insurance policies.

The WLS shall be given thirty (30) days prior written notice of any cancellation, suspension or material change in coverage.

8. **Non-Exclusive Relationship.** The Vendor Agreement is not exclusive as to the products or goods or services similar to the products. Nothing in the Agreement prohibits WLS from entering into contracts with other Vendors or suppliers for the provision of the products or goods or services similar to the products in this contract.
9. **Compliance with FERPA.** Vendor will comply with the Family Educational Rights and Privacy Act (20 U.S.C. § 1232g) and its associated implementing regulations with respect to any information received by Vendor from WLS or any Subscriber. For the avoidance of doubt, this section does not create any obligations for Vendor with respect to information that is not in Vendor's possession or control.
10. **Prohibited Employees.** Vendor will prohibit any employee of Vendor from working at a Subscriber school if he or she would have contact with children at a Subscriber school during the course of his or her employment and if he or she has pled guilty to or been convicted of any felony crime involving the physical neglect of a child under chapter 9A.42 RCW, the physical injury or death of a child under chapter 9A.32 or 9A.36 RCW (except motor vehicle violations under chapter 46.61 RCW), sexual exploitation of a child under chapter 9.68A RCW, sexual offenses under chapter 9A.44 RCW where a minor is the victim, promoting prostitution of a minor under chapter 9A.88 RCW, the sale or purchase of a minor child under RCW 9A.64.030, or violation of similar laws of another jurisdiction.
11. **Limitations on Confidentiality.** Vendor agrees that WLS may disclose to Subscribers the prices, payment terms, and delivery terms provided in this contract for the products, and such other terms of this Vendor Agreement that Vendor wishes to make available to Subscribers (through WLS). The Vendor acknowledges and agrees that WLS' obligation to comply with any confidentiality provisions under this Vendor Agreement is subject to and

limited by applicable law, including the Washington Public Records Act (chapter 42.56 RCW).

Applicable Law: Jurisdiction. This Vendor Agreement will be governed by and construed in accordance with the laws of the State of Washington. Any dispute arising under, in connection with, or incident to this contract will be resolved exclusively in the state or federal courts located in King County, Washington.

12. **Termination.** WLS may terminate this Vendor Agreement for convenience at any time after the first anniversary of this contract Effective Date upon 30 days prior written notice to Vendor. In the event of such termination for convenience, Vendor shall have no obligation to provide a refund of any unearned pre-paid fees. WLS may terminate this Vendor Agreement immediately upon notice for any failure by Vendor to comply with the terms of Section 10. Either party may terminate this Vendor Agreement immediately upon written notice at any time if the other party is in material breach of any material term of this Agreement and has failed to cure that breach within 30 days after written notice.
13. **Licensed to do Business in Washington.** Vendor must be licensed to do business in the State of Washington. Upon award of contract, Vendor will provide WLS with Vendor's Washington State Department of Revenue Tax Registration Number.
14. **Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion.** Vendor certifies that neither it nor its principals are presently debarred, declared ineligible, or voluntarily excluded from participation in transactions by any federal department or agency.
15. **Survival Clause.** All purchase transactions, applicable software license agreements, warranties or service agreements that were entered into between Vendor and Subscriber under the terms and conditions of the Contract shall survive the expiration or termination of the Contract. All purchase orders accepted by vendor shall survive expiration or termination of the Vendor Agreement.
16. **Warranty of Accessibility.** Vendor warrants that the system and services provided to Subscriber will comply with all local, state, and federal laws. Vendor further agrees that the system and services provided to Subscriber will comply with all laws prohibiting discrimination with regard to race, creed, color, national origin, sex, sexual orientation, marital status, age, or the presence of any sensory, mental, or physical disability. Vendor will furnish such documents and information as may be reasonably requested by Subscriber to evidence Vendor's compliance with the terms of this agreement.

Vendor represents that the system and services provided to Subscriber under this agreement will, at a minimum, conform with all applicable laws, including Section 508 of the Rehabilitation Act of 1973 (29 U.S.C. 794d), as amended, all other regulations promulgated under Title II of the Americans with Disabilities Act, and the accessibility standards of the Web Content Accessibility Guidelines ("WCAG") 2.0 AA provided, however, that Vendor will have no obligations with respect to such conformance to the extent relating to any portion of the system and services provided or developed by third parties or any user-generated content.



Amendment to Agreement WLS#306

Between

**Security Solutions Northwest, Inc. and
Washington Learning Source**

Amendment #1

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other:

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Angela F. Bolon 3/4/2022
WLS Director Date

Joli Valentino 3/9/22
PSESD Superintendent or Designee Date

Jamie Vos 3/3/2022
Security Solutions Date

PSESD Business Office Use Only

Audrey 3/9/2022
Business Office Date



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #2

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other:

RFP 1818-55; VOLUME PURCHASES

For purchases in a single transaction that will exceed \$100,000, an Awarded Vendor may submit a written request seeking a reduction in the Administrative Fee. The request shall identify the amount of the reduction that is being sought and the reasons the Awarded Vendor believes the reduction is warranted. Upon receipt and approval of a request for a reduction, all Awarded Vendors of in the product category identified in the request will be notified. The reduced Administrative Fee shall be applied uniformly to any Awarded Vendor that wants to sell products in that product category to the Subscriber for that single transaction. Awarded Vendors that are applying the reduced Administrative Fee shall not disclose or inform interested Subscribers that the price the Awarded Vendor is quoting is based on a reduction of the Administrative Fee.

Administrative Fee for each individual sale will be:

- \$100,000 and under = 3%
- \$100,000 - \$500,000 = 2.7%
- \$500,000 - \$1mil = 2.4%
- \$1mil - \$1.5mil = 2.1%
- \$1.5mil - \$2mil = 1.8%
- \$2mil and above = 1.5%

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Anjela F. Baloni 3/22/22
WLS Director Date

Joli Valentino 3/25/22
PSESD Superintendent or Designee Date

April Thomas 03/22/2022
Security Solutions Date

PSESD Business Office Use Only

Audrey 3/25/22
Business Office Date



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #3

This Amendment to the Agreement signed 2/17/2022, entered into by and between Washington Learning Source (WLS) and Security Solutions Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Extend contract to 2/17/2024
- Other (describe below)

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Washington Learning Source

Security Solutions Northwest, Inc.

Joli Valentino
Jan 5, 2023
Date
Joli Valentino
Joli Valentino (Jan 5, 2023 15:12 PST)
Superintendent or Designee
Jan 5, 2023
Date

April Thomas
Apr 5, 2023
Date
Approver Signature
April Thomas
Approver Name
Date
Sales and Contract Administrator
Title

PSESD Business Office Use Only

[Signature]
Business Office

1/13/23
Date

Amendment to Agreement WLS#306

Between

**Security Solutions Northwest, Inc. and
Washington Learning Source**


Amendment #4

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:


- Add products (see attached)
- Change prices (see attached)
- Renew
- Other: Updated Name and Licenses

All other terms and conditions of this Agreement remain in full force and effect.


IN WITNESS WHEREOF, the parties have executed this Amendment.



WLS Director 8/17/23
Date



Joli Valentino (Aug 17, 2023 14:21 PDT)
PSESD Superintendent or Designee 08/17/23
Date



Security Solutions 07/27/2023
Date

PSESD Business Office Use Only



Business Office 08/22/23
Date

WLS Exhibit C - Product and Pricing Information

Vendor Name Security Solutions Northwest, Inc.

Item #	Item	Description	Req.	Opt.	Educ List Price	WLS Disc %	WLS Customer Price
General Pricing Considerations							
	No minimums are required for below discounts						
	Bulk pricing/discounts for large orders are entertained						
IP Video Surveillance Solutions							
	Avigilon	Elite Partner		X		20%	\$0.00
	Axis Communications	Gold Partner		X		5%	\$0.00
	Genetec Inc.	Certified Partner		X		15%	\$0.00
	Hanwha Techwin America	STEP Partner		X		20%	\$0.00
	OpenEye	Authorized Dealer - Licensing Only		X		35%	\$0.00
	OpenEye	Authorized Dealer - Equipment		X		20%	\$0.00
	Verkada, Inc.	Authorized Reseller		X		10%	\$0.00
Video Data Infrastructure Servers							
	BCD	Authorized Reseller		X		15%	\$0.00
Access Control Systems							
	Avigilon	Elite Partner		X		20%	\$0.00
	Genetec Inc.	Certified Partner		X		15%	\$0.00
	Maxxess Systems, Inc	Authorized Dealer		X		15%	\$0.00
	Electrified Hardware & Accessories			X		30%	\$0.00
	Entrematic	Authorized Dealer		X		30%	\$0.00
	Aiphone			X		20%	\$0.00
Intrusion Systems							
	Bosch Security Systems, LLC.	Authorized Dealer		X		20%	\$0.00
Resideo Intrusion (Honeywell)							
	VISTA-128BPT	128BPT Control Panel		X			\$378.00
	AD12612	1.2 Amp Auxiliary Power Supply		X			\$28.50
	AD25624	2.5 Amp Auxiliary Power Supply		X			\$100.50
	4204	Relay board		X			\$84.00
	4208U	8 Zone Expansion Module		X			\$109.50
	4209U	Group Zoning Module 2/4 Zones		X			\$63.00
	5881ENH	Wireless Zone Expander		X			\$159.00
	VISTA-250BPT	128BPT Control Panel		X			\$736.50
	5881ENH	Wireless Zone Expander		X			\$159.00
	6160	Keypad		X			\$135.00
	6160RF	Keypad		X			\$198.00
Radio Communicators							
	Fire Radios	Excludes Permits		X			\$1,500.00
	Burglar Alarm Radios			X			\$500.00
Labor Rates							
	Hourly Install Rate	Mon - Fri 8 am to 4 pm		X	\$170.00	5%	\$161.50
	Hourly Service Rate	Mon - Fri 8 am to 4 pm		X	\$185.00	5%	\$175.75

	Project-based Installation Rate	Mon - Fri 8 am to 4 pm, based on scope of project		X	Variable	5%	\$0.00
	Hourly Remote Help Desk Rate	Mon - Fri 8 am to 4 pm		X	\$175.00	5%	\$166.25
	After Hours Service Rate	After business hours		X	\$280.00	5%	\$266.00
	After Hours Installation Rate	After business hours		X	\$220.00	5%	\$209.00
	After Hours Project Rate	After business hours, based on scope of project		X	Variable	5%	\$0.00
Support & Monitoring Services							
	Video Health	Maintenance of IP Video Systems, prices based on brand and number of cameras in system		X	Variable	5%	\$0.00
	Access Control	Software Assurance Plan, pricing based on number of doors and users in system		X	Variable	5%	\$0.00
	Intrusion Monitoring	Costs based on type of communication and services requested		X	Variable	5%	\$0.00
	Fire Monitoring	Costs based on type of communication and number of areas		X	Variable	5%	\$0.00
	Two Way Voice Monitoring	Two way voice monitoring for any emergency communication systems. Includes Elevator, Area of Rescue, Blue Phones, Two Way, etc. Costs vary based on type of communication.		X	Variable	5%	\$0.00



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #5

This Amendment to the Agreement signed 2/17/2022, entered into by and between Washington Learning Source (WLS) and Security Solutions Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Extend contract to 2/17/2025

Other (describe below) **Change from INC to LLC**

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Washington Learning Source

Security Solutions Northwest, Inc.

Angela Bolan 01/25/24

[Signature]

WLS Director Date

Approver Signature

Joliana Valentino (Jan 28, 2024 20:38 PST)

April Thomas 01/25/24

Superintendent or Designee

Approver Name Date

01/28/24

Sales and Contract Administrator

Date

Title

PSESD Business Office Use Only

Audrey Ata (Jan 29, 2024 08:15 PST)

01/29/24

Business Office

Date

RETURN TO: Thomas Fichtner

EXT: 2547

CITY OF FEDERAL WAY LAW DEPARTMENT ROUTING FORM

1. ORIGINATING DEPT./DIV: Information Technology

2. ORIGINATING STAFF PERSON: Thomas Fichtner EXT: 2547 3. DATE REQ. BY: ASAP

4. TYPE OF DOCUMENT (CHECK ONE):

- CONTRACTOR SELECTION DOCUMENT (E.G., RFB, RFP, RFQ)
- PUBLIC WORKS CONTRACT
- PROFESSIONAL SERVICE AGREEMENT
- GOODS AND SERVICE AGREEMENT
- REAL ESTATE DOCUMENT
- ORDINANCE
- CONTRACT AMENDMENT (AG#): _____
- OTHER _____
- SMALL OR LIMITED PUBLIC WORKS CONTRACT
- MAINTENANCE AGREEMENT
- HUMAN SERVICES / CDBG
- SECURITY DOCUMENT (E.G. BOND RELATED DOCUMENTS)
- RESOLUTION
- INTERLOCAL

5. PROJECT NAME: WLS Cooperative Purchasing Agreement

6. NAME OF CONTRACTOR: Washington Learning Source
 ADDRESS: 800 Oakesdale Avenue SW, Renton, WA 98057 TELEPHONE 425-917-7901
 E-MAIL: ebolam@walearningsource.org FAX: _____
 SIGNATURE NAME: Angela Bolam TITLE Learning & Development Support Systems Director

7. EXHIBITS AND ATTACHMENTS: SCOPE, WORK OR SERVICES COMPENSATION INSURANCE REQUIREMENTS/CERTIFICATE ALL OTHER REFERENCED EXHIBITS PROOF OF AUTHORITY TO SIGN REQUIRED LICENSES PRIOR CONTRACT/AMENDMENTS

8. TERM: COMMENCEMENT DATE: Upon Execution COMPLETION DATE: Perpetual

9. TOTAL COMPENSATION \$ N/A (INCLUDE EXPENSES AND SALES TAX, IF ANY)
(IF CALCULATED ON HOURLY LABOR CHARGE - ATTACH SCHEDULES OF EMPLOYEES TITLES AND HOLIDAY RATES)

REIMBURSABLE EXPENSE: YES NO IF YES, MAXIMUM DOLLAR AMOUNT: \$ _____

IS SALES TAX OWED YES NO IF YES, \$ _____ PAID BY: CONTRACTOR CITY

RETAINAGE: RETAINAGE AMOUNT: _____ RETAINAGE AGREEMENT (SEE CONTRACT) OR RETAINAGE BOND PROVIDED

PURCHASING: PLEASE CHARGE TO: NA

10. DOCUMENT/CONTRACT REVIEW	<u>INITIAL / DATE REVIEWED</u>	<u>INITIAL / DATE APPROVED</u>
<input checked="" type="checkbox"/> PROJECT MANAGER	<u>TF 3/7/22</u>	_____
<input checked="" type="checkbox"/> DIRECTOR	_____	_____
<input type="checkbox"/> RISK MANAGEMENT (IF APPLICABLE)	_____	_____
<input type="checkbox"/> LAW	_____	_____

11. COUNCIL APPROVAL (IF APPLICABLE) COMMITTEE APPROVAL DATE: 4/26/22 COUNCIL APPROVAL DATE: 5/3/22

12. CONTRACT SIGNATURE ROUTING

SENT TO VENDOR/CONTRACTOR DATE SENT: _____ DATE REC'D: _____

ATTACH: SIGNATURE AUTHORITY, INSURANCE CERTIFICATE, LICENSES, EXHIBITS

CREATE ELECTRONIC REMINDER/NOTIFICATION FOR 1 MONTH PRIOR TO EXPIRATION DATE
(Include dept. support staff if necessary and feel free to set notification more than a month in advance if council approval is needed.)

LAW DEPARTMENT

SIGNATORY (MAYOR OR DIRECTOR)

CITY CLERK

ASSIGNED AG#

INITIAL / DATE SIGNED
JA 5/11/22
 AG# 22-007 No sig req'd.

COMMENTS:

INTERGOVERNMENTAL COOPERATIVE PURCHASING AGREEMENT

Pursuant to Chapter 28A.RCW and Chapter 39.34 RCW and other provisions of the law that authorize intergovernmental agreements for cooperative purchasing, Puget Sound Educational Service District (PSESD), a political subdivision of the State of Washington and City of Federal Way (**Purchasing Agency**), hereby agree to enter into this agreement for the cooperative purchasing of various technology goods and services subject to the following terms and conditions:

1. PSESD operates the Washington Learning Source (WLS) purchasing program under which competitive bids and proposals are solicited on behalf of school districts and other educational organizations for the purchase of technology goods and services. PSESD agrees to extend the terms and conditions of said contract(s) to the Purchasing Agency, to the extent permitted by law, and agreed upon by all parties.
2. PSESD represents and warrants it has complied with its statutory requirements under Washington State law regarding notice for bids or proposals for goods or services subject to this Agreement. PSESD further represents and warrants that it posted the solicitations on the Washington's Electronic Business Solutions website.
3. The Purchasing Agency agrees to accept responsibility for compliance with any additional or varying laws and regulations governing purchase they make. PSESD makes no representation or warranty that this Agreement complies with the requirements of the statutes, regulations, policies, or rules applicable to each participating Purchasing Agency.
4. To purchase various technology goods and services under the vendor contract(s), Purchasing Agency shall send a purchase order or contract directly to the vendor(s) or vendor's subcontractors that are furnishing specified technology goods and services using a specified WLS contract number.
5. PSESD accepts no responsibility for any vendor or vendor's subcontractors' performance of any purchasing contract and accepts no responsibility for the payment of the purchase price by the Purchasing Agency.
6. It is not the intent of the parties to this Agreement, nor shall this Agreement be interpreted, to create a new or separate legal entity for the performance of this Agreement. Instead, the boards or other governing body of both parties shall jointly administer this Agreement in accordance with the terms contained herein.
7. The Purchasing Agency shall be solely responsible for acquiring the products or property, and all such products or property shall be held in Purchasing Agency's name. The Purchasing Agency shall also have primary responsibility for disposing of such property for the duration of the Agreement and upon termination of the Agreement.
8. The manner of financing the purchased technology goods and services under this Agreement shall be through budgeted funds or other available funds of the Purchasing Agency. Said Purchasing Agency shall be responsible for all budget and accounting procedures related to its purchases.

9. The terms of this Agreement shall be governed by the laws of the State of Washington.
10. This Agreement has been approved by the governing bodies of the Purchasing Agency and PSED by resolution, motion, or other means specifically authorized by law.
11. This Agreement shall become effective once it is fully executed and, pursuant to RCW 39.34.040, filed with the County Auditor or listed by subject on the public agency's web site or other electronically retrievable public source. The Purchasing Agency shall file or list the Agreement on their website prior to purchasing items from the WLS contract(s).
12. This Agreement shall remain in force until terminated by either party according to the terms herein. Either party may terminate this Agreement upon sixty (60) days written notice to the other party.

Purchasing Agency:

City of Federal Way



Signature

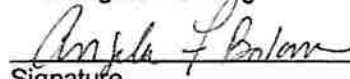
Mayor Jim Ferrell

Title

May 10, 2022

Date

Washington Learning Source



Signature

Learning & Development Support Systems Director

Title

5/23/2022

Date

Puget Sound ESD



Signature

Executive Director - Business and Operations

Title

5/23/22

Date

Interlocal for Washington Learning Source

Puget Sound ESD 800 Oakesdale AVE SW Renton, WA 98057

9. The terms of this Agreement shall be governed by the laws of the State of Washington.
10. This Agreement has been approved by the governing bodies of the Purchasing Agency and PSED by resolution, motion, or other means specifically authorized by law.
11. This Agreement shall become effective once it is fully executed and, pursuant to RCW 39.34.040, filed with the County Auditor or listed by subject on the public agency's web site or other electronically retrievable public source. The Purchasing Agency shall file or list the Agreement on their website prior to purchasing items from the WLS contract(s).
12. This Agreement shall remain in force until terminated by either party according to the terms herein. Either party may terminate this Agreement upon sixty (60) days written notice to the other party.

Purchasing Agency:

City of Federal Way



Signature

Mayor Jim Ferrell

Title

May 10, 2022

Date

Washington Learning Source

Signature

Title

Date

Puget Sound ESD

Signature

Title

Date

Interlocal for Washington Learning Source

Puget Sound ESD 800 Oakesdale AVE SW Renton, WA 98057

COUNCIL MEETING DATE: May 3, 2022

ITEM #: 7h

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: WLS (WASHINGTON LEARNING SOURCE) – INTERLOCAL COOPERATIVE PURCHASING AGREEMENT

POLICY QUESTION: Should the City Council authorize the purchase of equipment, supplies, materials, services, and/or other property from or through the Washington Learning Source (“WLS”)?

COMMITTEE: FEDRAC

MEETING DATE: April 26, 2022

CATEGORY:

Consent

Ordinance

Public Hearing

City Council Business

Resolution

Other

STAFF REPORT BY: Thomas Fichtner, IT Director

DEPT: IT

Attachments: 1. Staff Report
2. Interlocal Cooperative Purchasing Agreement with WLS

Options Considered:

- 1. Approve the proposed interlocal agreement.
- 2. Do not approve proposed interlocal agreement and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL:

[Signature]
Committee
Initial/Date

[Signature]
Council
Initial/Date

DIRECTOR APPROVAL:

[Signature]
Initial/Date

COMMITTEE RECOMMENDATION: "I move to forward the proposed interlocal agreement to the May 3, 2022 consent agenda for approval."

[Signature]
Committee Chair

[Signature]
Committee Member

[Signature]
Committee Member

PROPOSED COUNCIL MOTION: "I move approval of the proposed interlocal agreement, and authorize the Mayor to execute said agreement."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

APPROVED @5/3/2022

DENIED

TABLED/DEFERRED/NO ACTION

MOVED TO SECOND READING (ordinances only)

REVISED - 4/2019

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

CITY OF FEDERAL WAY
MEMORANDUM

DATE: April 5, 2022
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Thomas Fichtner, IT Director
SUBJECT: Washington Learning Source (WLS) Interlocal Agreement

Financial Impacts:

The City will receive continuous discounts with vendor once we are in contract with Washington Learning Source (WLS) as explained in the paragraphs below.

Background Information:

This interagency resolution will allow the City to make purchases using the WLS contract vehicle. Various contractors are often available on different rosters which allow for quicker procurement or discounted pricing due to buying power with a membership.

Security Solutions is a vendor that I.T., and the City of Federal Way, relies on for purchasing of various security and camera equipment for several security and surveillance projects, including Safe Cities.

As a government agency, the City of Federal way is eligible to receive a further discount with Security Solutions, with the entity of Washington Learning Source (WLS).

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: PURCHASE OF NVR SERVER FOR FEDERAL WAY COMMUNITY CENTER AND PERFORMING ARTS AND EVENTS CENTER

POLICY QUESTION: Should the City Council approve the purchase of the NVR Server for the Federal Way Community Center, and Performing Arts and Events Center?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- Consent
- City Council Business
- Ordinance
- Resolution
- Public Hearing
- Other

STAFF REPORT BY:

DEPT:

- Attachments:**
1. Staff Report
 2. Security Solutions Video System Components Quote
 3. Washington Learning Source (WLS) Vendor Agreement - WLS 306
 4. AG22-067 – Cooperative Purchasing Agreement with WLS

Options Considered:

1. Approve the proposed purchase of the NVR Server for the Federal Way Community Center, and Performing Arts and Events Center.
2. Do not approve proposed purchase and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1

MAYOR APPROVAL: J. J. / 11/18/24 Committee Initial/Date J. J. / 11/18/24 Council Initial/Date **DIRECTOR APPROVAL:** BP / 11/18/24 Initial/Date

COMMITTEE RECOMMENDATION: *I move to forward the proposed purchase of the NVR Server for the Federal Way Community Center, and Performing Arts and Events Center to the December 3, 2024, consent agenda for approval.*

 Committee Chair  Committee Member  Committee Member

PROPOSED COUNCIL MOTION: *"I move approval of the proposed purchase of the NVR Server for the Federal Way Community Center, and Performing Arts and Events Center."*

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
- DENIED
- TABLED/DEFERRED/NO ACTION
- MOVED TO SECOND READING *(ordinances only)*

REVISED - 5/2024

COUNCIL BILL # _____
First reading _____
Enactment reading _____
ORDINANCE # _____
RESOLUTION # _____

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 26, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Brian Pearson, IT Operations Manager
SUBJECT: NVR Server for Federal Way Community Center and Performing Arts and Events Center

Financial Impacts:

Within the 2024 Information Technology Amended Budget, a total of \$33,500 was appropriated for a replacement Network Video Recorder (NVR) Server for the Federal Way Community Center and Performing Arts and Events Center. The total cost of the proposed purchase for the NVR Server is \$33,431.93, within the budgeted amount.

Background Information:

The existing NVR Server has come to the end of life. The new cameras being installed at the Federal Way Community Center and Performing Arts and Event Center have higher resolution and analytics. The City will need additional storage capacity to accommodate the increasing data retention needs.

The NVR Server is available for purchase off the Washington Learning Source (WLS) Vendor Agreement with Security Solutions, Contract No. WLS 306. The City is a member of WLS and entered into a Cooperative Purchasing Agreement with them in 2022 filed under AG22-067.



CITY OF FEDERAL WAY

Contact Info:
Jerry Haynes

November 12, 2024

Federal Way, WA

VIDEO SYSTEM COMPONENTS:

- 1 AVIGILON AINVR2-PRM-FORM-D-72TB-NA
- 1 Shipping

<u>Unit Price</u>	<u>Ext. Price</u>
\$30,087.50	\$30,087.50
\$250.00	\$250.00

Subtotal	\$30,337.50
Sales Tax	\$3,094.43

TOTAL	\$33,431.93
--------------	--------------------

WLS pricing

NOTE:

- 1. Prices do not include labor to install or program.

Warranty - Terms & Conditions:

- a - All parts and labor are warranted for one year.
- b - Balance to be billed at net 30 days from completion of work.
- c - Additional work requested beyond the SCOPE OF WORK in this proposal, will be billed as time and materials at a rate of \$95.00 per hour unless the scope of the work requires a new proposal. Additional work will not be performed above and beyond this proposal without owner consent.
- d - This proposal is valid for 30 days from issue date.

Presented by:

Darcy Boersma - Security Solutions NW Authorized Representative

Acceptance:

(please sign here)

Date

1619 N State St. Bellingham WA, 98225 t 360.734.4940 f 360.647.9540 www.ssnw.co

**WASHINGTON LEARNING SOURCE
Vendor Agreement**

1. PARTIES

Security Solutions Northwest, Inc.
1619 N. State Street
Bellingham, WA 98225

WASHINGTON LEARNING SOURCE
Puget Sound ESD
800 Oakesdale Avenue SW
Renton, WA 98057

The parties agree to the following:

2. PURPOSE

Through this Agreement, awarded through **RFP 1818-55, Security Solutions Northwest, Inc (Security Solutions)** offers the **Washington Learning Source (WLS) subscribers** the opportunity to purchase **products noted on Exhibit C**, at special volume levels.

3. INCORPORATION OF DOCUMENTS

The following documents are hereby incorporated by reference into this Vendor Agreement:

- Vendor Contact Information
- Additional Resellers
- Products and Contract Pricing
- WLS Quarterly Reporting Template
- WLS Standard Terms and Conditions

4. DEFINITIONS

- 4.1 "**Administrative Fee**" means the fee applicable to each Product for administrative services provided by WLS or Subscriber's educational school district, which fee is set by schedules or other notices that WLS provides to the Security Solutions from time to time with respect to the Products. Administrative fee will be applied to all product or subscription prices, renewals, and maintenance fees.
- 4.2 "**Product**" means any product or service that is available to be sold, licensed, or otherwise provided pursuant to this Vendor Agreement.
- 4.3 "**Subscriber**" means any ESD office, public and private K-12 school and school district, Washington educator, the Office of State Superintendent of Public Instruction, or other accredited educational institution, as listed in the Washington Education Directory, that has entered into a contract with WLS, or Washington State public agency that has entered into an Intergovernmental Cooperative Purchasing Agreement between PSESD and the public purchasing agency pursuant to which WLS authorizes such agency or entity to purchase or acquire access to products and/or services sold, licensed, or

otherwise provided by Vendors of goods and/or services under one or more contracts WLS has entered into with such Vendors. "Subscriber" does not include any such agencies and entity's operations outside the State of Washington.

- 4.4 "**Vendor**" means the party with whom the WLS is contracting to fulfill orders for this Vendor Agreement.
- 4.5 "**ESD**" refers to "Educational Service District" as defined in RCW 28A.310.010.
- 4.6 "**FTE**" refers to a "Full-Time Equivalent" K-12 student as defined in WAC 392-121-122.
- 4.7 "**Head Count**" refers to all students regardless if they attend classes full-time in a high school building or attend work-based learning programs "off-site" or are enrolled in *Running Start* or *Virtual Academies*.
- 4.8 "**OEM**" means "Original Equipment Manufacturer".
- 4.9 "**Optional Use**" means that Washington State school districts that are members of the WLS may choose or not choose to use any vendors listed on the WLS site. The benefit for the Vendors is that their products and/or services will be listed on the Washington Learning Source website, a recognized purchasing cooperative that affords promotional benefits. For more information, visit WLS website at <http://www.walearningsource.org/>

5. ADDITIONAL AND AMENDED TERMS AND CONDITIONS

The following terms and conditions hereby take precedence over any contrary provisions in the documents referenced in Section 2 and 3 (of the overarching RFP). Unless otherwise notated below, the following terms and conditions are in addition to WLS Standard Terms and Conditions.

- 1) **Term:** Each party represents that this Vendor Agreement has been executed by their duly authorized representatives. It will become effective on the date signed by all parties and will continue for a period of one year (contract term). All times set forth in this Vendor Agreement shall be based upon the time in Renton, Washington.
- 2) **Renewal:** At the discretion of WLS, this Vendor Agreement may be renewed in writing for four subsequent one-year periods (renewal term) by mutual written agreement of the parties.
- 3) **Price and Products:** Under this Vendor Agreement, Subscribers will qualify for purchases through the Vendor at or below the prices listed. All prices shall remain firm (no changes that increase prices) from the date the Agreement is awarded until the contract term or renewal term end date.
 - Upon optional annual contract renewals, the Vendor may request price increases from the WLS. Such requests shall require a justification in writing.
 - Throughout the contract and renewal terms, price reductions are required if the OEM reduces the reseller's base price.
 - Upgraded products and services may be added to this Vendor Agreement upon WLS approval, but only if they replace products previously bid. All pricing must, at a minimum, reflect the same percentage discounts or better as established with this contract award.
 - Awarded vendors must provide on the first of each calendar quarter price decreases, new products, discontinued items, and any other changes or additions in order to ensure accurate WLS advertised prices.

4) Marketing

WLS Responsibilities:

- a. WLS will work with Security Solutions to develop and maintain a web page on the WLS web site to summarize the terms of the Vendor Agreement.
- b. The WLS will work with ESDs to reference Security Solutions and said web page in its communications to ESD participants to inform them of the availability of this Vendor Agreement
- c. The WLS will work with ESDs to use commercially reasonable efforts to disseminate information to Subscribers about the Products included in the Vendor Agreement through email announcements, direct mail, websites, meetings, and newsletter articles.

Vendor Responsibilities:

- a. Security Solutions will provide the WLS with information to be used for marketing purposes, such as logos and copy.
- b. Security Solutions will use the WLS logo on all its materials that market products on this contract.
- c. Security Solutions may sponsor and participate in events such as regional conferences, tradeshows, webinars, and showcases as appropriate.
- d. Security Solutions may co-host rollout events for Subscribers, such as lunch-and-learns and demonstrations.

WLS's Marketing:

Angela Bolam
Learning &
Development
Director
425-917-7901
abolam@psesd.org

Security Solutions

Marketing:

Kelly Vos
Executive Director
360.815.1236
kellyv@ssnw.co

- 5) **WLS Membership:** Pursuant to RCW 39.34, an intergovernmental (Interlocal) purchasing agreement forms the basis for WLS membership. All public K-12 educational institutions and associations published in the Washington State Education Directory, and Washington state public agencies are eligible to become WLS members and purchase from this optional use contract. Interlocal purchasing contracts allow either party to make purchases at the other party's accepted proposal price. A list of current WLS members is posted on the Washington Learning Source website:
<https://www.wlearningsource.org/members>. Security Solutions will consult this list of members to determine customer eligibility.

6) **WLS Administrative Fee:** All WLS sales realized or generated under or as a consequence of the **WLS awarded contract, this Vendor Agreement, shall include an Administrative Fee of 3% of net sales.** Purchasers shall reference the WLS contract number on their purchase orders at the time of purchase. As the administrator of the Vendor Agreement, Security Solutions must include the following data for each net sale or purchase through this Agreement:

- Invoice date
- Name of subscriber (school, district, or organization)
- ESD name where subscriber resides
- Invoice number
- Names and quantities of products purchased under this contract
- Single unit purchase price
- Total purchase price
- Amount of administrative fee

7) **Administrative Fee Payments:** During the contract and renewal terms of this Vendor Agreement, Security Solutions will submit quarterly accounting and remit administrative fee payments to WLS within 30 days following the end of each calendar quarter in accordance with the terms outlined in the following payment schedule. The administrative fees percentage shall not increase during the contract and renewal terms.

Payment Schedule	
January 31	April 30
July 31	October 31

- 8) **Order Processing:** Orders will be processed in the following manner:
- a. Purchase orders from subscribers will be submitted to Security Solutions for fulfillment.
 - b. Purchase orders from the Subscribers must be in writing and made out to Security Solutions or designated reseller(s). Each order must reference the appropriate ESD# and the contact/school name/address/telephone/email or fax of the end user responsible for holding the license.
 - c. Security Solutions will invoice the subscriber and collect their payments. Shipping charges and Washington State sales tax will be added to the invoice, if applicable. Shipping charges shall be FOB Destination.

These procedures may be modified as needed, and any such changes will be mutually agreed to in writing by Security Solutions and WLS.

Security Solutions
Sales & Support:
 Jamie Vos
 Sales Manager
 360.734.4940 x1021
 sales@ssnw.co

9) **Contract Administration:** Each party will designate a Contract Manager during the term of this Vendor Agreement whose responsibility shall be to oversee the party's performance of its duties and obligations pursuant to the terms of the Agreement. As of the Effective Date, WLS's and Security Solutions Contract Managers are as follows:

WLS's Contract Manager:
Purchasing/Contract
Administrator
425-917-7783
purchasingoffice@psed.org

Security Solutions
Contract Manager:
April Thomas
Contract Administrator
360.523.5140
aprilt@ssnw.co

10) Monitoring: Security Solutions shall continuously monitor and record its Services to make sure they meet or exceed all Vendor Agreement provisions including Service Level Requirements. WLS shall have the right to examine Security Solutions records associated with purchases in order to ensure compliance with all requirements in this Vendor Agreement. Optional Use contract. Security Solutions failure to comply with the terms in the Vendor Agreement, including Service Level Standards, may result in corrective action or termination.

11) Incorporation of General Terms and Conditions: This Vendor Agreement includes and incorporates as if fully set forth herein the Standard Terms and Conditions.

We the undersigned agree to the terms of the foregoing Vendor Agreement.

WASHINGTON LEARNING SOURCE

PSESD Superintendent or Designee



Signature



Signature

Angela Bolam
Printed Name

Joli Valentino
Printed Name

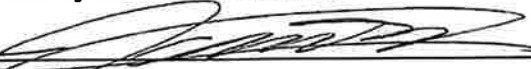
Learning & Development Support Systems Director
Title

Executive Director - Business and Operations
Title

2/10/2022
Date Signed

2/17/22
Date Signed

Security Solutions Northwest, Inc.



Signature

JAMIE VOS
Printed Name

PRESIDENT
Title

2/10/2022
Date Signed

STANDARD TERMS AND CONDITIONS

The submission of a Proposal is an offer to enter into a Contract that, upon acceptance by WLS, obligates the Vendor (and their authorized agents) to comply with the Terms and Conditions set forth below, and all the requirements in the RFP documents. If there is an inconsistency with a requirement or special condition in the RFP documents, the Terms and Conditions shall govern.

Upon acceptance of an award, the Vendor agrees to the following:

1. **Compliance.** By submitting a Proposal, the Vendor agrees to comply with WLS Vendor Agreement terms, including offering the Proposal products for the WLS Contract price when it sells its products to the eligible Subscribers until the expiration of the Contract.
2. **Contract Execution.** The Vendor Agreement is considered fully executed at the time that the WLS Superintendent signs and the Vendor signs.
3. **Resellers, Distributors and Agents.** The resellers, distributors or agents identified in the Awarded Vendor's Proposal that will be performing obligations that are required under the Vendor Agreement on behalf of the Awarded Vendor, have been provided a copy of the WLS RFP documents and the Awarded Vendor's Proposal, and they are familiar with the Vendor Agreement requirements.

The resellers, distributors and agents identified in the Awarded Vendor's Proposal have entered into an agreement with the Vendor which obligates the resellers, distributors and agents to comply with all the provisions associated with the Vendor Agreement when they are engaged in work that is associated with the Agreement.

The Awarded Vendor assumes full responsibility for ensuring that its resellers, distributors and agents are in full compliance with the Vendor Agreement. The Awarded Vendor understands and agrees that it will be subject to the remedies that are imposed for violations of the Vendor Agreement, including violations that are committed by the Awarded Vendor's resellers, distributors and agents. The Awarded Vendor is responsible for its resellers, distributors and agents' performance of obligations in the Vendor Agreement and is obligated to monitor its resellers, distributors, and agents.

4. **Pricing.** WLS reserves the right to review at any time the pricing of this Vendor Agreement. Vendor represents and warrants that the price offered by Vendor to WLS Members for any products ordered by WLS Members (the "WLS Members Price") are equal to or less than standard prices offered by Vendor for similar products generally to similarly situated customers contracting for similar volumes under the same terms and conditions.
5. **Assignment.** Neither this Vendor Agreement nor any interest therein may be assigned by either party without the prior written consent of the other party, provided, however, that either party may assign its rights, obligations, or interests under this Agreement in connection with a merger, acquisition, divestiture, sale of business, reorganization or similar corporate transaction involving such party without such written permission provided that such successor entity shall be bound by the terms of this Agreement.
6. **Indemnification / Hold Harmless.** Vendor shall defend, indemnify and hold the WLS, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with Vendor's performance of this Vendor Agreement, except for injuries and damages caused by the sole negligence of the WLS.

7. **Insurance.** The Vendor shall procure and maintain for the duration of the Vendor Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of this Agreement by Vendor, their agents, representatives, employees or subcontractors.

Vendor shall provide a Certificate of Insurance evidencing:

- a) **Commercial General Liability** insurance written on an occurrence basis with limits no less than \$2,000,000 combined single limit per occurrence for personal injury, bodily injury and property damage. Coverage shall include but not be limited to: blanket contractual; products/completed operations; broad form property damage; explosion, collapse and underground (XCU) if applicable; and employer's liability.
- b) **Cyber Liability** insurance or coverage with limits of not less than \$1,000,000 for each occurrence and an annual aggregate of \$2,000,000 covering claims involving privacy violations, information theft, damage to or corruption or destruction of electronic information, intentional and/or unintentional release of private information, internet media liability, alteration of electronic information, extortion, and network security. This coverage is required to remain in effect for as long as necessary to cover any and all such claims.

The WLS shall be named as an additional insured on the Commercial General Liability insurance policy, as respects activities of Vendor and a copy of the endorsement naming The WLS as additional insured shall be attached to the Certificate of Insurance. The WLS reserves the right to receive a certified copy of all required insurance policies.

The WLS shall be given thirty (30) days prior written notice of any cancellation, suspension or material change in coverage.

8. **Non-Exclusive Relationship.** The Vendor Agreement is not exclusive as to the products or goods or services similar to the products. Nothing in the Agreement prohibits WLS from entering into contracts with other Vendors or suppliers for the provision of the products or goods or services similar to the products in this contract.
9. **Compliance with FERPA.** Vendor will comply with the Family Educational Rights and Privacy Act (20 U.S.C. § 1232g) and its associated implementing regulations with respect to any information received by Vendor from WLS or any Subscriber. For the avoidance of doubt, this section does not create any obligations for Vendor with respect to information that is not in Vendor's possession or control.
10. **Prohibited Employees.** Vendor will prohibit any employee of Vendor from working at a Subscriber school if he or she would have contact with children at a Subscriber school during the course of his or her employment and if he or she has pled guilty to or been convicted of any felony crime involving the physical neglect of a child under chapter 9A.42 RCW, the physical injury or death of a child under chapter 9A.32 or 9A.36 RCW (except motor vehicle violations under chapter 46.61 RCW), sexual exploitation of a child under chapter 9.68A RCW, sexual offenses under chapter 9A.44 RCW where a minor is the victim, promoting prostitution of a minor under chapter 9A.88 RCW, the sale or purchase of a minor child under RCW 9A.64.030, or violation of similar laws of another jurisdiction.
11. **Limitations on Confidentiality.** Vendor agrees that WLS may disclose to Subscribers the prices, payment terms, and delivery terms provided in this contract for the products, and such other terms of this Vendor Agreement that Vendor wishes to make available to Subscribers (through WLS). The Vendor acknowledges and agrees that WLS' obligation to comply with any confidentiality provisions under this Vendor Agreement is subject to and

limited by applicable law, including the Washington Public Records Act (chapter 42.56 RCW).

Applicable Law: Jurisdiction. This Vendor Agreement will be governed by and construed in accordance with the laws of the State of Washington. Any dispute arising under, in connection with, or incident to this contract will be resolved exclusively in the state or federal courts located in King County, Washington.

12. **Termination.** WLS may terminate this Vendor Agreement for convenience at any time after the first anniversary of this contract Effective Date upon 30 days prior written notice to Vendor. In the event of such termination for convenience, Vendor shall have no obligation to provide a refund of any unearned pre-paid fees. WLS may terminate this Vendor Agreement immediately upon notice for any failure by Vendor to comply with the terms of Section 10. Either party may terminate this Vendor Agreement immediately upon written notice at any time if the other party is in material breach of any material term of this Agreement and has failed to cure that breach within 30 days after written notice.
13. **Licensed to do Business in Washington.** Vendor must be licensed to do business in the State of Washington. Upon award of contract, Vendor will provide WLS with Vendor's Washington State Department of Revenue Tax Registration Number.
14. **Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion.** Vendor certifies that neither it nor its principals are presently debarred, declared ineligible, or voluntarily excluded from participation in transactions by any federal department or agency.
15. **Survival Clause.** All purchase transactions, applicable software license agreements, warranties or service agreements that were entered into between Vendor and Subscriber under the terms and conditions of the Contract shall survive the expiration or termination of the Contract. All purchase orders accepted by vendor shall survive expiration or termination of the Vendor Agreement.
16. **Warranty of Accessibility.** Vendor warrants that the system and services provided to Subscriber will comply with all local, state, and federal laws. Vendor further agrees that the system and services provided to Subscriber will comply with all laws prohibiting discrimination with regard to race, creed, color, national origin, sex, sexual orientation, marital status, age, or the presence of any sensory, mental, or physical disability. Vendor will furnish such documents and information as may be reasonably requested by Subscriber to evidence Vendor's compliance with the terms of this agreement.

Vendor represents that the system and services provided to Subscriber under this agreement will, at a minimum, conform with all applicable laws, including Section 508 of the Rehabilitation Act of 1973 (29 U.S.C. 794d), as amended, all other regulations promulgated under Title II of the Americans with Disabilities Act, and the accessibility standards of the Web Content Accessibility Guidelines ("WCAG") 2.0 AA provided, however, that Vendor will have no obligations with respect to such conformance to the extent relating to any portion of the system and services provided or developed by third parties or any user-generated content.



Amendment to Agreement WLS#306

Between

**Security Solutions Northwest, Inc. and
Washington Learning Source**

Amendment #1

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other:

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Angela F. Bolon 3/4/2022
WLS Director Date

Joli Valentino 3/9/22
PSESD Superintendent or Designee Date

Jamie Vos 3/3/2022
Security Solutions Date

PSESD Business Office Use Only

Audrey 3/9/2022
Business Office Date



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #2

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other:

RFP 1818-55; VOLUME PURCHASES

For purchases in a single transaction that will exceed \$100,000, an Awarded Vendor may submit a written request seeking a reduction in the Administrative Fee. The request shall identify the amount of the reduction that is being sought and the reasons the Awarded Vendor believes the reduction is warranted. Upon receipt and approval of a request for a reduction, all Awarded Vendors of in the product category identified in the request will be notified. The reduced Administrative Fee shall be applied uniformly to any Awarded Vendor that wants to sell products in that product category to the Subscriber for that single transaction. Awarded Vendors that are applying the reduced Administrative Fee shall not disclose or inform interested Subscribers that the price the Awarded Vendor is quoting is based on a reduction of the Administrative Fee.

Administrative Fee for each individual sale will be:

- \$100,000 and under = 3%
- \$100,000 - \$500,000 = 2.7%
- \$500,000 - \$1mil = 2.4%
- \$1mil - \$1.5mil = 2.1%
- \$1.5mil - \$2mil = 1.8%
- \$2mil and above = 1.5%

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Angela F. Bolon 3/22/22
WLS Director Date

Joli Valentino 3/25/22
PSESD Superintendent or Designee Date

April Thomas 03/22/2022
Security Solutions Date

PSESD Business Office Use Only

Audrey 3/25/22
Business Office Date



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #3

This Amendment to the Agreement signed 2/17/2022, entered into by and between Washington Learning Source (WLS) and Security Solutions Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
Extend contract to 2/17/2024
- Other (describe below)

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Washington Learning Source

Security Solutions Northwest, Inc.

Angela F. Bolon Jan 5, 2023
 WLS Director Date
Joli Valentino
 Joli Valentino (Jan 5, 2023 15:12 PST)
 Superintendent or Designee
 Jan 5, 2023
 Date

[Signature]
 Approver Signature
 April Thomas Jan 5, 2023
 Approver Name Date
 Sales and Contract Administrator
 Title

PSED Business Office Use Only

[Signature]
 Business Office

1/13/23
 Date

Amendment to Agreement WLS#306

Between

**Security Solutions Northwest, Inc. and
Washington Learning Source**

Amendment #4

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other: Updated Name and Licenses

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.



WLS Director

8/17/23
Date



Joli Valentino (Aug 17, 2023 14:21 PDT)

PSESD Superintendent or Designee

08/17/23
Date



Security Solutions

07/27/2023
Date

PSESD Business Office Use Only



Audrey (Aug 22, 2023 20:13 PDT)

Business Office

08/22/23
Date

WLS Exhibit C - Product and Pricing Information

Vendor Name Security Solutions Northwest, Inc.

Item #	Item	Description	Req.	Opt.	Educ List Price	WLS Disc %	WLS Customer Price
General Pricing Considerations							
	No minimums are required for below discounts						
	Bulk pricing/discounts for large orders are entertained						
IP Video Surveillance Solutions							
	Avigilon	Elite Partner		X		20%	\$0.00
	Axis Communications	Gold Partner		X		5%	\$0.00
	Genetec Inc.	Certified Partner		X		15%	\$0.00
	Hanwha Techwin America	STEP Partner		X		20%	\$0.00
	OpenEye	Authorized Dealer - Licensing Only		X		35%	\$0.00
	OpenEye	Authorized Dealer - Equipment		X		20%	\$0.00
	Verkada, Inc.	Authorized Reseller		X		10%	\$0.00
Video Data Infrastructure Servers							
	BCD	Authorized Reseller		X		15%	\$0.00
Access Control Systems							
	Avigilon	Elite Partner		X		20%	\$0.00
	Genetec Inc.	Certified Partner		X		15%	\$0.00
	Maxxess Systems, Inc.	Authorized Dealer		X		15%	\$0.00
	Electrified Hardware & Accessories			X		30%	\$0.00
	Entrematic	Authorized Dealer		X		30%	\$0.00
	Aiphone			X		20%	\$0.00
Intrusion Systems							
	Bosch Security Systems, LLC	Authorized Dealer		X		20%	\$0.00
Resideo Intrusion (Honeywell)							
	VISTA-128BPT	128BPT Control Panel		X			\$378.00
	AD12612	1.2 Amp Auxiliary Power Supply		X			\$28.50
	AD25624	2.5 Amp Auxiliary Power Supply		X			\$100.50
	4204	Relay board		X			\$84.00
	4208U	8 Zone Expansion Module		X			\$109.50
	4209U	Group Zoning Module 2/4 Zones		X			\$63.00
	5881ENH	Wireless Zone Expander		X			\$159.00
	VISTA-250BPT	128BPT Control Panel		X			\$736.50
	5881ENH	Wireless Zone Expander		X			\$159.00
	6160	Keypad		X			\$135.00
	6160RF	Keypad		X			\$198.00
Radio Communicators							
	Fire Radios	Excludes Permits		X			\$1,500.00
	Burglar Alarm Radios			X			\$500.00
Labor Rates							
	Hourly Install Rate	Mon - Fri 8 am to 4 pm		X	\$170.00	5%	\$161.50
	Hourly Service Rate	Mon - Fri 8 am to 4 pm		X	\$185.00	5%	\$175.75

	Project-based Installation Rate	Mon - Fri 8 am to 4 pm, based on scope of project		X	Variable	5%	\$0.00
	Hourly Remote Help Desk Rate	Mon - Fri 8 am to 4 pm		X	\$175.00	5%	\$166.25
	After Hours Service Rate	After business hours		X	\$280.00	5%	\$266.00
	After Hours Installation Rate	After business hours		X	\$220.00	5%	\$209.00
	After Hours Project Rate	After business hours, based on scope of project		X	Variable	5%	\$0.00
Support & Monitoring Services							
	Video Health	Maintenance of IP Video Systems, prices based on brand and number of cameras in system		X	Variable	5%	\$0.00
	Access Control	Software Assurance Plan, pricing based on number of doors and users in system		X	Variable	5%	\$0.00
	Intrusion Monitoring	Costs based on type of communication and services requested		X	Variable	5%	\$0.00
	Fire Monitoring	Costs based on type of communication and number of areas		X	Variable	5%	\$0.00
	Two Way Voice Monitoring	Two way voice monitoring for any emergency communication systems. Includes Elevator, Area of Rescue, Blue Phones, Two Way, etc. Costs vary based on type of communication.		X	Variable	5%	\$0.00



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #5

This Amendment to the Agreement signed 2/17/2022, entered into by and between Washington Learning Source (WLS) and Security Solutions Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
 - Change prices (see attached)
 - Renew
- Extend contract to 2/17/2025

Other (describe below) **Change from INC to LLC**

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Washington Learning Source

Security Solutions Northwest, Inc.



01/25/24

WLS Director

Date



Approver Signature



Superintendent or Designee

01/28/24

Date

April Thomas

01/25/24

Approver Name

Date

Sales and Contract Administrator

Title

PSESD Business Office Use Only



Audrey (Jan 29, 2024 08:15 PST)

Business Office

01/29/24

Date

CITY OF FEDERAL WAY LAW DEPARTMENT ROUTING FORM

1. ORIGINATING DEPT./DIV: Information Technology

2. ORIGINATING STAFF PERSON: Thomas Fichtner EXT: 2547 3. DATE REQ. BY: ASAP

- 4. TYPE OF DOCUMENT (CHECK ONE):
CONTRACTOR SELECTION DOCUMENT (E.G., RFB, RFP, RFQ)
PUBLIC WORKS CONTRACT
PROFESSIONAL SERVICE AGREEMENT
GOODS AND SERVICE AGREEMENT
REAL ESTATE DOCUMENT
ORDINANCE
CONTRACT AMENDMENT (AG#):
OTHER
SMALL OR LIMITED PUBLIC WORKS CONTRACT
MAINTENANCE AGREEMENT
HUMAN SERVICES / CDBG
SECURITY DOCUMENT (E.G. BOND RELATED DOCUMENTS)
RESOLUTION
INTERLOCAL

5. PROJECT NAME: WLS Cooperative Purchasing Agreement

6. NAME OF CONTRACTOR: Washington Learning Source
ADDRESS: 800 Oakesdale Avenue SW, Renton, WA 98057 TELEPHONE 425-917-7901
E-MAIL: abolam@walearningsource.org FAX:
SIGNATURE NAME: Angela Bolam TITLE Learning & Development Support Systems Director

7. EXHIBITS AND ATTACHMENTS: SCOPE, WORK OR SERVICES COMPENSATION INSURANCE REQUIREMENTS/CERTIFICATE ALL OTHER REFERENCED EXHIBITS PROOF OF AUTHORITY TO SIGN REQUIRED LICENSES PRIOR CONTRACT/AMENDMENTS

8. TERM: COMMENCEMENT DATE: Upon Execution COMPLETION DATE: Perpetual

9. TOTAL COMPENSATION \$ N/A (INCLUDE EXPENSES AND SALES TAX, IF ANY)
REIMBURSABLE EXPENSE: YES NO IF YES, MAXIMUM DOLLAR AMOUNT: \$
IS SALES TAX OWED YES NO IF YES, \$ PAID BY: CONTRACTOR CITY
RETAINAGE: RETAINAGE AMOUNT: RETAINAGE AGREEMENT (SEE CONTRACT) OR RETAINAGE BOND PROVIDED

PURCHASING: PLEASE CHARGE TO: N/A

10. DOCUMENT/CONTRACT REVIEW
PROJECT MANAGER
DIRECTOR
RISK MANAGEMENT (IF APPLICABLE)
LAW
INITIAL / DATE REVIEWED
INITIAL / DATE APPROVED

11. COUNCIL APPROVAL (IF APPLICABLE) COMMITTEE APPROVAL DATE: 4/20/22 COUNCIL APPROVAL DATE: 5/3/22

12. CONTRACT SIGNATURE ROUTING
SENT TO VENDOR/CONTRACTOR DATE SENT: DATE REC'D:
ATTACH: SIGNATURE AUTHORITY, INSURANCE CERTIFICATE, LICENSES, EXHIBITS
CREATE ELECTRONIC REMINDER/NOTIFICATION FOR 1 MONTH PRIOR TO EXPIRATION DATE
(Include dept. support staff if necessary and feel free to set notification more than a month in advance if council approval is needed.)

LAW DEPARTMENT
SIGNATORY (MAYOR OR DIRECTOR)
CITY CLERK
ASSIGNED AG#
INITIAL / DATE SIGNED
AG# 22-007

COMMENTS:

INTERGOVERNMENTAL COOPERATIVE PURCHASING AGREEMENT

Pursuant to Chapter 28A.RCW and Chapter 39.34 RCW and other provisions of the law that authorize intergovernmental agreements for cooperative purchasing, Puget Sound Educational Service District (PSESD), a political subdivision of the State of Washington and City of Federal Way (**Purchasing Agency**), hereby agree to enter into this agreement for the cooperative purchasing of various technology goods and services subject to the following terms and conditions:

1. PSESD operates the Washington Learning Source (WLS) purchasing program under which competitive bids and proposals are solicited on behalf of school districts and other educational organizations for the purchase of technology goods and services. PSESD agrees to extend the terms and conditions of said contract(s) to the Purchasing Agency, to the extent permitted by law, and agreed upon by all parties.
2. PSESD represents and warrants it has complied with its statutory requirements under Washington State law regarding notice for bids or proposals for goods or services subject to this Agreement. PSESD further represents and warrants that it posted the solicitations on the Washington's Electronic Business Solutions website.
3. The Purchasing Agency agrees to accept responsibility for compliance with any additional or varying laws and regulations governing purchase they make. PSESD makes no representation or warranty that this Agreement complies with the requirements of the statutes, regulations, policies, or rules applicable to each participating Purchasing Agency.
4. To purchase various technology goods and services under the vendor contract(s), Purchasing Agency shall send a purchase order or contract directly to the vendor(s) or vendor's subcontractors that are furnishing specified technology goods and services using a specified WLS contract number.
5. PSESD accepts no responsibility for any vendor or vendor's subcontractors' performance of any purchasing contract and accepts no responsibility for the payment of the purchase price by the Purchasing Agency.
6. It is not the intent of the parties to this Agreement, nor shall this Agreement be interpreted, to create a new or separate legal entity for the performance of this Agreement. Instead, the boards or other governing body of both parties shall jointly administer this Agreement in accordance with the terms contained herein.
7. The Purchasing Agency shall be solely responsible for acquiring the products or property, and all such products or property shall be held in Purchasing Agency's name. The Purchasing Agency shall also have primary responsibility for disposing of such property for the duration of the Agreement and upon termination of the Agreement.
8. The manner of financing the purchased technology goods and services under this Agreement shall be through budgeted funds or other available funds of the Purchasing Agency. Said Purchasing Agency shall be responsible for all budget and accounting procedures related to its purchases.

9. The terms of this Agreement shall be governed by the laws of the State of Washington.
10. This Agreement has been approved by the governing bodies of the Purchasing Agency and PSED by resolution, motion, or other means specifically authorized by law.
11. This Agreement shall become effective once it is fully executed and, pursuant to RCW 39.34.040, filed with the County Auditor or listed by subject on the public agency's web site or other electronically retrievable public source. The Purchasing Agency shall file or list the Agreement on their website prior to purchasing items from the WLS contract(s).
12. This Agreement shall remain in force until terminated by either party according to the terms herein. Either party may terminate this Agreement upon sixty (60) days written notice to the other party.

Purchasing Agency:

City of Federal Way



Signature

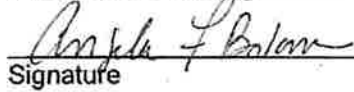
Mayor Jim Ferrell

Title

May 10, 2022

Date

Washington Learning Source



Signature

Learning & Development Support Systems Director

Title

5/23/2022

Date

Puget Sound ESD



Signature

Executive Director - Business and Operations

Title

5/23/22

Date

Interlocal for Washington Learning Source

Puget Sound ESD 800 Oakesdale AVE SW Renton, WA 98057

9. The terms of this Agreement shall be governed by the laws of the State of Washington.
10. This Agreement has been approved by the governing bodies of the Purchasing Agency and PSESD by resolution, motion, or other means specifically authorized by law.
11. This Agreement shall become effective once it is fully executed and, pursuant to RCW 39.34.040, filed with the County Auditor or listed by subject on the public agency's web site or other electronically retrievable public source. The Purchasing Agency shall file or list the Agreement on their website prior to purchasing items from the WLS contract(s).
12. This Agreement shall remain in force until terminated by either party according to the terms herein. Either party may terminate this Agreement upon sixty (60) days written notice to the other party.

Purchasing Agency:

City of Federal Way



Signature

Mayor Jim Ferrell

Title

May 10, 2022

Date

Washington Learning Source

Signature

Title

Date

Puget Sound ESD

Signature

Title

Date

Interlocal for Washington Learning Source

Puget Sound ESD 800 Oakesdale AVE SW Renton, WA 98057

COUNCIL MEETING DATE: May 3, 2022

ITEM #:

7h

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: WLS (WASHINGTON LEARNING SOURCE) – INTERLOCAL COOPERATIVE PURCHASING AGREEMENT

POLICY QUESTION: Should the City Council authorize the purchase of equipment, supplies, materials, services, and/or other property from or through the Washington Learning Source (“WLS”)?

COMMITTEE: FEDRAC

MEETING DATE: April 26, 2022

CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Thomas Fichtner, IT Director

DEPT: IT

- Attachments:
1. Staff Report
 2. Interlocal Cooperative Purchasing Agreement with WLS

Options Considered:

1. Approve the proposed interlocal agreement.
2. Do not approve proposed interlocal agreement and provide direction to staff.

MAYOR’S RECOMMENDATION: Option 1.

MAYOR APPROVAL:

JF 4/20/22
Committee Initial/Date

JF 4/20/22
Council Initial/Date

DIRECTOR APPROVAL:

TP 4/19
Initial/Date

COMMITTEE RECOMMENDATION: “I move to forward the proposed interlocal agreement to the May 3, 2022 consent agenda for approval.”

Thomas Fichtner
Committee Chair

[Signature]
Committee Member

Mike Van Zee
Committee Member

PROPOSED COUNCIL MOTION: “I move approval of the proposed interlocal agreement, and authorize the Mayor to execute said agreement.”

(BELOW TO BE COMPLETED BY CITY CLERK’S OFFICE)

COUNCIL ACTION:

- APPROVED @ 5/3/2022
 - DENIED
 - TABLED/DEFERRED/NO ACTION
 - MOVED TO SECOND READING (ordinances only)
- REVISED - 4/2019

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

CITY OF FEDERAL WAY
MEMORANDUM

DATE: April 5, 2022
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Thomas Fichtner, IT Director
SUBJECT: Washington Learning Source (WLS) Interlocal Agreement

Financial Impacts:

The City will receive continuous discounts with vendor once we are in contract with Washington Learning Source (WLS) as explained in the paragraphs below.

Background Information:

This interagency resolution will allow the City to make purchases using the WLS contract vehicle. Various contractors are often available on different rosters which allow for quicker procurement or discounted pricing due to buying power with a membership.

Security Solutions is a vendor that I.T., and the City of Federal Way, relies on for purchasing of various security and camera equipment for several security and surveillance projects, including Safe Cities.

As a government agency, the City of Federal way is eligible to receive a further discount with Security Solutions, with the entity of Washington Learning Source (WLS).

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: REPLACEMENT OF CCTV CAMERAS FOR THE PERFORMING ARTS AND EVENTS CENTER

POLICY QUESTION: Should the City Council approve the purchase of replacement of CCTV cameras at the Federal Way Performing Arts and Event Center (PAEC)?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: Brian Pearson

DEPT: Information Technology

- Attachments: 1. Staff Report, 2. Security Solutions Video System Components Quote, 3. Washington Learning Source (WLS) Vendor Agreement - WLS 306, 4. AG22-067 - Cooperative Purchasing Agreement with WLS

Options Considered:

- 1. Approve the purchase of replacement CCTV cameras at the Federal Way Performing Arts and Event Center.
2. Do not approve proposed purchase and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL: [Signature] 11/18/24, DIRECTOR APPROVAL: [Signature] 4/18/24

COMMITTEE RECOMMENDATION: I move to forward the purchase of replacement CCTV cameras at the Federal Way Performing Arts and Event Center (PAEC) to the December 3, 2024, consent agenda for approval.

[Signatures of Committee Chair and Members]

PROPOSED COUNCIL MOTION: "I move approval of the proposed purchase of replacement CCTV cameras for the Federal Way Performing Arts and Event Center ."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, TABLED/DEFERRED/NO ACTION, MOVED TO SECOND READING (ordinances only)

REVISED - 5/2024

COUNCIL BILL #, First reading, Enactment reading, ORDINANCE #, RESOLUTION #

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 26, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Brian Pearson, IT Operation Manager
SUBJECT: Purchase of Replacement CCTV Cameras for the Performing Arts and Events Center

Financial Impacts:

Within the 2024 Information Technology Amended Budget, a total of \$40,500 was appropriated for the replacement of aging cameras within and outside the facility of the Performing Arts and Events Center. The total cost of the proposed purchase for replacement equipment, \$40,084.16, is within the budgeted amount.

Background Information:

Most of the cameras at the Performing Arts and Events Center were installed in 2016/2017. These cameras have reached their life expectancy. The new cameras are higher-resolution models that feature advanced analytics.

The equipment is available for purchase off the Washington Learning Source (WLS) Vendor Agreement with Security Solutions, Contract No. WLS 306. The City is a member of WLS and entered into a Cooperative Purchasing Agreement with them in 2022 filed under AG22-067.

The equipment will include 18 cameras and accessories.



CITY OF FEDERAL WAY

PAEC

Contact Info:
Jerry Haynes

November 13, 2024

Federal Way, WA

VIDEO SYSTEM COMPONENTS:

		<u>Unit Price</u>	<u>Ext. Price</u>
2	AVIGILON NVR6-AINVR2-FORM-D-HDDS-HOT-12TB	\$1,787.13	\$3,574.25
4	AVIGILON NVR6-AINVR2-FORM-D-SFPPLUS-SR	\$275.50	\$1,102.00
2	AVIGILON AINVR2-PRM-FORM-D-ANK	\$3,234.23	\$6,468.45
7	AVIGILON 12.0W-H5A-FE-DO1-IR	\$964.55	\$6,751.85
2	AVIGILON 24C-H5A-3MH	\$1,921.98	\$3,843.95
3	AVIGILON 32C-H5A-4MH	\$2,295.35	\$6,886.05
1	AVIGILON H5AMH-AD-DOME1	\$144.48	\$144.48
4	AVIGILON H5AMH-AD-PEND1	\$144.48	\$577.90
4	AVIGILON H5AMH-DO-COVR1-SMOKE	\$144.48	\$577.90
1	AVIGILON H5AMH-DO-COVR1	\$144.48	\$144.48
1	AVIGILON NPTA-1001	\$47.61	\$47.61
1	AVIGILON WLMT-1001	\$87.96	\$87.96
1	AVIGILON PLMT-1001	\$83.38	\$83.38
1	AVIGILON 10.0C-H5DH-DO1-IR	\$1,299.23	\$1,299.23
1	AVIGILON H5DH-DO-JBOX1	\$77.00	\$77.00
1	AVIGILON 5.0C-H6SL-DO1	\$659.03	\$659.03
1	AVIGILON 5.0C-H6M-D2-IR	\$433.44	\$433.44
3	AVIGILON 8.0C-H6A-D1-IR	\$1,205.03	\$3,615.08
1	Shipping	\$250.00	\$250.00

Subtotal \$36,374.01

Sales Tax \$3,710.15

TOTAL \$40,084.16

WLS pricing

NOTE:

- Prices do not include labor to install or program.

Warranty - Terms & Conditions:

- All parts and labor are warranted for one year.
- Balance to be billed at net 30 days from completion of work.
- Additional work requested beyond the SCOPE OF WORK in this proposal, will be billed as time and materials at a rate of \$95.00 per hour unless the scope of the work requires a new proposal. Additional work will not be performed above and beyond this proposal without owner consent.
- This proposal is valid for 30 days from issue date.

Presented by:

Darcy Boersma - Security Solutions NW Authorized Representative

Acceptance:

(please sign here)

1619 N State St. Bellingham WA, 98225 t 360.734.4940 f 360.647.9540 www.ssnw.co

**WASHINGTON LEARNING SOURCE
Vendor Agreement**

1. PARTIES

Security Solutions Northwest, Inc.
1619 N. State Street
Bellingham, WA 98225

WASHINGTON LEARNING SOURCE
Puget Sound ESD
800 Oakesdale Avenue SW
Renton, WA 98057

The parties agree to the following:

2. PURPOSE

Through this Agreement, awarded through **RFP 1818-55, Security Solutions Northwest, Inc (Security Solutions)** offers the **Washington Learning Source (WLS) subscribers** the opportunity to purchase **products noted on Exhibit C**, at special volume levels.

3. INCORPORATION OF DOCUMENTS

The following documents are hereby incorporated by reference into this Vendor Agreement:

- Vendor Contact Information
- Additional Resellers
- Products and Contract Pricing
- WLS Quarterly Reporting Template
- WLS Standard Terms and Conditions

4. DEFINITIONS

4.1 "**Administrative Fee**" means the fee applicable to each Product for administrative services provided by WLS or Subscriber's educational school district, which fee is set by schedules or other notices that WLS provides to the Security Solutions from time to time with respect to the Products. Administrative fee will be applied to all product or subscription prices, renewals, and maintenance fees.

4.2 "**Product**" means any product or service that is available to be sold, licensed, or otherwise provided pursuant to this Vendor Agreement.

4.3 "**Subscriber**" means any ESD office, public and private K-12 school and school district, Washington educator, the Office of State Superintendent of Public Instruction, or other accredited educational institution, as listed in the Washington Education Directory, that has entered into a contract with WLS, or Washington State public agency that has entered into an Intergovernmental Cooperative Purchasing Agreement between PSESD and the public purchasing agency pursuant to which WLS authorizes such agency or entity to purchase or acquire access to products and/or services sold, licensed, or

otherwise provided by Vendors of goods and/or services under one or more contracts WLS has entered into with such Vendors. "Subscriber" does not include any such agencies and entity's operations outside the State of Washington.

4.4 "**Vendor**" means the party with whom the WLS is contracting to fulfill orders for this Vendor Agreement.

4.5 "**ESD**" refers to "Educational Service District".as defined in RCW 28A.310.010.

4.6 "**FTE**" refers to a "Full-Time Equivalent" K-12 student as defined in WAC 392-121-122.

4.7 "**Head Count**" refers to all students regardless if they attend classes full-time in a high school building or attend work-based learning programs "off-site" or are enrolled in *Running Start* or *Virtual Academies*.

4.8 "**OEM**" means "Original Equipment Manufacturer".

4.9 "**Optional Use**" means that Washington State school districts that are members of the WLS may choose or not choose to use any vendors listed on the WLS site. The benefit for the Vendors is that their products and/or services will be listed on the Washington Learning Source website, a recognized purchasing cooperative that affords promotional benefits. For more information, visit WLS website at <http://www.wlearningsource.org/>

5. ADDITIONAL AND AMENDED TERMS AND CONDITIONS

The following terms and conditions hereby take precedence over any contrary provisions in the documents referenced in Section 2 and 3 (of the overarching RFP). Unless otherwise notated below, the following terms and conditions are in addition to WLS Standard Terms and Conditions.

- 1) **Term:** Each party represents that this Vendor Agreement has been executed by their duly authorized representatives. It will become effective on the date signed by all parties and will continue for a period of one year (contract term). All times set forth in this Vendor Agreement shall be based upon the time in Renton, Washington.
- 2) **Renewal:** At the discretion of WLS, this Vendor Agreement may be renewed in writing for four subsequent one-year periods (renewal term) by mutual written agreement of the parties.
- 3) **Price and Products:** Under this Vendor Agreement, Subscribers will qualify for purchases through the Vendor at or below the prices listed. All prices shall remain firm (no changes that increase prices) from the date the Agreement is awarded until the contract term or renewal term end date.
 - Upon optional annual contract renewals, the Vendor may request price increases from the WLS. Such requests shall require a justification in writing.
 - Throughout the contract and renewal terms, price reductions are required if the OEM reduces the reseller's base price.
 - Upgraded products and services may be added to this Vendor Agreement upon WLS approval, but only if they replace products previously bid. All pricing must, at a minimum, reflect the same percentage discounts or better as established with this contract award.
 - Awarded vendors must provide on the first of each calendar quarter price decreases, new products, discontinued items, and any other changes or additions in order to ensure accurate WLS advertised prices.

4) Marketing

WLS Responsibilities:

- a. WLS will work with Security Solutions to develop and maintain a web page on the WLS web site to summarize the terms of the Vendor Agreement.
- b. The WLS will work with ESDs to reference Security Solutions and said web page in its communications to ESD participants to inform them of the availability of this Vendor Agreement
- c. The WLS will work with ESDs to use commercially reasonable efforts to disseminate information to Subscribers about the Products included in the Vendor Agreement through email announcements, direct mail, websites, meetings, and newsletter articles.

Vendor Responsibilities:

- a. Security Solutions will provide the WLS with information to be used for marketing purposes, such as logos and copy.
- b. Security Solutions will use the WLS logo on all its materials that market products on this contract.
- c. Security Solutions may sponsor and participate in events such as regional conferences, tradeshows, webinars, and showcases as appropriate.
- d. Security Solutions may co-host rollout events for Subscribers, such as lunch-and-learns and demonstrations.

WLS's Marketing:

Angela Bolam
Learning &
Development
Director
425-917-7901
abolam@psesd.org

Security Solutions

Marketing:

Kelly Vos
Executive Director
360.815.1236
kellyv@ssnw.co

- 5) **WLS Membership:** Pursuant to RCW 39.34, an intergovernmental (Interlocal) purchasing agreement forms the basis for WLS membership. All public K-12 educational institutions and associations published in the Washington State Education Directory, and Washington state public agencies are eligible to become WLS members and purchase from this optional use contract. Interlocal purchasing contracts allow either party to make purchases at the other party's accepted proposal price. A list of current WLS members is posted on the Washington Learning Source website:
<https://www.walearningsource.org/members>. Security Solutions will consult this list of members to determine customer eligibility.

6) WLS Administrative Fee: All WLS sales realized or generated under or as a consequence of the **WLS awarded contract, this Vendor Agreement, shall include an Administrative Fee of 3% of net sales.** Purchasers shall reference the WLS contract number on their purchase orders at the time of purchase. As the administrator of the Vendor Agreement, Security Solutions must include the following data for each net sale or purchase through this Agreement:

- Invoice date
- Name of subscriber (school, district, or organization)
- ESD name where subscriber resides
- Invoice number
- Names and quantities of products purchased under this contract
- Single unit purchase price
- Total purchase price
- Amount of administrative fee

7) Administrative Fee Payments: During the contract and renewal terms of this Vendor Agreement, Security Solutions will submit quarterly accounting and remit administrative fee payments to WLS within 30 days following the end of each calendar quarter in accordance with the terms outlined in the following payment schedule. The administrative fees percentage shall not increase during the contract and renewal terms.

Payment Schedule	
January 31	April 30
July 31	October 31

- 8) Order Processing:** Orders will be processed in the following manner:
- a. Purchase orders from subscribers will be submitted to Security Solutions for fulfillment.
 - b. Purchase orders from the Subscribers must be in writing and made out to Security Solutions or designated reseller(s). Each order must reference the appropriate ESD# and the contact/school name/address/telephone/email or fax of the end user responsible for holding the license.
 - c. Security Solutions will invoice the subscriber and collect their payments. Shipping charges and Washington State sales tax will be added to the invoice, if applicable. Shipping charges shall be FOB Destination.

These procedures may be modified as needed, and any such changes will be mutually agreed to in writing by Security Solutions and WLS.

Security Solutions
Sales & Support:
 Jamie Vos
 Sales Manager
 360.734.4940 x1021
 sales@ssnw.co

9) Contract Administration: Each party will designate a Contract Manager during the term of this Vendor Agreement whose responsibility shall be to oversee the party's performance of its duties and obligations pursuant to the terms of the Agreement. As of the Effective Date, WLS's and Security Solutions Contract Managers are as follows:

WLS's Contract Manager:
Purchasing/Contract
Administrator
425-917-7783
purchasingoffice@psed.org

Security Solutions
Contract Manager:
April Thomas
Contract Administrator
360.523.5140
apriit@ssnw.co

10) Monitoring: Security Solutions shall continuously monitor and record its Services to make sure they meet or exceed all Vendor Agreement provisions including Service Level Requirements. WLS shall have the right to examine Security Solutions records associated with purchases in order to ensure compliance with all requirements in this Vendor Agreement. Optional Use contract. Security Solutions failure to comply with the terms in the Vendor Agreement, including Service Level Standards, may result in corrective action or termination.

11) Incorporation of General Terms and Conditions: This Vendor Agreement includes and incorporates as if fully set forth herein the Standard Terms and Conditions.

We the undersigned agree to the terms of the foregoing Vendor Agreement.

WASHINGTON LEARNING SOURCE

PSESD Superintendent or Designee



Signature



Signature

Angela Bolam

Printed Name

Joli Valentino

Printed Name

Learning & Development Support Systems Director

Title

Executive Director - Business and Operations

Title

2/10/2022

Date Signed

2/17/22

Date Signed

Security Solutions Northwest, Inc.



Signature

JAMIE VOS

Printed Name

PRESIDENT

Title

2/10/2022

Date Signed

STANDARD TERMS AND CONDITIONS

The submission of a Proposal is an offer to enter into a Contract that, upon acceptance by WLS, obligates the Vendor (and their authorized agents) to comply with the Terms and Conditions set forth below, and all the requirements in the RFP documents. If there is an inconsistency with a requirement or special condition in the RFP documents, the Terms and Conditions shall govern.

Upon acceptance of an award, the Vendor agrees to the following:

1. **Compliance.** By submitting a Proposal, the Vendor agrees to comply with WLS Vendor Agreement terms, including offering the Proposal products for the WLS Contract price when it sells its products to the eligible Subscribers until the expiration of the Contract.
2. **Contract Execution.** The Vendor Agreement is considered fully executed at the time that the WLS Superintendent signs and the Vendor signs.
3. **Resellers, Distributors and Agents.** The resellers, distributors or agents identified in the Awarded Vendor's Proposal that will be performing obligations that are required under the Vendor Agreement on behalf of the Awarded Vendor, have been provided a copy of the WLS RFP documents and the Awarded Vendor's Proposal, and they are familiar with the Vendor Agreement requirements.

The resellers, distributors and agents identified in the Awarded Vendor's Proposal have entered into an agreement with the Vendor which obligates the resellers, distributors and agents to comply with all the provisions associated with the Vendor Agreement when they are engaged in work that is associated with the Agreement.

The Awarded Vendor assumes full responsibility for ensuring that its resellers, distributors and agents are in full compliance with the Vendor Agreement. The Awarded Vendor understands and agrees that it will be subject to the remedies that are imposed for violations of the Vendor Agreement, including violations that are committed by the Awarded Vendor's resellers, distributors and agents. The Awarded Vendor is responsible for its resellers, distributors and agents' performance of obligations in the Vendor Agreement and is obligated to monitor its resellers, distributors, and agents.

4. **Pricing.** WLS reserves the right to review at any time the pricing of this Vendor Agreement. Vendor represents and warrants that the price offered by Vendor to WLS Members for any products ordered by WLS Members (the "WLS Members Price") are equal to or less than standard prices offered by Vendor for similar products generally to similarly situated customers contracting for similar volumes under the same terms and conditions.
5. **Assignment.** Neither this Vendor Agreement nor any interest therein may be assigned by either party without the prior written consent of the other party, provided, however, that either party may assign its rights, obligations, or interests under this Agreement in connection with a merger, acquisition, divestiture, sale of business, reorganization or similar corporate transaction involving such party without such written permission provided that such successor entity shall be bound by the terms of this Agreement.
6. **Indemnification / Hold Harmless.** Vendor shall defend, indemnify and hold the WLS, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with Vendor's performance of this Vendor Agreement, except for injuries and damages caused by the sole negligence of the WLS.

7. **Insurance.** The Vendor shall procure and maintain for the duration of the Vendor Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of this Agreement by Vendor, their agents, representatives, employees or subcontractors.

Vendor shall provide a Certificate of Insurance evidencing:

- a) **Commercial General Liability** insurance written on an occurrence basis with limits no less than \$2,000,000 combined single limit per occurrence for personal injury, bodily injury and property damage. Coverage shall include but not be limited to: blanket contractual; products/completed operations; broad form property damage; explosion, collapse and underground (XCU) if applicable; and employer's liability.
- b) **Cyber Liability** insurance or coverage with limits of not less than \$1,000,000 for each occurrence and an annual aggregate of \$2,000,000 covering claims involving privacy violations, information theft, damage to or corruption or destruction of electronic information, intentional and/or unintentional release of private information, internet media liability, alteration of electronic information, extortion, and network security. This coverage is required to remain in effect for as long as necessary to cover any and all such claims.

The WLS shall be named as an additional insured on the Commercial General Liability insurance policy, as respects activities of Vendor and a copy of the endorsement naming The WLS as additional insured shall be attached to the Certificate of Insurance. The WLS reserves the right to receive a certified copy of all required insurance policies.

The WLS shall be given thirty (30) days prior written notice of any cancellation, suspension or material change in coverage.

8. **Non-Exclusive Relationship.** The Vendor Agreement is not exclusive as to the products or goods or services similar to the products. Nothing in the Agreement prohibits WLS from entering into contracts with other Vendors or suppliers for the provision of the products or goods or services similar to the products in this contract.
9. **Compliance with FERPA.** Vendor will comply with the Family Educational Rights and Privacy Act (20 U.S.C. § 1232g) and its associated implementing regulations with respect to any information received by Vendor from WLS or any Subscriber. For the avoidance of doubt, this section does not create any obligations for Vendor with respect to information that is not in Vendor's possession or control.
10. **Prohibited Employees.** Vendor will prohibit any employee of Vendor from working at a Subscriber school if he or she would have contact with children at a Subscriber school during the course of his or her employment and if he or she has pled guilty to or been convicted of any felony crime involving the physical neglect of a child under chapter 9A.42 RCW, the physical injury or death of a child under chapter 9A.32 or 9A.36 RCW (except motor vehicle violations under chapter 46.61 RCW), sexual exploitation of a child under chapter 9.68A RCW, sexual offenses under chapter 9A.44 RCW where a minor is the victim, promoting prostitution of a minor under chapter 9A.88 RCW, the sale or purchase of a minor child under RCW 9A.64.030, or violation of similar laws of another jurisdiction.
11. **Limitations on Confidentiality.** Vendor agrees that WLS may disclose to Subscribers the prices, payment terms, and delivery terms provided in this contract for the products, and such other terms of this Vendor Agreement that Vendor wishes to make available to Subscribers (through WLS). The Vendor acknowledges and agrees that WLS' obligation to comply with any confidentiality provisions under this Vendor Agreement is subject to and

limited by applicable law, including the Washington Public Records Act (chapter 42.56 RCW).

Applicable Law: Jurisdiction. This Vendor Agreement will be governed by and construed in accordance with the laws of the State of Washington. Any dispute arising under, in connection with, or incident to this contract will be resolved exclusively in the state or federal courts located in King County, Washington.

12. **Termination.** WLS may terminate this Vendor Agreement for convenience at any time after the first anniversary of this contract Effective Date upon 30 days prior written notice to Vendor. In the event of such termination for convenience, Vendor shall have no obligation to provide a refund of any unearned pre-paid fees. WLS may terminate this Vendor Agreement immediately upon notice for any failure by Vendor to comply with the terms of Section 10. Either party may terminate this Vendor Agreement immediately upon written notice at any time if the other party is in material breach of any material term of this Agreement and has failed to cure that breach within 30 days after written notice.
13. **Licensed to do Business in Washington.** Vendor must be licensed to do business in the State of Washington. Upon award of contract, Vendor will provide WLS with Vendor's Washington State Department of Revenue Tax Registration Number.
14. **Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion.** Vendor certifies that neither it nor its principals are presently debarred, declared ineligible, or voluntarily excluded from participation in transactions by any federal department or agency.
15. **Survival Clause.** All purchase transactions, applicable software license agreements, warranties or service agreements that were entered into between Vendor and Subscriber under the terms and conditions of the Contract shall survive the expiration or termination of the Contract. All purchase orders accepted by vendor shall survive expiration or termination of the Vendor Agreement.
16. **Warranty of Accessibility.** Vendor warrants that the system and services provided to Subscriber will comply with all local, state, and federal laws. Vendor further agrees that the system and services provided to Subscriber will comply with all laws prohibiting discrimination with regard to race, creed, color, national origin, sex, sexual orientation, marital status, age, or the presence of any sensory, mental, or physical disability. Vendor will furnish such documents and information as may be reasonably requested by Subscriber to evidence Vendor's compliance with the terms of this agreement.

Vendor represents that the system and services provided to Subscriber under this agreement will, at a minimum, conform with all applicable laws, including Section 508 of the Rehabilitation Act of 1973 (29 U.S.C. 794d), as amended, all other regulations promulgated under Title II of the Americans with Disabilities Act, and the accessibility standards of the Web Content Accessibility Guidelines ("WCAG") 2.0 AA provided, however, that Vendor will have no obligations with respect to such conformance to the extent relating to any portion of the system and services provided or developed by third parties or any user-generated content.



Amendment to Agreement WLS#306

Between

**Security Solutions Northwest, Inc. and
Washington Learning Source**

Amendment #1

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other:

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Angela F. Bolam 3/4/2022
WLS Director Date

Joli Valentino 3/9/22
PSESD Superintendent or Designee Date

Jamie Vos 3/3/2022
Security Solutions Date

PSESD Business Office Use Only

Audrey 3/9/2022
Business Office Date



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #2

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other:

RFP 1818-55; VOLUME PURCHASES

For purchases in a single transaction that will exceed \$100,000, an Awarded Vendor may submit a written request seeking a reduction in the Administrative Fee. The request shall identify the amount of the reduction that is being sought and the reasons the Awarded Vendor believes the reduction is warranted. Upon receipt and approval of a request for a reduction, all Awarded Vendors of in the product category identified in the request will be notified. The reduced Administrative Fee shall be applied uniformly to any Awarded Vendor that wants to sell products in that product category to the Subscriber for that single transaction. Awarded Vendors that are applying the reduced Administrative Fee shall not disclose or inform interested Subscribers that the price the Awarded Vendor is quoting is based on a reduction of the Administrative Fee.

Administrative Fee for each individual sale will be:

- \$100,000 and under = 3%
- \$100,000 - \$500,000. = 2.7%
- \$500,000 - \$1mil = 2.4%
- \$1mil - \$1.5mil = 2.1%
- \$1.5mil - \$2mil = 1.8%
- \$2mil and above = 1.5%

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Angela F. Bolero 3/22/22
WLS Director Date

Joli Valentino 3/25/22
PSESD Superintendent or Designee Date

April Thomas 03/22/2022
Security Solutions Date

PSESD Business Office Use Only

Audrey 3/25/22
Business Office Date



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #3

This Amendment to the Agreement signed 2/17/2022, entered into by and between Washington Learning Source (WLS) and Security Solutions Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Extend contract to 2/17/2024
- Other (describe below)

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Washington Learning Source

Security Solutions Northwest, Inc.

Angela F. Bolam Jan 5, 2023
WLS Director Date
Joli Valentino
Joli Valentino (Jan 5, 2023 15:12 PST)
Superintendent or Designee
Jan 5, 2023
Date

April Thomas
Approver Signature
April Thomas Jan 5, 2023
Approver Name Date
Sales and Contract Administrator
Title

PSESD Business Office Use Only

Audrey
Business Office

1/13/23
Date



Amendment to Agreement WLS#306

Between

**Security Solutions Northwest, Inc. and
Washington Learning Source**

Amendment #4

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:


- Add products (see attached)
- Change prices (see attached)
- Renew
- Other: Updated Name and Licenses

All other terms and conditions of this Agreement remain in full force and effect.


IN WITNESS WHEREOF, the parties have executed this Amendment.



WLS Director 8/17/23
Date




Joli Valentino (Aug 17, 2023 14:21 PDT)
PSESD Superintendent or Designee 08/17/23
Date



Security Solutions 07/27/2023
Date

PSESD Business Office Use Only



Cheryl (Aug 22, 2023 20:13 PDT)
Business Office 08/22/23
Date

WLS Exhibit C - Product and Pricing Information

Vendor Name: Security Solutions Northwest, Inc.

Item #	Item	Description	Req.	Opt.	Educ List Price	WLS Disc %	WLS Customer Price
General Pricing Considerations							
	No minimums are required for below discounts						
	Bulk pricing/discounts for large orders are entertained						
IP Video Surveillance Solutions							
	Avigilon	Elite Partner		X		20%	\$0.00
	Axis Communications	Gold Partner		X		5%	\$0.00
	Genetec Inc.	Certified Partner		X		15%	\$0.00
	Hanwha Techwin America	STEP Partner		X		20%	\$0.00
	OpenEye	Authorized Dealer - Licensing Only		X		35%	\$0.00
	OpenEye	Authorized Dealer - Equipment		X		20%	\$0.00
	Verkada, Inc.	Authorized Reseller		X		10%	\$0.00
Video Data Infrastructure Servers							
	BCD	Authorized Reseller		X		15%	\$0.00
Access Control Systems							
	Avigilon	Elite Partner		X		20%	\$0.00
	Genetec Inc.	Certified Partner		X		15%	\$0.00
	Maxxess Systems, Inc.	Authorized Dealer		X		15%	\$0.00
	Electrified Hardware & Accessories			X		30%	\$0.00
	Entrematic	Authorized Dealer		X		30%	\$0.00
	Aiphone			X		20%	\$0.00
Intrusion Systems							
	Bosch Security Systems, LLC	Authorized Dealer		X		20%	\$0.00
Resideo Intrusion (Honeywell)							
	VISTA-128BPT	128BPT Control Panel		X			\$378.00
	AD12612	1.2 Amp Auxiliary Power Supply		X			\$28.50
	AD25624	2.5 Amp Auxiliary Power Supply		X			\$100.50
	4204	Relay board		X			\$84.00
	4208U	8 Zone Expansion Module		X			\$109.50
	4209U	Group Zoning Module 2/4 Zones		X			\$63.00
	5881ENH	Wireless Zone Expander		X			\$159.00
	VISTA-250BPT	128BPT Control Panel		X			\$736.50
	5881ENH	Wireless Zone Expander		X			\$159.00
	6160	Keypad		X			\$135.00
	6160RF	Keypad		X			\$198.00
Radio Communicators							
	Fire Radios	Excludes Permits		X			\$1,500.00
	Burglar Alarm Radios			X			\$500.00
Labor Rates							
	Hourly Install Rate	Mon - Fri 8 am to 4 pm		X	\$170.00	5%	\$161.50
	Hourly Service Rate	Mon - Fri 8 am to 4 pm		X	\$185.00	5%	\$175.75

	Project-based Installation Rate	Mon - Fri 8 am to 4 pm, based on scope of project		X	Variable	5%	\$0.00
	Hourly Remote Help Desk Rate	Mon - Fri 8 am to 4 pm		X	\$175.00	5%	\$166.25
	After Hours Service Rate	After business hours		X	\$280.00	5%	\$266.00
	After Hours Installation Rate	After business hours		X	\$220.00	5%	\$209.00
	After Hours Project Rate	After business hours, based on scope of project		X	Variable	5%	\$0.00
Support & Monitoring Services							
	Video Health	Maintenance of IP Video Systems, prices based on brand and number of cameras in system		X	Variable	5%	\$0.00
	Access Control	Software Assurance Plan, pricing based on number of doors and users in system		X	Variable	5%	\$0.00
	Intrusion Monitoring	Costs based on type of communication and services requested		X	Variable	5%	\$0.00
	Fire Monitoring	Costs based on type of communication and number of areas		X	Variable	5%	\$0.00
	Two Way Voice Monitoring	Two way voice monitoring for any emergency communication systems. Includes Elevator, Area of Rescue, Blue Phones, Two Way, etc. Costs vary based on type of communication.		X	Variable	5%	\$0.00



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #5

This Amendment to the Agreement signed 2/17/2022, entered into by and between Washington Learning Source (WLS) and Security Solutions Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Extend contract to 2/17/2025

Other (describe below) **Change from INC to LLC**

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Washington Learning Source

Security Solutions Northwest, Inc.



01/25/24

WLS Director

Date



Approver Signature

April Thomas

01/25/24


Joliana Valentino (Jan 28, 2024 20:38 PST)

Superintendent or Designee

Approver Name

Date

01/28/24

Sales and Contract Administrator

Date

Title

PESD Business Office Use Only



Audrey Ata (Jan 29, 2024 08:15 PST)

Business Office

01/29/24

Date

CITY OF FEDERAL WAY LAW DEPARTMENT ROUTING FORM

1. ORIGINATING DEPT./DIV: Information Technology

2. ORIGINATING STAFF PERSON: Thomas Fichtner EXT: 2547 3. DATE REQ. BY: ASAP

- 4. TYPE OF DOCUMENT (CHECK ONE):
[] CONTRACTOR SELECTION DOCUMENT (E.G., RFB, RFP, RFQ)
[] PUBLIC WORKS CONTRACT
[] PROFESSIONAL SERVICE AGREEMENT
[] GOODS AND SERVICE AGREEMENT
[] REAL ESTATE DOCUMENT
[] ORDINANCE
[] CONTRACT AMENDMENT (AG#):
[] OTHER
[] SMALL OR LIMITED PUBLIC WORKS CONTRACT
[] MAINTENANCE AGREEMENT
[] HUMAN SERVICES / CDBG
[] SECURITY DOCUMENT (E.G. BOND RELATED DOCUMENTS)
[] RESOLUTION
[] INTERLOCAL

5. PROJECT NAME: WLS Cooperative Purchasing Agreement

6. NAME OF CONTRACTOR: Washington Learning Source
ADDRESS: 800 Oakesdale Avenue SW, Renton, WA 98057 TELEPHONE 425-917-7901
E-MAIL: abolam@walearningsource.org FAX:
SIGNATURE NAME: Angela Bolam TITLE Learning & Development Support Systems Director

7. EXHIBITS AND ATTACHMENTS: [] SCOPE, WORK OR SERVICES [] COMPENSATION [] INSURANCE REQUIREMENTS/CERTIFICATE [] ALL OTHER REFERENCED EXHIBITS [] PROOF OF AUTHORITY TO SIGN [] REQUIRED LICENSES [] PRIOR CONTRACT/AMENDMENTS

8. TERM: COMMENCEMENT DATE: Upon Execution COMPLETION DATE: Perpetual

9. TOTAL COMPENSATION \$ N/A (INCLUDE EXPENSES AND SALES TAX, IF ANY)
(IF CALCULATED ON HOURLY LABOR CHARGE - ATTACH SCHEDULES OF EMPLOYEES TITLES AND HOLIDAY RATES)
REIMBURSABLE EXPENSE: [] YES [] NO IF YES, MAXIMUM DOLLAR AMOUNT: \$
IS SALES TAX OWED [] YES [] NO IF YES, \$ PAID BY: [] CONTRACTOR [] CITY
RETAINAGE: RETAINAGE AMOUNT: [] RETAINAGE AGREEMENT (SEE CONTRACT) OR [] RETAINAGE BOND PROVIDED

[] PURCHASING: PLEASE CHARGE TO: N/A

10. DOCUMENT/CONTRACT REVIEW INITIAL / DATE REVIEWED INITIAL / DATE APPROVED
[] PROJECT MANAGER
[] DIRECTOR
[] RISK MANAGEMENT (IF APPLICABLE)
[] LAW

11. COUNCIL APPROVAL (IF APPLICABLE) COMMITTEE APPROVAL DATE: 4/20/22 COUNCIL APPROVAL DATE: 5/3/22

12. CONTRACT SIGNATURE ROUTING
[] SENT TO VENDOR/CONTRACTOR DATE SENT: DATE REC'D:
[] ATTACH: SIGNATURE AUTHORITY, INSURANCE CERTIFICATE, LICENSES, EXHIBITS
[] CREATE ELECTRONIC REMINDER/NOTIFICATION FOR 1 MONTH PRIOR TO EXPIRATION DATE
(Include dept. support staff if necessary and feel free to set notification more than a month in advance if council approval is needed.)

INITIAL / DATE SIGNED
[] LAW DEPARTMENT
[] SIGNATORY (MAYOR OR DIRECTOR)
[] CITY CLERK
[] ASSIGNED AG#

COMMENTS:

INTERGOVERNMENTAL COOPERATIVE PURCHASING AGREEMENT

Pursuant to Chapter 28A.RCW and Chapter 39.34 RCW and other provisions of the law that authorize intergovernmental agreements for cooperative purchasing, Puget Sound Educational Service District (PSESD), a political subdivision of the State of Washington and City of Federal Way (**Purchasing Agency**), hereby agree to enter into this agreement for the cooperative purchasing of various technology goods and services subject to the following terms and conditions:

1. PSESD operates the Washington Learning Source (WLS) purchasing program under which competitive bids and proposals are solicited on behalf of school districts and other educational organizations for the purchase of technology goods and services. PSESD agrees to extend the terms and conditions of said contract(s) to the Purchasing Agency, to the extent permitted by law, and agreed upon by all parties.
2. PSESD represents and warrants it has complied with its statutory requirements under Washington State law regarding notice for bids or proposals for goods or services subject to this Agreement. PSESD further represents and warrants that it posted the solicitations on the Washington's Electronic Business Solutions website.
3. The Purchasing Agency agrees to accept responsibility for compliance with any additional or varying laws and regulations governing purchase they make. PSESD makes no representation or warranty that this Agreement complies with the requirements of the statutes, regulations, policies, or rules applicable to each participating Purchasing Agency.
4. To purchase various technology goods and services under the vendor contract(s), Purchasing Agency shall send a purchase order or contract directly to the vendor(s) or vendor's subcontractors that are furnishing specified technology goods and services using a specified WLS contract number.
5. PSESD accepts no responsibility for any vendor or vendor's subcontractors' performance of any purchasing contract and accepts no responsibility for the payment of the purchase price by the Purchasing Agency.
6. It is not the intent of the parties to this Agreement, nor shall this Agreement be interpreted, to create a new or separate legal entity for the performance of this Agreement. Instead, the boards or other governing body of both parties shall jointly administer this Agreement in accordance with the terms contained herein.
7. The Purchasing Agency shall be solely responsible for acquiring the products or property, and all such products or property shall be held in Purchasing Agency's name. The Purchasing Agency shall also have primary responsibility for disposing of such property for the duration of the Agreement and upon termination of the Agreement.
8. The manner of financing the purchased technology goods and services under this Agreement shall be through budgeted funds or other available funds of the Purchasing Agency. Said Purchasing Agency shall be responsible for all budget and accounting procedures related to its purchases.

9. The terms of this Agreement shall be governed by the laws of the State of Washington.
10. This Agreement has been approved by the governing bodies of the Purchasing Agency and PSED by resolution, motion, or other means specifically authorized by law.
11. This Agreement shall become effective once it is fully executed and, pursuant to RCW 39.34.040, filed with the County Auditor or listed by subject on the public agency's web site or other electronically retrievable public source. The Purchasing Agency shall file or list the Agreement on their website prior to purchasing items from the WLS contract(s).
12. This Agreement shall remain in force until terminated by either party according to the terms herein. Either party may terminate this Agreement upon sixty (60) days written notice to the other party.

Purchasing Agency:

City of Federal Way



Signature

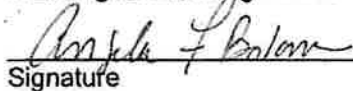
Mayor Jim Ferrell

Title

May 10, 2022

Date

Washington Learning Source



Signature

Learning & Development Support Systems Director

Title

5/23/2022

Date

Puget Sound ESD



Signature

Executive Director - Business and Operations

Title

5/23/22

Date

Interlocal for Washington Learning Source

Puget Sound ESD 800 Oakesdale AVE SW Renton, WA 98057

9. The terms of this Agreement shall be governed by the laws of the State of Washington.
10. This Agreement has been approved by the governing bodies of the Purchasing Agency and PSED by resolution, motion, or other means specifically authorized by law.
11. This Agreement shall become effective once it is fully executed and, pursuant to RCW 39.34.040, filed with the County Auditor or listed by subject on the public agency's web site or other electronically retrievable public source. The Purchasing Agency shall file or list the Agreement on their website prior to purchasing items from the WLS contract(s).
12. This Agreement shall remain in force until terminated by either party according to the terms herein. Either party may terminate this Agreement upon sixty (60) days written notice to the other party.

Purchasing Agency:

City of Federal Way


Signature

Mayor Jim Ferrell

Title

May 10, 2022
Date

Washington Learning Source

Signature

Title

Date

Puget Sound ESD

Signature

Title

Date

Interlocal for Washington Learning Source

Puget Sound ESD 800 Oakesdale AVE SW Renton, WA 98057

COUNCIL MEETING DATE: May 3, 2022

ITEM #:

7h

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: WLS (WASHINGTON LEARNING SOURCE) – INTERLOCAL COOPERATIVE PURCHASING AGREEMENT

POLICY QUESTION: Should the City Council authorize the purchase of equipment, supplies, materials, services, and/or other property from or through the Washington Learning Source ("WLS")?

COMMITTEE: FEDRAC

MEETING DATE: April 26, 2022

CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Thomas Fichtner, IT Director

DEPT: IT

- Attachments: 1. Staff Report
2. Interlocal Cooperative Purchasing Agreement with WLS

Options Considered:

1. Approve the proposed interlocal agreement.
2. Do not approve proposed interlocal agreement and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL:

[Signature]
Committee Initial/Date
4/20/22

[Signature]
Council Initial/Date
4/20/22

DIRECTOR APPROVAL:

[Signature]
Initial/Date
4/19

COMMITTEE RECOMMENDATION: "I move to forward the proposed interlocal agreement to the May 3, 2022 consent agenda for approval."

[Signature]
Committee Chair

[Signature]
Committee Member

[Signature]
Committee Member

PROPOSED COUNCIL MOTION: "I move approval of the proposed interlocal agreement, and authorize the Mayor to execute said agreement."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED @ 5/3/2022
 - DENIED
 - TABLED/DEFERRED/NO ACTION
 - MOVED TO SECOND READING (ordinances only)
- REVISED - 4/2019

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

CITY OF FEDERAL WAY
MEMORANDUM

DATE: April 5, 2022
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Thomas Fichtner, IT Director
SUBJECT: Washington Learning Source (WLS) Interlocal Agreement

Financial Impacts:

The City will receive continuous discounts with vendor once we are in contract with Washington Learning Source (WLS) as explained in the paragraphs below.

Background Information:

This interagency resolution will allow the City to make purchases using the WLS contract vehicle. Various contractors are often available on different rosters which allow for quicker procurement or discounted pricing due to buying power with a membership.

Security Solutions is a vendor that I.T., and the City of Federal Way, relies on for purchasing of various security and camera equipment for several security and surveillance projects, including Safe Cities.

As a government agency, the City of Federal way is eligible to receive a further discount with Security Solutions, with the entity of Washington Learning Source (WLS).

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: PURCHASE OF REPLACEMENT SAFE CITY CAMERAS, NVR SERVER, AND CAMERA LICENSES

POLICY QUESTION: Should the City Council approve the purchase of replacement Safe City cameras, NVR Server, and camera licenses?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: Brian Pearson

DEPT: Information Technology

- Attachments: 1. Staff Report, 2. Security Solutions Video System Components Quote, 3. Washington Learning Source (WLS) Vendor Agreement - WLS 306, 4. AG22-067 - Cooperative Purchasing Agreement with WLS

Options Considered:

- 1. Approve the purchase of replacement Safe City cameras, NVR Server, and camera licenses.
2. Do not approve purchase of and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL:

Handwritten signatures and dates for Mayor Approval and Council Initial/Date.

DIRECTOR APPROVAL:

Handwritten signature and date for Director Approval.

COMMITTEE RECOMMENDATION: I move to forward the purchase of replacement Safe City cameras, NVR server, and licenses to the December 3, 2024, consent agenda for approval.

Handwritten signature of Committee Chair.

Committee Chair

Handwritten signature of Committee Member.

Committee Member

Handwritten signature of Committee Member.

Committee Member

PROPOSED COUNCIL MOTION: "I move approval of the purchase of replacement Safe City cameras, NVR server, and licenses."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, TABLED/DEFERRED/NO ACTION, MOVED TO SECOND READING (ordinances only)

REVISED - 5/2024

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

Blank lines for entering Council Bill, Ordinance, and Resolution numbers.

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 26, 2024

TO: City Council Members

VIA: Jim Ferrell, Mayor

FROM: Brian Pearson, IT Operations Manager

SUBJECT: Purchase of Replacement Safe City Cameras, NVR Server, and Cameras Licenses

Financial Impacts:

Within the 2024 Information Technology Amended Budget, a total of \$95,000 was appropriated for the replacement of aging cameras, NVR Server, and updating camera licenses. The total cost of the proposed purchase for Safe City Cameras, NVR Server, and licenses is \$93,449.38, within the budgeted amount.

Background Information:

The City is upgrading aging surveillance cameras with newer, higher-resolution models that feature advanced analytics. Part of this purchase is to replace aging NVR Server to increase storage to accommodate the higher resolution, retention, and newer analytics capabilities. With the newer cameras and NVR Server, the City will also be purchasing additional camera licenses to upgrade the rest of the cameras to the latest version.

The equipment is available for purchase off the Washington Learning Source (WLS) Vendor Agreement with Security Solutions, Contract No. WLS 306. The City is a member of WLS and entered into a Cooperative Purchasing Agreement with them in 2022 filed under AG22-067.

The equipment will include 29 cameras, accessories, and 331 licenses.



CITY OF FEDERAL WAY

SafeCity

Contact Info:
Jerry Haynes

November 12, 2024

Federal Way, WA

VIDEO SYSTEM COMPONENTS:

			<u>Unit Price</u>	<u>Ext. Price</u>
1	AVIGILON	AINVR2-PRM-FORM-D-72TB	\$30,087.50	\$30,087.50
3	AVIGILON	5.0C-H5A-CR1-IR-SS	\$1,582.70	\$4,748.10
4	AVIGILON	32C-H5A-4MH	\$2,295.35	\$9,181.40
2	AVIGILON	8.0C-H5A-PTZ-DP36	\$2,990.11	\$5,980.23
3	AVIGILON	24C-H5A-3MH	\$1,921.98	\$5,765.93
2	AVIGILON	H5AMH-AD-PEND1	\$144.48	\$288.95
2	AVIGILON	H5AMH-DO-COVR1-SMOKE	\$144.48	\$288.95
3	AVIGILON	H5AMH-DC-COVR1-SMOKE	\$63.79	\$191.36
3	AVIGILON	H5AMH-AD-CEIL1	\$128.33	\$384.98
3	AVIGILON	CLPNL-1001	\$79.89	\$239.66
2	AVIGILON	WLMT-1001	\$87.96	\$175.93
5	AVIGILON	5.0C-H6M-D2-IR	\$433.44	\$2,167.19
2	AVIGILON	WLMT-1021	\$76.13	\$152.25
2	AVIGILON	H5DH-MT-NPTA1	\$51.33	\$102.65
1	AVIGILON	H5DH-DO-JBOX1	\$77.00	\$77.00
8	AVIGILON	5.0C-H6M-D2-IR	\$433.44	\$3,467.50
1	AVIGILON	8.0C-H6A-DO2-IR	\$1,372.94	\$1,372.94
1	AVIGILON	12.0W-H5A-FE-DO1-IR	\$964.55	\$964.55
2	AVIGILON	VSF-L6A-8IR	\$3,621.38	\$7,242.75
4	AVIGILON	ACC7-ENT	\$229.48	\$917.90
2	AVIGILON	PLMT-1001	\$83.38	\$166.75
2	AVIGILON	CRNMT-1001	\$105.13	\$210.25
331	AVIGILON	ACC-ENT-SMART-1YR	\$32.10	\$10,625.10

Subtotal \$84,799.80

Sales Tax \$8,649.58

TOTAL \$93,449.38

WLS pricing

NOTE:

1. Prices do not include labor to install or program.

Warranty - Terms & Conditions:

a - All parts and labor are warranted for one year.

b - Balance to be billed at net 30 days from completion of work.

c - Additional work requested beyond the SCOPE OF WORK in this proposal, will be billed as time and materials at a rate of \$95.00 per hour unless the scope of the work requires a new proposal. Additional work will not be performed above and beyond this proposal without owner consent.

d - This proposal is valid for 30 days from issue date.

Presented by:

Darcy Boersma - Security Solutions NW Authorized Representative

Acceptance:

(please sign here)

**WASHINGTON LEARNING SOURCE
Vendor Agreement**

1. PARTIES

Security Solutions Northwest, Inc.
1619 N. State Street
Bellingham, WA 98225

WASHINGTON LEARNING SOURCE
Puget Sound ESD
800 Oakesdale Avenue SW
Renton, WA 98057

The parties agree to the following:

2. PURPOSE

Through this Agreement, awarded through **RFP 1818-55, Security Solutions Northwest, Inc (Security Solutions)** offers the **Washington Learning Source (WLS)** subscribers the opportunity to purchase **products noted on Exhibit C**, at special volume levels.

3. INCORPORATION OF DOCUMENTS

The following documents are hereby incorporated by reference into this Vendor Agreement:

- Vendor Contact Information
- Additional Resellers
- Products and Contract Pricing
- WLS Quarterly Reporting Template
- WLS Standard Terms and Conditions

4. DEFINITIONS

- 4.1 "**Administrative Fee**" means the fee applicable to each Product for administrative services provided by WLS or Subscriber's educational school district, which fee is set by schedules or other notices that WLS provides to the Security Solutions from time to time with respect to the Products. Administrative fee will be applied to all product or subscription prices, renewals, and maintenance fees.
- 4.2 "**Product**" means any product or service that is available to be sold, licensed, or otherwise provided pursuant to this Vendor Agreement.
- 4.3 "**Subscriber**" means any ESD office, public and private K-12 school and school district, Washington educator, the Office of State Superintendent of Public Instruction, or other accredited educational institution, as listed in the Washington Education Directory, that has entered into a contract with WLS, or Washington State public agency that has entered into an Intergovernmental Cooperative Purchasing Agreement between PSESD and the public purchasing agency pursuant to which WLS authorizes such agency or entity to purchase or acquire access to products and/or services sold, licensed, or

otherwise provided by Vendors of goods and/or services under one or more contracts WLS has entered into with such Vendors. "Subscriber" does not include any such agencies and entity's operations outside the State of Washington.

4.4 "**Vendor**" means the party with whom the WLS is contracting to fulfill orders for this Vendor Agreement.

4.5 "**ESD**" refers to "Educational Service District".as defined in RCW 28A.310.010.

4.6 "**FTE**" refers to a "Full-Time Equivalent" K-12 student as defined in WAC 392-121-122.

4.7 "**Head Count**" refers to all students regardless if they attend classes full-time in a high school building or attend work-based learning programs "off-site" or are enrolled in *Running Start* or *Virtual Academies*.

4.8 "**OEM**" means "Original Equipment Manufacturer".

4.9 "**Optional Use**" means that Washington State school districts that are members of the WLS may choose or not choose to use any vendors listed on the WLS site. The benefit for the Vendors is that their products and/or services will be listed on the Washington Learning Source website, a recognized purchasing cooperative that affords promotional benefits. For more information, visit WLS website at <http://www.walearningsource.org/>

5. ADDITIONAL AND AMENDED TERMS AND CONDITIONS

The following terms and conditions hereby take precedence over any contrary provisions in the documents referenced in Section 2 and 3 (of the overarching RFP). Unless otherwise notated below, the following terms and conditions are in addition to WLS Standard Terms and Conditions.

- 1) **Term:** Each party represents that this Vendor Agreement has been executed by their duly authorized representatives. It will become effective on the date signed by all parties and will continue for a period of one year (contract term). All times set forth in this Vendor Agreement shall be based upon the time in Renton, Washington.
- 2) **Renewal:** At the discretion of WLS, this Vendor Agreement may be renewed in writing for four subsequent one-year periods (renewal term) by mutual written agreement of the parties.
- 3) **Price and Products:** Under this Vendor Agreement, Subscribers will qualify for purchases through the Vendor at or below the prices listed. All prices shall remain firm (no changes that increase prices) from the date the Agreement is awarded until the contract term or renewal term end date.
 - Upon optional annual contract renewals, the Vendor may request price increases from the WLS. Such requests shall require a justification in writing.
 - Throughout the contract and renewal terms, price reductions are required if the OEM reduces the reseller's base price.
 - Upgraded products and services may be added to this Vendor Agreement upon WLS approval, but only if they replace products previously bid. All pricing must, at a minimum, reflect the same percentage discounts or better as established with this contract award.
 - Awarded vendors must provide on the first of each calendar quarter price decreases, new products, discontinued items, and any other changes or additions in order to ensure accurate WLS advertised prices.

4) Marketing

WLS Responsibilities:

- a. WLS will work with Security Solutions to develop and maintain a web page on the WLS web site to summarize the terms of the Vendor Agreement.
- b. The WLS will work with ESDs to reference Security Solutions and said web page in its communications to ESD participants to inform them of the availability of this Vendor Agreement
- c. The WLS will work with ESDs to use commercially reasonable efforts to disseminate information to Subscribers about the Products included in the Vendor Agreement through email announcements, direct mail, websites, meetings, and newsletter articles.

Vendor Responsibilities:

- a. Security Solutions will provide the WLS with information to be used for marketing purposes, such as logos and copy.
- b. Security Solutions will use the WLS logo on all its materials that market products on this contract.
- c. Security Solutions may sponsor and participate in events such as regional conferences, tradeshows, webinars, and showcases as appropriate.
- d. Security Solutions may co-host rollout events for Subscribers, such as lunch-and-learns and demonstrations.

WLS's Marketing:

Angela Bolam
Learning &
Development
Director
425-917-7901
abolam@psesd.org

Security Solutions

Marketing:

Kelly Vos
Executive Director
360.815.1236
kellyv@ssnw.co

- 5) **WLS Membership:** Pursuant to RCW 39.34, an intergovernmental (Interlocal) purchasing agreement forms the basis for WLS membership. All public K-12 educational institutions and associations published in the Washington State Education Directory, and Washington state public agencies are eligible to become WLS members and purchase from this optional use contract. Interlocal purchasing contracts allow either party to make purchases at the other party's accepted proposal price. A list of current WLS members is posted on the Washington Learning Source website:

<https://www.walearningsource.org/members>, Security Solutions will consult this list of members to determine customer eligibility.

6) **WLS Administrative Fee:** All WLS sales realized or generated under or as a consequence of the **WLS awarded contract, this Vendor Agreement, shall include an Administrative Fee of 3% of net sales.** Purchasers shall reference the WLS contract number on their purchase orders at the time of purchase. As the administrator of the Vendor Agreement, Security Solutions must include the following data for each net sale or purchase through this Agreement:

- Invoice date
- Name of subscriber (school, district, or organization)
- ESD name where subscriber resides
- Invoice number
- Names and quantities of products purchased under this contract
- Single unit purchase price
- Total purchase price
- Amount of administrative fee

7) **Administrative Fee Payments:** During the contract and renewal terms of this Vendor Agreement, Security Solutions will submit quarterly accounting and remit administrative fee payments to WLS within 30 days following the end of each calendar quarter in accordance with the terms outlined in the following payment schedule. The administrative fees percentage shall not increase during the contract and renewal terms.

Payment Schedule	
January 31	April 30
July 31	October 31

- 8) **Order Processing:** Orders will be processed in the following manner:
- a. Purchase orders from subscribers will be submitted to Security Solutions for fulfillment.
 - b. Purchase orders from the Subscribers must be in writing and made out to Security Solutions or designated reseller(s). Each order must reference the appropriate ESD# and the contact/school name/address/telephone/email or fax of the end user responsible for holding the license.
 - c. Security Solutions will invoice the subscriber and collect their payments. Shipping charges and Washington State sales tax will be added to the invoice, if applicable. Shipping charges shall be FOB Destination.

These procedures may be modified as needed, and any such changes will be mutually agreed to in writing by Security Solutions and WLS.

Security Solutions
Sales & Support:
 Jamie Vos
 Sales Manager
 360.734.4940 x1021
 sales@ssnw.co

9) **Contract Administration:** Each party will designate a Contract Manager during the term of this Vendor Agreement whose responsibility shall be to oversee the party's performance of its duties and obligations pursuant to the terms of the Agreement. As of the Effective Date, WLS's and Security Solutions Contract Managers are as follows:

WLS's Contract Manager:
Purchasing/Contract
Administrator
425-917-7783
purchasingoffice@psed.org

Security Solutions
Contract Manager:
April Thomas
Contract Administrator
360.523.5140
april@ssnw.co

10) Monitoring: Security Solutions shall continuously monitor and record its Services to make sure they meet or exceed all Vendor Agreement provisions including Service Level Requirements. WLS shall have the right to examine Security Solutions records associated with purchases in order to ensure compliance with all requirements in this Vendor Agreement. Optional Use contract. Security Solutions failure to comply with the terms in the Vendor Agreement, including Service Level Standards, may result in corrective action or termination.

11) Incorporation of General Terms and Conditions: This Vendor Agreement includes and incorporates as if fully set forth herein the Standard Terms and Conditions.

We the undersigned agree to the terms of the foregoing Vendor Agreement.

WASHINGTON LEARNING SOURCE

PSESD Superintendent or Designee



Signature



Signature

Angela Bolam

Printed Name

Joli Valentino

Printed Name

Learning & Development Support Systems Director

Title

Executive Director - Business and Operations

Title

2/10/2022

Date Signed

2/17/22

Date Signed

Security Solutions Northwest, Inc.



Signature

JAMIE VOS

Printed Name

PRESIDENT

Title

2/10/2022

Date Signed

STANDARD TERMS AND CONDITIONS

The submission of a Proposal is an offer to enter into a Contract that, upon acceptance by WLS, obligates the Vendor (and their authorized agents) to comply with the Terms and Conditions set forth below, and all the requirements in the RFP documents. If there is an inconsistency with a requirement or special condition in the RFP documents, the Terms and Conditions shall govern.

Upon acceptance of an award, the Vendor agrees to the following:

1. **Compliance.** By submitting a Proposal, the Vendor agrees to comply with WLS Vendor Agreement terms, including offering the Proposal products for the WLS Contract price when it sells its products to the eligible Subscribers until the expiration of the Contract.
2. **Contract Execution.** The Vendor Agreement is considered fully executed at the time that the WLS Superintendent signs and the Vendor signs.
3. **Resellers, Distributors and Agents.** The resellers, distributors or agents identified in the Awarded Vendor's Proposal that will be performing obligations that are required under the Vendor Agreement on behalf of the Awarded Vendor, have been provided a copy of the WLS RFP documents and the Awarded Vendor's Proposal, and they are familiar with the Vendor Agreement requirements.

The resellers, distributors and agents identified in the Awarded Vendor's Proposal have entered into an agreement with the Vendor which obligates the resellers, distributors and agents to comply with all the provisions associated with the Vendor Agreement when they are engaged in work that is associated with the Agreement.

The Awarded Vendor assumes full responsibility for ensuring that its resellers, distributors and agents are in full compliance with the Vendor Agreement. The Awarded Vendor understands and agrees that it will be subject to the remedies that are imposed for violations of the Vendor Agreement, including violations that are committed by the Awarded Vendor's resellers, distributors and agents. The Awarded Vendor is responsible for its resellers, distributors and agents' performance of obligations in the Vendor Agreement and is obligated to monitor its resellers, distributors, and agents.

4. **Pricing.** WLS reserves the right to review at any time the pricing of this Vendor Agreement. Vendor represents and warrants that the price offered by Vendor to WLS Members for any products ordered by WLS Members (the "WLS Members Price") are equal to or less than standard prices offered by Vendor for similar products generally to similarly situated customers contracting for similar volumes under the same terms and conditions.
5. **Assignment.** Neither this Vendor Agreement nor any interest therein may be assigned by either party without the prior written consent of the other party, provided, however, that either party may assign its rights, obligations, or interests under this Agreement in connection with a merger, acquisition, divestiture, sale of business, reorganization or similar corporate transaction involving such party without such written permission provided that such successor entity shall be bound by the terms of this Agreement.
6. **Indemnification / Hold Harmless.** Vendor shall defend, indemnify and hold the WLS, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or in connection with Vendor's performance of this Vendor Agreement, except for injuries and damages caused by the sole negligence of the WLS.

7. **Insurance.** The Vendor shall procure and maintain for the duration of the Vendor Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of this Agreement by Vendor, their agents, representatives, employees or subcontractors.

Vendor shall provide a Certificate of Insurance evidencing:

- a) **Commercial General Liability** insurance written on an occurrence basis with limits no less than \$2,000,000 combined single limit per occurrence for personal injury, bodily injury and property damage. Coverage shall include but not be limited to: blanket contractual; products/completed operations; broad form property damage; explosion, collapse and underground (XCU) if applicable; and employer's liability.
- b) **Cyber Liability** insurance or coverage with limits of not less than \$1,000,000 for each occurrence and an annual aggregate of \$2,000,000 covering claims involving privacy violations, information theft, damage to or corruption or destruction of electronic information, intentional and/or unintentional release of private information, internet media liability, alteration of electronic information, extortion, and network security. This coverage is required to remain in effect for as long as necessary to cover any and all such claims.

The WLS shall be named as an additional insured on the Commercial General Liability insurance policy, as respects activities of Vendor and a copy of the endorsement naming The WLS as additional insured shall be attached to the Certificate of Insurance. The WLS reserves the right to receive a certified copy of all required insurance policies.

The WLS shall be given thirty (30) days prior written notice of any cancellation, suspension or material change in coverage.

8. **Non-Exclusive Relationship.** The Vendor Agreement is not exclusive as to the products or goods or services similar to the products. Nothing in the Agreement prohibits WLS from entering into contracts with other Vendors or suppliers for the provision of the products or goods or services similar to the products in this contract.
9. **Compliance with FERPA.** Vendor will comply with the Family Educational Rights and Privacy Act (20 U.S.C. § 1232g) and its associated implementing regulations with respect to any information received by Vendor from WLS or any Subscriber. For the avoidance of doubt, this section does not create any obligations for Vendor with respect to information that is not in Vendor's possession or control.
10. **Prohibited Employees.** Vendor will prohibit any employee of Vendor from working at a Subscriber school if he or she would have contact with children at a Subscriber school during the course of his or her employment and if he or she has pled guilty to or been convicted of any felony crime involving the physical neglect of a child under chapter 9A.42 RCW, the physical injury or death of a child under chapter 9A.32 or 9A.36 RCW (except motor vehicle violations under chapter 46.61 RCW), sexual exploitation of a child under chapter 9.68A RCW, sexual offenses under chapter 9A.44 RCW where a minor is the victim, promoting prostitution of a minor under chapter 9A.88 RCW, the sale or purchase of a minor child under RCW 9A.64.030, or violation of similar laws of another jurisdiction.
11. **Limitations on Confidentiality.** Vendor agrees that WLS may disclose to Subscribers the prices, payment terms, and delivery terms provided in this contract for the products, and such other terms of this Vendor Agreement that Vendor wishes to make available to Subscribers (through WLS). The Vendor acknowledges and agrees that WLS' obligation to comply with any confidentiality provisions under this Vendor Agreement is subject to and

limited by applicable law, including the Washington Public Records Act (chapter 42.56 RCW).

Applicable Law: Jurisdiction. This Vendor Agreement will be governed by and construed in accordance with the laws of the State of Washington. Any dispute arising under, in connection with, or incident to this contract will be resolved exclusively in the state or federal courts located in King County, Washington.

12. **Termination.** WLS may terminate this Vendor Agreement for convenience at any time after the first anniversary of this contract Effective Date upon 30 days prior written notice to Vendor. In the event of such termination for convenience, Vendor shall have no obligation to provide a refund of any unearned pre-paid fees. WLS may terminate this Vendor Agreement immediately upon notice for any failure by Vendor to comply with the terms of Section 10. Either party may terminate this Vendor Agreement immediately upon written notice at any time if the other party is in material breach of any material term of this Agreement and has failed to cure that breach within 30 days after written notice.
13. **Licensed to do Business in Washington.** Vendor must be licensed to do business in the State of Washington. Upon award of contract, Vendor will provide WLS with Vendor's Washington State Department of Revenue Tax Registration Number.
14. **Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion.** Vendor certifies that neither it nor its principals are presently debarred, declared ineligible, or voluntarily excluded from participation in transactions by any federal department or agency.
15. **Survival Clause.** All purchase transactions, applicable software license agreements, warranties or service agreements that were entered into between Vendor and Subscriber under the terms and conditions of the Contract shall survive the expiration or termination of the Contract. All purchase orders accepted by vendor shall survive expiration or termination of the Vendor Agreement.
16. **Warranty of Accessibility.** Vendor warrants that the system and services provided to Subscriber will comply with all local, state, and federal laws. Vendor further agrees that the system and services provided to Subscriber will comply with all laws prohibiting discrimination with regard to race, creed, color, national origin, sex, sexual orientation, marital status, age, or the presence of any sensory, mental, or physical disability. Vendor will furnish such documents and information as may be reasonably requested by Subscriber to evidence Vendor's compliance with the terms of this agreement.

Vendor represents that the system and services provided to Subscriber under this agreement will, at a minimum, conform with all applicable laws, including Section 508 of the Rehabilitation Act of 1973 (29 U.S.C. 794d), as amended, all other regulations promulgated under Title II of the Americans with Disabilities Act, and the accessibility standards of the Web Content Accessibility Guidelines ("WCAG") 2.0 AA provided, however, that Vendor will have no obligations with respect to such conformance to the extent relating to any portion of the system and services provided or developed by third parties or any user-generated content.



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc. and

Washington Learning Source

Amendment #1

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other:

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Angela F. Bolon 3/4/2022
WLS Director Date

Joli Valentino 3/9/22
PSESD Superintendent or Designee Date

Jamie Vos 3/3/2022
Security Solutions Date

PSESD Business Office Use Only

Audrey 3/9/2022
Business Office Date



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #2

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other:

RFP 1818-55; VOLUME PURCHASES

For purchases in a single transaction that will exceed \$100,000, an Awarded Vendor may submit a written request seeking a reduction in the Administrative Fee. The request shall identify the amount of the reduction that is being sought and the reasons the Awarded Vendor believes the reduction is warranted. Upon receipt and approval of a request for a reduction, all Awarded Vendors of in the product category identified in the request will be notified. The reduced Administrative Fee shall be applied uniformly to any Awarded Vendor that wants to sell products in that product category to the Subscriber for that single transaction. Awarded Vendors that are applying the reduced Administrative Fee shall not disclose or inform interested Subscribers that the price the Awarded Vendor is quoting is based on a reduction of the Administrative Fee.

Administrative Fee for each individual sale will be:

- \$100,000 and under = 3%
- \$100,000 - \$500,000 = 2.7%
- \$500,000 - \$1mil = 2.4%
- \$1mil - \$1.5mil = 2.1%
- \$1.5mil - \$2mil = 1.8%
- \$2mil and above = 1.5%

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Angela F. Bolon 3/22/22
WLS Director Date

Joli Valentino 3/25/22
PSESD Superintendent or Designee Date

April Thomas 03/22/2022
Security Solutions Date

PSESD Business Office Use Only

Audrey 3/25/22
Business Office Date



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #3

This Amendment to the Agreement signed 2/17/2022, entered into by and between Washington Learning Source (WLS) and Security Solutions Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Extend contract to 2/17/2024
- Other (describe below)

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Washington Learning Source

Security Solutions Northwest, Inc.



Jan 5, 2023

WLS Director

Date



Joli Valentino (Jan 5, 2023 15:12 PST)

Superintendent or Designee

Jan 5, 2023

Date



Approver Signature

April Thomas

Jan 5, 2023

Approver Name

Date

Sales and Contract Administrator

Title

PESD Business Office Use Only



1/13/23

Business Office

Date



Amendment to Agreement WLS#306

Between

**Security Solutions Northwest, Inc. and
Washington Learning Source**

Amendment #4

This Amendment to the Agreement signed 2/17/22, entered into by and between Washington Learning Source (WLS) and Security Solutions, Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Other: Updated Name and Licenses

All other terms and conditions of this Agreement remain in full force and effect.

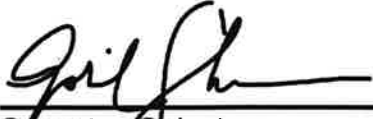
IN WITNESS WHEREOF, the parties have executed this Amendment.



WLS Director 8/17/23
Date




Joli Valentino (Aug 17, 2023 14:21 PDT)
PSESD Superintendent or Designee 08/17/23
Date



Security Solutions 07/27/2023
Date

PSESD Business Office Use Only



Business Office 08/22/23
Date

WLS Exhibit C - Product and Pricing Information

Vendor Name Security Solutions Northwest, Inc.

Item #	Item	Description	Req.	Opt.	Educ List Price	WLS Disc %	WLS Customer Price
General Pricing Considerations							
	No minimums are required for below discounts						
	Bulk pricing/discounts for large orders are entertained						
IP Video Surveillance Solutions							
	Avigilon	Elite Partner		X		20%	\$0.00
	Axis Communications	Gold Partner		X		5%	\$0.00
	Genetec Inc.	Certified Partner		X		15%	\$0.00
	Hanwha Techwin America	STEP Partner		X		20%	\$0.00
	OpenEye	Authorized Dealer - Licensing Only		X		35%	\$0.00
	OpenEye	Authorized Dealer - Equipment		X		20%	\$0.00
	Verkada, Inc.	Authorized Reseller		X		10%	\$0.00
Video Data Infrastructure Servers							
	BCD	Authorized Reseller		X		15%	\$0.00
Access Control Systems							
	Avigilon	Elite Partner		X		20%	\$0.00
	Genetec Inc.	Certified Partner		X		15%	\$0.00
	Maxxess Systems, Inc.	Authorized Dealer		X		15%	\$0.00
	Electrified Hardware & Accessories			X		30%	\$0.00
	Entrematic	Authorized Dealer		X		30%	\$0.00
	Aiphone			X		20%	\$0.00
Intrusion Systems							
	Bosch Security Systems, LLC.	Authorized Dealer		X		20%	\$0.00
Resideo Intrusion (Honeywell)							
	VISTA-128BPT	128BPT Control Panel		X			\$378.00
	AD12612	1.2 Amp Auxiliary Power Supply		X			\$28.50
	AD25624	2.5 Amp Auxiliary Power Supply		X			\$100.50
	4204	Relay board		X			\$84.00
	4208U	8 Zone Expansion Module		X			\$109.50
	4209U	Group Zoning Module 2/4 Zones		X			\$63.00
	5881ENH	Wireless Zone Expander		X			\$159.00
	VISTA-250BPT	128BPT Control Panel		X			\$736.50
	5881ENH	Wireless Zone Expander		X			\$159.00
	6160	Keypad		X			\$135.00
	6160RF	Keypad		X			\$198.00
Radio Communicators							
	Fire Radios	Excludes Permits		X			\$1,500.00
	Burglar Alarm Radios			X			\$500.00
Labor Rates							
	Hourly Install Rate	Mon - Fri 8 am to 4 pm		X	\$170.00	5%	\$161.50
	Hourly Service Rate	Mon - Fri 8 am to 4 pm		X	\$185.00	5%	\$175.75

	Project-based Installation Rate	Mon - Fri 8 am to 4 pm, based on scope of project		X	Variable	5%	\$0.00
	Hourly Remote Help Desk Rate	Mon - Fri 8 am to 4 pm		X	\$175.00	5%	\$166.25
	After Hours Service Rate	After business hours		X	\$280.00	5%	\$266.00
	After Hours Installation Rate	After business hours		X	\$220.00	5%	\$209.00
	After Hours Project Rate	After business hours, based on scope of project		X	Variable	5%	\$0.00
Support & Monitoring Services							
	Video Health	Maintenance of IP Video Systems, prices based on brand and number of cameras in system		X	Variable	5%	\$0.00
	Access Control	Software Assurance Plan, pricing based on number of doors and users in system		X	Variable	5%	\$0.00
	Intrusion Monitoring	Costs based on type of communication and services requested		X	Variable	5%	\$0.00
	Fire Monitoring	Costs based on type of communication and number of areas		X	Variable	5%	\$0.00
	Two Way Voice Monitoring	Two way voice monitoring for any emergency communication systems. Includes Elevator, Area of Rescue, Blue Phones, Two Way, etc. Costs vary based on type of communication.		X	Variable	5%	\$0.00



Amendment to Agreement WLS#306

Between

Security Solutions Northwest, Inc.

And

Washington Learning Source

Amendment #5

This Amendment to the Agreement signed 2/17/2022, entered into by and between Washington Learning Source (WLS) and Security Solutions Northwest, Inc. (Security Solutions) is hereby amended as follows:

- Add products (see attached)
- Change prices (see attached)
- Renew
- Extend contract to 2/17/2025

Other (describe below) **Change from INC to LLC**

All other terms and conditions of this Agreement remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Amendment.

Washington Learning Source

Security Solutions Northwest, Inc.

Angela F. Bolam 01/25/24

[Signature]

WLS Director Date

Approver Signature

Jolani Valentino (Jan 28, 2024 20:38 PST)

April Thomas 01/25/24

Superintendent or Designee

Approver Name Date

01/28/24

Sales and Contract Administrator

Date

Title

PSESD Business Office Use Only

Audrey [Signature]

01/29/24

Business Office

Date

CITY OF FEDERAL WAY LAW DEPARTMENT ROUTING FORM

1. ORIGINATING DEPT./DIV: Information Technology
2. ORIGINATING STAFF PERSON: Thomas Fichtner EXT: 2547 3. DATE REQ. BY: ASAP
4. TYPE OF DOCUMENT (CHECK ONE):
 CONTRACTOR SELECTION DOCUMENT (E.G., RFB, RFP, RFQ)
 PUBLIC WORKS CONTRACT
 PROFESSIONAL SERVICE AGREEMENT
 GOODS AND SERVICE AGREEMENT
 REAL ESTATE DOCUMENT
 ORDINANCE
 CONTRACT AMENDMENT (AG#): _____
 OTHER _____
- SMALL OR LIMITED PUBLIC WORKS CONTRACT
 MAINTENANCE AGREEMENT
 HUMAN SERVICES / CDBG
 SECURITY DOCUMENT (E.G. BOND RELATED DOCUMENTS)
 RESOLUTION
 INTERLOCAL
5. PROJECT NAME: WLS Cooperative Purchasing Agreement
6. NAME OF CONTRACTOR: Washington Learning Source
 ADDRESS: 800 Oakesdale Avenue SW, Renton, WA 98057 TELEPHONE 425-917-7901
 E-MAIL: abolam@walearningsource.org FAX: _____
 SIGNATURE NAME: Angela Bolam TITLE Learning & Development Support Systems Director
7. EXHIBITS AND ATTACHMENTS: SCOPE, WORK OR SERVICES COMPENSATION INSURANCE REQUIREMENTS/CERTIFICATE ALL OTHER REFERENCED EXHIBITS PROOF OF AUTHORITY TO SIGN REQUIRED LICENSES PRIOR CONTRACT/AMENDMENTS
8. TERM: COMMENCEMENT DATE: Upon Execution COMPLETION DATE: Perpetual
9. TOTAL COMPENSATION \$ N/A (INCLUDE EXPENSES AND SALES TAX, IF ANY)
 (IF CALCULATED ON HOURLY LABOR CHARGE - ATTACH SCHEDULES OF EMPLOYEES TITLES AND HOLIDAY RATES)
 REIMBURSABLE EXPENSE: YES NO IF YES, MAXIMUM DOLLAR AMOUNT: \$ _____
 IS SALES TAX OWED YES NO IF YES, \$ _____ PAID BY: CONTRACTOR CITY
 RETAINAGE: RETAINAGE AMOUNT: _____ RETAINAGE AGREEMENT (SEE CONTRACT) OR RETAINAGE BOND PROVIDED
 PURCHASING: PLEASE CHARGE TO: N/A
10. DOCUMENT/CONTRACT REVIEW
- | | INITIAL / DATE REVIEWED | INITIAL / DATE APPROVED |
|--|-------------------------|-------------------------|
| <input checked="" type="checkbox"/> PROJECT MANAGER | <u>TF 3/7/22</u> | |
| <input checked="" type="checkbox"/> DIRECTOR | | |
| <input type="checkbox"/> RISK MANAGEMENT (IF APPLICABLE) | | |
| <input type="checkbox"/> LAW | | |
11. COUNCIL APPROVAL (IF APPLICABLE) COMMITTEE APPROVAL DATE: 4/26/22 COUNCIL APPROVAL DATE: 5/3/22
12. CONTRACT SIGNATURE ROUTING
 SENT TO VENDOR/CONTRACTOR DATE SENT: _____ DATE REC'D: _____
 ATTACH: SIGNATURE AUTHORITY, INSURANCE CERTIFICATE, LICENSES, EXHIBITS
 CREATE ELECTRONIC REMINDER/NOTIFICATION FOR 1 MONTH PRIOR TO EXPIRATION DATE
 (Include dept. support staff if necessary and feel free to set notification more than a month in advance if council approval is needed.)
- INITIAL / DATE SIGNED
- LAW DEPARTMENT
 SIGNATORY (MAYOR OR DIRECTOR)
 CITY CLERK
 ASSIGNED AG#
- AG 5/10/22
AG# 22-007 No sig req'd.

COMMENTS:

INTERGOVERNMENTAL COOPERATIVE PURCHASING AGREEMENT

Pursuant to Chapter 28A.RCW and Chapter 39.34 RCW and other provisions of the law that authorize intergovernmental agreements for cooperative purchasing, Puget Sound Educational Service District (PSESD), a political subdivision of the State of Washington and City of Federal Way (Purchasing Agency), hereby agree to enter into this agreement for the cooperative purchasing of various technology goods and services subject to the following terms and conditions:

1. PSESD operates the Washington Learning Source (WLS) purchasing program under which competitive bids and proposals are solicited on behalf of school districts and other educational organizations for the purchase of technology goods and services. PSESD agrees to extend the terms and conditions of said contract(s) to the Purchasing Agency, to the extent permitted by law, and agreed upon by all parties.
2. PSESD represents and warrants it has complied with its statutory requirements under Washington State law regarding notice for bids or proposals for goods or services subject to this Agreement. PSESD further represents and warrants that it posted the solicitations on the Washington's Electronic Business Solutions website.
3. The Purchasing Agency agrees to accept responsibility for compliance with any additional or varying laws and regulations governing purchase they make. PSESD makes no representation or warranty that this Agreement complies with the requirements of the statutes, regulations, policies, or rules applicable to each participating Purchasing Agency.
4. To purchase various technology goods and services under the vendor contract(s), Purchasing Agency shall send a purchase order or contract directly to the vendor(s) or vendor's subcontractors that are furnishing specified technology goods and services using a specified WLS contract number.
5. PSESD accepts no responsibility for any vendor or vendor's subcontractors' performance of any purchasing contract and accepts no responsibility for the payment of the purchase price by the Purchasing Agency.
6. It is not the intent of the parties to this Agreement, nor shall this Agreement be interpreted, to create a new or separate legal entity for the performance of this Agreement. Instead, the boards or other governing body of both parties shall jointly administer this Agreement in accordance with the terms contained herein.
7. The Purchasing Agency shall be solely responsible for acquiring the products or property, and all such products or property shall be held in Purchasing Agency's name. The Purchasing Agency shall also have primary responsibility for disposing of such property for the duration of the Agreement and upon termination of the Agreement.
8. The manner of financing the purchased technology goods and services under this Agreement shall be through budgeted funds or other available funds of the Purchasing Agency. Said Purchasing Agency shall be responsible for all budget and accounting procedures related to its purchases.

9. The terms of this Agreement shall be governed by the laws of the State of Washington.
10. This Agreement has been approved by the governing bodies of the Purchasing Agency and PSED by resolution, motion, or other means specifically authorized by law.
11. This Agreement shall become effective once it is fully executed and, pursuant to RCW 39.34.040, filed with the County Auditor or listed by subject on the public agency's web site or other electronically retrievable public source. The Purchasing Agency shall file or list the Agreement on their website prior to purchasing items from the WLS contract(s).
12. This Agreement shall remain in force until terminated by either party according to the terms herein. Either party may terminate this Agreement upon sixty (60) days written notice to the other party.

Purchasing Agency:

City of Federal Way



Signature

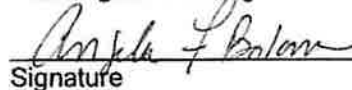
Mayor Jim Ferrell

Title

May 10, 2022

Date

Washington Learning Source



Signature

Learning & Development Support Systems Director

Title

5/23/2022

Date

Puget Sound ESD



Signature

Executive Director - Business and Operations

Title

5/23/22

Date

Interlocal for Washington Learning Source

Puget Sound ESD 800 Oakesdale AVE SW Renton, WA 98057

9. The terms of this Agreement shall be governed by the laws of the State of Washington.
10. This Agreement has been approved by the governing bodies of the Purchasing Agency and PSED by resolution, motion, or other means specifically authorized by law.
11. This Agreement shall become effective once it is fully executed and, pursuant to RCW 39.34.040, filed with the County Auditor or listed by subject on the public agency's web site or other electronically retrievable public source. The Purchasing Agency shall file or list the Agreement on their website prior to purchasing items from the WLS contract(s).
12. This Agreement shall remain in force until terminated by either party according to the terms herein. Either party may terminate this Agreement upon sixty (60) days written notice to the other party.

Purchasing Agency:

City of Federal Way



Signature

Mayor Jim Ferrell

Title

May 10, 2022

Date

Washington Learning Source

Signature

Title

Date

Puget Sound ESD

Signature

Title

Date

Interlocal for Washington Learning Source

Puget Sound ESD 800 Oakesdale AVE SW Renton, WA 98057

COUNCIL MEETING DATE: May 3, 2022

ITEM #: 7h

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: WLS (WASHINGTON LEARNING SOURCE) – INTERLOCAL COOPERATIVE PURCHASING AGREEMENT

POLICY QUESTION: Should the City Council authorize the purchase of equipment, supplies, materials, services, and/or other property from or through the Washington Learning Source (“WLS”)?

COMMITTEE: FEDRAC

MEETING DATE: April 26, 2022

CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Thomas Fichtner, IT Director

DEPT: IT

- Attachments: 1. Staff Report
2. Interlocal Cooperative Purchasing Agreement with WLS

Options Considered:

1. Approve the proposed interlocal agreement.
2. Do not approve proposed interlocal agreement and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL:

[Signature]
Committee Initial/Date
4/20/22

[Signature]
Council Initial/Date
4/20/22

DIRECTOR APPROVAL:

[Signature]
Initial/Date
4/19

COMMITTEE RECOMMENDATION: "I move to forward the proposed interlocal agreement to the May 3, 2022 consent agenda for approval."

[Signature]
Committee Chair

[Signature]
Committee Member

[Signature]
Committee Member

PROPOSED COUNCIL MOTION: "I move approval of the proposed interlocal agreement, and authorize the Mayor to execute said agreement."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED @ 5/3/2022
 - DENIED
 - TABLED/DEFERRED/NO ACTION
 - MOVED TO SECOND READING (ordinances only)
- REVISED - 4/2019

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

CITY OF FEDERAL WAY
MEMORANDUM

DATE: April 5, 2022
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Thomas Fichtner, IT Director
SUBJECT: Washington Learning Source (WLS) Interlocal Agreement

Financial Impacts:

The City will receive continuous discounts with vendor once we are in contract with Washington Learning Source (WLS) as explained in the paragraphs below.

Background Information:

This interagency resolution will allow the City to make purchases using the WLS contract vehicle. Various contractors are often available on different rosters which allow for quicker procurement or discounted pricing due to buying power with a membership.

Security Solutions is a vendor that I.T., and the City of Federal Way, relies on for purchasing of various security and camera equipment for several security and surveillance projects, including Safe Cities.

As a government agency, the City of Federal way is eligible to receive a further discount with Security Solutions, with the entity of Washington Learning Source (WLS).

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: NEPA LETTER FROM CITY TO FAA REGARDING SEA AIRPORT MASTER PLAN

POLICY QUESTION: Should the Federal Way City Council approve the proposed letter from the Mayor and Council to the Federal Aviation Administration (FAA) regarding the proposed SEA Airport Master Plan (SAMP) expansion as part of the National Environmental Policy Act (NEPA) process?

COMMITTEE: N/A

MEETING DATE: N/A

CATEGORY:

- | | | |
|---|-------------------------------------|---|
| <input type="checkbox"/> Consent | <input type="checkbox"/> Ordinance | <input type="checkbox"/> Public Hearing |
| <input checked="" type="checkbox"/> City Council Business | <input type="checkbox"/> Resolution | <input type="checkbox"/> Other |

STAFF REPORT BY: Bill Vadino, Policy Advisor

DEPT: Mayor's Office

- Attachments:**
1. Staff Report
 2. Draft Letter

- Options:**
1. Approve
 2. Do not approve
 3. Approve with modifications

MAYOR'S RECOMMENDATION: Option 1

MAYOR APPROVAL:

[Signature] 11/25/24
Committee Initial/Date

[Signature] 11/25/24
Council Initial/Date

DIRECTOR APPROVAL:

Initial/Date

COMMITTEE RECOMMENDATION: N/A

PROPOSED COUNCIL MOTION: "I move that the Federal Way City Council approve the proposed letter from the Mayor and City Council to the Federal Aviation Administration regarding the SEA Airport Master Plan as part of the National Environmental Policy Act (NEPA) process."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
- DENIED
- TABLED/DEFERRED/NO ACTION
- MOVED TO SECOND READING (*ordinances only*)

REVISED – 11/2020

COUNCIL BILL #

First reading _____

Enactment reading _____

ORDINANCE # _____

RESOLUTION # _____

DATE: December 3, 2024
TO: Federal Way City Council
VIA: Jim Ferrell, Mayor *JF. 11/25/24*
FROM: Bill Vadino, Policy Advisor
SUBJECT: Review of letter from Mayor and City Council to the Federal Aviation Administration (FAA) regarding the SEA Airport Master Plan (SAMP) expansion as part of the National Environmental Policy Act (NEPA) Process

The purpose of this briefing is to 1) update the City Council on the SEA Sustainable Airport Master Plan (SAMP) process and 2) Review, for possible approval, a response letter from the Mayor and City Council to the Federal Aviation Administration regarding the SEA Airport Master Plan (SAMP) expansion as part of the National Environmental Policy Act (NEPA) Process. The comment period began October 21, 2024, and will end on December 13, 2024.

Of note, Mayor Ferrell wishes to reiterate, on behalf of the City, appreciation to the FAA and Port of Seattle for adding a public meeting in our City, and for extending the review and response time from 30 days to 52 days.

Update: The Port of Seattle and the FAA are in the process of asking for comment on the SEA Airport Sustainable Airport Master Plan (SAMP) National Environmental Policy Act (NEPA) document. The FAA and Port of Seattle held public meetings in Federal Way, Burien, Des Moines, and SeaTac in mid-November. Residents and businesses have been encouraged via an outreach process to review project documents and submit comments by email, by mail, or on the project website. Mayor Ferrell also shared a video for residents who could not attend the event so that they could review the information and comment. More details on this process is available at <https://www.sampntpenvironmentalreview.org>

A significant factor in our written response is that the Sustainable Airport Master Plan (SAMP) projects an increase in annual passengers handled from 46.9 million in 2017 to 56 million in 2027, and further increasing to 66 million by 2034. This will result in greater noise and health impacts on Federal Way residents. Projects that support this increase in traffic are the following:

- 19 additional gates
- New passenger terminal (located on the existing main entrance and near-term parking garage)
- High-speed taxiway turnoffs
- Added cargo facilities
- 30 plus other projects to improve safety, provide support facilities, improve efficiency, and airport access.

Of benefit to our City, one of the projects will raise the descent angle for aircraft on the east runway (34 right) from 2.75 degrees to 3.0 degrees, raising the flight path. This would contribute to less air noise on that flight path.

Of note is that this is the first step of a three-part process. After the current SAMP/NEPA process, there will be the release of a draft State SEPA (State Environmental Policy Act) document with a public

comment process late in the 2nd quarter of 2025 (April-June) to be completed in 3rd quarter of 2025 (August-September).

After the current NEPA and upcoming SEPA processes are complete, under State and Federal environmental impact laws, completion of these two separate analyses must be certified by the Port Commission before the airport expansion legally can proceed. The timeline for Port Commission deliberation is projected to be in late 2025. That will be the third opportunity for community comment.

Draft Letter: The draft letter for consideration is on the next page. It acknowledges the impacts of the projects, both positive and those with challenges.

It is possible that the draft in this staff report may be updated with minor changes before the Council meeting.

Please let me know if you have any questions.

DRAFT LETTER

December 13, 2024

Federal Aviation Administration (FAA) and Port of Seattle
C/O Mr. Steve Rybolt
Port of Seattle, Aviation Environment and Sustainability
P.O. Box 68727
Seattle, WA 98168

Dear Members of the Federal Aviation Administration and Port of Seattle SAMP/NEPA Review Committee,

As the elected officials of the City of Federal Way, we are writing you to contribute comments for the National Environmental Policy Act (NEPA) process related to the SEA Airport Master Plan (SAMP) expansion.

First, we wanted to reiterate our appreciation, on behalf of our residents, to the FAA and Port of Seattle for adding a public meeting in our City, and for extending the review and response time from 30 days to 52 days.

Second, we are concerned about impact of the expansion of the airport by 19 additional gates. SEA is projecting passenger traffic from 46.9 million in 2017 to 56 million in 2027, and further increasing to 66 million by 2034. This will result in greater noise and health impacts on Federal Way residents.

Third, we wanted to acknowledge that Project 1A should positively impact our City by raising the glide path of the east runway. This will raise the descent angle for aircraft on the east runway (34 right) from 2.75 degrees to 3.0 degrees, raising the flight path, which may contribute to less air noise on that flight path.

Fourth, While we acknowledge and support a successful airport that safely contributes positively to our economy and vibrancy as a region, we ask that these benefits be balanced with actions that may be implemented for the health impacts on our residents.

Please let us know if you have any questions, clarifications and solutions.

Sincerely,

Mayor Jim Ferrell
Council President Linda Kochmar
Councilmember Lydia Assefa-Dawson
Councilmember Jack Dovey
Councilmember Susan Honda
Councilmember Paul McDaniel
Councilmember Hoang Tran
Councilmember Jack Walsh

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: 2025 AXON AGREEMENT

POLICY QUESTION: Should the City enter into a ten-year agreement with Axon Enterprise, Inc. for body worn cameras, tasers, and software for \$7,397,209.05?

COMMITTEE: FEDRAC

MEETING DATE: November 26, 2024

CATEGORY:

- | | | |
|---|-------------------------------------|---|
| <input type="checkbox"/> Consent | <input type="checkbox"/> Ordinance | <input type="checkbox"/> Public Hearing |
| <input checked="" type="checkbox"/> City Council Business | <input type="checkbox"/> Resolution | <input type="checkbox"/> Other |

STAFF REPORT BY: Kyle Buchanan, Commander

DEPT: Police

Attachments:

- Staff Report
- 2025 Axon Agreement

Options Considered:

- Approve the proposed agreement.
- Do not approve the proposed agreement and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL: <u>[Signature]</u> 11/8/24 <small>Committee Initial/Date</small>	DIRECTOR APPROVAL: <u>[Signature]</u> 11/8/24 <small>Council Initial/Date</small>	DIRECTOR APPROVAL: <u>[Signature]</u> 11/7/24 <small>Initial/Date</small>
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COMMITTEE RECOMMENDATION: *I move to forward the proposed agreement to December 3, 2024, City Council consent agenda for approval.*

<u>[Signature]</u> Committee Chair	<u>[Signature]</u> Committee Member	<u>[Signature]</u> Committee Member
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PROPOSED COUNCIL MOTION: *"I move approval of the proposed Agreement with Axon Enterprise, Inc. and authorize the Mayor to sign the agreement."*

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
- DENIED
- TABLED/DEFERRED/NO ACTION
- MOVED TO SECOND READING (ordinances only)

REVISED - 12/2017

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 26, 2024
TO: City Council Members
FROM: Andy J. Hwang, Chief of Police
SUBJECT: 2025 Axon Agreement

Financial Impacts:

The yearly cost of the proposed 10-year Axon contract is \$7,397,209.05. This is an increase of about \$280,616 a year from the previous contract with Axon. The price increase is a result of inflation, an increased cost for equipment, and the addition of seven body worn cameras (BWC), tasers, and licenses. By entering into a ten-year contract, the Federal Way Police Department (FWPD) will lock in 2024 price rates for the next ten years. FWPD anticipates saving about one million dollars by doing a ten-year contract instead of a 5-year contract. This estimate is based off of the price increase for the new contract when comparing it to the prices in the old contract. FWPD entered into a 5-year contract with Axon in 2021. Axon has credited the final year of payments into this current contract, bringing down the overall cost of the contract from what it would have been without the credit. FWPD was awarded a BWC grant that will cover \$15,590 for body worn cameras.

Background Information:

Since implementing a BWC program in 2021, FWPD has seen the benefits of officers being equipped with the cameras. These benefits include increased transparency to the community, documentation of statements, observations, and behaviors and a deterrent to unprofessional and inappropriate behavior by both officers and the public. Axon is the industry standard for body worn cameras and tasers throughout the country. There is no viable contender to their BWC and taser products and FWPD does not see that changing in the next ten years. In addition to BWC and taser products, FWPD utilizes internal reporting software from Axon in order to create and track internal reports. Axon 'scloud stores all of our BWC footage, photographic evidence, taser data, and our internal review reports.

FWPD plans to use new technology from Axon that is included in this agreement, called Fusus. Fusus will allow officers to view video at private businesses much easier and faster and allow officers to get live views inside and around businesses when there is an incident occurring at the location. If a local business allows the police access to their camera system, the six nearest cameras to the location automatically appear on the

officers in-car computer. An officer can monitor incidents in real time while responding to a call for service or quickly review recorded video in order to identify potential suspects or involved vehicles. Additionally, the software uses object recognition to perform searches on camera, track the movement of suspects and their vehicles, and provide real-time updates on the location of the suspects and/or vehicles. An upgraded Fusus license is included in the proposed agreement at no additional cost to the City.



Axon Enterprise, Inc.
 17800 N 85th St.
 Scottsdale, Arizona 85255
 United States
 VAT: 86-0741227
 Domestic: (800) 978-2737
 International: +1.800.978.2737

Q-586155-45576.847CN

Issued: 10/11/2024

Quote Expiration: 12/17/2024

Estimated Contract Start Date: 04/15/2025

Account Number: 111152

Payment Terms: N30

Delivery Method:

SHIP TO	BILL TO
Federal Way Police Dept. - WA 33325 8TH AVE S FEDERAL WAY, WA 98003-6300 USA	Federal Way Police Dept. - WA 33325 8TH AVE S FEDERAL WAY WA 98003-6300 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Chris Neubeck Phone: +1 6027080074 Email: cneubeck@axon.com Fax: (480) 658-0629	Kyle Buchanan Phone: 2538356787 Email: kyle.buchanan@federalwaywa.gov Fax: (253) 661-4585

Quote Summary

Program Length	120 Months
TOTAL COST	\$6,797,050.06
ESTIMATED TOTAL W/ TAX	\$7,397,209.05

Discount Summary

Average Savings Per Year	\$343,336.35
TOTAL SAVINGS	\$3,433,363.54

Payment Summary

Date	Subtotal	Tax	Total
Mar 2025	\$679,705.06	\$58,475.13	\$738,180.19
Mar 2026	\$679,705.00	\$60,187.11	\$739,892.11
Mar 2027	\$679,705.00	\$60,187.11	\$739,892.11
Mar 2028	\$679,705.00	\$60,187.11	\$739,892.11
Mar 2029	\$679,705.00	\$60,187.11	\$739,892.11
Mar 2030	\$679,705.00	\$60,187.11	\$739,892.11
Mar 2031	\$679,705.00	\$60,187.11	\$739,892.11
Mar 2032	\$679,705.00	\$60,187.11	\$739,892.11
Mar 2033	\$679,705.00	\$60,187.11	\$739,892.11
Mar 2034	\$679,705.00	\$60,186.98	\$739,891.98
Total	\$6,797,050.06	\$600,158.99	\$7,397,209.05

Quote Unbundled Price: \$10,230,413.60
 Quote List Price: \$7,674,755.60
 Quote Subtotal: \$6,797,050.06

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
100553	TRANSFER CREDIT - SOFTWARE AND SERVICES	1			\$1.00	(\$263,151.15)	(\$263,151.15)	(\$26,841.42)	(\$289,992.57)
100552	TRANSFER CREDIT - GOODS	1			\$1.00	\$129,080.41	\$129,080.41	\$13,166.21	\$142,246.62
M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	120	\$530.24	\$390.20	\$383.03	\$6,894,540.00	\$612,550.95	\$7,507,090.95
M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	120	\$5,293.70	\$5,002.55	\$0.00	\$0.00	\$0.00	\$0.00
A la Carte Hardware									
H00001	AB4 Camera Bundle	8			\$849.00	\$849.00	\$6,792.00	\$692.79	\$7,484.79
A la Carte Software									
73638	AXON STANDARDS - LICENSE	2	120		\$12.12	\$6.11	\$1,466.40	\$149.58	\$1,615.98
BasicLicense	Basic License Bundle	2	120		\$18.17	\$18.01	\$4,322.40	\$440.88	\$4,763.28
A la Carte Services									
85149	AXON TASER - 2 DAY PRODUCT SPECIFIC INSTRUCTOR COURSE	1			\$6,786.00	\$0.00	\$0.00	\$0.00	\$0.00
73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1			\$30,000.00	\$24,000.00	\$24,000.00	\$0.00	\$24,000.00
Total							\$6,797,050.06	\$600,158.99	\$7,397,209.05

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
AB4 Camera Bundle	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	8	1	03/15/2025
AB4 Camera Bundle	100466	AXON BODY 4 - CABLE - USB-C TO USB-C	9	1	03/15/2025
AB4 Camera Bundle	71026	AXON BODY - MOUNT - MAGNET FLEXIBLE REINFORCED RAPIDLOCK	9	1	03/15/2025
BUNDLE - FUSUS UPSELL - BASIC TO PRO	101386	AXON RESPOND - FUSUSCORE - PRO 2.0 4TB HDD STORAGE	4	1	03/15/2025
BUNDLE - FUSUS UPSELL - BASIC TO PRO	101391	AXON RESPOND - FUSUSCORE - ELITE AI 2.0 44TB HDD STORAGE	1	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100126	AXON VR - TACTICAL BAG	6	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100390	AXON TASER 10 - HANDLE - YELLOW CLASS 3R	5	2	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100390	AXON TASER 10 - HANDLE - YELLOW CLASS 3R	150	2	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100393	AXON TASER 10 - MAGAZINE - LIVE DUTY BLACK	5	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100393	AXON TASER 10 - MAGAZINE - LIVE DUTY BLACK	150	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100394	AXON TASER 10 - MAGAZINE - HALT TRAINING BLUE	12	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100395	AXON TASER 10 - MAGAZINE - LIVE TRAINING PURPLE	6	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100396	AXON TASER 10 - MAGAZINE - INERT RED	30	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100399	AXON TASER 10 - CARTRIDGE - LIVE	3000	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100400	AXON TASER 10 - CARTRIDGE - HALT	900	1	03/15/2025

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100401	AXON TASER 10 - CARTRIDGE - INERT	300	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100611	AXON TASER 10 - SAFARILAND HOLSTER - RH	150	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100623	AXON TASER - TRAINING - ENHANCED HALT SUIT V2	3	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100681	AXON SIGNAL - SIDEARM SENSOR ONLY	150	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100748	AXON VR - CONTROLLER - TASER 10	6	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100832	AXON VR - CONTROLLER - HANDGUN VR19H	6	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101122	AXON VR - HOLSTER - T10 SAFARILAND GREY - RH	5	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101123	AXON VR - HOLSTER - T10 SAFARILAND GREY - LH	1	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101294	AXON VR - TABLET	6	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101300	AXON VR - TABLET CASE	6	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101386	AXON RESPOND - FUSUSCORE - PRO 2.0 4TB HDD STORAGE	4	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101391	AXON RESPOND - FUSUSCORE - ELITE AI 2.0 44TB HDD STORAGE	1	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101408	AXON RESPOND - FUSUSCORE - CAD	1	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20018	AXON TASER - BATTERY PACK - TACTICAL	5	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20018	AXON TASER - BATTERY PACK - TACTICAL	150	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20018	AXON TASER - BATTERY PACK - TACTICAL	26	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20378	AXON VR - HEADSET - HTC FOCUS 3	6	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	70033	AXON - DOCK WALL MOUNT - BRACKET ASSY	2	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	71019	AXON BODY - DOCK POWERCORD - NORTH AMERICA	2	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	71044	AXON SIGNAL - BATTERY - CR2430 SINGLE PACK	300	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	74200	AXON TASER - DOCK - SIX BAY PLUS CORE	2	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	80087	AXON TASER - TARGET - CONDUCTIVE PROFESSIONAL RUGGEDIZED	2	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	80090	AXON TASER - TARGET FRAME - PROFESSIONAL 27.5 IN X 75 IN	2	1	03/15/2025
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100399	AXON TASER 10 - CARTRIDGE - LIVE	450	1	03/15/2026
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100400	AXON TASER 10 - CARTRIDGE - HALT	1200	1	03/15/2026
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100399	AXON TASER 10 - CARTRIDGE - LIVE	450	1	03/15/2027
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100400	AXON TASER 10 - CARTRIDGE - HALT	1200	1	03/15/2027
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100210	AXON VR - TAP REFRESH 1 - TABLET	6	1	09/15/2027
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101009	AXON VR - TAP REFRESH 1 - SIDEARM CONTROLLER	6	1	09/15/2027
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101012	AXON VR - TAP REFRESH 1 - CONTROLLER	6	1	09/15/2027
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20373	AXON VR - TAP REFRESH 1 - HEADSET	6	1	09/15/2027
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73309	AXON BODY - TAP REFRESH 1 - CAMERA	155	1	09/15/2027
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73689	AXON BODY - TAP REFRESH 1 - DOCK MULTI BAY	18	1	09/15/2027
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100399	AXON TASER 10 - CARTRIDGE - LIVE	450	1	03/15/2028
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100400	AXON TASER 10 - CARTRIDGE - HALT	1200	1	03/15/2028
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100399	AXON TASER 10 - CARTRIDGE - LIVE	450	1	03/15/2029
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100400	AXON TASER 10 - CARTRIDGE - HALT	1200	1	03/15/2029
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100211	AXON VR - TAP REFRESH 2 - TABLET	6	1	03/15/2030
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101010	AXON VR - TAP REFRESH 2 - SIDEARM CONTROLLER	6	1	03/15/2030
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101013	AXON VR - TAP REFRESH 2 - CONTROLLER	6	1	03/15/2030
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20374	AXON VR - TAP REFRESH 2 - HEADSET	6	1	03/15/2030
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73310	AXON BODY - TAP REFRESH 2 - CAMERA	155	1	03/15/2030
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73688	AXON BODY - TAP REFRESH 2 - DOCK MULTI BAY	18	1	03/15/2030
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20242	AXON TASER - CERTIFICATION PROGRAM YEAR 6-10 HARDWARE	150	1	09/15/2030
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100212	AXON VR - TAP REFRESH 3 - TABLET	6	1	09/15/2032
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101011	AXON VR - TAP REFRESH 3 - SIDEARM CONTROLLER	6	1	09/15/2032
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101014	AXON VR - TAP REFRESH 3 - CONTROLLER	6	1	09/15/2032
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20375	AXON VR - TAP REFRESH 3 - HEADSET	6	1	09/15/2032
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73345	AXON BODY - TAP REFRESH 3 - CAMERA	155	1	09/15/2032

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73347	AXON BODY - TAP REFRESH 3 - DOCK MULTI BAY	18	1	09/15/2032
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73346	AXON BODY - TAP REFRESH 4 - CAMERA	155	1	03/15/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73348	AXON BODY - TAP REFRESH 4 - DOCK MULTI BAY	18	1	03/15/2035

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Basic License Bundle	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	2	04/15/2025	04/14/2035
Basic License Bundle	73840	AXON EVIDENCE - ECOM LICENSE - BASIC	2	04/15/2025	04/14/2035
BUNDLE - FUSUS UPSSELL - BASIC TO PRO	101475	AXON RESPOND - FUSUSONE - BASIC TO PRO SAAS UPSSELL	1	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100165	AXON EVIDENCE - STORAGE - THIRD PARTY UNLIMITED	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100590	AXON MY90 - LICENSE	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100801	AXON RECORDS - OSP LICENSE	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101180	AXON TASER - DATA SCIENCE PROGRAM	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101357	AXON RESPOND - FUSUSONE - BASIC LEVEL SAAS	1	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20248	AXON TASER - EVIDENCE.COM LICENSE	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20248	AXON TASER - EVIDENCE.COM LICENSE	2	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	20370	AXON VR - FULL ACCESS - TASER ADD-ON USER	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73618	AXON COMMUNITY REQUEST	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73638	AXON STANDARDS - LICENSE	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73680	AXON RESPOND PLUS - LICENSE	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73686	AXON EVIDENCE - STORAGE - UNLIMITED (AXON DEVICE)	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73739	AXON PERFORMANCE - LICENSE	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73746	AXON EVIDENCE - ECOM LICENSE - PRO	1	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	73746	AXON EVIDENCE - ECOM LICENSE - PRO	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	150	04/15/2025	04/14/2035
A la Carte	73638	AXON STANDARDS - LICENSE	2	04/15/2025	04/14/2035

Services

Bundle	Item	Description	QTY
BUNDLE - FUSUS UPSSELL - BASIC TO PRO	101421	AXON RESPOND - FUSUS SOFTWARE IMPLEMENTATION	1
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100105	AXON MY90 - PSO - SETUP	1
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100751	AXON TASER 10 - REPLACEMENT ACCESS PROGRAM - DUTY CARTRIDGE	150
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101184	AXON INVESTIGATE - TRAINING - OPERATOR AND EXAMINER	11
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101193	AXON TASER - ON DEMAND CERTIFICATION	1
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101422	AXON RESPOND - FUSUS HARDWARE DEPLOYMENT	3
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	11642	AXON INVESTIGATE - THIRD PARTY VIDEO SUPPORT	150
A la Carte	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1
A la Carte	85149	AXON TASER - 2 DAY PRODUCT SPECIFIC INSTRUCTOR COURSE	1

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	80464	AXON BODY - TAP WARRANTY - CAMERA	150	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	80464	AXON BODY - TAP WARRANTY - CAMERA	5	04/15/2025	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	80465	AXON BODY - TAP WARRANTY - MULTI BAY DOCK	18	04/15/2025	04/14/2035
BUNDLE - FUSUS UPSSELL - BASIC TO PRO	101424	AXON RESPOND - FUSUSCORE - EXTENDED WARRANTY	1	03/15/2026	04/14/2035
BUNDLE - FUSUS UPSSELL - BASIC TO PRO	101424	AXON RESPOND - FUSUSCORE - EXTENDED WARRANTY	4	03/15/2026	04/14/2035

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100197	AXON VR - EXT WARRANTY - HTC FOCUS 3 HEADSET	6	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100213	AXON VR - EXT WARRANTY - TABLET	6	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100704	AXON TASER 10 - EXT WARRANTY - HANDLE	5	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	100704	AXON TASER 10 - EXT WARRANTY - HANDLE	150	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101007	AXON VR - EXT WARRANTY - CONTROLLER	6	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101008	AXON VR - EXT WARRANTY - HANDGUN CONTROLLER	6	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101424	AXON RESPOND - FUSUSCORE - EXTENDED WARRANTY	4	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101424	AXON RESPOND - FUSUSCORE - EXTENDED WARRANTY	1	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	101424	AXON RESPOND - FUSUSCORE - EXTENDED WARRANTY	1	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	80374	AXON TASER - EXT WARRANTY - BATTERY PACK T7/T10	26	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	80374	AXON TASER - EXT WARRANTY - BATTERY PACK T7/T10	5	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	80374	AXON TASER - EXT WARRANTY - BATTERY PACK T7/T10	150	03/15/2026	04/14/2035
BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	80396	AXON TASER - EXT WARRANTY - DOCK SIX BAY T7/T10	2	03/15/2026	04/14/2035

Shipping Locations

Location Number	Street	City	State	Zip	Country
1	33325 8TH AVE S	FEDERAL WAY	WA	98003-6300	USA
2	33325 8TH AVE S	FEDERAL WAY	WA	98003-6300	USA

Payment Details

Mar 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 1	73638	AXON STANDARDS - LICENSE	2	\$170.90	\$17.43	\$188.33
Annual Payment 1	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,797.04	\$0.00	\$2,797.04
Annual Payment 1	BasicLicense	Basic License Bundle	2	\$503.75	\$51.38	\$555.13
Annual Payment 1	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$803,512.11	\$71,388.74	\$874,900.85
Annual Payment 1	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Upfront Hardware	85149	AXON TASER - 2 DAY PRODUCT SPECIFIC INSTRUCTOR COURSE	1	\$0.00	\$0.00	\$0.00
Upfront Hardware	H00001	AB4 Camera Bundle	8	\$6,792.00	\$692.79	\$7,484.79
Invoice Upon Fulfillment	100552	TRANSFER CREDIT - GOODS	1	\$129,080.41	\$13,166.21	\$142,246.62
Invoice Upon Fulfillment	100553	TRANSFER CREDIT - SOFTWARE AND SERVICES	1	(\$263,151.15)	(\$26,841.42)	(\$289,992.57)
Total				\$679,705.06	\$58,475.13	\$738,180.19

Apr 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Invoice Upon Fulfillment	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$0.00	\$0.00	\$0.00
Invoice Upon Fulfillment	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$0.00	\$0.00	\$0.00

Mar 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 2	73638	AXON STANDARDS - LICENSE	2	\$143.94	\$14.68	\$158.62
Annual Payment 2	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,355.88	\$0.00	\$2,355.88
Annual Payment 2	BasicLicense	Basic License Bundle	2	\$424.29	\$43.28	\$467.57
Annual Payment 2	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$676,780.89	\$60,129.15	\$736,910.04
Annual Payment 2	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$679,705.00	\$60,187.11	\$739,892.11

Mar 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 3	73638	AXON STANDARDS - LICENSE	2	\$143.94	\$14.68	\$158.62
Annual Payment 3	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,355.88	\$0.00	\$2,355.88
Annual Payment 3	BasicLicense	Basic License Bundle	2	\$424.29	\$43.28	\$467.57
Annual Payment 3	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$676,780.89	\$60,129.15	\$736,910.04
Annual Payment 3	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$679,705.00	\$60,187.11	\$739,892.11

Mar 2028

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 4	73638	AXON STANDARDS - LICENSE	2	\$143.94	\$14.68	\$158.62
Annual Payment 4	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,355.88	\$0.00	\$2,355.88
Annual Payment 4	BasicLicense	Basic License Bundle	2	\$424.29	\$43.28	\$467.57
Annual Payment 4	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$676,780.89	\$60,129.15	\$736,910.04
Annual Payment 4	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$679,705.00	\$60,187.11	\$739,892.11

Mar 2029

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 5	73638	AXON STANDARDS - LICENSE	2	\$143.94	\$14.68	\$158.62
Annual Payment 5	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,355.88	\$0.00	\$2,355.88
Annual Payment 5	BasicLicense	Basic License Bundle	2	\$424.29	\$43.28	\$467.57
Annual Payment 5	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$676,780.89	\$60,129.15	\$736,910.04
Annual Payment 5	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$679,705.00	\$60,187.11	\$739,892.11

Mar 2030

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 6	73638	AXON STANDARDS - LICENSE	2	\$143.94	\$14.68	\$158.62
Annual Payment 6	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,355.88	\$0.00	\$2,355.88
Annual Payment 6	BasicLicense	Basic License Bundle	2	\$424.29	\$43.28	\$467.57
Annual Payment 6	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$676,780.89	\$60,129.15	\$736,910.04
Annual Payment 6	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$679,705.00	\$60,187.11	\$739,892.11

Mar 2031

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 7	73638	AXON STANDARDS - LICENSE	2	\$143.94	\$14.68	\$158.62
Annual Payment 7	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,355.88	\$0.00	\$2,355.88
Annual Payment 7	BasicLicense	Basic License Bundle	2	\$424.29	\$43.28	\$467.57
Annual Payment 7	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$676,780.89	\$60,129.15	\$736,910.04
Annual Payment 7	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$679,705.00	\$60,187.11	\$739,892.11

Mar 2032

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 8	73638	AXON STANDARDS - LICENSE	2	\$143.94	\$14.68	\$158.62
Annual Payment 8	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,355.88	\$0.00	\$2,355.88
Annual Payment 8	BasicLicense	Basic License Bundle	2	\$424.29	\$43.28	\$467.57
Annual Payment 8	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$676,780.89	\$60,129.15	\$736,910.04
Annual Payment 8	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$679,705.00	\$60,187.11	\$739,892.11

Mar 2033

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 9	73638	AXON STANDARDS - LICENSE	2	\$143.94	\$14.68	\$158.62
Annual Payment 9	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,355.88	\$0.00	\$2,355.88
Annual Payment 9	BasicLicense	Basic License Bundle	2	\$424.29	\$43.28	\$467.57

Mar 2033

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 9	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$676,780.89	\$60,129.15	\$736,910.04
Annual Payment 9	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$679,705.00	\$60,187.11	\$739,892.11

Mar 2034

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 10	73638	AXON STANDARDS - LICENSE	2	\$143.94	\$14.71	\$158.65
Annual Payment 10	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$2,355.88	\$0.00	\$2,355.88
Annual Payment 10	BasicLicense	Basic License Bundle	2	\$424.29	\$43.26	\$467.55
Annual Payment 10	M00015	BUNDLE - OFFICER SAFETY PLAN 10 PREMIUM 10YR	150	\$676,780.89	\$60,129.01	\$736,909.90
Annual Payment 10	M00022	BUNDLE - FUSUS UPSELL - BASIC TO PRO	1	\$0.00	\$0.00	\$0.00
Total				\$679,705.00	\$60,186.98	\$739,891.98

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at <https://www.axon.com/sales-terms-and-conditions>), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Exceptions to Standard Terms and Conditions

Agency has existing contract(s) originated via Quote(s):

Q-334538, Q-398487, Q-407215, Q-523115, Q-540930 Q-302972

Agency is terminating those contracts effective 4/15/2025 Any changes in this date will result in modification of the program value which may result in additional fees or credits due to or from Axon.

The parties agree that Axon is applying a Net Transfer Credit of -\$134,070.74

Any credits contained in this quote are contingent upon payment in full of the following amounts:

Q-334538 - 8/30/2024 - \$417,143

Q-407215 - 9/1/2024 - \$2,078

Q-523115 - INV-288849 - 5/3/2024 - \$6,240

A discount of \$129,080.41 has been applied to the Pro License sku, 73746, inside of OSP bundle to cover the cost of the Transfer Debit amount for Goods.

Signature

Date Signed

10/11/2024



This Master Services and Purchasing Agreement ("**Agreement**") is between Axon Enterprise, Inc. ("**Axon**"), and the customer listed below or, if no customer is listed below, the customer on the Quote attached hereto ("**Customer**"). This Agreement is effective as of the later of the (a) last signature date on this Agreement or (b) date of acceptance of the Quote ("**Effective Date**"). Axon and Customer are each a "**Party**" and collectively "**Parties**". This Agreement governs Customer's purchase and use of the Axon Devices and Services detailed in the Quote as defined below. It is the intent of the Parties that this Agreement will govern all subsequent purchases by Customer for the same Axon Devices and Services in the Quote, and all such subsequent quotes accepted by Customer shall be also incorporated into this Agreement by reference as a Quote. The Parties agree as follows:

1. **Definitions.**

- 1.1. "**Axon Cloud Services**" means Axon's web services, including but not limited to, Axon Evidence, Axon Records, Axon Dispatch, FUSUS services and interactions between Axon Evidence and Axon Devices or Axon client software. Axon Cloud Service excludes third-party applications, hardware warranties, and my.evidence.com.
- 1.2. "**Axon Device**" means all hardware provided by Axon under this Agreement. Axon-manufactured Devices are a subset of Axon Devices.
- 1.3. "**Quote**" means an offer to sell and is only valid for devices and services on the offer at the specified prices. Any inconsistent or supplemental terms within Customer's purchase order in response to a Quote will be void. Orders are subject to prior credit approval. Changes in the deployment estimated ship date may change charges in the Quote. Shipping dates are estimates only. Axon is not responsible for typographical errors in any Quote by Axon, and Axon reserves the right to cancel any orders resulting from such errors.
- 1.4. "**Services**" means all services provided by Axon under this Agreement, including software, Axon Cloud Services, and professional services.

2. **Term.** This Agreement begins on the Effective Date and continues until all subscriptions hereunder have expired or have been terminated ("**Term**").

- 2.1. All subscriptions including Axon Evidence, Axon Fleet, Officer Safety Plans, Technology Assurance Plans, and TASER 7 or TASER 10 plans begin on the date stated in the Quote. Each subscription term ends upon completion of the subscription stated in the Quote ("**Subscription Term**").
- 2.2. Upon completion of the Subscription Term, the Subscription Term will automatically renew for an additional 5 years ("**Renewal Term**"). For purchase of TASER 7 or TASER 10 as a standalone, Axon may increase pricing to its then-current list pricing for any Renewal Term. For all other purchases, Axon may increase pricing on all line items in the Quote by up to 3% at the beginning of each year of the Renewal Term. New devices and services may require additional terms. Axon will not authorize services until Axon receives a signed Quote or accepts a purchase order, whichever is first.

3. **Payment.** Axon invoices for Axon Devices upon shipment, or on the date specified within the invoicing plan in the Quote. Payment is due net 30 days from the invoice date. Axon invoices for Axon Cloud Services on an upfront annual basis prior to the beginning of the Subscription Term and upon the anniversary of the Subscription Term. Payment obligations are non-cancelable. Unless otherwise prohibited by law, Customer will pay interest on all past-due sums at the lower of one-and-a-half percent (1.5%) per month or the highest rate allowed by law. Customer will pay invoices without setoff, deduction, or withholding. If Axon sends a past due account to collections, Customer is responsible for collection and attorneys' fees.

4. **Taxes.** Customer is responsible for sales and other taxes associated with the order unless Customer provides Axon a valid tax exemption certificate.

5. **Shipping.** Axon may make partial shipments and ship Axon Devices from multiple locations. All shipments are EXW (Incoterms 2020) via common carrier. Title and risk of loss pass to Customer upon Axon's delivery to the common carrier. Customer is responsible for any shipping charges in the Quote.

6. **Returns.** All sales are final. Axon does not allow refunds or exchanges, except warranty returns or as provided by state or federal law.

7. **Warranty.**

- 7.1. **Limited Warranty.** Axon warrants that Axon-manufactured Devices are free from defects in workmanship and materials for one (1) year from the date of Customer's receipt, except Signal Sidearm which Axon warrants for thirty (30) months from Customer's receipt and Axon-manufactured accessories, which Axon warrants for ninety (90) days from Customer's receipt, respectively, from the date of Customer's receipt. Used conducted energy weapon ("**CEW**") cartridges are deemed to have operated properly. Extended warranties run from the expiration of the one (1) year hardware warranty through the extended warranty term purchased.

Title: Master Services and Purchasing Agreement between Axon and Customer

- 7.2. **Disclaimer.** All software and Axon Cloud Services are provided "AS IS," without any warranty of any kind, either express or implied, including without limitation the implied warranties of merchantability, fitness for a particular purpose and non-infringement. Axon Devices and Services that are not manufactured, published or performed by Axon ("Third-Party Products") are not covered by Axon's warranty and are only subject to the warranties of the third-party provider or manufacturer.
- 7.3. **Claims.** If Axon receives a valid warranty claim for an Axon-manufactured Device during the warranty term, Axon's sole responsibility is to repair or replace the Axon-manufactured Device with the same or like Axon-manufactured Device, at Axon's option. A replacement Axon-manufactured Device will be new or like new. Axon will warrant the replacement Axon-manufactured Device for the longer of (a) the remaining warranty of the original Axon-manufactured Device or (b) ninety (90) days from the date of repair or replacement.
- 7.3.1. If Customer exchanges an Axon Device or part, the replacement item becomes Customer's property, and the replaced item becomes Axon's property. Before delivering an Axon-manufactured Device for service, Customer must upload Axon-manufactured Device data to Axon Evidence or download it and retain a copy. Axon is not responsible for any loss of software, data, or other information contained in storage media or any part of the Axon-manufactured Device sent to Axon for service.
- 7.4. **Spare Axon Devices.** At Axon's reasonable discretion, Axon may provide Customer a predetermined number of spare Axon Devices as detailed in the Quote ("**Spare Axon Devices**"). Spare Axon Devices are intended to replace broken or non-functioning units while Customer submits the broken or non-functioning units, through Axon's warranty return process. Axon will repair or replace the unit with a replacement Axon Device. Title and risk of loss for all Spare Axon Devices shall pass to Customer in accordance with shipping terms of this Agreement. Axon assumes no liability or obligation in the event Customer does not utilize Spare Axon Devices for the intended purpose.
- 7.5. **Limitations.** Axon's warranty excludes damage related to: (a) failure to follow Axon Device use instructions; (b) Axon Devices used with equipment not manufactured or recommended by Axon; (c) abuse, misuse, or intentional damage to Axon Device; (d) force majeure; (e) Axon Devices repaired or modified by persons other than Axon without Axon's written permission; or (f) Axon Devices with a defaced or removed serial number. Axon's warranty will be void if Customer resells Axon Devices.
- 7.5.1. **To the extent permitted by law, the above warranties and remedies are exclusive. Axon disclaims all other warranties, remedies, and conditions, whether oral, written, statutory, or implied. If statutory or implied warranties cannot be lawfully disclaimed, then such warranties are limited to the duration of the warranty described above and by the provisions in this Agreement. Customer confirms and agrees that in deciding whether to sign this Agreement, Customer has not relied on any statement or representation by Axon or anyone acting on behalf of Axon related to the subject matter of this Agreement that is not in this Agreement.**
- 7.5.2. **Axon's cumulative liability to any party for any loss or damage resulting from any claim, demand, or action arising out of or relating to this Agreement will not exceed the purchase price paid to Axon for the Axon Device, or if for Services, the amount paid for such Services over the twelve (12) months preceding the claim. Neither Party will be liable for special, indirect, incidental, punitive or consequential damages, however caused, whether for breach of warranty or contract, negligence, strict liability, tort or any other legal theory.**
- 7.6. **Online Support Platforms.** Use of Axon's online support platforms (e.g., Axon Academy and MyAxon) is governed by the Axon Online Support Platforms Terms of Use Appendix available at www.axon.com/sales-terms-and-conditions.
- 7.7. **Third-Party Software and Services.** Use of software or services other than those provided by Axon is governed by the terms, if any, entered into between Customer and the respective third-party provider, including, without limitation, the terms applicable to such software or services located at www.axon.com/sales-terms-and-conditions, if any.
- 7.8. **Axon Aid.** Upon mutual agreement between Axon and Customer, Axon may provide certain products and services to Customer, as a charitable donation under the Axon Aid program. In such event, Customer expressly waives and releases any and all claims, now known or hereafter known, against Axon and its officers, directors, employees, agents, contractors, affiliates, successors, and assigns (collectively, "**Releasees**"), including but not limited to, on account of injury, death, property damage, or loss of data, arising out of or attributable to the Axon Aid program whether arising out of the negligence of any Releasees or otherwise. Customer agrees not to make or bring any such claim against any Releasee, and forever release and discharge all Releasees from liability under such claims. Customer expressly allows Axon to publicly announce its participation in Axon Aid and use its name in marketing materials. Axon may terminate the Axon Aid program without cause immediately

upon notice to the Customer.

8. **Statement of Work.** Certain Axon Devices and Services, including Axon Interview Room, Axon Channel Services, and Axon Fleet, may require a Statement of Work that details Axon's Service deliverables ("**SOW**"). In the event Axon provides an SOW to Customer, Axon is only responsible for the performance of Services described in the SOW. Additional services are out of scope. The Parties must document scope changes in a written and signed change order. Changes may require an equitable adjustment in fees or schedule. The SOW is incorporated into this Agreement by reference.
9. **Axon Device Warnings.** See www.axon.com/legal for the most current Axon Device warnings.
10. **Design Changes.** Axon may make design changes to any Axon Device or Service without notifying Customer or making the same change to Axon Devices and Services previously purchased by Customer.
11. **Bundled Offerings.** Some offerings in bundled offerings may not be generally available at the time of Customer's purchase. Axon will not provide a refund, credit, or additional discount beyond what is in the Quote due to a delay of availability or Customer's election not to utilize any portion of an Axon bundle.
12. **Insurance.** Axon will maintain General Liability, Workers' Compensation, and Automobile Liability insurance. Upon request, Axon will supply certificates of insurance.
13. **IP Rights.** Axon owns and reserves all right, title, and interest in Axon-manufactured Devices and Services and suggestions to Axon, including all related intellectual property rights. Customer will not cause any Axon proprietary rights to be violated.
14. **IP Indemnification.** Axon will indemnify Customer against all claims, losses, and reasonable expenses from any third-party claim alleging that the use of Axon-manufactured Devices, Axon Cloud Services or Axon software ("**Axon Products**") infringes or misappropriates the third-party's intellectual property rights. Customer must promptly provide Axon with written notice of such claim, tender to Axon the defense or settlement of such claim at Axon's expense and cooperate fully with Axon in the defense or settlement of such claim. Axon's IP indemnification obligations do not apply to claims based on (a) modification of Axon Products by Customer or a third-party not approved by Axon; (b) use of Axon Products in combination with hardware or services not approved by Axon; (c) use of Axon Products other than as permitted in this Agreement; or (d) use of Axon Products that is not the most current software release provided by Axon.
15. **Customer Responsibilities.** Customer is responsible for (a) Customer's use of Axon Devices; (b) Customer or an end user's breach of this Agreement or violation of applicable law; (c) disputes between Customer and a third-party over Customer's use of Axon Devices; (d) secure and sustainable destruction and disposal of Axon Devices at Customer's cost; and (e) any regulatory violations or fines, as a result of improper destruction or disposal of Axon Devices.
16. **Termination.**
 - 16.1. **For Breach.** A Party may terminate this Agreement for cause if it provides thirty (30) days written notice of the breach to the other Party, and the breach remains uncured thirty (30) days after written notice. If Customer terminates this Agreement due to Axon's uncured breach, Axon will refund prepaid amounts on a prorated basis based on the effective date of termination.
 - 16.2. **By Customer.** If sufficient funds are not appropriated or otherwise legally available to pay the fees, Customer may terminate this Agreement. Customer will deliver notice of termination under this section as soon as reasonably practicable.
 - 16.3. **Effect of Termination.** Upon termination of this Agreement, Customer rights immediately terminate. Customer remains responsible for all fees incurred before the effective date of termination. If Customer purchases Axon Devices for less than the manufacturer's suggested retail price ("**MSRP**") and this Agreement terminates before the end of the Term, Axon will invoice Customer the difference between the MSRP for Axon Devices received, including any Spare Axon Devices, and amounts paid towards those Axon Devices. Only if terminating for non-appropriation, Customer may return Axon Devices to Axon within thirty (30) days of termination. MSRP is the standalone price of the individual Axon Device at the time of sale. For bundled Axon Devices, MSRP is the standalone price of all individual components.
17. **Confidentiality.** "**Confidential Information**" means nonpublic information designated as confidential or, given the nature of the information or circumstances surrounding disclosure, should reasonably be understood to be confidential. Each Party will take reasonable measures to avoid disclosure, dissemination, or unauthorized use of the other Party's Confidential Information. Unless required by law, neither Party will disclose the other Party's Confidential Information during the Term and for five (5) years thereafter. To the extent permissible by law, Axon pricing is Confidential Information and competition sensitive. If Customer receives a public records request to disclose Axon

Confidential Information, to the extent allowed by law, Customer will provide notice to Axon before disclosure. Axon may publicly announce information related to this Agreement.

18. **General.**

- 18.1. **Force Majeure.** Neither Party will be liable for any delay or failure to perform due to a cause beyond a Party's reasonable control.
- 18.2. **Independent Contractors.** The Parties are independent contractors. Neither Party has the authority to bind the other. This Agreement does not create a partnership, franchise, joint venture, Customer, fiduciary, or employment relationship between the Parties.
- 18.3. **Third-Party Beneficiaries.** There are no third-party beneficiaries under this Agreement.
- 18.4. **Non-Discrimination.** Neither Party nor its employees will discriminate against any person based on race; religion; creed; color; sex; gender identity and expression; pregnancy; childbirth; breastfeeding; medical conditions related to pregnancy, childbirth, or breastfeeding; sexual orientation; marital status; age; national origin; ancestry; genetic information; disability; veteran status; or any class protected by local, state, or federal law.
- 18.5. **Export Compliance.** Each Party will comply with all import and export control laws and regulations.
- 18.6. **Assignment.** Neither Party may assign this Agreement without the other Party's prior written consent. Axon may assign this Agreement, its rights, or obligations without consent: (a) to an affiliate or subsidiary; or (b) for purposes of financing, merger, acquisition, corporate reorganization, or sale of all or substantially all its assets. This Agreement is binding upon the Parties respective successors and assigns.
- 18.7. **Waiver.** No waiver or delay by either Party in exercising any right under this Agreement constitutes a waiver of that right.
- 18.8. **Severability.** If a court of competent jurisdiction holds any portion of this Agreement invalid or unenforceable, the remaining portions of this Agreement will remain in effect.
- 18.9. **Survival.** The following sections will survive termination: Payment, Warranty, Axon Device Warnings, Indemnification, IP Rights, Customer Responsibilities and any other Sections detailed in the survival sections of the Appendices.
- 18.10. **Governing Law.** The laws of the country, state, province, or municipality where Customer is physically located, without reference to conflict of law rules, govern this Agreement and any dispute arising from it. The United Nations Convention for the International Sale of Goods does not apply to this Agreement.
- 18.11. **Notices.** All notices must be in English. Notices posted on Customer's Axon Evidence site are effective upon posting. Notices by email are effective on the sent date of the email. Notices by personal delivery are effective immediately. Notices to Customer shall be provided to the address on file with Axon. Notices to Axon shall be provided to Axon Enterprise, Inc., Attn: Legal, 17800 North 85th Street, Scottsdale, Arizona 85255 with a copy to legal@axon.com.
- 18.12. **Entire Agreement.** This Agreement, the Appendices, including any applicable Appendices not attached herein for the products and services purchased, which are incorporated by reference and located in the Master Purchasing and Services Agreement located at <https://www.axon.com/sales-terms-and-conditions>, Quote and any SOW(s), represents the entire agreement between the Parties. This Agreement supersedes all prior agreements or understandings, whether written or verbal, regarding the subject matter of this Agreement. This Agreement may only be modified or amended in a writing signed by the Parties.



Master Services and Purchasing Agreement for Customer

Each Party, by and through its respective representative authorized to execute this Agreement, has duly executed and delivered this Agreement as of the date of signature.

AXON:

Axon Enterprise, Inc.

Signature: _____

Name: _____

Title: _____

Date: _____

CUSTOMER:

Signature: _____

Name: _____

Title: _____

Date: _____

Axon Cloud Services Terms of Use Appendix

1. Definitions.

- a. **"Customer Content"** is data uploaded into, ingested by, or created in Axon Cloud Services within Customer's tenant, including media or multimedia uploaded into Axon Cloud Services by Customer. Customer Content includes Evidence but excludes Non-Content Data.
 - b. **"Evidence"** is media or multimedia uploaded into Axon Evidence as 'evidence' by a Customer. Evidence is a subset of Customer Content.
 - c. **"Non-Content Data"** is data, configuration, and usage information about Customer's Axon Cloud Services tenant, Axon Devices and client software, and users that is transmitted or generated when using Axon Devices. Non-Content Data includes data about users captured during account management and customer support activities. Non-Content Data does not include Customer Content.
 - d. **"Provided Data"** means de-identified, de-personalized, data derived from Customer's TASER energy weapon deployment reports, related TASER energy weapon logs, body-worn camera footage, and incident reports.
 - e. **"Transformed Data"** means the Provided Data used for the purpose of quantitative evaluation of the performance and effectiveness of TASER energy weapons in the field across a variety of circumstances.
2. **Access.** Upon Axon granting Customer a subscription to Axon Cloud Services, Customer may access and use Axon Cloud Services to store and manage Customer Content. Customer may not exceed more end users than the Quote specifies. Axon Air requires an Axon Evidence subscription for each drone operator. For Axon Evidence Lite, Customer may access and use Axon Evidence only to store and manage TASER CEW and TASER CAM data ("**TASER Data**"). Customer may not upload non-TASER Data to Axon Evidence Lite.
 3. **Customer Owns Customer Content.** Customer controls and owns all right, title, and interest in Customer Content. Except as outlined herein, Axon obtains no interest in Customer Content, and Customer Content is not Axon's business records. Customer is solely responsible for uploading, sharing, managing, and deleting Customer Content. Axon will only have access to Customer Content for the limited purposes set forth herein. Customer agrees to allow Axon access to Customer Content to (a) perform troubleshooting, maintenance, or diagnostic screenings; and (b) enforce this Agreement or policies governing use of the Axon products.
 4. **Security.** Axon will implement commercially reasonable and appropriate measures to secure Customer Content against accidental or unlawful loss, access or disclosure. Axon will maintain a comprehensive information security program to protect Axon Cloud Services and Customer Content including logical, physical access, vulnerability, risk, and configuration management; incident monitoring and response; encryption of uploaded digital evidence; security education; and data protection. Axon agrees to the Federal Bureau of Investigation Criminal Justice Information Services Security Addendum for its digital evidence or records management systems.
 5. **Customer Responsibilities.** Customer is responsible for (a) ensuring Customer owns Customer Content or has the necessary rights to use Customer Content (b) ensuring no Customer Content or Customer end user's use of Customer Content or Axon Cloud Services violates this Agreement or applicable laws; (c) maintaining necessary computer equipment and Internet connections for use of Axon Cloud Services and (d) verify the accuracy of any auto generated or AI generated reports. If Customer becomes aware of any violation of this Agreement by an end user, Customer will immediately terminate that end user's access to Axon Cloud Services.
 - a. Customer will also maintain the security of end usernames and passwords and security and access by end users to Customer Content. Customer is responsible for ensuring the configuration and utilization of Axon Cloud Services meet applicable Customer regulation and standards. Customer may not sell, transfer, or sublicense access to any other entity or person. If Customer provides access to unauthorized third-parties, Axon may assess additional fees along with suspending Customer's access. Customer shall contact Axon immediately if an unauthorized party may be using Customer's account or Customer Content, or if account information is lost or stolen.
 6. **Privacy.** Customer's use of Axon Cloud Services is subject to the Axon Cloud Services Privacy Policy, a current version of which is available at <https://www.axon.com/legal/cloud-services-privacy-policy>. Customer agrees to allow Axon access to Non-Content Data from Customer to (a) perform troubleshooting, maintenance, or diagnostic

screenings; (b) provide, develop, improve, and support current and future Axon products and related services; and (c) enforce this Agreement or policies governing the use of Axon products.

7. **Axon Body Wi-Fi Positioning.** Axon Body cameras may offer a feature to enhance location services where GPS/GNSS signals may not be available, for instance, within buildings or underground. Customer administrators can manage their choice to use this service within the administrative features of Axon Cloud Services. If Customer chooses to use this service, Axon must also enable the usage of the feature for Customer's Axon Cloud Services tenant. Customer will not see this option with Axon Cloud Services unless Axon has enabled Wi-Fi Positioning for Customer's Axon Cloud Services tenant.

8. **Storage.** For Axon Unlimited Device Storage subscriptions, Customer may store unlimited data in Customer's Axon Evidence account only if data originates from Axon Capture or an Axon Device. Axon may charge Customer additional fees for exceeding purchased storage amounts. Axon may place Customer Content that Customer has not viewed or accessed for six (6) months into archival storage. Customer Content in archival storage will not have immediate availability and may take up to twenty-four (24) hours to access.

For Third-Party Unlimited Storage the following restrictions apply: (i) it may only be used in conjunction with a valid Axon's Evidence.com user license; (ii) is limited to data of the law enforcement Customer that purchased the Third-Party Unlimited Storage and the Axon's Evidence.com end user or Customer is prohibited from storing data for other law enforcement agencies; and (iii) Customer may only upload and store data that is directly related to: (1) the investigation of, or the prosecution of a crime; (2) common law enforcement activities; or (3) any Customer Content created by Axon Devices or Evidence.com.

9. **Location of Storage.** Axon may transfer Customer Content to third-party subcontractors for storage. Axon will determine the locations of data centers for storage of Customer Content. For United States agencies, Axon will ensure all Agency Content stored in Axon Cloud Services remains within the United States. Ownership of Customer Content remains with Customer.

10. **Suspension.** Axon may temporarily suspend Customer's or any end user's right to access or use any portion or all of Axon Cloud Services immediately upon notice, if Customer or end user's use of or registration for Axon Cloud Services may (a) pose a security risk to Axon Cloud Services or any third-party; (b) adversely impact Axon Cloud Services, the systems, or content of any other customer; (c) subject Axon, Axon's affiliates, or any third-party to liability; or (d) be fraudulent. Customer remains responsible for all fees incurred through suspension. Axon will not delete Customer Content because of suspension, except as specified in this Agreement.

11. **Axon Cloud Services Warranty.** Axon disclaims any warranties or responsibility for data corruption or errors before Customer uploads data to Axon Cloud Services.

12. **TASER Data Science Program.** Axon will provide a quantitative evaluation on the performance and effectiveness of TASER energy weapons in the field across a variety of circumstances.

If Customer purchases the TASER Data Science Program, Customer grants Axon, its affiliates, and assignees an irrevocable, perpetual, fully paid, royalty-free, and worldwide right and license to use Provided Data solely for the purposes of this Agreement and to create Transformed Data. Customer shall own all rights and title to Provided Data. Axon shall own all rights and title to Transformed Data and any derivatives of Transformed Data.

Axon grants to Customer an irrevocable, perpetual, fully paid, royalty-free, license to use to TASER Data Science report provided to Customer for its own internal purposes. **The Data Science report is provided "as is" and without any warranty of any kind.**

In the event Customer seeks Axon's deletion of Provided Data, it may submit a request to privacy@axon.com. Where reasonably capable of doing so, Axon will implement the request but at a minimum will not continue to collect Provided Data from Customer.

13. **Axon Records.** Axon Records is the software-as-a-service product that is generally available at the time Customer purchases an OSP 7 or OSP 10 bundle. During Customer's Axon Records Subscription Term, if any, Customer will be entitled to receive Axon's Update and Upgrade releases on an if-and-when available basis.

- a. The Axon Records Subscription Term will end upon the completion of the Axon Records Subscription as documented in the Quote, or if purchased as part of an OSP 7 or OSP 10 bundle, upon completion of the OSP 7 or OSP 10 Term ("**Axon Records Subscription**")

- b. An "**Update**" is a generally available release of Axon Records that Axon makes available from time to time. An "**Upgrade**" includes (i) new versions of Axon Records that enhance features and functionality, as solely determined by Axon; and/or (ii) new versions of Axon Records that provide additional features or perform additional functions. Upgrades exclude new products that Axon introduces and markets as distinct products or applications.
 - c. New or additional Axon products and applications, as well as any Axon professional services needed to configure Axon Records, are not included. If Customer purchases Axon Records as part of a bundled offering, the Axon Record subscription begins on the later of the (1) start date of that bundled offering, or (2) date Axon provisions Axon Records to Customer.
 - d. Users of Axon Records at the Customer may upload files to entities (incidents, reports, cases, etc) in Axon Records with no limit to the number of files and amount of storage. Notwithstanding the foregoing, Axon may limit usage should the Customer exceed an average rate of one-hundred (100) GB per user per year of uploaded files. Axon will not bill for overages.
14. **Axon Cloud Services Restrictions.** Customer and Customer end users (including employees, contractors, agents, officers, volunteers, and directors), may not, or may not attempt to:
 - a. reverse engineer, disassemble, or decompile Axon Cloud Services or apply any process to derive any source code included in Axon Cloud Services, or allow others to do the same;
 - b. copy, modify, tamper with, repair, or create derivative works of any part of Axon Cloud Services;
 - c. access or use Axon Cloud Services with the intent to gain unauthorized access, avoid incurring fees or exceeding usage limits or quotas;
 - d. use Axon Cloud Services as a service bureau, or as part of an Customer infrastructure as a service;
 - e. use trade secret information contained in Axon Cloud Services, except as expressly permitted in this Agreement;
 - f. access Axon Cloud Services to build a competitive device or service or copy any features, functions, or graphics of Axon Cloud Services;
 - g. remove, alter, or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices) of Axon's or Axon's licensors on or within Axon Cloud Services; or
 - h. use Axon Cloud Services to store or transmit infringing, libelous, or other unlawful or tortious material; material in violation of third-party privacy rights; or malicious code.
15. **Draft One** Axon may impose usage restrictions if a single user generates more than one hundred (100) reports per month for two or more consecutive months.
16. **After Termination.** Axon will not delete Customer Content for ninety (90) days following termination. Axon Cloud Services will not be functional during these ninety (90) days other than the ability to retrieve Customer Content. Customer will not incur additional fees if Customer downloads Customer Content from Axon Cloud Services during this time. Axon has no obligation to maintain or provide Customer Content after these ninety (90) days and will thereafter, unless legally prohibited, delete all Customer Content. Upon request, Axon will provide written proof that Axon successfully deleted and fully removed all Customer Content from Axon Cloud Services.
17. **Post-Termination Assistance.** Axon will provide Customer with the same post-termination data retrieval assistance that Axon generally makes available to all customers. Requests for Axon to provide additional assistance in downloading or transferring Customer Content, including requests for Axon's data egress service, will result in additional fees and Axon will not warrant or guarantee data integrity or readability in the external system.
18. **U.S. Government Rights.** If Customer is a U.S. Federal department or using Axon Cloud Services on behalf of a U.S. Federal department, Axon Cloud Services is provided as a "commercial item," "commercial computer software," "commercial computer software documentation," and "technical data", as defined in the Federal Acquisition Regulation and Defense Federal Acquisition Regulation Supplement. If Customer is using Axon Cloud Services on behalf of the U.S. Government and these terms fail to meet the U.S. Government's needs or are inconsistent in any respect with federal law, Customer will immediately discontinue use of Axon Cloud Services.



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19. **Survival.** Upon any termination of this Agreement, the following sections in this Appendix will survive: Customer Owns Customer Content, Privacy, Storage, Axon Cloud Services Warranty, Customer Responsibilities and Axon Cloud Services Restrictions.

Axon Customer Experience Improvement Program Appendix

1. **Axon Customer Experience Improvement Program (ACEIP)**. The ACEIP is designed to accelerate Axon's development of technology, such as building and supporting automated features, to ultimately increase safety within communities and drive efficiency in public safety. To this end, subject to the limitations on Axon as described below, Axon, where allowed by law, may make limited use of Customer Content from all of its customers to provide, develop, improve, and support current and future Axon products (collectively, "ACEIP Purposes"). However, at all times, Axon will comply with its obligations pursuant to the Axon Cloud Services Terms of Use Appendix to maintain a comprehensive data security program (including compliance with the CJIS Security Policy for Criminal Justice Information), privacy program, and data governance policy, including high industry standards of de-identifying Personal Data, to enforce its security and privacy obligations for the ACEIP. ACEIP has 2 tiers of participation, Tier 1 and Tier 2. By default, Customer will be a participant in ACEIP Tier 1. If Customer does not want to participate in ACEIP Tier 1, Customer can revoke its consent at any time. If Customer wants to participate in Tier 2, as detailed below, Customer can check the ACEIP Tier 2 box below. If Customer does not want to participate in ACEIP Tier 2, Customer should leave box unchecked. At any time, Customer may revoke its consent to ACEIP Tier 1, Tier 2, or both Tiers.
2. **ACEIP Tier 1.**
 - 2.1. When Axon uses Customer Content for the ACEIP Purposes, Axon will extract from Customer Content and may store separately copies of certain segments or elements of the Customer Content (collectively, "**ACEIP Content**"). When extracting ACEIP Content, Axon will use commercially reasonable efforts to aggregate, transform or de-identify Customer Content so that the extracted ACEIP Content is no longer reasonably capable of being associated with, or could reasonably be linked directly or indirectly to a particular individual ("**Privacy Preserving Technique(s)**"). For illustrative purposes, some examples are described in footnote 1¹. For clarity, ACEIP Content will still be linked indirectly, with an attribution, to the Customer from which it was extracted. This attribution will be stored separately from the data itself, but is necessary for and will be solely used to enable Axon to identify and delete all ACEIP Content upon Customer request. Once de-identified, ACEIP Content may then be further modified, analyzed, and used to create derivative works. At any time, Customer may revoke the consent granted herein to Axon to access and use Customer Content for ACEIP Purposes. Within 30 days of receiving the Customer's request, Axon will no longer access or use Customer Content for ACEIP Purposes and will delete any and all ACEIP Content. Axon will also delete any derivative works which may reasonably be capable of being associated with, or could reasonably be linked directly or indirectly to Customer. In addition, if Axon uses Customer Content for the ACEIP Purposes, upon request, Axon will make available to Customer a list of the specific type of Customer Content being used to generate ACEIP Content, the purpose of such use, and the retention, privacy preserving extraction technique, and relevant data protection practices applicable to the Customer Content or ACEIP Content ("**Use Case**"). From time to time, Axon may develop and deploy new Use Cases. At least 30 days prior to authorizing the deployment of any new Use Case, Axon will provide Customer notice (by updating the list of Use Case at <https://www.axon.com/aceip> and providing Customer with a mechanism to obtain notice of that update or another commercially reasonable method to Customer designated contact) ("**New Use Case**").
 - 2.2. **Expiration of ACEIP Tier 1.** Customer consent granted herein will expire upon termination of the Agreement. In accordance with section 1.1.1, within 30 days of receiving the Customer's request, Axon will no longer access or use Customer Content for ACEIP Purposes and will delete ACEIP Content. Axon will also delete any derivative works which may reasonably be capable of being associated with, or could reasonably be linked directly or indirectly to, Customer.
3. **ACEIP Tier 2.** In addition to ACEIP Tier 1, if Customer wants to help further improve Axon's services, Customer may choose to participate in Tier 2 of the ACEIP. ACEIP Tier 2 grants Axon certain additional rights to use Customer

¹ For example; (a) when extracting specific text to improve automated transcription capabilities, text that could be used to directly identify a particular individual would not be extracted, and extracted text would be disassociated from identifying metadata of any speakers, and the extracted text would be split into individual words and aggregated with other data sources (including publicly available data) to remove any reasonable ability to link any specific text directly or indirectly back to a particular individual; (b) when extracting license plate data to improve Automated License Plate Recognition (ALPR) capabilities, individual license plate characters would be extracted and disassociated from each other so a complete plate could not be reconstituted, and all association to other elements of the source video, such as the vehicle, location, time, and the surrounding environment would also be removed; (c) when extracting audio of potential acoustic events (such as glass breaking or gun shots), very short segments (<1 second) of audio that only contains the likely acoustic events would be extracted and all human utterances would be removed.



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Content, in addition to those set forth in Tier 1 above, without the guaranteed deployment of a Privacy Preserving Technique to enable product development, improvement, and support that cannot be accomplished with aggregated, transformed, or de-identified data.

- Check this box if Customer wants to help further improve Axon's services by participating in ACEIP Tier 2 in addition to Tier 1. Axon will not enroll Customer into ACEIP Tier 2 until Axon and Customer agree to terms in writing providing for such participation in ACEIP Tier 2.

Technology Assurance Plan Appendix

If Technology Assurance Plan ("TAP") or a bundle including TAP is on the Quote, this appendix applies.

1. **TAP Warranty.** The TAP warranty is an extended warranty that starts at the end of the one- (1-) year hardware limited warranty.
2. **Officer Safety Plan.** If Customer purchases an Officer Safety Plan ("OSP"), Customer will receive the deliverables detailed in the Quote. Customer must accept delivery of the TASER CEW and accessories as soon as available from Axon.
3. **OSP 7 or OSP 10 Term.** OSP 7 or OSP 10 begins on the date specified in the Quote ("**OSP Term**").
4. **TAP BWC Upgrade.** If Customer has no outstanding payment obligations and purchased TAP, Axon will provide Customer a new Axon body-worn camera ("**BWC Upgrade**") as scheduled in the Quote. If Customer purchased TAP, Axon will provide a BWC Upgrade that is the same or like Axon Device, at Axon's option. Axon makes no guarantee the BWC Upgrade will utilize the same accessories or Axon dock.
5. **TAP Dock Upgrade.** If Customer has no outstanding payment obligations and purchased TAP, Axon will provide Customer a new Axon Dock as scheduled in the Quote ("**Dock Upgrade**"). Accessories associated with any Dock Upgrades are subject to change at Axon discretion. Dock Upgrades will only include a new Axon dock bay configuration unless a new Axon dock core is required for BWC compatibility. If Customer originally purchased a single-bay Axon dock, the Dock Upgrade will be a single-bay Axon dock model that is the same or like Axon Device, at Axon's option. If Customer originally purchased a multi-bay Axon dock, the Dock Upgrade will be a multi-bay Axon dock that is the same or like Axon Device, at Axon's option.
6. **Upgrade Delay.** Axon may ship the BWC and Dock Upgrades as scheduled in the Quote without prior confirmation from Customer unless the Parties agree in writing otherwise at least ninety (90) days in advance. Axon may ship the final BWC and Dock Upgrade as scheduled in the Quote sixty (60) days before the end of the Subscription Term without prior confirmation from Customer.
7. **Upgrade Change.** If Customer wants to upgrade Axon Device models from the current Axon Device to an upgraded Axon Device, Customer must pay the price difference between the MSRP for the current Axon Device and the MSRP for the upgraded Axon Device. If the model Customer desires has an MSRP less than the MSRP of the offered BWC Upgrade or Dock Upgrade, Axon will not provide a refund. The MSRP is the MSRP in effect at the time of the upgrade.
8. **Return of Original Axon Device.** Within thirty (30) days of receiving a BWC or Dock Upgrade, Customer must return the original Axon Devices to Axon or destroy the Axon Devices and provide a certificate of destruction to Axon including serial numbers for the destroyed Axon Devices. If Customer does not return or destroy the Axon Devices, Axon will deactivate the serial numbers for the Axon Devices received by Customer.
9. **Termination.** If Customer's payment for TAP, OSP, or Axon Evidence is more than thirty (30) days past due, Axon may terminate TAP or OSP. Once TAP or OSP terminates for any reason:
 - 9.1. TAP and OSP coverage terminate as of the date of termination and no refunds will be given.
 - 9.2. Axon will not and has no obligation to provide the Upgrade Models.
 - 9.3. Customer must make any missed payments due to the termination before Customer may purchase any future TAP or OSP.



TASER Device Appendix

This TASER Device Appendix applies to Customer's TASER 7/10, OSP 7/10, OSP Plus, or OSP 7/10 Plus Premium purchase from Axon, if applicable.

- 1. Duty Cartridge Replenishment Plan. If the Quote includes "Duty Cartridge Replenishment Plan", Customer must purchase the plan for each CEW user. A CEW user includes officers that use a CEW in the line of duty and those that only use a CEW for training. Customer may not resell cartridges received. Axon will only replace cartridges used in the line of duty.
2. Training. If the Quote includes a TASER On Demand Certification subscription, Customer will have on-demand access to TASER Instructor and TASER Master Instructor courses only for the duration of the TASER Subscription Term. Axon will issue a maximum of ten (10) TASER Instructor vouchers and ten (10) TASER Master Instructor vouchers for every thousand TASER Subscriptions purchased. Customer shall utilize vouchers to register for TASER courses at their discretion however Customer may incur a fee for cancellations less than 10 business days prior to a course date or failure to appear to a registered course. The voucher has no cash value. Customer cannot exchange voucher for any other device or service. Any unused vouchers at the end of the Term will be forfeited. A voucher does not include any travel or other expenses that might be incurred related to attending a course.
3. Extended Warranty. If the Quote includes an extended warranty, the extended warranty coverage period warranty will be for a five- (5-) year term, which includes the hardware manufacturer's warranty plus the four- (4-) year extended term.
4. Trade-in. If the Quote contains a discount on CEW-related line items and that discount is contingent upon the trade-in of hardware, Customer must return used hardware and accessories associated with the discount ("Trade-In Units") to Axon within the below prescribed timeline. Customer must ship batteries via ground shipping. Axon will pay shipping costs of the return. If Axon does not receive Trade-In Units within the timeframe below, Axon will invoice Customer the value of the trade-in credit. Customer may not destroy Trade-In Units and receive a trade-in credit.

Table with 2 columns: Customer Size, Days to Return from Start Date of TASER 10 Subscription. Rows include: Less than 100 officers (60 days), 100 to 499 officers (90 days), 500+ officers (180 days).

- 5. TASER Device Subscription Term. The TASER Device Subscription Term for a standalone TASER Device purchase begins on shipment of the TASER Device. The TASER Device Subscription Term for OSP 7/10 begins on the OSP 7/10 start date.
6. Access Rights. Upon Axon granting Customer a TASER Device Axon Evidence subscription, Customer may access and use Axon Evidence for the storage and management of data from TASER Devices devices during the TASER Device Subscription Term. Customer may not exceed the number of end users the Quote specifies.
7. Customer Warranty. If Customer is located in the US, Customer warrants and acknowledges that TASER 10 is classified as a firearm and is being acquired for official Customer use pursuant to a law enforcement Customer transfer under the Gun Control Act of 1968.
8. Purchase Order. To comply with applicable laws and regulations, Customer must provide a purchase order to Axon prior to shipment of TASER 10.
9. Apollo Grant (US only). If Customer has received an Apollo Grant from Axon, Customer must pay all fees in the Quote prior to upgrading to any new TASER Device offered by Axon.
10. Termination. If payment for TASER Device is more than thirty (30) days past due, Axon may terminate Customer's TASER Device plan by notifying Customer. Upon termination for any reason, then as of the date of termination:
10.1. TASER Device extended warranties and access to Training Content will terminate. No refunds will be given.
10.2. Axon will invoice Customer the remaining MSRP for TASER Devices received before termination. If terminating for non-appropriations, Axon will not invoice Customer if Customer returns the TASER Device, rechargeable battery, holster, dock, core, training suits, and unused cartridges to Axon within thirty (30) days of the date of



termination.

10.3. Customer will be responsible for payment of any missed payments due to the termination before being allowed to purchase any future TASER Device plan.

Axon Auto-Tagging Appendix

If Auto-Tagging is included on the Quote, this Appendix applies.

1. **Scope.** Axon Auto-Tagging consists of the development of a module to allow Axon Evidence to interact with Customer's Computer-Aided Dispatch ("**CAD**") or Records Management Systems ("**RMS**"). This allows end users to auto-populate Axon video meta-data with a case ID, category, and location-based on data maintained in Customer's CAD or RMS.
2. **Support.** For thirty (30) days after completing Auto-Tagging Services, Axon will provide up to five (5) hours of remote support at no additional charge. Axon will provide free support due to a change in Axon Evidence, if Customer maintains an Axon Evidence and Auto-Tagging subscription. Axon will not provide support if a change is required because Customer changes its CAD or RMS.
3. **Changes.** Axon is only responsible to perform the Services in this Appendix. Any additional Services are out of scope. The Parties must document scope changes in a written and signed change order. Changes may require an equitable adjustment in fees or schedule.
4. **Customer Responsibilities.** Axon's performance of Auto-Tagging Services requires Customer to:
 - 4.1. Make available relevant systems, including Customer's current CAD or RMS, for assessment by Axon (including remote access if possible);
 - 4.2. Make required modifications, upgrades or alterations to Customer's hardware, facilities, systems and networks related to Axon's performance of Auto-Tagging Services;
 - 4.3. Provide access to the premises where Axon is performing Auto-Tagging Services, subject to Customer safety and security restrictions, and allow Axon to enter and exit the premises with laptops and materials needed to perform Auto-Tagging Services;
 - 4.4. Provide all infrastructure and software information (TCP/IP addresses, node names, network configuration) necessary for Axon to provide Auto-Tagging Services;
 - 4.5. Promptly install and implement any software updates provided by Axon;
 - 4.6. Ensure that all appropriate data backups are performed;
 - 4.7. Provide assistance, participation, and approvals in testing Auto-Tagging Services;
 - 4.8. Provide Axon with remote access to Customer's Axon Evidence account when required;
 - 4.9. Notify Axon of any network or machine maintenance that may impact the performance of the module at Customer; and
 - 4.10. Ensure reasonable availability of knowledgeable staff and personnel to provide timely, accurate, complete, and up-to-date documentation and information to Axon.
5. **Access to Systems.** Customer authorizes Axon to access Customer's relevant computers, network systems, and CAD or RMS solely for performing Auto-Tagging Services. Axon will work diligently to identify the resources and information Axon expects to use and will provide an initial list to Customer. Customer is responsible for and assumes the risk of any problems, delays, losses, claims, or expenses resulting from the content, accuracy, completeness, and consistency of all data, materials, and information supplied by Customer.

Axon Respond Appendix

This Axon Respond Appendix applies to both Axon Respond and Axon Respond Plus, if either is included on the Quote.

1. **Axon Respond Subscription Term.** If Customer purchases Axon Respond as part of a bundled offering, the Axon Respond subscription begins on the later of the (1) start date of that bundled offering, or (2) date Axon provisions Axon Respond to Customer. If Customer purchases Axon Respond as a standalone, the Axon Respond subscription begins the later of the (1) date Axon provisions Axon Respond to Customer, or (2) first day of the month following the Effective Date. The Axon Respond subscription term will end upon the completion of the Axon Evidence Subscription associated with Axon Respond.
2. **Scope of Axon Respond.** The scope of Axon Respond is to assist Customer with real-time situational awareness during critical incidents to improve officer safety, effectiveness, and awareness. In the event Customer uses Axon Respond outside this scope, Axon may initiate good-faith discussions with Customer on upgrading Customer's Axon Respond to better meet Customer's needs.
3. **Axon Body LTE Requirements.** Axon Respond is only available and usable with an LTE enabled body-worn camera. Axon is not liable if Customer utilizes the LTE device outside of the coverage area or if the LTE carrier is unavailable. LTE coverage is only available in the United States, including any U.S. territories. Axon may utilize a carrier of Axon's choice to provide LTE service. Axon may change LTE carriers during the Term without Customer's consent.
4. **Axon Fleet LTE Requirements.** Axon Respond is only available and usable with a Fleet system configured with LTE modem and service. Customer is responsible for providing LTE service for the modem. Coverage and availability of LTE service is subject to Customer's LTE carrier.
5. **Axon Respond Service Limitations.** Customer acknowledges that LTE service is made available only within the operating range of the networks. Service may be temporarily refused, interrupted, or limited because of: (a) facilities limitations; (b) transmission limitations caused by atmospheric, terrain, other natural or artificial conditions adversely affecting transmission, weak batteries, system overcapacity, movement outside a service area or gaps in coverage in a service area, and other causes reasonably outside of the carrier's control such as intentional or negligent acts of third parties that damage or impair the network or disrupt service; or (c) equipment modifications, upgrades, relocations, repairs, and other similar activities necessary for the proper or improved operation of service.
 - 5.1. **With regard to Axon Body, Partner networks are made available as-is and the carrier makes no warranties or representations as to the availability or quality of roaming service provided by carrier partners, and the carrier will not be liable in any capacity for any errors, outages, or failures of carrier partner networks. Customer expressly understands and agrees that it has no contractual relationship whatsoever with the underlying wireless service provider or its affiliates or contractors and Customer is not a third-party beneficiary of any agreement between Axon and the underlying carrier.**
6. **Termination.** Upon termination of this Agreement, or if Customer stops paying for Axon Respond or bundles that include Axon Respond, Axon will end Axon Respond services, including any Axon-provided LTE service.

Add-on Services Appendix

This Appendix applies if Axon Community Request, Axon Redaction Assistant, and/or Axon Performance are included on the Quote.

1. **Subscription Term.** If Customer purchases Axon Community Request, Axon Redaction Assistant, or Axon Performance as part of OSP 7 or OSP 10, the subscription begins on the later of the (1) start date of the OSP 7 or OSP 10 Term, or (2) date Axon provisions Axon Community Request Axon Redaction Assistant, or Axon Performance to Customer.
 - 1.1. If Customer purchases Axon Community Request, Axon Redaction Assistant, or Axon Performance as a standalone, the subscription begins the later of the (1) date Axon provisions Axon Community Request, Axon Redaction Assistant, or Axon Performance to Customer, or (2) first day of the month following the Effective Date.
 - 1.2. The subscription term will end upon the completion of the Axon Evidence Subscription associated with the add-on.
2. **Axon Community Request Storage.** For Axon Community Request, Customer may store an unlimited amount of data submitted through the public portal ("**Portal Content**"), within Customer's Axon Evidence instance. The post-termination provisions outlined in the Axon Cloud Services Terms of Use Appendix also apply to Portal Content.
3. **Performance Auto-Tagging Data.** In order to provide some features of Axon Performance to Customer, Axon will need to store call for service data from Customer's CAD or RMS.



Axon Auto-Transcribe Appendix

This Appendix applies if Axon Auto-Transcribe is included on the Quote.

1. **Subscription Term.** If Customer purchases Axon Auto-Transcribe as part of a bundle or Axon Cloud Services subscription, the subscription begins on the later of the (1) start date of the bundle or Axon Cloud Services license term, or (2) date Axon provisions Axon Auto-Transcribe to Customer. If Customer purchases Axon Auto-Transcribe minutes as a standalone, the subscription begins on the date Axon provisions Axon Auto-Transcribe to Customer.
 - 1.1. If Customer cancels Auto-Transcribe services, any amounts owed by the Parties will be based on the amount of time passed under the annual subscription, rather than on the number of minutes used, regardless of usage.
2. **Auto-Transcribe A-La-Carte Minutes.** Upon Axon granting Customer a set number of minutes, Customer may utilize Axon Auto-Transcribe, subject to the number of minutes allowed on the Quote. Customer will not have the ability to roll over unused minutes to future Auto-Transcribe terms. Axon may charge Customer additional fees for exceeding the number of purchased minutes. Axon Auto-Transcribe minutes expire one year after being provisioned to Customer by Axon.
3. **Axon Unlimited Transcribe.** Upon Axon granting Customer an Unlimited Transcribe subscription to Axon Auto-Transcribe, Customer may utilize Axon Auto-Transcribe with no limit on the number of minutes. Unlimited Transcribe includes automatic transcription of all Axon BWC and Axon Capture footage. With regard to Axon Interview Room, Axon Fleet, Axon Citizen, or third-party transcription, transcription must be requested on demand. Notwithstanding the foregoing, Axon may limit usage after 5,000 minutes per user per month for multiple months in a row. Axon will not bill for overages.
4. **Warranty.** Axon disclaims all warranties, express or implied, for Axon Auto-Transcribe.

Axon Virtual Reality Content Terms of Use Appendix

If Virtual Reality is included on the Quote, this Appendix applies.

1. **Term.** The Quote will detail the products and license duration, as applicable, of the goods, services, and software, and contents thereof, provided by Axon to Customer related to virtual reality (collectively, "**Virtual Reality Media**").
2. **Headsets.** Customer may purchase additional virtual reality headsets from Axon. In the event Customer decides to purchase additional virtual reality headsets for use with Virtual Reality Media, Customer must purchase those headsets from Axon.
3. **License Restrictions.** All licenses will immediately terminate if Customer does not comply with any term of this Agreement. If Customer utilizes more users than stated in this Agreement, Customer must purchase additional Virtual Reality Media licenses from Axon. Customer may not use Virtual Reality Media for any purpose other than as expressly permitted by this Agreement. Customer may not:
 - 3.1. modify, tamper with, repair, or otherwise create derivative works of Virtual Reality Media;
 - 3.2. reverse engineer, disassemble, or decompile Virtual Reality Media or apply any process to derive the source code of Virtual Reality Media, or allow others to do the same;
 - 3.3. copy Virtual Reality Media in whole or part, except as expressly permitted in this Agreement;
 - 3.4. use trade secret information contained in Virtual Reality Media;
 - 3.5. resell, rent, loan or sublicense Virtual Reality Media;
 - 3.6. access Virtual Reality Media to build a competitive device or service or copy any features, functions, or graphics of Virtual Reality Media; or
 - 3.7. remove, alter, or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices) of Axon or Axon's licensors on or within Virtual Reality Media or any copies of Virtual Reality Media.
4. **Privacy.** Customer's use of the Virtual Reality Media is subject to the Axon Virtual Reality Privacy Policy, a current version of which is available at <https://www.axon.com/axonvrprivacypolicy>.
5. **Termination.** Axon may terminate Customer's license immediately for Customer's failure to comply with any of the terms in this Agreement.

Axon Application Programming Interface Appendix

This Appendix applies if Axon's API Services or a subscription to Axon Cloud Services is included on the Quote.

1. Definitions.

- 1.1. "**API Client**" means the software that acts as the interface between Customer's computer and the server, which is already developed or to be developed by Customer.
- 1.2. "**API Interface**" means software implemented by Customer to configure Customer's independent API Client Software to operate in conjunction with the API Service for Customer's authorized Use.
- 1.3. "**Axon Evidence Partner API, API or Axon API**" (collectively "**API Service**") means Axon's API which provides a programmatic means to access data in Customer's Axon Evidence account or integrate Customer's Axon Evidence account with other systems.
- 1.4. "**Use**" means any operation on Customer's data enabled by the supported API functionality.

2. Purpose and License.

- 2.1. Customer may use API Service and data made available through API Service, in connection with an API Client developed by Customer. Axon may monitor Customer's use of API Service to ensure quality, improve Axon devices and services, and verify compliance with this Agreement. Customer agrees to not interfere with such monitoring or obscure from Axon Customer's use of API Service. Customer will not use API Service for commercial use.
- 2.2. Axon grants Customer a non-exclusive, non-transferable, non-sublicensable, worldwide, revocable right and license during the Term to use API Service, solely for Customer's Use in connection with Customer's API Client.
- 2.3. Axon reserves the right to set limitations on Customer's use of the API Service, such as a quota on operations, to ensure stability and availability of Axon's API. Axon will use reasonable efforts to accommodate use beyond the designated limits.

3. Configuration. Customer will work independently to configure Customer's API Client with API Service for Customer's applicable Use. Customer will be required to provide certain information (such as identification or contact details) as part of the registration. Registration information provided to Axon must be accurate. Customer will inform Axon promptly of any updates. Upon Customer's registration, Axon will provide documentation outlining API Service information.

4. Customer Responsibilities. When using API Service, Customer and its end users may not:

- 4.1. use API Service in any way other than as expressly permitted under this Agreement;
- 4.2. use in any way that results in, or could result in, any security breach to Axon;
- 4.3. perform an action with the intent of introducing any viruses, worms, defect, Trojan horses, malware, or any items of a destructive nature to Axon Devices and Services;
- 4.4. interfere with, modify, disrupt or disable features or functionality of API Service or the servers or networks providing API Service;
- 4.5. reverse engineer, decompile, disassemble, or translate or attempt to extract the source code from API Service or any related software;
- 4.6. create an API Interface that functions substantially the same as API Service and offer it for use by third parties;
- 4.7. provide use of API Service on a service bureau, rental or managed services basis or permit other individuals or entities to create links to API Service;
- 4.8. frame or mirror API Service on any other server, or wireless or Internet-based device;
- 4.9. make available to a third-party, any token, key, password or other login credentials to API Service;
- 4.10. take any action or inaction resulting in illegal, unauthorized or improper purposes; or
- 4.11. disclose Axon's API manual.

5. API Content. All content related to API Service, other than Customer Content or Customer's API Client content, is considered Axon's API Content, including:

- 5.1. the design, structure and naming of API Service fields in all responses and requests;
 - 5.2. the resources available within API Service for which Customer takes actions on, such as evidence, cases, users, or reports;
 - 5.3. the structure of and relationship of API Service resources; and
 - 5.4. the design of API Service, in any part or as a whole.
6. **Prohibitions on API Content**. Neither Customer nor its end users will use API content returned from the API Interface to:
- 6.1. scrape, build databases, or otherwise create permanent copies of such content, or keep cached copies longer than permitted by the cache header;
 - 6.2. copy, translate, modify, create a derivative work of, sell, lease, lend, convey, distribute, publicly display, or sublicense to any third-party;
 - 6.3. misrepresent the source or ownership; or
 - 6.4. remove, alter, or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices).
7. **API Updates**. Axon may update or modify the API Service from time to time ("**API Update**"). Customer is required to implement and use the most current version of API Service and to make any applicable changes to Customer's API Client required as a result of such API Update. API Updates may adversely affect how Customer's API Client access or communicate with API Service or the API Interface. Each API Client must contain means for Customer to update API Client to the most current version of API Service. Axon will provide support for one (1) year following the release of an API Update for all depreciated API Service versions.

FUSUS APPENDIX

1. **Access.** Upon Axon granting Customer a subscription to FUSUS cloud services in the Quote, Customer may access and use FūsusONE Real Time Interoperability Solution services to for the purpose of viewing and managing Customer Content. Some Customer content contained in Axon’s Evidence.com may not be accessible or transferable to the FUSUS cloud services.
2. **Product Limits.** The following limitations apply to the below products:

	Lite	Basic	Pro	Enterprise	Enterprise Plus
Total Number of Managed End Points	150	150	500	1500	4500
Max Number of Video Streams Connected	0	150	500	1500	4500
Indefinite Cloud Storage		2TB	5TB	10TB	30TB

Overages may result in additional fees or the need to upgrade products.

3. **Disclaimer.** Customer is responsible for use of any internet access devices and/or all third-party hardware, software, services, telecommunication services (including Internet connectivity), or other items used by Customer to access the service (“Third-Party Components”) are the sole and exclusive responsibility of Customer, and Axon has no responsibility for such Third-party Components, FUSUS cloud services, or Customer relationships with such third parties. Customer agrees to at all times comply with the lawful terms and conditions of agreements with such third parties. Axon does not represent or warrant that the FUSUS cloud services and the Customer Content are compatible with any specific third-party hardware or software or any other Third-Party Components. Customer is responsible for providing and maintaining an operating environment as reasonably necessary to accommodate and access the FUSUS cloud services.
4. **Data Privacy.** Axon may collect, use, transfer, disclose and otherwise process Customer Content in the context of facilitating communication of data with Customer through their use of FUSUS cloud services FUSUS app (iOS or Android interface), complying with legal requirements, monitoring the Customer’s use of FUSUS systems, and undertaking data analytics. Customer Content saved in Axon Cloud Services is the sole property of Customer and may not be distributed by Axon to any third parties outside of the Customer’s organization without the Customer’s expressed written consent.

Axon Investigate Appendix

If the Quote includes Axon's On Prem Video Suite known as Axon Investigate or Third Party Video Support License, the following appendix shall apply.

1. **License Grant.** Subject to the terms and conditions specified below and upon payment of the applicable fees set forth in the Quote, Axon grants to Customer a nonexclusive, nontransferable license to install, use, and display the Axon Investigate software ("**Software**") solely for its own internal use only and for no other purpose, for the duration of subscription term set forth in the Quote. This Agreement does not grant Customer any right to enhancements or updates, but if such are made available to Customer and obtained by Customer they shall become part of the Software and governed by the terms of this Agreement.
2. **Third-Party Licenses.** Axon licenses several third-party codecs and applications that are integrated into the Software. Users with an active support contract with Axon are granted access to these additional features. By accepting this agreement, Customer agrees to and understands that an active support contract is required for all of the following features: DNxHD output formats, decoding files via the "fast indexing" method, proprietary file metadata, telephone and email support, and all future updates to the software. If Customer terminates the annual support contract with Axon, the features listed above will be disabled within the Software. It is recommended that users remain on an active support contract to maintain the full functionality of the Software.
3. **Restrictions on Use.** Customer may not permit any other person to use the Software unless such use is in accordance with the terms of this Agreement. Customer may not modify, translate, reverse engineer, reverse compile, decompile, disassemble or create derivative works with respect to the Software, except to the extent applicable laws specifically prohibit such restrictions. Customer may not rent, lease, sublicense, grant a security interest in or otherwise transfer Customer's rights to or to use the Software. Any rights not granted are reserved to Axon.
4. **Term.** For purchased perpetual Licenses only—excluding Licenses leased for a pre-determined period, evaluation licenses, companion licenses, as well as temporary licenses—the license shall be perpetual unless Customer fails to observe any of its terms, in which case it shall terminate immediately, and without additional prior notice. The terms of Paragraphs 1, 2, 3, 5, 6, 8 and 9 shall survive termination of this Agreement. For licenses leased for a pre-determined period, for evaluation licenses, companion licenses, as well as temporary licenses, the license is granted for a period beginning at the installation date and for the duration of the evaluation period or temporary period as agreed between Axon and Customer.
5. **Title.** Axon and its licensors shall have sole and exclusive ownership of all right, title, and interest in and to the Software and all changes, modifications, and enhancements thereof (including ownership of all trade secrets and copyrights pertaining thereto), regardless of the form or media in which the original or copies may exist, subject only to the rights and privileges expressly granted by Axon. This Agreement does not provide Customer with title or ownership of the Software, but only a right of limited use.
6. **Copies.** The Software is copyrighted under the laws of the United States and international treaty provisions. Customer may not copy the Software except for backup or archival purposes, and all such copies shall contain all Axon's notices regarding proprietary rights as contained in the Software as originally provided to Customer. If Customer receives one copy electronically and another copy on media, the copy on media may be used only for archival purposes and this license does not authorize Customer to use the copy of media on an additional server.
7. **Actions Required Upon Termination.** Upon termination of the license associated with this Agreement, Customer agrees to destroy all copies of the Software and other text and/or graphical documentation, whether in electronic or printed format, that describe the features, functions and operation of the Software that are provided by Axon to Customer ("**Software Documentation**") or return such copies to Axon. Regarding any copies of media containing regular backups of Customer's computer or computer system, Customer agrees not to access such media for the purpose of recovering the Software or online Software Documentation.
8. **Export Controls.** None of the Software, Software Documentation or underlying information may be downloaded or otherwise exported, directly or indirectly, without the prior written consent, if required, of the office of Export Administration of the United States, Department of Commerce, nor to any country to which the U.S. has embargoed goods, to any person on the U.S. Treasury Department's list of Specially Designated Nations, or the U.S. Department of Commerce's Table of Denials.
9. **U.S. Government Restricted Rights.** The Software and Software Documentation are Commercial Computer Software provided with Restricted Rights under Federal Acquisition Regulations and Customer supplements to them. Use, duplication or disclosure by the U.S. Government is subject to restrictions as set forth in subparagraph (c)(1)(ii) of the Rights in Technical Data and Computer Software clause at DFAR 255.227-7013 et. Seq. or 252.211-7015, or

Title: Master Services and Purchasing Agreement between Axon and Customer

Department: Legal

Version: 22

Release Date: 8/2/2024



Master Services and Purchasing Agreement for Customer

subparagraphs (a) through (d) of the Commercial Computer Software Restricted Rights at FAR 52.227-19, as applicable, or similar clauses in the NASA FAR Supplement. Contractor/manufacturer is Axon Enterprise, Inc., 17800 North 85th Street, Scottsdale, Arizona 85255.

My90 Terms of Use Appendix

Definitions.

- 1.1. **"My90"** means Axon's proprietary platform and methodology to obtain and analyze feedback, and other related offerings, including, without limitation, interactions between My90 and Axon products.
- 1.2. **"Recipient Contact Information"** means contact information, as applicable, including phone number or email address (if available) of the individual whom Customer would like to obtain feedback.
- 1.3. **"Customer Data"** means
 - 1.3.1. "My90 Customer Content" which means data, including Recipient Contact Information, provided to My90 directly by Customer or at their direction, or by permitting My90 to access or connect to an information system or similar technology. My90 Customer Content does not include My90 Non-Content Data.
 - 1.3.2. "My90 Non-Content Data" which means data, configuration, and usage information about Customer's My90 tenant, and client software, users, and survey recipients that is Processed (as defined in Section 1.6 of this Appendix) when using My90 or responding to a My90 Survey. My90 Non-Content Data includes data about users and survey recipients captured during account management and customer support activities. My90 Non-Content Data does not include My90 Customer Content.
 - 1.3.3. "Survey Response" which means survey recipients' response to My90 Survey.
- 1.4. **"My90 Data"** means
 - 1.4.1. "My90 Survey" which means surveys, material(s) or content(s) made available by Axon to Customer and survey recipients within My90.
 - 1.4.2. "Aggregated Survey Response" which means Survey Response that has been de-identified and aggregated or transformed so that it is no longer reasonably capable of being associated with, or could reasonably be linked directly or indirectly to, a particular individual.
- 1.5. **"Personal Data"** means any information relating to an identified or identifiable natural person. An identifiable natural person is one who can be identified, directly or indirectly, in particular by reference to an identifier such as a name, an identification number, location data, an online identifier or to one or more factors specific to the physical, physiological, genetic, mental, economic, cultural, or social identity of that natural person.
- 1.6. **"Processing"** means any operation or set of operations which is performed on data or on sets of data, whether or not by automated means, such as collection, recording, organization, structuring, storage, adaptation or alteration, retrieval, consultation, use, disclosure by transmission, dissemination or otherwise making available, alignment or combination, restriction, erasure, or destruction.
- 1.7. **"Sensitive Personal Data"** means Personal Data that reveals an individual's health, racial or ethnic origin, sexual orientation, disability, religious or philosophical beliefs, or trade union membership.
2. **Access.** Upon Axon granting Customer a subscription to My90, Customer may access and use My90 to store and manage My90 Customer Content, and applicable My90 Surveys and Aggregated Survey Responses. This Appendix is subject to the Terms and Conditions of Axon's Master Service and Purchasing Agreement or in the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern.
3. **IP address.** Axon will not store survey respondents' IP address.
4. **Customer Owns My90 Customer Content.** Customer controls or owns all right, title, and interest in My90 Customer Content. Except as outlined herein, Axon obtains no interest in My90 Customer Content, and My90 Customer Content is not Axon's business records. Except as set forth in this Agreement, Customer is responsible for uploading, sharing, managing, and deleting My90 Customer Content. Axon will only have access to My90 Customer Content for the limited purposes set forth herein. Customer agrees to allow Axon access to My90 Customer Content to (a) perform troubleshooting, maintenance, or diagnostic screenings; and (b) enforce this Agreement or policies governing use of My90 and other Axon products.

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5. **Details of the Processing.** The nature and purpose of the Processing under this Appendix are further specified in Schedule 1 Details of the Processing, to this Appendix.
 6. **Security.** Axon will implement commercially reasonable and appropriate measures to secure Customer Data against accidental or unlawful loss, access, or disclosure. Axon will maintain a comprehensive information security program to protect Customer Data including logical, physical access, vulnerability, risk, and configuration management; incident monitoring and response; security education; and data protection. Axon will not treat Customer Data in accordance with FBI CJIS Security Policy requirements and does not agree to the CJIS Security Addendum for this engagement or any other security or privacy related commitments that have been established between Axon and Customer, such as ISO 27001 certification or SOC 2 Reporting.
 7. **Privacy.** Customer use of My90 is subject to the My90 Privacy Policy, a current version of which is available at <https://www.axon.com/legal/my90privacypolicy>. Customer agrees to allow Axon access to My90 Non-Content Data from Customer to (a) perform troubleshooting, maintenance, or diagnostic screenings; (b) provide, develop, improve, and support current and future Axon products including My90 and related services; and (c) enforce this Agreement or policies governing the use of My90 or other Axon products.
 8. **Location of Storage.** Axon may transfer Customer Data to third-party subcontractors for Processing. Axon will determine the locations for Processing of Customer Data. For all Customer, Axon will Process and store Customer Data within the country Customer is based. Ownership of My90 Customer Content remains with Customer.
 9. **Required Disclosures.** Axon will not disclose Customer Data that Customer shares with Axon except as compelled by a court or administrative body or required by any law or regulation. Axon will notify Customer if any disclosure request is received for Customer Data so Customer may file an objection with the court or administrative body, unless prohibited by law.
 10. **Data Sharing.** Axon may share data only with entities that control or are controlled by or under common control of Axon, and as described below:
 - 10.1. Axon may share Customer Data with third parties it employs to perform tasks on Axon's behalf to provide products or services to Customer.
 - 10.2. Axon may share Aggregated Survey Response with third parties, such as other Axon customers, local city agencies, private companies, or members of the public that are seeking a way to collect analysis on general policing and community trends. Aggregated Survey Response will not be reasonably capable of being associated with or reasonably be linked directly or indirectly to a particular individual.
 11. **License and Intellectual Property.** Customer grants Axon, its affiliates, and assignees the irrevocable, perpetual, fully paid, royalty-free, and worldwide right and license to use Customer Data for internal use including but not limited to analysis and creation of derivatives. Axon may not release Customer Data to any third party under this right that is not aggregated and de-identified. Customer acknowledges that Customer will have no intellectual property right in any media, good or service developed or improved by Axon. Customer acknowledges that Axon may make any lawful use of My90 Data and any derivative of Customer Data including, without limitation, the right to monetize, redistribute, make modification of, and make derivatives of the surveys, survey responses and associated data, and Customer will have no intellectual property right in any good, service, media, or other product that uses My90 Data.
 12. **Customer Use of Aggregated Survey Response.** Axon will make available to Customer Aggregated Survey Response and rights to use for any Customer purpose.
 13. **Data Subject Rights.** Taking into account the nature of the Processing, Axon shall assist Customer by appropriate technical and organizational measures, insofar as this is reasonable, for the fulfillment of Customer's obligation to respond to a Data Subject Request regarding any Personal Data contained within My90 Customer Content. If in regard to My90 Customer Content, Axon receives a Data Subject Request from Customer's data subject to exercise one or more of its rights under applicable Data Protection Law, Axon will redirect the data subject within seventy-two (72) hours, to make its request directly to Customer. Customer will be responsible for responding to any such request.
 14. **Assistance with Requests Related to My90 Customer Content.** With regard to the processing of My90 Customer Content, Axon shall, if not prohibited by applicable law, notify Customer without delay after receipt, if Axon: (a) receives a request for information from the Supervisory Authority or any other competent authority regarding My90 Customer Content; (b) receives a complaint or request from a third party regarding the obligations of Customer or Axon under applicable Data Protection Law; or (c) receives any other communication which directly or indirectly pertains to My90 Customer Content or the Processing or protection of My90 Customer Content. Axon
-

shall not respond to such requests, complaints, or communications, unless Customer has given Axon written instructions to that effect or if such is required under a statutory provision. In the latter case, prior to responding to the request, Axon shall notify Customer of the relevant statutory provision and Axon shall limit its response to what is necessary to comply with the request.

15. **Axon Evidence Partner Sharing.** If Axon Evidence partner sharing is used to share My90 Customer Content, Customer will manage the data sharing partnership with Axon and access to allow only for authorized data sharing with Axon. Customer acknowledges that any applicable audit trail on the original source data will not include activities and processing performed against the instances, copies or clips that has been shared with Axon. Customer also acknowledges that the retention policy from the original source data is not applied to any data shared with Axon. Except as provided herein, data shared with Axon may be retained indefinitely by Axon.
16. **Data Retention.** Phone numbers provided to Axon directly by Customer or at their direction, or by permitting My90 to access or connect to an information system or similar technology will be retained for twenty-four (24) hours. Axon will not delete Aggregated Survey Response for four (4) years following termination of this Agreement. There will be no functionality of My90 during these four (4) years other than the ability to submit a request to retrieve Aggregated Survey Response. Axon has no obligation to maintain or provide Aggregated Survey Response after these four years and may thereafter, unless legally prohibited, delete all Aggregated Survey Response.
17. **Termination.** Termination of an My90 Agreement will not result in the removal or modification of previously shared My90 Customer Content or the potential monetization of Survey Response and Aggregated Survey Response.
18. **Managing Data Shared.** Customer is responsible for:
 - 18.1. Ensuring My90 Customer Content is appropriate for use in My90. This includes, prior to sharing: (a) applying any and all required redactions, clipping, removal of metadata, logs, etc. and (b) coordination with applicable public disclosure officers and related legal teams;
 - 18.2. Ensuring that only My90 Customer Content that is authorized to be shared for the purposes outlined is shared with Axon. Customer will periodically monitor or audit this shared data;
 - 18.3. Using an appropriately secure data transfer mechanism to provide My90 Customer Content to Axon;
 - 18.4. Immediately notifying Axon if My90 Customer Content that is not authorized for sharing has been shared. Axon may not be able to immediately retrieve or locate all instances, copies or clips of My90 Customer Content in the event Customer requests to un-share previously shared My90 Customer Content;
19. **Prior to enrollment in My90.** Prior to enrolling in My90, Customer will:
 - 19.1. determine how to use My90 in accordance with applicable laws and regulations including but not limited to consents, use of info or other legal considerations;
 - 19.2. develop a set of default qualification criteria of what My90 Customer Content may be shared with Axon; and
 - 19.3. assign responsibilities for managing what My90 Customer Content is shared with Axon and educate users on what data may or not be shared with Axon.
20. **Customer Responsibilities.** Customer is responsible for:
 - 20.1. ensuring no My90 Customer Content or Customer end user's use of My90 Customer Content or My90 violates this Agreement or applicable laws;
 - 20.2. providing, and will continue to provide, all notices and has obtained, and will continue to obtain, all consents and rights necessary under applicable laws for Axon to process Customer Data in accordance with this Agreement; and
 - 20.3. maintaining necessary computer equipment and Internet connections for use of My90. If Customer becomes aware of any violation of this Agreement by an end user, Customer will immediately terminate that end user's access to My90. Customer will also maintain the security of end usernames and passwords and security and access by end users to My90 Customer Content. Customer is responsible for ensuring the configuration and utilization of My90 meets applicable Customer regulations and standards. Customer may not sell, transfer, or sublicense access to any other entity or person. Customer shall contact Axon

immediately if an unauthorized party may be using Customer's account or My90 Customer Content or if account information is lost or stolen.

- 21. Suspension.** Axon may temporarily suspend Customer's or any end user's right to access or use any portion or all of My90 immediately upon notice, if Customer or end user's use of or registration for My90 may (a) pose a security risk to Axon products including My90, or any third-party; (b) adversely impact My90, the systems, or content of any other customer; (c) subject Axon, Axon's affiliates, or any third-party to liability; or (d) be fraudulent. Customer remains responsible for all fees, if applicable, incurred through suspension. Axon will not delete My90 Customer Content or Aggregated Survey Response because of suspension, except as specified in this Agreement.
- 22. My90 Restrictions.** Customer and Customer end users (including employees, contractors, agents, officers, volunteers, and directors), may not, or may not attempt to:
- 22.1. copy, modify, tamper with, repair, or create derivative works of any part of My90;
 - 22.2. reverse engineer, disassemble, or decompile My90 or apply any process to derive any source code included in My90, or allow others to do the same;
 - 22.3. access or use My90 with the intent to gain unauthorized access, avoid incurring fees or exceeding usage limits or quotas;
 - 22.4. use trade secret information contained in My90, except as expressly permitted in this Agreement;
 - 22.5. access My90 to build a competitive product or service or copy any features, functions, or graphics of My90;
 - 22.6. remove, alter, or obscure any confidentiality or proprietary rights notices (including copyright and trademark notices) of Axon's or Axon's licensors on or within My90; or
 - 22.7. use My90 to store or transmit infringing, libelous, or other unlawful or tortious material; to store or transmit material in violation of third-party privacy rights; or to store or transmit malicious code.

Schedule 1- Details of the Processing

1. **Nature and Purpose of the Processing.** To help Customer obtain feedback from individuals, such as members of their community, staff, or officers. Features of My90 may include:
 - 1.1. Survey Tool where Customer may create, distribute, and analyze feedback from individuals it designates. Customer may designate members of the community, staff or officers from whom they would like to obtain feedback;
 - 1.2. Creation of custom forms for surveys. Customer may select questions from a list of pre-drafted questions or create their own;
 - 1.3. Distribution of survey via multiple distribution channels such as text message;
 - 1.4. Ability to access and analyze Survey Response. Axon may also provide Customer Aggregated Survey Responses which contain analysis and insights from the Survey Response;
 - 1.5. Direct integrations into information systems including Computer Aided Dispatch ("**CAD**"). This will enable Customer to share contact information easily and quickly with Axon of any individuals from whom it wishes to obtain feedback, enabling Axon to communicate directly with these individuals;
 - 1.6. Data Dashboard Beta Test ("**Data Dashboard**") where Survey Response and Aggregated Survey Response will be displayed for Customer use. Customer will be able to analyze, interpret, and share results of the Survey Response. My90 may provide beta versions of the Data Dashboard that are specifically designed for Customer to test before they are publicly available;
 - 1.7. Survey Responses will be aggregated and de-identified and may be subsequently distributed and disclosed through various mediums to: (1) Customer; (2) other Axon Customer; (3) private companies; and (4) members of the public. The purpose of disclosure is to provide ongoing insights and comparisons on general policing and community trends. Prior to disclosing this information, Axon will ensure that the Survey Response has been de-identified and aggregated or transformed so that it is no longer reasonably capable of being associated with, or could reasonably be linked directly or indirectly to a particular individual; and
 - 1.8. Provide services and materials to engage Customer stakeholders, market the partnership to the public, and facilitate training.

Axon Event Offer Appendix

If the Agreement includes the provision of, or Axon otherwise offers, ticket(s), travel and/or accommodation for select events hosted by Axon ("Axon Event"), the following shall apply:

1. **General.** Subject to the terms and conditions specified below and those in the Agreement, Axon may provide Customer with one or more offers to fund Axon Event ticket(s), travel and/or accommodation for Customer-selected employee(s) to attend one or more Axon Events. By entering into the Agreement, Customer warrants that it is appropriate and permissible for Customer to receive the referenced Axon Event offer(s) based on Customer's understanding of the terms and conditions outlined in this Axon Event Offer Appendix.
2. **Attendee/Employee Selection.** Customer shall have sole and absolute discretion to select the Customer employee(s) eligible to receive the ticket(s), travel and/or accommodation that is the subject of any Axon Event offer(s).
3. **Compliance.** It is the intent of Axon that any and all Axon Event offers comply with all applicable laws, regulations and ethics rules regarding contributions, including gifts and donations. Axon's provision of ticket(s), travel and/or accommodation for the applicable Axon Event to Customer is intended for the use and benefit of Customer in furtherance of its goals, and not the personal use or benefit of any official or employee of Customer. Axon makes this offer without seeking promises or favoritism for Axon in any bidding arrangements. Further, no exclusivity will be expected by either party in consideration for the offer. Axon makes the offer with the understanding that it will not, as a result of such offer, be prohibited from any procurement opportunities or be subject to any reporting requirements. If Customer's local jurisdiction requires Customer to report or disclose the fair market value of the benefits provided by Axon, Customer shall promptly contact Axon to obtain such information, and Axon shall provide the information necessary to facilitate Customer's compliance with such reporting requirements.
4. **Assignability.** Customer may not sell, transfer, or assign Axon Event ticket(s), travel and/or accommodation provided under the Agreement.
5. **Availability.** The provision of all offers of Axon Event ticket(s), travel and/or accommodation is subject to availability of funds and resources. Axon has no obligation to provide Axon Event ticket(s), travel and/or accommodation.
6. **Revocation of Offer.** Axon reserves the right at any time to rescind the offer of Axon Event ticket(s), travel and/or accommodation to Customer if Customer or its selected employees fail to meet the prescribed conditions or if changes in circumstances render the provision of such benefits impractical, inadvisable, or in violation of any applicable laws, regulations, and ethics rules regarding contributions, including gifts and donations

COUNCIL MEETING DATE: December 3, 2024

ITEM #: _____

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: ORDINANCE: Condemnation for Redondo Creek at 16th Ave S Culvert Replacement Project

POLICY QUESTION: Should the City adopt an ordinance to proceed with Condemnation for Right of Way acquisition for the Redondo Creek Culvert project?

COMMITTEE: N/A

MEETING DATE: N/A

CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Jonathan Strong JS

DEPT: Public Works

- Attachments:**
- 1. Memorandum
 - 2. Ordinance

Options Considered:

- 1. Adopt the proposed ordinance.
- 2. Do not adopt the proposed ordinance and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1

MAYOR APPROVAL: N/A
Committee Initial/Date

JS 11/8/24
Council Initial/Date

DIRECTOR APPROVAL: [Signature] 11/8/2024
Initial/Date

COMMITTEE RECOMMENDATION: *n/a*

Committee Chair

Committee Member

Committee Member

PROPOSED COUNCIL MOTION(S):

FIRST READING OF ORDINANCE (11/19/24): "I move to forward the proposed ordinance to the December 3, 2024, Council Meeting for second reading and enactment."

SECOND READING OF ORDINANCE (12/3/24): "I move approval of the proposed ordinance."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
 - DENIED
 - TABLED/DEFERRED/NO ACTION
 - MOVED TO SECOND READING (*ordinances only*)
- REVISED – 11/2019

COUNCIL BILL # CB# 889

First reading 11-19-2024

Enactment reading _____

ORDINANCE # _____



RESOLUTION # _____

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 19, 2024

TO: City Council Members

VIA: Jim Ferrell, Mayor

FROM: EJ Walsh, Public Works Director 
Jonathan Strong, Civil Engineer 

SUBJECT: ORDINANCE: Condemnation for Redondo Creek at 16th Ave S Culvert Replacement Project

Financial Impacts:

The cost to the City for the Redondo Creek at 16th Avenue S Culvert Replacement project was included within the approved budget under the Public Works, Budget line 34293. In accordance with the approved budget, this item is funded by Surface Water Maintenance Funds. Upon completion of the Redondo Creek at 16th Avenue S Culvert Replacement project, ongoing costs associated with operations and maintenance will be performed and funded through surface water. Funding requirements for operations and maintenance of infrastructure is reviewed and adjusted during the budget process.

Background Information:

Representatives of the City have made offers and corresponded with property owners and have not been able to come to agreements for the acquisition of right of way for this project. The ordinance describes the property required for the project.

ORDINANCE NO. _____

AN ORDINANCE of the City of Federal Way, Washington, providing for the acquisition of certain property for the purpose of constructing right-of-way improvements in the vicinity of Redondo Creek at 16th Ave S, known as Redondo Creek at 16th Ave S Culvert Replacement Project; describing the public use and necessity of such property; directing staff to exhaust reasonable negotiation efforts to purchase such property; authorizing the condemnation of the property; directing the City Attorney to initiate all necessary actions and proceedings in the manner provided by law for said condemnation if attempts to purchase are not successful; and declaring a statement of urgency.

WHEREAS, the Redondo Creek at 16th Ave S Culvert Replacement Project (“Project”) is included in the 2020-2026 Stormwater Management Capital Improvement Plan (“SWM CIP”); and

WHEREAS, consistent with the SWM CIP, the City has secured funding for this Project; and

WHEREAS, prior to the commitment of construction or construction grant funding, the City must acquire all right-of-way interests and construction easements necessary for construction of the Project must justly compensate affected property owners for the property rights and interests acquired; and

WHEREAS, the City prefers to acquire the necessary right-of-way interests through active negotiations with the owners of said properties, time is of the essence and the City may not be able to acquire said interests by negotiation within the time limit mandated by Project funding; and

WHEREAS, there exists, in the City of Federal Way, certain portions of property legally described in Exhibit “A” of this ordinance that the City must acquire for Project purposes; and

WHEREAS, there exists in the City of Federal Way certain portions of property legally described in Exhibit “B” of this ordinance that the City must use as a temporary construction easement for Project purposes; and

WHEREAS, the City Council finds that said properties are critical to the Project and that it is in the public interest to have these properties for public safety and surface water management needs; and

WHEREAS, completion of the Project will positively address the important Surface Water management issues by providing a fish passable culvert.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FEDERAL WAY, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Notice. Pursuant to RCW 8.12.005 and RCW 8.25.290, notice of the consideration of this ordinance was properly issued by mail on October 18, 2024 to all potentially affected property owners and published in the proper legal newspaper on October 25 and November 1, 2024.

Section 2. Public Necessity. The public health, safety, necessity, and convenience demand that right-of-way improvements be constructed and maintained in the City within the vicinity of Redondo Creek at 16th Avenue S, and that certain real property, encumbrances, and/or easements upon property be acquired, condemned, appropriated, taken and/or damaged for the construction of said improvements as provided by this ordinance. Failure to construct such right-of way improvements to replace the failing culvert on Redondo Creek at 16th Ave S will lead to eventual complete failure of the culvert, and blockage of the creek.

Section 3. Public Use. The improvements demanded by public health, safety, convenience, and necessity consist of those improvements shown on ROW Exhibit R25 for Redondo Creek at 16th Ave South Culvert Replacement Project and the Right-of-Way Plans dated March 11, 2024, by engineering, architecture, and planning firm TKDA, and on file with the City of Federal Way, to wit: for the Redondo Creek at 16th Ave South Culvert Replacement Project, the removal of the existing

failing culvert and construction of a new fish passable culvert that meets State Department of Fish and Wildlife standards. Said improvements will be a part of right-of-way owned by the City of Federal Way and open for use by the general public, and therefore the use of property, encumbrances, and/or easements condemned herein for the construction of said improvements constitutes a public use.

Section 4. Property Acquisition Authorized. The Mayor or designee is authorized and directed to negotiate and prepare such agreements as are customary and necessary for the acquisition of the real property interests described in Exhibit “A.” The Mayor or designee is further authorized to settle any condemnation litigation or enter administrative settlements (a settlement in lieu of initiating condemnation litigation) for the acquisition of the real property interests described in Exhibit “A.” Such settlements shall be made only upon the recommendation of legal counsel, for amounts deemed to be a reasonable estimation of fair market value.

Section 5. Condemned Property. The City Council of the City of Federal Way, after reviewing the planned improvements, hereby declares that the property, encumbrances, and/or easements located within the City of Federal Way, legally described and depicted in Exhibits “A” and “B” attached hereto and incorporated herein by this reference (“Property”), shall be and hereby are condemned, appropriated, taken, and/or damaged for the public use and purpose in installing right-of-way improvements described in Section 2 above. The condemnation, appropriation, taking, and/or damaging of the Property includes the right to make all necessary slopes for cuts and fills upon adjacent lands in the reasonable original grading and maintenance of the right-of-way facilities, as well as temporary easements as described in Exhibit “B” to enable construction of said improvements. Further, the condemnation, appropriation, taking

and/or damaging of the Property shall be subject to paying just compensation to the owners thereof in the manner provided by law.

Section 6. Condemnation Legal Action. City staff is directed to exhaust reasonable negotiation efforts to purchase such property. In the event that these negotiations are unsuccessful, the City Attorney or other attorney selected by the Mayor or designee is hereby authorized and directed to file all necessary actions and proceedings provided by law to condemn, take, damage, and appropriate the Property in order to carry out the provisions of this ordinance, and is further authorized in conducting said condemnation proceedings and for the purpose of minimizing damages, to stipulate as to the use of the Property and as to the reservation of any right of use to the Property owner(s), provided that such reservation does not interfere with the use of the Property by the City as provided in this ordinance. The City Attorney is further authorized to adjust the location and/or width of any of the Property and/or easements condemned or taken therein, or take other such actions, in order to minimize damages, provided that said adjustments do not interfere with the use of the Property by the City as provided in this ordinance.

Section 7. Source of Funds. The entire cost of the property acquisition authorized by this ordinance, including all costs and expenses of condemnation proceedings, shall be paid from available funds as may be appropriate under the circumstances.

Section 8. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this chapter, or its application to any person or situation, be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this chapter or its application to any other person or situation. The City Council of the City of Federal Way hereby declares that it would have adopted this chapter and each section, subsection, sentence, clauses,

phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions be declared invalid or unconstitutional.

Section 9. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 10. Ratification. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

Section 11. Effective Date. This ordinance shall take effect and be in force thirty (30) days from and after its passage and publication, as provided by law.

PASSED by the City Council of the City of Federal Way this _____ day of _____, 20____.

[signature page to follow]

CITY OF FEDERAL WAY:

JIM FERRELL, MAYOR

ATTEST:

STEPHANIE COURTNEY, MMC, CPRO, CITY CLERK

APPROVED AS TO FORM:

J. RYAN CALL, CITY ATTORNEY

FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE: _____
ORDINANCE NO.: _____

EXHIBIT "A"

Grantor's Parcel:

Lots 3 through 10, inclusive, Block 1, Hall's Acre Tracts, according to the Plat thereof, recorded in Volume 20 of plats, page 25, in King County, Washington;

EXCEPT the east 20 feet thereof conveyed to the State of Washington for road purposes by deeds recorded under recording numbers 2095839 and 209479; and

EXCEPT that portion thereof condemned by the City of Federal Way pursuant to judgement and decree of appropriation recorded under recording number 20070713001266, entered in King County Superior Court Cause Number 06-2-01388-3 KNT,

EXHIBIT "A-1"

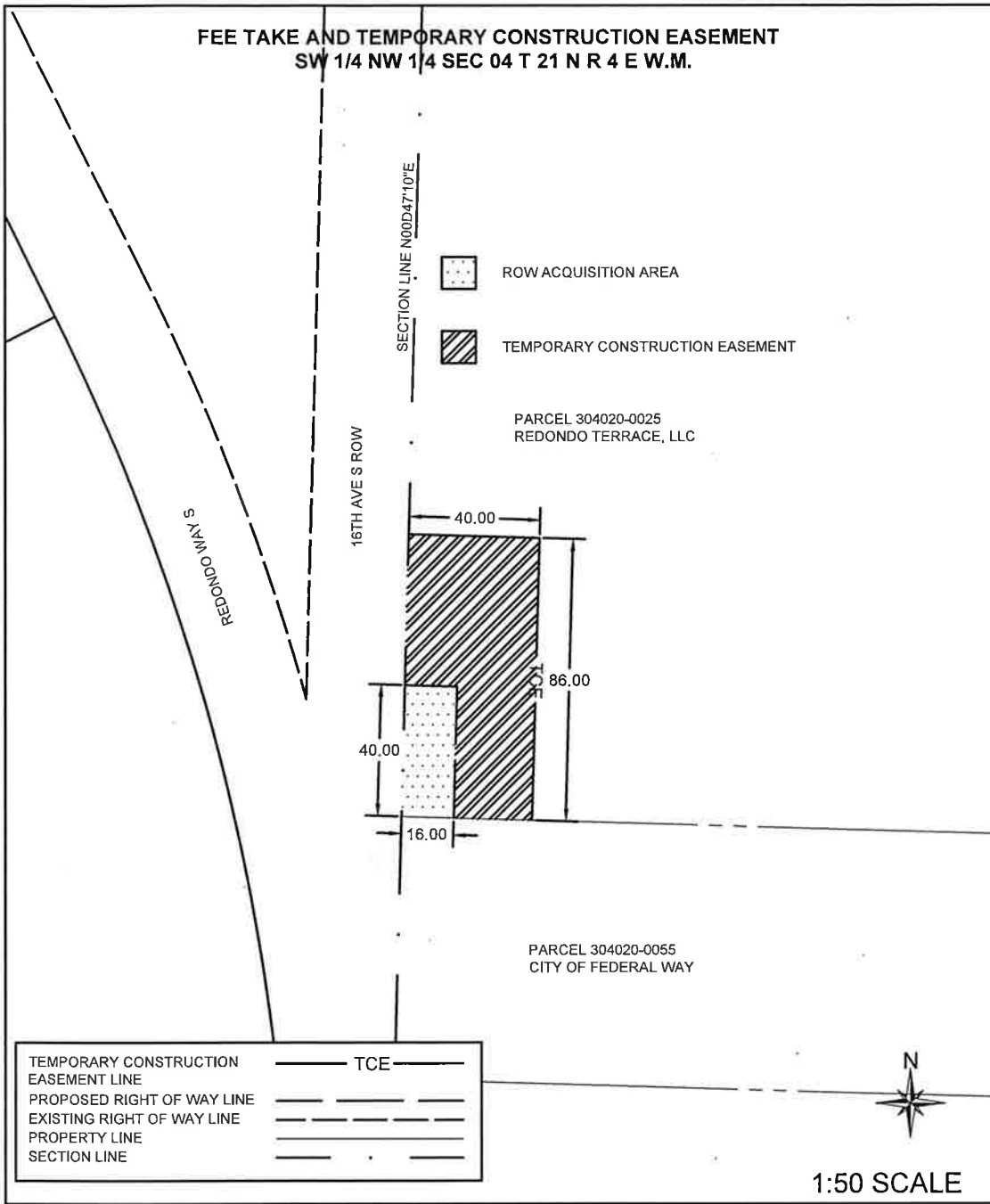
R/W No. C25
PIN 304020-0025
REDONDO TERRACE, LLC

Right-of-Way Fee Take Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEGIN DESCRIBED IN EXHIBIT "A"), DESCRIBED AS FOLLOWS:

THE WEST 16 FEET OF THE SOUTH 40 FEET OF THE ABOVE DESCRIBED GRANTOR'S PARCEL CONTAINING 640 SQUARE FEET MORE OR LESS.

FEE TAKE AND TEMPORARY CONSTRUCTION EASEMENT
SW 1/4 NW 1/4 SEC 04 T 21 N R 4 E W.M.



PARCEL AREA: 128,386 SF TEMP. CONST. ESMT.: 2,640 SF
 FEE TAKE AREA: 800 SF
 REMAINING AREA: 127,586 SF

EXHIBIT "A-2"
 R/W NO. 1 PARCEL MAP
 ASSESSOR NO.: 304020-0025 DATE: 03/20/2024
 OWNER: REDONDO TERRACE, LLC
 CITY OF FEDERAL WAY KING COUNTY, WA

EXHIBIT "B"

Grantor's Parcel:

Lots 3 through 10, inclusive, Block 1, Hall's Acre Tracts, according to the Plat thereof, recorded in Volume 20 of plats, page 25, in King County, Washington;

EXCEPT the east 20 feet thereof conveyed to the State of Washington for road purposes by deeds recorded under recording numbers 2095839 and 209479; and

EXCEPT that portion thereof condemned by the City of Federal Way pursuant to judgement and decree of appropriation recorded under recording number 20070713001266, entered in King County Superior Court Cause Number 06-2-01388-3 KNT,

EXHIBIT "B-1"

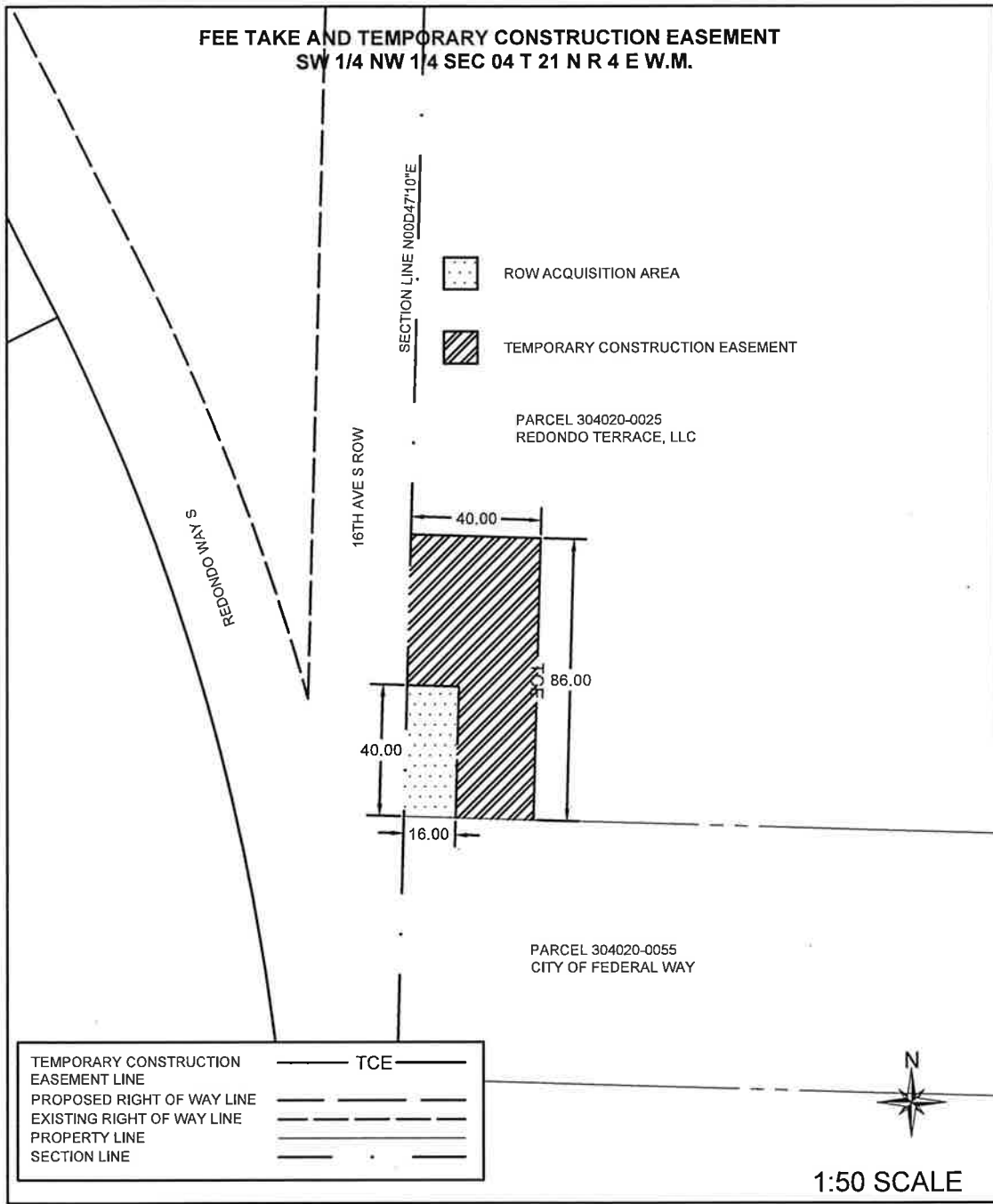
R/W No. C25
PIN 304020-0025
REDONDO TERRACE, LLC

Temporary Construction Easement Area Acquired by Grantee:

THAT PORTION OF GRANTOR'S PARCEL (SAID PARCEL BEGIN DESCRIBED IN EXHIBIT "A"), DESCRIBED AS FOLLOWS:

THE WEST 40 FEET OF THE SOUTH 86 FEET OF THE ABOVE DESCRIBED PARCEL, EXCEPT THE WEST 16 FEET OF THE SOUTH 40 FEET TO BE ACQUIRED BY THE CITY OF FEDERAL WAY FOR RIGHT OF WAY PURPOSES, CONTAINING 2,800 SQUARE FEET MORE OR LESS.

FEE TAKE AND TEMPORARY CONSTRUCTION EASEMENT
 SW 1/4 NW 1/4 SEC 04 T 21 N R 4 E W.M.



PARCEL AREA: 128,386 SF TEMP. CONST. ESMT.: 2,640 SF
 FEE TAKE AREA: 800 SF
 REMAINING AREA: 127,586 SF

EXHIBIT "B-2"
R/W NO. 1 PARCEL MAP
 ASSESSOR NO.: 304020-0025 DATE: 03/20/2024
 OWNER: REDONDO TERRACE, LLC
 CITY OF FEDERAL WAY KING COUNTY, WA

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: ORDINANCE: Condemnation for S 288th Street Road Diet Phase 2 Project

POLICY QUESTION: Should the City adopt an ordinance to proceed with Condemnation for Right of Way acquisition for the S 288th Street Road Diet Phase 2?

COMMITTEE: N/A

MEETING DATE: N/A

CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Jonathan Strong *JS*

DEPT: Public Works

- Attachments:**
- 1. Memorandum
 - 2. Ordinance

Options Considered:

- 1. Adopt the proposed ordinance.
- 2. Do not adopt the proposed ordinance and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1

MAYOR APPROVAL: N/A *JS* 11/8/24
Committee Initial/Date Council Initial/Date

DIRECTOR APPROVAL: CPZ 11/8/2024
Initial/Date

COMMITTEE RECOMMENDATION: n/a

Committee Chair

Committee Member

Committee Member

PROPOSED COUNCIL MOTION(S):

FIRST READING OF ORDINANCE (11/19/2024): "I move to forward the proposed ordinance to the December 3, 2024, Council Meeting for second reading and enactment."

SECOND READING OF ORDINANCE (12/3/2024): "I move approval of the proposed ordinance."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
 - DENIED
 - TABLED/DEFERRED/NO ACTION
 - MOVED TO SECOND READING (ordinances only)
- REVISED - 11/2019

COUNCIL BILL # CB# 890

First reading 11-19-2024

Enactment reading _____

ORDINANCE # _____

RESOLUTION # _____





CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 19, 2024

TO: City Council Members

VIA: Jim Ferrell, Mayor

FROM: EJ Walsh, Public Works Director 
Jonathan Strong, Civil Engineer 

SUBJECT: ORDINANCE: Condemnation for S 288th Street Road Diet Phase 2 Project

Financial Impacts:

The cost to the City for the S 288th Street Road Diet Phase 2 Project was included within the approved budget under the Public Works Budget Line 36238. In accordance with the approved budget, this item is funded by a Transportation Improvement Board (TIB) grant, Real Estate Excise Tax (REET) funds, and Traffic Impact fees. Upon completion of the S 288th Street Road Diet Phase 2 Project ongoing costs associated with operations and maintenance will be performed and funded through surface water and streets maintenance. Funding requirements for operations and maintenance of infrastructure is reviewed and adjusted during the budget process.

Background Information:

Representatives of the City have made offers and corresponded with property owners and have not been able to come to agreements for the acquisition of right of way for this project. The ordinance describes the property required for this project.

ORDINANCE NO. _____

AN ORDINANCE of the City of Federal Way, Washington, providing for the acquisition of certain property for the purpose of constructing right-of-way improvements in the vicinity of S 288th Street from Pacific Highway South to Military Road South, known as the S 288th Street Road Diet Phase 2 Project; describing the public use and necessity of such property; directing staff to exhaust reasonable negotiation efforts to purchase such property; providing for the condemnation of the property; and directing the City Attorney to initiate all necessary actions and proceedings in the manner provided by law for said condemnation if attempts to purchase are not successful.

WHEREAS, the S 288th Street Road Diet Phase 2 Project (“Project”) is included in the City’s six-year Transportation Improvement Plan (“TIP”); and

WHEREAS, consistent with the TIP, the City has secured funding for this Project; and

WHEREAS, prior to the commitment of construction or construction grant funding, the City must acquire all right-of-way interests and construction easements necessary for construction of the Project and justly compensate affected property owners for the property rights and interests acquired; and

WHEREAS, the City prefers to acquire the necessary right-of-way interests through active negotiations with the owners of said properties, time is of the essence and the City may not be able to acquire said interests by negotiation within the time limit mandated by Project funding; and

WHEREAS, there exists in the City of Federal Way certain portions of property legally described in Exhibit “A” of this ordinance that the City must acquire for Project purposes; and

WHEREAS, there exists in the City of Federal Way certain portions of property legally described in Exhibit “B” of this ordinance that the City must use as a temporary construction

easement for Project purposes; and

WHEREAS, the City Council finds that said property is critical to the Project and that it is in the public interest to have this property for public safety and transportation needs; and

WHEREAS, completion of the Project will positively address important public safety transportation issues by alleviating traffic congestion and improving traffic flow in the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FEDERAL WAY, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Notice. Pursuant to RCW 8.12.005 and RCW 8.25.290, notice of the consideration of this ordinance was properly issued by mail on October 18, 2024 to all potentially affected property owners and published in the proper legal newspaper on October 25 and November 1, 2024.

Section 2. Public Necessity. The public health, safety, necessity, and convenience demand that right-of-way improvements be constructed and maintained in the City within the vicinity of S 288th Street between Pacific Highway South and Military Road South, and that certain real property, encumbrances, and/or easements upon property be acquired, condemned, appropriated, taken and/or damaged for the construction of said improvements as provided by this ordinance. Failure to construct such right-of-way improvements on S 288th Street will cause traffic counts to continue to exceed capacity within the corridor of S 288th Street between Pacific Highway S and Military Road South, create the potential for additional traffic accidents, and inhibit economic development within the City.

Section 3. Public Use. The improvements demanded by public health, safety, convenience, and necessity consist of those improvements shown on the Right-of-Way Plans dated March 11, 2024, by engineering, architecture, and planning firm TKDA, and on file with the City of Federal

Way, to wit: the removal of the existing pavement marking and signs on each side of South 288th Street and intersection modifications at Pacific Highway South and Military Road South to achieve a three-lane alignment of two general purpose vehicle lanes, a two-way left-turn lane, and two bicycle lanes, with overlay, ADA improvements and signal upgrades, together with all appurtenances and related work necessary to make roadway improvements in accordance with Figure III-3(k), Cross Section A of the City of Federal Way Comprehensive Plan and as amended by Council authorization on April 2, 2019, and other applicable City standards. Said improvements will be a part of right-of-way owned by the City of Federal Way and open for use by the general public, and therefore the use of property, encumbrances, and/or easements condemned herein for the construction of said improvements constitutes a public use.

Section 4. Property Acquisition Authorized. The Mayor or designee is authorized and directed to negotiate and prepare such agreements as are customary and necessary for the acquisition of the real property interests described in Exhibit “A” and temporary construction easements as described in Exhibit “B.” The Mayor or designee is further authorized to settle any condemnation litigation or enter administrative settlements (a settlement in lieu of initiating condemnation litigation) for the acquisition of the real property interests described in Exhibits “A” and “B.” Such settlements shall be made only upon the recommendation of legal counsel, for amounts deemed to be a reasonable estimation of fair market value.

Section 5. Condemned Property. The City Council of the City of Federal Way, after reviewing the planned improvements, hereby declares that the property, encumbrances, and/or easements located within the City of Federal Way, legally described and depicted in Exhibits “A” and “B” attached hereto and incorporated herein by this reference (“Property”), shall be and

hereby are condemned, appropriated, taken, and/or damaged for the public use and purpose in installing right-of-way improvements described in Section 2 above. The condemnation, appropriation, taking, and/or damaging of the Property includes the right to make all necessary slopes for cuts and fills upon adjacent lands in the reasonable original grading and maintenance of the right-of-way facilities, as well as temporary easements to enable construction of said improvements. Further, the condemnation, appropriation, taking and/or damaging of the Property shall be subject to paying just compensation to the owners thereof in the manner provided by law.

Section 6. Condemnation Legal Action. City staff is directed to exhaust reasonable negotiation efforts to purchase such property within the time frame required by the project's funding source. In the event that these negotiations are unsuccessful in the time allotted, the City Attorney or other attorney selected by the Mayor or designee is hereby authorized and directed to file all necessary actions and proceedings provided by law to condemn, take, damage, and appropriate the Property in order to carry out the provisions of this ordinance, and is further authorized in conducting said condemnation proceedings and for the purpose of minimizing damages, to stipulate as to the use of the Property and as to the reservation of any right of use to the Property owner(s), provided that such reservation does not interfere with the use of the Property by the City as provided in this ordinance. The City Attorney is further authorized to adjust the location and/or width of any of the Property and/or easements condemned or taken therein, or take other such actions, in order to minimize damages, provided that said adjustments do not interfere with the use of the Property by the City as provided in this ordinance.

Section 7. Source of Funds. The entire cost of the property acquisition authorized by this

ordinance, including all costs and expenses of condemnation proceedings, shall be paid from available funds as may be appropriate under the circumstances.

Section 8. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this chapter, or its application to any person or situation, be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this chapter or its application to any other person or situation. The City Council of the City of Federal Way hereby declares that it would have adopted this chapter and each section, subsection, sentence, clauses, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions be declared invalid or unconstitutional.

Section 9. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 10. Ratification. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

Section 11. Effective Date. This ordinance shall take effect and be in force thirty (30) days from and after its passage and publication, as provided by law.

PASSED by the City Council of the City of Federal Way this _____ day of _____, 20__.

[signature page to follow]

CITY OF FEDERAL WAY:

JIM FERRELL, MAYOR

ATTEST:

STEPHANIE COURTNEY, MMC, CPRO, CITY CLERK

APPROVED AS TO FORM:

J. RYAN CALL, CITY ATTORNEY

FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE: _____
ORDINANCE NO.: _____

EXHIBIT A
PARCEL NO. 5529000230
RIGHT OF WAY ACQUISITION

ALL THAT PORTION OF THE HEREINAFTER DESCRIBED PARCEL "A" DESCRIBED AS FOLLOWS;

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF SOUTH 288TH STREET WITH THE CENTERLINE OF MILITARY ROAD SOUTH;

THENCE NORTH 08° 28' 51" WEST ALONG THE CENTERLINE OF SAID MILITARY ROAD SOUTH, 81.39 FEET;

THENCE NORTH 81° 31' 09" EAST, 42.00 FEET TO THE EAST MARGIN OF MILITARY ROAD SOUTH AND THE TRUE POINT OF BEGINNING;

THENCE SOUTH 08° 28' 51" EAST ALONG SAID EASTERLY MARGIN, 25.41 FEET;

THENCE CONTINUING ALONG SAID EASTERLY MARGIN, ON A CURVE TO THE LEFT WHOSE CENTER BEARS NORTH 81° 31' 09" EAST, 25.00 FEET, AN ARC DISTANCE OF 34.80 FEET;

THENCE SOUTH 88° 14' 17" EAST ALONG THE NORTHERLY MARGIN OF SAID SOUTH 288TH STREET, 0.84 FEET;

THENCE NORTH 01° 45' 43" EAST, 8.00 FEET;

THENCE WESTERLY ON A CURVE TO THE RIGHT WHOSE CENTER BEARS NORTH 01° 45' 43" EAST, 18.00 FEET, AN ARC DISTANCE OF 25.06 FEET;

THENCE NORTH 08° 28' 51" WEST, 24.58 FEET;

THENCE SOUTH 81° 31' 09" WEST, 8.00 FEET TO TRUE THE POINT OF BEGINNING;

CONTAINING 449 SQUARE FEET, MORE OR LESS.

PARCEL "A":
(PER FIRST AMERICAN TITLE INSURANCE COMPANY ORDER NO. 4209-3966027, DATED NOVEMBER 16, 2023)

LOT 23 OF MILITARY ARMS, AS PER PLAT RECORDED IN VOLUME 86 OF PLATS, PAGES 15 AND 16, RECORDS OF KING COUNTY AUDITOR; SITUATE IN THE CITY OF FEDERAL WAY, COUNTY OF KING, STATE OF WASHINGTON.

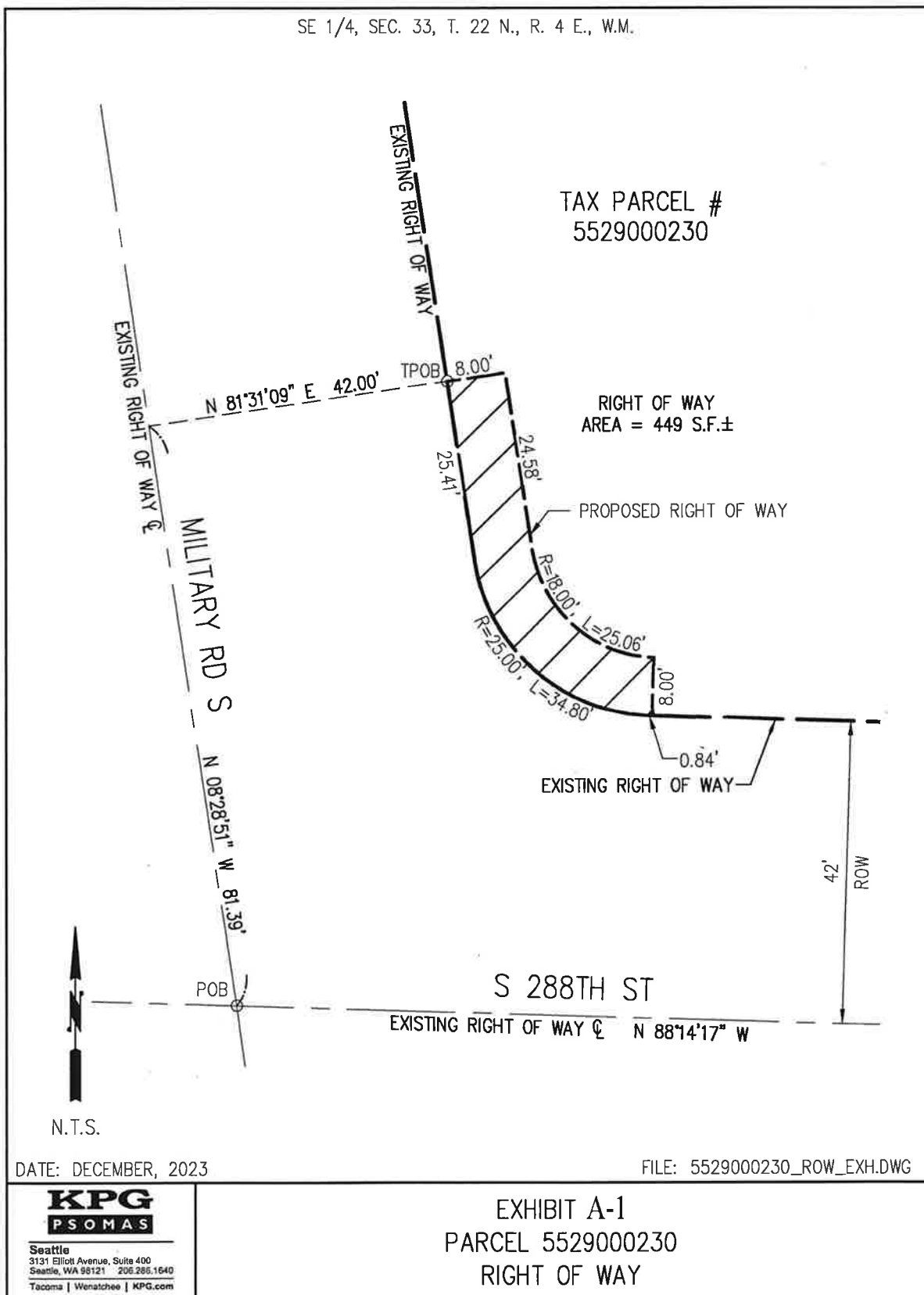
12/05/2023



SE 1/4, SEC. 33, T. 22 N., R. 4 E., W.M.

TAX PARCEL #
5529000230

RIGHT OF WAY
AREA = 449 S.F.±



DATE: DECEMBER, 2023

FILE: 5529000230_ROW_EXH.DWG

KPG
PSOMAS

Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

EXHIBIT A-1
PARCEL 5529000230
RIGHT OF WAY

EXHIBIT B
PARCEL NO. 5529000230
TEMPORARY CONSTRUCTION EASEMENT

ALL THAT PORTION OF THE HEREINAFTER DESCRIBED PARCEL "A" DESCRIBED AS FOLLOWS;

BEGINNING AT THE INTERSECTION OF THE CENTERLINE OF SOUTH 288TH STREET WITH THE CENTERLINE OF MILITARY ROAD SOUTH;

THENCE NORTH 08° 28' 51" WEST ALONG THE CENTERLINE OF SAID MILITARY ROAD SOUTH, 81.39 FEET;

THENCE NORTH 81° 31' 09" EAST, 42.00 FEET TO THE EAST MARGIN OF MILITARY ROAD SOUTH;

THENCE CONTINUING NORTH 81° 31' 09" EAST, 8.00 FEET;

THENCE SOUTH 08° 28' 51" EAST, 5.05 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING SOUTH 08° 28' 51" EAST, 9.54 FEET;

THENCE NORTH 81° 31' 09" EAST, 3.50 FEET;

THENCE NORTH 08° 28' 51" WEST, 9.54 FEET;

THENCE SOUTH 81° 31' 09" WEST, 3.50 FEET TO THE TRUE POINT OF BEGINNING;

CONTAINING 33 SQUARE FEET, MORE OR LESS.

PARCEL "A":

(PER FIRST AMERICAN TITLE INSURANCE COMPANY ORDER NO. 4209-3966027, DATED NOVEMBER 16, 2023)

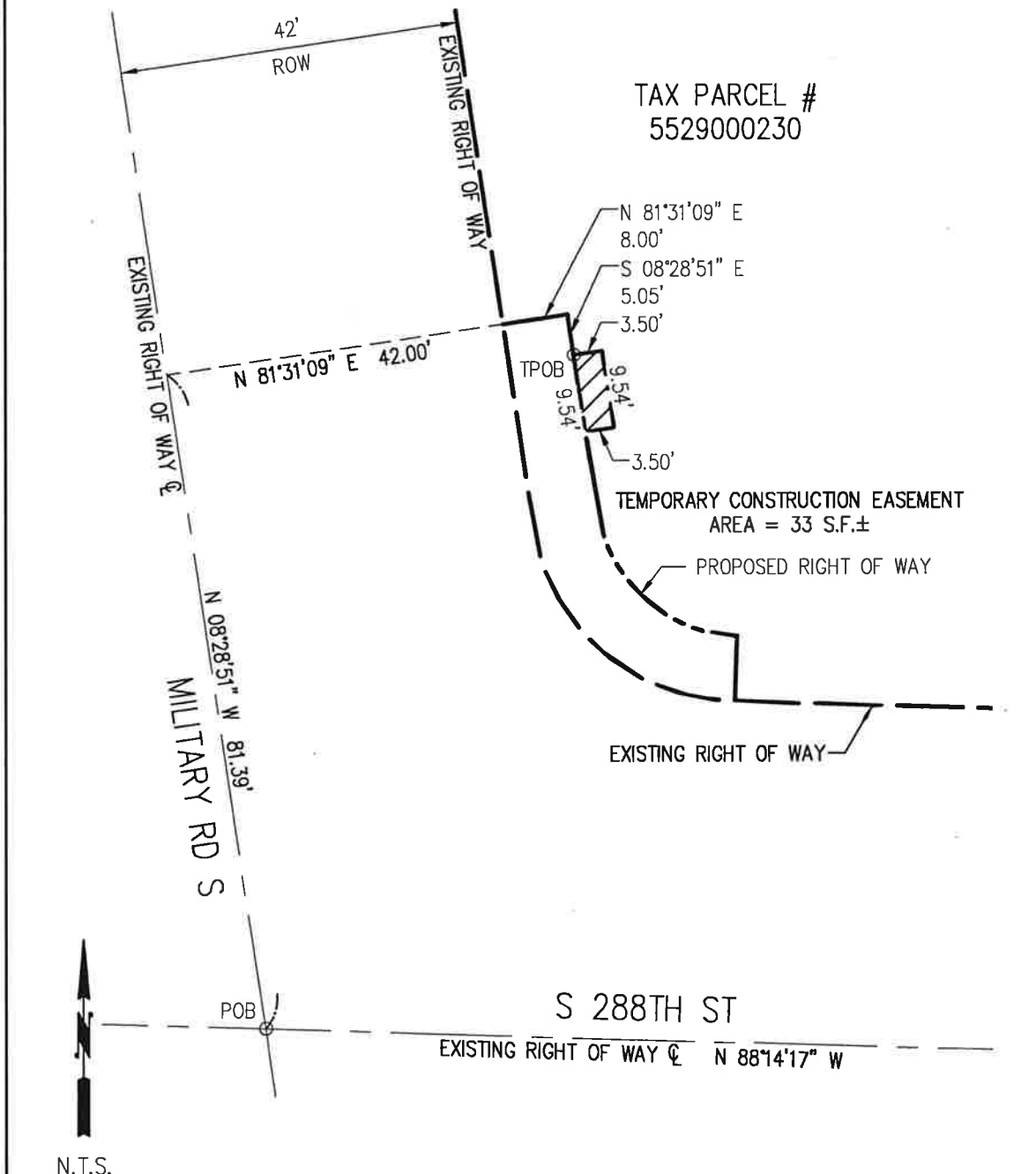
LOT 23 OF MILITARY ARMS, AS PER PLAT RECORDED IN VOLUME 86 OF PLATS, PAGES 15 AND 16, RECORDS OF KING COUNTY AUDITOR; SITUATE IN THE CITY OF FEDERAL WAY, COUNTY OF KING, STATE OF WASHINGTON.

12/05/2023



SE 1/4, SEC. 33, T. 22 N., R. 4 E., W.M.

TAX PARCEL #
5529000230



DATE: DECEMBER, 2023

FILE: 5529000230_TCE_EXH.DWG

KPG
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Seattle
3131 Elliott Avenue, Suite 400
Seattle, WA 98121 206.286.1640
Tacoma | Wenatchee | KPG.com

EXHIBIT B-1
PARCEL 5529000230
TEMPORARY CONSTRUCTION EASEMENT

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: ORDINANCE: ZIPLY FIBER PACIFIC FRANCHISE ORDINANCE

POLICY QUESTION: Should an ordinance be adopted granting Ziplly Fiber Pacific a franchise with the city?

COMMITTEE: LUTC

MEETING DATE: November 4, 2024

CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Cole Elliott P.E. CE

DEPT: Public Works

- Attachments:**
- 1. Staff Report
 - 2. Ordinance

Options Considered:

- 1. Adopt the proposed ordinance.
- 2. Do not adopt the proposed ordinance and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL:

[Signature]
Committee
Initial/Date

[Signature]
Council
Initial/Date

DIRECTOR APPROVAL:

[Signature] 10/29/2024
Initial/Date

COMMITTEE RECOMMENDATION: I move to forward the proposed ordinance to first reading on November 19, 2024.

[Signature]
Committee Chair

[Signature]
Committee Member

[Signature]
Committee Member

PROPOSED COUNCIL MOTION(S):

FIRST READING OF ORDINANCE NOVEMBER 19, 2024: "I move to forward the proposed ordinance to the January 7, 2025 Council Meeting for second reading and enactment."

SECOND READING OF ORDINANCE JANUARY 7, 2025: "I move approval of the proposed ordinance."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
- DENIED
- TABLED/DEFERRED/NO ACTION
- MOVED TO SECOND READING (ordinances only)

REVISED - 11/2019

COUNCIL BILL #

First reading

Enactment reading


ORDINANCE #

RESOLUTION #

CB# 891
11-19-2024

✓

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 4, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: EJ Walsh, P.E., Public Works Director 
Cole Elliott, P.E., Development Services Manager *CE*
SUBJECT: Ziplly Fiber Pacific Franchise Ordinance

Financial Impacts:

Ziplly Fiber paid a fee of Five Thousand Dollars (\$5,000.00) to cover the administrative expense incurred by the City that are directly related to preparing and approving this Franchise.

Ziplly Fiber will be required to pay additional fees for installation, operation and maintenance of their facilities, including but not limited to right-of-way permits, annual maintenance blanket permits and work hour variances.

Any additional future revenue will be based upon Federal Way Revised Code (FWRC) 3.10.040(2).

Background Information:

Ziplly Fiber intends to provide fiber-based telecommunication service throughout the City of Federal Way. Ziplly does not currently have a franchise agreement with the City, the proposed ordinance will bring the fiber telecommunications company into conformance with FWRC Chapter 3.10 and 4.22.

ORDINANCE NO. _____

AN ORDINANCE of the City of Federal Way, Washington, granting Ziplly Fiber Pacific, LLC, a nonexclusive franchise to occupy rights-of-way of the City of Federal Way, Washington, within the specified franchise area for the purposes of constructing, maintaining, operating, replacing, and repairing a telecommunications network within and through the City of Federal Way.

WHEREAS, Ziplly Fiber Pacific, LLC has requested a franchise from the City of Federal Way, in order to locate a data and voice communications service within the rights-of-way; and

WHEREAS, the City Council of Federal Way finds that it is in the public interest to grant such a franchise, which will specify the rights and duties of Ziplly Fiber Pacific, LLC; and

WHEREAS, RCW 35A.47.040 permits the City of Federal Way to grant nonexclusive franchises for the use of public streets, bridges or other public ways for, *inter alia*, conduits, wires, and appurtenances for transmission of signals and other methods of communications; and

WHEREAS, in granting such a nonexclusive franchise, the City of Federal Way reserves such other powers and authorities granted to Washington code cities by general law and specifically reserves its right to adopt further regulations under its police powers.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF FEDERAL WAY, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Definitions

Where used in this Franchise the following terms shall be defined as follows:

- 1.1 “City” means the City of Federal Way, Washington, a municipal corporation of the State of Washington, and its respective successors and assigns.
- 1.2 “Council” means the City of Federal Way Council acting in its official capacity.

1.3 “Director” means the Public Works Director, or designee, of the City of Federal Way Public Works Department.

1.4 “Facilities” means one or more elements of Franchisee’s data and voice communications service, with all necessary cables, wires, conduits, ducts, pedestals, antennas, electronics, and other necessary appurtenances; provided that new utility poles for overhead wires or cabling are specifically excluded unless otherwise specifically approved by the City. For the purposes of this Franchise the term Facilities excludes “microcell” facilities, “minor facilities,” “small cell facilities,” all as defined by RCW 80.36.375, and “macrocell” facilities, including towers and new base stations and other similar facilities used for the provision of “personal wireless services” as defined by RCW 80.36.375.

1.5 “Franchise Area” means the rights-of-way of the City.

1.6 “Franchisee” means Ziplly Fiber Pacific, LLC and its respective successors and assigns if consented to by the City of Federal Way as provided in Section 24 herein.

1.7 “FWRC” means the Federal Way Revised Code.

1.8 “Services” means telephone service (as such term is defined in RCW 82.16.010), internet access, private line, cell network front- and backhaul and leasing of Franchisee’s telecommunications Facilities to third parties.

Section 2. Grant/Acceptance

2.1 Grant of Franchise. The City hereby grants to Franchisee the nonexclusive right to enter upon the Franchise Area for the limited purpose of constructing, excavating, installing, maintaining, restoring, and repairing Facilities within the Franchise Area. This Franchise is specifically limited to the right for Franchisee to install Facilities owned and operated by Franchisee. Nothing contained within this Franchise shall be construed to grant or convey any right, title, or interest in the Rights-

of-Way of the City to Franchisee other than for the purpose of providing the Services, nor to subordinate the primary use of the Right-of-Way as a public thoroughfare. If Franchisee desires to expand the services provided within the City, it shall provide written notification of the addition of such services prior to the addition of the service; provided, however, that Franchisee may not offer Cable Services as defined in 47 U.S.C. § 522(6) or wireless communications facilities, including but not limited to small cell facilities and other personal wireless services, without obtaining a new franchise or an amendment to this Franchise approved by the Council.

2.2 Acceptance by Franchisee. Franchisee shall have no rights under this Franchise, nor shall Franchisee be bound by the terms and conditions of this Franchise, unless Franchisee shall, within thirty (30) days after the effective date of this Franchise, file with the City its written acceptance of this Franchise and all of its terms and conditions. In addition, Franchisee shall submit proof of insurance obtained and additional insured endorsement pursuant to Section 22. The administrative fee pursuant to Section 20 is due within thirty (30) days of receipt of the invoice from the City.

Section 3. City Property/Non-Exclusive Franchise

3.1 City Property. This Franchise does not and shall not convey any right to Franchisee to install its Facilities on, under, over, across, or to otherwise use City-owned or leased properties of any kind outside the Franchise Area, or to install Facilities on, under, over, across or otherwise use any City-owned or leased property within the Franchise Area other than the Rights-of-Way.

3.2 Non-Exclusive Franchise. This Franchise is not an exclusive Franchise and shall not be construed to in any manner prohibit the City from granting other and further Franchises in, under, over, upon, and along the Franchise Area, nor from exercising such other powers and authorities granted to the City by the Washington State Constitution and general law, including the City's right to adopt future regulations under its police powers. Such Franchise shall in no way prevent or

prohibit the City from using any of said roads, streets, or other public properties or affect its jurisdiction over them or any part of them, and the City shall retain power to make all necessary changes, relocations, repairs, maintenance, establishment, improvement, dedication of same as the City may deem fit, including the dedication, establishment, maintenance, and improvement of all new Rights-of-Way, thoroughfares and other public properties of every type and description.

Section 4. **Term**

Subject to Franchisee filing its acceptance pursuant to Section 2.2, the term of this Franchise shall be for a period of ten (10) years commencing on the effective date of this Franchise, unless terminated earlier pursuant to this Franchise or other applicable law.

Section 5. **Location of Facilities**

5.1 **Location.** The Facilities permitted by this Franchisee shall install underground, except as approved per the variance procedures established in Section 11.05.080 of the FWRC or where other utilities are aerially placed provided that the attachment can be placed on the existing utility pole without additional structure (i.e. cantilever arms) or the replacement of more than ten (10) utility poles to accommodate additional space for Franchisee's facilities. The location of the Facilities, their depths below surface of ground or grade of a right-of-way, if applicable, and any related existing equipment to which the Facilities are connected shall be depicted on a map and submitted to the City within thirty (30) days of the installation of the Facilities. Upon written request of the City, Franchisee shall update such map to reflect actual or anticipated improvements to the system. Any such map (or update thereof) so submitted shall be for informational purposes only and shall not obligate Franchisee to undertake any specific improvements, nor shall such map be construed as a proposal to undertake any specific improvements.

5.2 WSDOT. To the extent that any Rights-of-Way within the Franchise Area are part of the state highway system (“State Highways”) are considered managed access by the City and are governed by the provisions of Chapter 47.24 RCW and applicable Washington State Department of Transportation (“WSDOT”) regulations, Franchisee shall comply fully with said requirements in addition to local ordinances and other applicable regulations. Without limitation of the foregoing, Franchisee specifically agrees that:

5.2.1 Any pavement trenching and restoration performed by Franchisee within State Highways shall meet or exceed applicable WSDOT requirements;

5.2.2 Any portion of a State Highway damaged or injured by Franchisee shall be restored, repaired, and/or replaced by Franchisee to a condition that meets or exceeds applicable WSDOT requirements; and

5.2.3 Without prejudice to any right or privilege of the City, WSDOT is authorized to enforce in an action brought in the name of the State of Washington any condition of this Franchise with respect to any portion of a State Highway.

5.3 GIS Data. At such time as Franchisee develops or employs Geographic Information System (“GIS”) technology, Franchisee shall submit the information required in Section 5.1 above in digital GIS format, showing the location of its Facilities within the Franchise Area.

5.4 Design Markings. In the event the City desires to design new streets or intersections, renovate existing streets, or make any other public improvements, Franchisee shall at the City of Federal Way’s request, provide the location of Franchisee’s underground Facilities within the Franchise Area by either field markings or by locating the Facilities on the City’s design drawings, and shall provide all other reasonable cooperation and assistance to the City.

5.5 One Call Locator Service. Prior to doing any work in the Franchise Area, the Franchisee shall follow established procedures, including contacting the Utility Notification Center in Washington and comply with all applicable State statutes regarding the One Call Locator Service pursuant to Chapter 19.122 RCW. Further, upon request from a third party or the City, Franchisee shall locate its Facilities consistent with the requirements of Chapter 19.122 RCW. The City shall not be liable for any damages to Franchisee's Facilities or for interruptions in service to Franchisee's customers that are a direct result of Franchisee's failure to locate its Facilities within the prescribed time limits and guidelines established by the One Call Locator Service regardless of whether the City issued a permit.

Section 6. Noninterference of Facilities

6.1 Maintenance of Facilities. Franchisee agrees to maintain its Facilities and perform any and all activities authorized by this Franchise: (1) so as not to unreasonably interfere with the free passage of traffic; (2) in accordance with the laws of the State of Washington and City Code requirements, Franchise provisions, regulations, resolutions and rules, as now existing or as hereafter amended; and (3) as required by the Director. This requirement applies whether the work is performed by the Franchisee, its agents, employees, subcontractors, or other third parties at Franchisee's direction.

6.2 Interference with Use of the Streets. When installing, locating, laying, or maintaining Facilities, apparatus, or improvement, Franchisee shall not interfere with the use of any street to any greater extent than is necessary, and shall leave the surface of any such street in as good condition as it was prior to performance by Franchisee of such work. Any Facility, apparatus, or improvement shall be laid, installed, located, or maintained in conformance with instructions given by, and to the satisfaction of the City. In any event, Franchisee shall, at its own expense, and to the satisfaction of the City in accordance with the terms of the right-of-way permit, restore to City standards and

specifications any damage or disturbance caused to streets as a result of Franchisee's construction or operations.

6.3 Vegetation Management.

6.3.1 Franchisee shall provide routine maintenance of a minimum of three (3) feet in all directions of its Facilities to allow clear view of Facilities. Any damage to the Franchisee's Facilities due to inability to locate such facilities during the course of City maintenance shall be the responsibility of the Franchisee.

6.3.2 Franchisee shall not apply any pesticide or herbicide within the Franchise Area without prior approval of the City, which approval shall not be unreasonably withheld. If Franchisee first obtains such approval from the City to apply a specific product in accordance with a defined procedure on an ongoing basis throughout the Franchise Area, Franchisee shall not thereafter be required to obtain the City's approval on each occasion such product is so applied.

Section 7. Requirement to Obtain Permits & Work in the Right of Way

7.1 Permits and Permit Applications. Franchisee shall, at its expense, obtain all permits, including rights-of-way permits, and pay all permit fees required by applicable City ordinances, regulations, resolutions, and rules prior to commencing any work within the Franchise Area. The manner of excavation, construction, installation, backfill, and temporary structures such as, but not limited to, traffic turnouts and road obstructions shall meet the standards of the FWRC and be satisfactory to the Director. All traffic control shall be in accordance with the right-of-way permit, and shall be in accordance with the Manual on Uniform Traffic Control Devices ("MUTCD").

7.2 Emergency Exception to Permit Requirement. In the event of an emergency in which Franchisee's Facilities within the Franchise Area are in a condition as to immediately and substantially endanger the property, life, health, or safety of any individual, Franchisee may take

action immediately to correct the dangerous condition without first obtaining any required permit so long as: (1) Franchisee informs the City of the nature and extent of the emergency, and the work to be performed, prior to commencing the work; and (2) such permit is obtained by Franchisee as soon as practicable following cessation of the emergency.

7.3 No Removal of Underground Conduit. Franchisee shall not remove any underground cable or conduit that requires trenching or other opening of the Rights-of-Way along the extension of cable to be removed, except as provided in this Section 7.3. Franchisee may remove any underground cable and other Facilities from the Right-of-Way that have been installed in such a manner that it can be removed without trenching or other opening of the Right-of-Way along the extension of cable to be removed, or if otherwise permitted by the City. Franchisee may remove any underground cable from the Rights-of-Way where reasonably necessary to replace, upgrade, or enhance its Facilities, or pursuant to Section 12. When the City determines, in the City's sole discretion, that Franchisee's underground Facilities must be removed in order to eliminate or prevent a hazardous condition, Franchisee shall remove the cable or conduit at Franchisee's sole cost and expense. Franchisee must apply and receive a permit, pursuant to Section 7.1, prior to any such removal of underground cable, conduit, or other related facilities from the Right-of-Way and must provide as-built plans and maps pursuant to Section 8.3.

7.4 Design Standards for Wireless Services. To the extent Franchisee is providing services to personal wireless services facilities, Franchisee shall adhere to the design standards for such personal wireless services facilities, and shall underground its Facilities and/or place its Facilities within the pole as may be required by such design standards.

7.5 Work in the Rights-of-Way. During any period of relocation, construction or maintenance, all work performed by Franchisee or its contractors and subcontractors shall be accomplished in a safe

and workmanlike manner, so to minimize interference with the free passage of traffic and the free use of adjoining property, whether public or private. Franchisee shall at all times post and maintain proper barricades, flags, flaggers, lights, flares and other measures as required for the safety of all members of the general public and comply with all applicable safety regulations during such period of construction as required by the ordinances of the City or the laws of the State of Washington, including RCW 39.04.180 for the construction of trench safety systems.

7.6 Coordination of Activities. Franchisee shall meet with the City and other franchise holders and users of the Rights-of-Way upon written notice as determined by the City, to schedule and coordinate construction in the Rights-of-Way. All construction locations, activities, and schedules shall be coordinated, as ordered by the City to minimize public inconvenience, disruption or damages.

Section 8. Standard of Performance

8.1 Backfilling Requirements. The Franchisee shall not excavate for a distance of more than one hundred feet (100') without immediately backfilling and compacting to surface grade and City standards. Backfilled trench areas within a driving lane must be patched, either temporarily or permanently, before the end of the work day in which they have been opened. Trench areas within the right-of-way, but not within a driving lane, must also be patched within the time limits specified by the City on the right-of-way use permit. Final surface restoration shall be completed within thirty (30) days and shall be equal to or better than the surface condition prior to permit issuance.

8.2 Asphalt Overlay. Any asphalt overlay completed within the Franchise Area during the five (5) year-period immediately prior to the date of permit application shall not be open cut by Franchisee unless required by an emergency and subject to the provisions of Section 7.2 above. Franchisee shall install new asphalt overlay on any street that is open cut, whether in an emergency or otherwise, for a

minimum of one (1) block (approximately 500 feet) in length in both directions from the open cut, unless determined otherwise by the Director.

8.3 As-Built Maps. Within thirty (30) days of completion of any installation of Franchisee's Facilities within the Franchise Area, Franchisee shall submit to the Director plans showing the "as-built" location of the Facilities.

8.4 Joint Trench. If Franchisee shall at any time plan to make excavations in any area covered by this Franchise, Franchisee shall afford the City, upon receipt of a written request to do so, an opportunity to share such excavation, PROVIDED THAT:

8.4.1 Such joint use shall not delay the work of the Franchisee causing the excavation to be made;

8.4.2 Such joint use shall be arranged and accomplished on terms and conditions satisfactory to both parties; and

8.4.3 Franchisee may deny such request for safety reasons.

8.5 Open Utility Trenches. Franchisee shall be entitled to reasonable access to open utility trenches when the City is constructing new utility trenches, provided that such access does not interfere with the City's placement of utilities or increase the City's costs. Franchisee shall pay to the City the actual cost to the City resulting from providing Franchisee access to an open trench, including without limitation the pro rata share of the costs of access to an open trench, additional costs, as determined by the City, attributed to Franchisee due to Franchisee's request to access the utility trenches, and any costs associated with the delay of the completion of a public works project. Further, the City may deny such requests if:

8.5.1 Such joint use unreasonably delays the work of the City;

8.5.2 The parties cannot agree on terms and conditions; or

8.5.3 Granting access to the utility trench creates a safety concern.

8.6 Additional Ducts/Conduit. Franchisee shall inform the City with at least thirty (30) days' advance written notice that it is constructing, relocating, or placing ducts or conduits in the Rights-of-Way and provide the City with an opportunity to request that Franchisee provide the City with additional duct or conduit and related structures necessary to access the conduit pursuant to RCW 35.99.070; such duct, conduit, and/or related structures shall be for the City's exclusive use and may not be resold or leased.

8.7 Tree Trimming. Franchisee may trim trees upon and overhanging on public ways, streets, alleys, sidewalks, and other public places of the City so as to prevent the trees from coming in contact with Franchisee's Facilities. The right to trim trees in this Section 8.7 shall only apply to the extent necessary to protect Franchisee's Facilities. Franchisee shall ensure that its tree trimming activities protect the appearance, integrity, and health of the trees to the extent reasonably possible. Franchisee shall be responsible for all debris removal from such activities. All trimming, except in emergency situations, is to be done after the explicit prior written notification and approval of the City and at the expense of Franchisee. Franchisee may contract for such services, however, any firm or individual so retained must first receive City approval prior to commencing such trimming. Nothing herein grants Franchisee any authority to act on behalf of the City, to enter upon any private property, or to trim any tree or natural growth not owned by the City. Franchisee shall be solely responsible and liable for any damage to any third parties' trees or natural growth caused by Franchisee's actions. Franchisee shall indemnify, defend, and hold harmless the City from third-party claims of any nature arising out of any act or negligence of Franchisee with regard to tree and/or natural growth trimming, damage, and/or removal. Franchisee shall reasonably compensate the City or the property owner for any damage caused by trimming, damage, or removal by Franchisee.

Except in an emergency situation, all tree trimming must be performed under the direction of an arborist certified by the International Society of Arboriculture, unless otherwise approved by the Public Works Director or his/her designee.

8.8 Safety. Franchisee shall, at all times, employ professional care and shall install and maintain and use industry-standard methods for preventing failures and accidents that are likely to cause damage, injuries, or nuisances to the public. All structures and all lines, equipment, and connections in, over, under, and upon the Rights-of-Ways, wherever situated or located, shall at all times be kept and maintained in a safe condition. Franchisee shall comply with all federal, State, and City safety requirements, rules, regulations, laws, and practices, and employ all necessary devices as required by applicable law during the construction, operation, maintenance, upgrade, repair, or removal of its Facilities. By way of illustration and not limitation, Franchisee shall also comply with the applicable provisions of the National Electric Code, National Electrical Safety Code, FCC regulations, and Occupational Safety and Health Administration (“OSHA”) Standards. Upon reasonable notice to Franchisee, the City reserves the general right to inspect the Facilities to evaluate if they are constructed and maintained in a safe condition.

8.9 Additional Safety Standards.

8.9.1 Franchisee shall endeavor to maintain all equipment lines and facilities in an orderly manner, including, but not limited to, the removal of all bundles of unused cable on any aerial facilities.

8.9.2 All installations of equipment, lines, and ancillary facilities shall be installed in accordance with industry-standard engineering practices and shall comply with all federal, State, and local regulations, ordinances, and laws.

8.9.3 Any opening or obstruction in the Rights-of-Way or other public places made by Franchisee in the course of its operations shall be protected by Franchisee at all times by the placement of adequate barriers, fences, or boarding, the bounds of which, during periods of dusk and darkness, shall be clearly marked and visible.

8.10 Stop Work Order. On notice from the City that any work is being performed contrary to the provisions of this Franchise, or in an unsafe or dangerous manner as determined by the City, or in violation of the terms of any applicable permit, laws, regulations, ordinances, or standards, the work may immediately be stopped by the City. The stop work order shall:

8.10.1 Be in writing;

8.10.2 Be given to the person doing the work or posted on the work site;

8.10.3 Be sent to Franchisee by overnight delivery;

8.10.4 Indicate the nature of the alleged violation or unsafe condition; and

8.10.5 Establish conditions under which work may be resumed.

Section 9. Survey Markers and Monuments

9.1 Survey Markers and Monuments. Franchisee shall, using a licensed surveyor, immediately replace all markers or monuments disturbed during any work by Franchisee within the Franchise Area. Franchisee shall pay all costs associated with such lost, destroyed or disturbed monuments or markers.

9.2 Surface Markings/Stakes. Prior to Franchisee commencing any excavation work within the Franchise Area, Franchisee shall reference all monuments and markers relating to subdivisions, plats, highways, and other surveys. The reference points shall be located so that they shall not be disturbed during the Franchisee's operations under this Franchise. The method of referencing these monuments

or other points shall be approved by the City before placement. The construction shall be made as expeditiously as conditions permit, and as directed by the City. The cost of monuments or other markers lost, destroyed, or disturbed, and the expense of replacement of the monuments, shall be borne solely by the Franchisee. A complete set of reference notes for monuments and other ties shall be filed with the City.

Section 10. Work of Subcontractors and Contractors

Franchisee's contractors and subcontractors shall be licensed and bonded in accordance with State law and the City's ordinances, regulations, and requirements. Work by contractors and subcontractors are subject to the same restrictions, limitations, and conditions as if the work were performed by Franchisee. Franchisee shall be responsible for all work performed by its contractors and subcontractors and others performing work on its behalf as if the work were performed by Franchisee and shall ensure that all such work is performed in compliance with this Franchise and applicable law.

Section 11. Right of City to Complete Work

11.1 Non-Compliance/Work Performed by City. In the event Franchisee fails to comply with any applicable federal, state or City laws, ordinances, rules, regulations, or standards or with any of the terms of this Franchise, or if such work by Franchisee endangers property or the public and such noncompliance continues for a period of ten (10) days after Franchisee receives written notice from the City regarding the noncompliance, the City may, but in no event is the City obligated to, order any work completed, including without limitation Franchisee's obligation to repair pursuant to Section 13 herein and Franchisee's obligation to remove or relocate facilities pursuant to Section 12 herein. If the City causes such work to be done by its own employees or by any person or entity other than Franchisee, Franchisee shall, upon the City's written request, immediately reimburse the City

for all reasonable costs and expenses incurred by the City in having such work performed, which costs may include the City's reasonable overhead expenses and attorneys' fees; however, the City shall not have any electrical work accomplished by any person or entity other than Franchisee or a qualified and licensed electrical contractor.

11.2 Emergency Work Performed by City. The City retains the right and privilege to cut or move any Facilities located within the Rights-of-Way of the City, as the City may determine to be necessary, appropriate, or useful in response to any public health or safety emergency. Consistent with Section 20.2, Franchisee shall reimburse the City for the costs associated with the repair.

11.3 No Liability for Damage. The City shall not be liable for any damage to or loss of Facilities within the Rights-of-Way as a result of or in connection with any public works, public improvements, construction, grading, excavation, filling, or work of any kind in the Rights-of-Way by or on behalf of the City, except to the extent directly and proximately caused by the gross negligence or willful acts of the City, its employees, contractors, or agents. The City shall further not be liable to Franchisee for any direct, indirect, or any other such damages suffered by any person or entity of any type as a direct or indirect result of the City's actions under this Section 11 except to the extent caused by the gross negligence or willful acts of the City, its employees, contractors, or agents.

Section 12. Required Relocation of Facilities

12.1 City Reservation of Rights. The City reserves the right to use, occupy and enjoy all or any part of the Franchise Area, either above, below, or adjacent to the Facilities, for any purpose that is not inconsistent with the terms and conditions of this Franchise. The rights reserved herein include, without limitation, the construction, installation, and/or maintenance of any electrical, water, sewer or storm drainage line, traffic signals, street lights, trees, landscaping, bicycle paths and lanes, equestrian trails, sidewalks, other pedestrian amenities, and other public street improvement projects.

12.2 City's Duties. In the event the City undertakes any work, including necessary maintenance within a right-of-way in which Franchisee's facilities are located, and such work necessitates the relocation of Franchisee's then existing Facilities within the Franchise Area, the City shall:

12.2.1 Provide written notice of the required relocation to Franchisee within a reasonable time prior to the commencement of such City work; and

12.2.2 Provide Franchisee with copies of pertinent portions of the City's plans and specifications so that Franchisee may relocate its Facilities to accommodate the City work.

Nothing in this section shall be construed as to relieve Franchisee of its duty and obligation to relocate its Facilities, at Franchisee's sole cost, for any improvement project undertaken by, or on behalf of, the City in the interest of public health, safety, welfare, necessity, or convenience, as adjudged in the sole discretion of the City.

12.3 Franchisee's Duties. Within sixty (60) days of receipt of the City notice under Section 0 requiring relocation and receipt of the plans and specifications pursuant to Section 0, Franchisee shall raise, lower, or move such Facilities within the Franchise Area at its sole cost and expense to the location or position directed by the City, to cause the least interference with the improvement, repair, or alteration contemplated by the City and to conform to such new grades as may be established. If the City improves a Right-of-Way, Franchisee shall, at its sole cost and expense, upon receipt of notice, replace the Facilities located in the improved subgrade of the improvement with substitute Facilities conforming to the specifications for the improvement of the Right-of-Way. Nothing contained within this Franchise shall limit Franchisee's ability to seek reimbursement for relocation costs when permitted by RCW 35.99.060.

12.4 Delay. Upon a notification of a relocation delay due to Franchisee, Franchisee agrees to work cooperatively with the City, other franchisees and utilities and the City's third-party contractor to resolve any such issues. If the Franchisee is unable to informally resolve the claims of a City contractor, subcontractor, and/or a third-party claim that arises from Franchisee's relocation delays, the Franchisee shall indemnify, defend and hold harmless the City pursuant to Section 21 from costs, claims or liability arising from such delay. The delay claim of a City utility whose funding and operations are required by Washington state law to be kept separate from those of the City's general fund shall be considered a third party claim for the purposes of this resolution process and the indemnity. The parties acknowledge and agree that Franchisee shall not be responsible for the indemnification, defense or hold harmless requirements and/or costs, claims, liability and/or damages due to delays caused by circumstances beyond the control of Franchisee; the gross negligence, willful misconduct, or unreasonable delay of the City; or the negligence, willful misconduct or delay of any unrelated third party. In the event that the acts of a third party as set forth in the preceding sentence contribute to the delay, the Franchisee may be liable for its proportionate share of the costs, claims or liability

12.5 Locate. Upon request of the City and in order to facilitate the design of City street and Right-of-Way improvements, Franchisee agrees, at its sole cost and expense, to locate, and if reasonably determined necessary by the City, to excavate and expose its Facilities for inspection so that the Facilities' location may be taken into account in the improvement design. The decision as to whether any Facilities need to be relocated in order to accommodate the City's improvements shall be made by the City upon review of the location and construction of Franchisee's Facilities. The City shall provide Franchisee at least fourteen (14) days' written notice prior to any request for excavation or exposure of Facilities.

Section 13. **Damage Repair**

In case of damage by the Franchisee, its agents or employees or by the Facilities of the Franchisee to Rights-of-Way, or to public and private improvements within or adjacent to Rights-of-Way, the Franchisee agrees to repair the damage at its own cost and expense. The Franchisee shall, upon discovery of any such damage, immediately notify the City. The City will inspect the damage, and set a time limit for completion of the repair. If the City discovers damage caused by the Franchisee to Rights-of-Way, or to public and private improvements within or adjacent to Rights-of-Way, the City shall give the Franchisee notice of the damage and set a time limit in which the Franchisee must repair the damage. In the event the Franchisee does not repair a right-of-way or an improvement as required in this section, the City may repair the damage pursuant to Section 11 of this Agreement.

Section 14. **Default**

14.1 Remedies. The City may elect, without any prejudice to any of its other legal rights and remedies, to obtain an order from a court having jurisdiction compelling Franchisee to comply with the provisions of the Franchise and to recover damages and costs incurred by the City by reason of Franchisee's failure to comply. In addition to any other remedy provided herein, the City reserves the right to pursue any remedy to compel or force Franchisee and/or its successors and assigns to comply with the terms hereof, and the pursuit of any right or remedy by the City shall not prevent the City from thereafter declaring a forfeiture or revocation for breach of the conditions herein. Provided, further, that by entering into this Franchise, it is not the intention of the City or Franchisee to waive any other rights, remedies, or obligations as otherwise provided by law equity, or otherwise, and nothing contained herein shall be deemed or construed to effect any such waiver.

14.2 Notice and Cure; Damages. If Franchisee shall violate, or fail to comply with any of the provisions of this Franchise, or should it fail to heed or comply with any notice given to Franchisee

under the provisions of this Franchise, the City shall provide Franchisee with written notice specifying with reasonable particularity the nature of any such breach and Franchisee shall undertake all commercially reasonable efforts to cure such breach within thirty (30) days of receipt of notification. If the parties reasonably determine the breach cannot be cured within (30) thirty days, the City may specify a longer cure period, and condition the extension of time on Franchisee's submittal of a plan to cure the breach within the specified period, commencement of work within the original thirty (30) day cure period, and diligent prosecution of the work to completion. If the breach is not cured within the specified time, or Franchisee does not comply with the specified conditions, City may, at its discretion, (1) commence revocation proceedings pursuant to Section 14.3, or (2) claim damages of Two Hundred Fifty Dollars (\$250.00) per day against the Franchisee or bond set forth in Section 23, or (3) pursue other remedies as described in Section 14.1 above.

14.3 Revocation of Franchise. If Franchisee willfully violates or fails to comply with any of the provisions of this Franchise, or through willful misconduct or gross negligence fails to heed or comply with any notice given Franchisee by the City under the provisions of this Franchise, then Franchisee shall, at the election of the Federal Way City Council, forfeit all rights conferred hereunder and this Franchise may be revoked or annulled by the Council after a hearing held upon notice to Franchisee.

Section 15. Limited Rights

This Franchise is intended to convey only a limited right and interest to Franchisee in the Franchise Area. This Franchise is not a warranty of title or conveyance of any ownership interest in or to the Franchise Area to Franchisee. The City reserves the right to limit or exclude Franchisee's access to a specific route, public Right-of-Way or other location when, in the judgment of the Director there is inadequate space (including but not limited to compliance with ADA clearance requirements and

maintaining a clear and safe passage through the Rights-of-Way), a pavement cutting moratorium, unnecessary damage to public property, public expense, inconvenience, interference with City utilities, or for any other reason determined by the Director.

Section 16. Eminent Domain

The existence of this Franchise shall not preclude the City from acquiring by condemnation, in accordance with applicable law, all or a portion of Franchisees Facilities within the Franchise Area for the fair market value thereof. In determining the value of such Facilities, no value shall be attributed to the right to occupy the Area conferred by this Franchise.

Section 17. Vacation

If at any time the City, by ordinance, vacates all or any portion of the Franchise Area, the City will not be liable for any damages or loss to the Franchisee by reason of such vacation. The City shall notify Franchisee in writing not less than thirty (30) days before vacating all or any portion of the Franchise Area, if Franchisee has Facilities within such area planned for vacation. The City may, after thirty (30) days written notice to Franchisee, terminate this Franchise with respect to any such vacated area. At Franchisee's request, the City will, if practicable, reserve an easement for Franchisee's existing facilities to continue to use the vacated area. Franchisee must provide to the City information necessary for the City to reserve such easement within the thirty (30) day period.

Section 18. Compliance with Laws

18.1 General. Franchisee shall comply with all applicable federal, state and City laws, franchises, resolutions, regulations, standards, policies and procedures, as now existing or hereafter amended or adopted, including without limitation the State Environmental Policy Act; provided, however, that if any term or condition of this Franchise and any term or condition of any City law, code, franchise,

resolution, regulation, standard, procedure, permit, or approval are in conflict, the term or condition of this Franchise will control.

18.2 Future City of Federal Way Regulation. Franchisee acknowledges that the City may develop rules, regulations, ordinances, and specifications for the use of the right-of-way which shall govern Franchisee's Facilities and activities hereunder as if they were in effect at the time this Franchise was executed by the City and Franchisee covenants and agrees to be bound by same.

18.3 Franchise Fees. Franchisee hereby represents that its operations as authorized under this Franchise are those of a telephone business as defined in RCW 82.16.010, or service provider as defined in RCW 35.21.860. As a result, the City will not impose a franchise fee under the terms of this Franchise, other than as described herein. The City hereby reserves its right to impose a franchise fee on Franchisee if Franchisee's operations as authorized by this Franchise change such that the statutory prohibitions of RCW 35.21.860 no longer apply or, if statutory prohibitions on the imposition of such fees are removed. In either instance, the City also reserves its right to require that Franchisee obtain a separate franchise for its change in use, which franchise may include provisions intended to regulate Franchisee's operations, as allowed under applicable law.

Section 19. Guarantee

Franchisee shall guarantee work completed by the Franchisee under this Franchise for a period of 10 years against settlement or repair including Facilities and right-of-way restoration. This guarantee shall apply only to such settlement or repair that the City attributes to Franchisee's Facilities, actions or omissions.

Section 20. Charge for Administrative Costs

20.1 Administrative Fee. Franchisee shall pay a one-time fee for the actual administrative expenses incurred by the City that are directly related to the receiving and approving this Franchise

pursuant to RCW 35.21.860, including the costs associated with the City's legal costs incurred in drafting and processing this Franchise. Such administrative fee shall be offset against the fee deposit required pursuant to FWMC 4.22.040; provided, however, if the administrative fee exceeds the fee deposit, then the Franchisee shall remit such additional amounts within thirty (30) days of receipt of an invoice from the City. No construction permits shall be issued for the installation of Facilities authorized until such time as the City has received payment of this fee. Franchisee shall further be subject to all permit fees associated with activities undertaken through the authority granted in this Franchise or under the laws of the City. Where the City incurs costs and expenses for review, inspection, or supervision of activities, including but not limited to reasonable fees associated with attorneys, consultants, City Staff and City Attorney time, undertaken through the authority granted in this Franchise or any ordinances relating to the subject for which a permit fee is not established, Franchisee shall pay such costs and expenses directly to the City in accordance with the provisions of Section 20.3.

20.2 Emergency Repair Costs. In addition to Section 20.1, Franchisee shall promptly reimburse the City in accordance with the provisions of Section 20.3 and Section 20.4 for any and all costs the City reasonably incurs in response to any emergency situation involving Franchisee's Facilities, to the extent said emergency is not the fault of the City.

20.3 Reimbursement of Expenses. Franchisee shall reimburse the City within sixty (60) days of submittal by the City of an itemized billing for reasonably incurred costs, itemized by project, for Franchisee's proportionate share of all actual, identified expenses incurred by the City in planning, constructing, installing, repairing, altering, or maintaining any City facility as the result of the presence of Franchisee's Facilities in the Rights-of-Way. Such costs and expenses shall include but not be limited to Franchisee's proportionate cost of City personnel assigned to oversee or engage in

any work in the Rights-of-Way as the result of the presence of Franchisee's Facilities in the Rights-of-Way. Such costs and expenses shall also include Franchisee's proportionate share of any time spent reviewing construction plans in order to either accomplish the relocation of Franchisee's Facilities or the routing or rerouting of any utilities so as not to interfere with Franchisee's Facilities.

20.4 Calculation of Costs. The time of City employees shall be charged at their respective rate of salary, including overtime if applicable, plus benefits and reasonable overhead. Any other costs will be billed proportionately on an actual cost basis. All billings will be itemized so as to specifically identify the costs and expenses for each project for which the City claims reimbursement. A charge for the actual costs incurred in preparing the billing may also be included in said billing. At the City's option, the billing may be on an annual basis, but the City shall provide the Franchisee with the City's itemization of costs, in writing, at the conclusion of each project for information purposes.

Section 21. Indemnification

21.1 General. Franchisee agrees to indemnify and hold harmless and defend the City, its elected officials, officers, employees, agents, and volunteers from any and all claims, demands, losses, actions, and liabilities (including costs and all attorneys' fees) to or by any and all persons or entities, including, without limitation, their respective agents, licensees, or representatives, arising from, resulting from, or connected with this Franchise to the extent caused in part or in whole by the acts, errors or omissions of the Franchisee, its officers, partners, shareholders, agents, employees, for any delays on City construction projects caused by or arising out of the failure of Franchisee to remove or relocate its Facilities in a timely manner, or by the Franchisee's breach of any provisions of this Franchise; provided, however, that this section shall not be construed as requiring Franchisee to indemnify, hold harmless or defend the City against claims or damages arising from the gross negligence or intentional misconduct of the City, its agents or employees. These indemnification

obligations shall extend to claims that are not reduced to a suit and any claims that may be compromised, with Franchisee's prior written consent, prior to the culmination of any litigation or the institution of any litigation.

21.2 Notification. In the event any claim, demand, suit or action is commenced against the City that gives rise to Franchisee's obligation pursuant to this Section 21, the City shall promptly notify Franchisee thereof. The City's failure to so notify and request indemnification shall not relieve Franchisee of any liability that Franchisee might have, except to the extent that such failure prejudices Franchisee's ability to defend such claim or suit. Franchisee's selection of an attorney to defend any such claim, demand, suit, or action shall be subject to the City's approval, which shall not be unreasonably withheld. Franchisee shall not settle or compromise any such suit or action except with prior written consent of the City, which shall not be unreasonably withheld. The City shall have the right at all times to participate through its own attorney in any suit or action which arises pursuant to this Franchise when the City determines that such participation is required to protect the interest of the City or the public. In the event that Franchisee refuses the tender of defense in any suit or any claim, as required pursuant to the indemnification provisions within this Franchise, and said refusal is subsequently determined by a court having jurisdiction (or such other tribunal that the parties shall agree to decide the matter), to have been a wrongful refusal on the part of Franchisee, Franchisee shall pay all of the City's reasonable costs for defense of the action, including all expert witness fees, costs, and attorney's fees, and including costs and fees incurred in recovering under this indemnification provision.

21.3 RCW 4.24.115. In the event it is determined that RCW 4.24.115 applies to this Franchise, Franchisee agrees to defend, hold harmless and indemnify the City to the maximum extent permitted thereunder, to the full extent of Franchisee's negligence. It is further specifically and expressly

understood that the indemnification provided constitutes Franchisee's waiver of immunity under Title 51 RCW, solely for the purposes of this indemnification, relating solely to indemnity claims made by the City directly against the Franchisee for claims made against the City by Franchisee's employees. This waiver has been mutually negotiated by the parties.

21.4 Inspection or acceptance by the City of any work performed by Franchisee at the time of completion of construction shall not be grounds for avoidance by Franchisee of any of its obligations under this Section 21. Notwithstanding any other provisions of this Section 21, Franchisee assumes the risk of damage to its Facilities located in the Rights-of-Way and upon City-owned property from activities conducted by the City, its officers, agents, employees, volunteers, elected and appointed officials, and contractors, except to the extent any such damage or destruction is caused by or arises from any grossly negligent, willful, or criminal actions on the part of the City, its officers, agents, employees, volunteers, or elected or appointed officials, or contractors. Franchisee releases and waives any and all such claims against the City, its officers, agents, employees, volunteers, or elected or appointed officials, or contractors. Franchisee further agrees to indemnify, hold harmless and defend the City against any claims for damages, including, but not limited to, business interruption damages, lost profits and consequential damages, brought by or under users of Franchisee's Facilities as the result of any interruption of service due to damage or destruction of Franchisee's Facilities caused by or arising out of activities conducted by the City, its officers, agents, employees or contractors, except to the extent any such damage or destruction is caused by or arises from the gross negligence or any willful, or criminal actions on the part of the City, its officers, agents, employees, volunteers, or elected or appointed officials, or contractors.

Section 22. Insurance

22.1 Minimum Limits. The Franchisee agrees to carry as a minimum, the following insurance, in such forms and with such carriers as are satisfactory to the City.

22.1.1 Workers' compensation and employer's liability insurance in amounts sufficient pursuant to the laws of the State of Washington;

22.1.2 Commercial general liability insurance with combined single limits of liability not less than \$5,000,000 for bodily injury, including personal injury or death, products liability, contractual coverage, operations, explosion, collapse, underground and property damage; and

22.1.3 Automobile liability insurance with combined single limits of liability not less than \$5,000,000 for bodily injury, including personal injury or death, and property damage.

22.1.4 Umbrella liability policy with limits not less than \$1,000,000 per occurrence and \$5,000,000 in the aggregate.

22.1.5 If Franchisee maintains umbrella insurance (primary, excess, or a combination thereof) that exceeds the above insurance limits, such insurance shall constitute compliance with this Section.

22.2 Mandatory Insurance Provisions. The comprehensive general liability insurance and automobile liability insurance policies shall be endorsed to contain the following provisions:

22.2.1 The City, its officers, elected officials, employees, and volunteers are to be named as additional insured;

22.2.2 Coverage shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability;

Coverage shall be primary as to the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance by the City, its officers, officials, employees, or volunteers shall be in excess of Franchisee's required insurance.

22.3 Verification of Coverage. Franchisee shall furnish the City with certificates of insurance and original endorsements evidencing the coverages required by this Section. The certificates and endorsements shall be signed by a person authorized by the insurer to bind coverage on its behalf and must be received and approved by the City prior to the commencement of any work. At the City's request, Franchisee shall deliver certified copies of all required insurance policies.

22.4 Cancellation of Policy. Upon receipt of notice from its insurer(s) Franchisee shall use all commercially reasonable efforts to provide the City with thirty (30) days prior written notice of any such cancellation. Within fifteen (15) days prior to said cancellation or intent not to renew, Franchisee shall obtain and furnish to the City replacement insurance policies meeting the requirements of this Section 22. Failure to provide the insurance cancellation notice and to furnish to the City replacement insurance policies meeting the requirements of this Section 22 shall be considered a material breach of this Franchise and subject to the City's election of remedies described in Section 1.4 and above. Notwithstanding the cure period described in Section 14.2, the City may pursue its remedies immediately upon a failure to furnish replacement insurance.

22.5 No Limitation on Liability. Franchisee's maintenance of insurance as required by this Section 22 shall not be construed to limit the liability of Franchisee to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or equity. Further, Franchisee's maintenance of insurance policies required by this Franchise shall not be construed to excuse unfaithful performance by Franchisee.

22.6 Self-Insurance. As of the effective date of this Franchise, Franchisee is not self-insured. Should Franchisee wish to become self-insured at the levels outlined in this Franchise at a later date, Franchisee must provide the City with thirty (30) days advanced written notice of its intent to self-insure. In order to self-insure, Franchisee shall comply with the following: (i) provide a written attestation that Franchisee possesses the necessary amount of unencumbered financial assets to support the financial exposure of self-insurance, as evidenced by an outside auditor's review of Franchisee's financial statements; (ii) the City, upon request, may review Franchisee's financial statements; (iii) Franchisee is responsible for all payments within the self-insured retention; and (iv) Franchisee assumes all defense and indemnity obligations as outlined in the indemnification section of this Franchise. These requirements may be modified by written amendment executed by both parties.

Section 23. Bond

23.1 Construction Performance Bond. Franchisee shall furnish a performance bond ("Performance Bond") written by a corporate surety reasonably acceptable to the City equal to at least 120% of the estimated cost of constructing Franchisee's Facilities within the Rights-of-Way of the City prior to commencement of any such work or such other amount as deemed appropriate by the Public Works Director. The Performance Bond shall guarantee the following: (1) timely completion of construction; (2) construction in compliance with all applicable plans, permits, technical codes, and standards; (3) proper location of the Facilities as specified by the City; (4) restoration of the Rights-of-Way and other City properties affected by the construction; (5) submission of as-built drawings after completion of construction; and (6) timely payment and satisfaction of all claims, demands, or liens for labor, materials, or services provided in connection with the work which could be asserted against the City or City property. Said bond must remain in

full force until the completion of construction, including final inspection, corrections, and final approval of the work, recording of all easements, provision of as-built drawings, and the posting of a Maintenance Bond as described in Section 23.2. Compliance with the Performance Bond requirement of the City's current Design and Construction Standards shall satisfy the provisions of this Section 23.1.

23.2 Maintenance Bond. Franchisee shall furnish a two (2) year maintenance bond ("Maintenance Bond"), or other surety acceptable to the City, at the time of final acceptance of construction work on Facilities within the Rights-of-Way. The Maintenance Bond amount will be equal to ten percent (10%) of the documented final cost of the construction work, but in no event shall a bond of more than \$250,000 be required. The Maintenance Bond in this Section 23.2 must be in place prior to City's release of the bond required by Section 23.1. Compliance with the Maintenance Bond requirement of the City's current Design and Construction Standards shall satisfy the provisions of this Section 23.2.

Section 24. Abandonment

24.1 In the event that the use of any part of the Facilities are discontinued for any reason for a continuous period of six (6) months or more, or in the event such system or property has been installed in any Right-of-Way or other public place without complying with the requirements of this Franchise or other City ordinances, Franchisee shall, upon being given sixty (60) days' notice, remove at its expense all such discontinued Facilities other than any which the City may permit to be abandoned in place. In the event of such removal, Franchisee shall promptly restore the Right-of-Way or other areas from which such property has been removed to a condition satisfactory to the City.

24.2 Any property of Franchisee remaining in place ninety (90) days after such notice, termination or expiration of this Franchise shall be considered permanently abandoned. The City may extend such time not to exceed an additional ninety (90) days. Any costs incurred by the City in safeguarding such Facilities or removing the Facilities shall be reimbursed by Franchisee. Nothing contained within this Section 24 shall prevent the City from compelling Franchisee to remove any such Facilities through judicial action when the City has not permitted Franchisee to abandon said Facilities in place.

24.3 Any property of Franchisee to be abandoned in place shall be abandoned in such manner as the City shall prescribe. Upon permanent abandonment of the property of Franchisee in place, the property shall become that of the City, and Franchisee shall submit to the City Clerk an instrument in writing, to be approved by the City Attorney, transferring to the City the ownership of such property.

24.4 The provisions of this Section 24 shall survive the expiration, revocation, or termination of this Franchise.

Section 25. General Provisions

25.1 Entire Agreement. This Franchise contains all of the agreements of the Parties with respect to any matter covered or mentioned in this Franchise and no prior agreements or understandings pertaining to any such matters shall be effective for any purpose.

25.2 Modification. No provision of this Franchise may be amended or added to except by agreement in writing signed by both of the Parties.

25.3 Assignment.

25.3.1 This Franchise may not be directly or indirectly assigned, transferred, or disposed of by sale, lease, merger, consolidation or other act of Franchisee, by operation of law or otherwise, unless approved in writing by the City, which approval shall not be unreasonably withheld,

conditioned or delayed. The above notwithstanding, Franchisee may freely assign this Franchise in whole or in part to a parent, subsidiary, or affiliated entity, unless there is a change of control as described in Section 0 below, or for collateral security purposes. Franchisee shall provide prompt, written notice to the City of any such assignment. In the event such a transfer, assignment, or disposal of franchisee's ownership is approved by the Washington Utilities and Transportation Commission ("WUTC"), the City will be deemed to have consented to such transfer. Grantee will provide City with a copy of any such approval. In the case of transfer or assignment as security by mortgage or other security instrument in whole or in part to secure indebtedness, such consent shall not be required unless and until the secured party elects to realize upon the collateral. For purposes of this Section, no assignment or transfer of this Franchise shall be deemed to occur based on the public trading of Franchisee's stock; provided, however, any tender offer, merger, or similar transaction resulting in a change of control shall be subject to the provisions of this Franchise.

25.3.2 Any transactions that singularly or collectively result in a change of more than fifty percent (50%) of the: ultimate ownership or working control of Franchisee, ownership or working control of the Facilities, ownership or working control of affiliated entities having ownership or working control of Franchisee or of the Facilities, or of control of the capacity or bandwidth of Franchisee's Facilities, shall be considered an assignment or transfer requiring City approval. Transactions between affiliated entities are not exempt from City approval if there is a change in control as described in the preceding sentence. Franchisee shall promptly notify the City prior to any proposed change in, or transfer of, or acquisition by any other party of control of Franchisee. Every change, transfer, or acquisition of control of Franchisee shall cause a review of the proposed transfer. The City shall approve or deny such request for an assignment or transfer requiring City's consent within one-hundred twenty (120) days of a completed application from Franchisee, unless a longer

period of time is mutually agreed to by the parties or when a delay in the action taken by the City is due to the schedule of the City Council and action cannot reasonably be obtained within the one hundred twenty (120) day period. In the event that the City adopts a resolution denying its consent and such change, transfer, or acquisition of control has been affected, the City may revoke this Franchise, following the revocation procedure described in Section 14.3 above. The assignee or transferee must have the legal, technical, financial, and other requisite qualifications to own, hold, and operate Franchisee's Services. Franchisee shall reimburse the City for all direct and indirect costs and expenses reasonably incurred by the City in considering a request to transfer or assign this Franchise, in accordance with the provisions of Section 20.3 and Section 20.4, and shall pay the applicable application fee.

25.3.3 Franchisee may, without prior consent from the City: (i) lease the Facilities, or any portion, to another person; (ii) grant an indefeasible right of user interest in the Facilities, or any portion, to another person; or (iii) offer to provide capacity or bandwidth in its Facilities to another person, provided further, that Franchisee shall at all times retain ownership over its Facilities and remain fully responsible for compliance with the terms of this Franchise, and Franchisee shall furnish, upon request from the City, a copy of any such lease or agreement, provided that Franchisee may redact the name, street address (except for City and zip code), Social Security Numbers, Employer Identification Numbers or similar identifying information, and other information considered confidential under applicable laws provided in such lease or agreement, and the lessee complies, to the extent applicable, with the requirements of this Franchise and applicable City codes. Franchisee's obligation to remain fully responsible for compliance with the terms under this Section 25.3 shall survive the expiration of this Franchise but only if and to the extent and for so long as Franchisee is still the owner or has exclusive control over the Facilities used by a third party.

25.4 No Waiver. Failure of either party to declare any breach or default by the other party immediately upon the occurrence thereof, or delay in taking any action in connection therewith, shall not waive such breach or default, but such party shall have the right to declare any such breach or default at any time. Failure of either party to declare one breach or default does not act as a waiver of such party's right to declare another breach or default.

25.5 Governing Law. This Franchise shall be made in and shall be governed by and interpreted in accordance with the laws of the State of Washington. Venue for any dispute related to this Franchise shall be the United States District Court for the Western District of Washington, or King County Superior Court.

25.6 Authority. Each individual executing this Franchise on behalf of the City and Franchisee represents and warrants that such individual is duly authorized to execute and deliver this Franchise on behalf of the Franchisee or the City.

25.7 Notices. Any notices required to be given by the City to Franchisee or by Franchisee to the City shall be delivered to the parties at the following addresses:

CITY OF FEDERAL WAY
Attn: Public Works Director
33325 8th Avenue South
Federal Way, WA 98003

ZIPLY FIBER PACIFIC, LLC
Attn: Legal Department
135 Lake Street South, Suite 155
Kirkland, WA 98033
legal@ziply.com

with a copy to:

CITY OF FEDERAL WAY
Attn: City Attorney
33325 8th Avenue South
Federal Way, WA 98003

Any notices shall be delivered personally to the addressee of the notice or sent by United States certified mail, postage prepaid, to the address set forth herein. Any notice so sent shall be deemed received three (3) business days after the date of mailing.

25.8 Captions. The respective captions of the sections of this Franchise are inserted for convenience of reference only and shall not be deemed to modify or otherwise affect in any respect any of the provisions of this Franchise.

25.9 Remedies Cumulative. Any remedies provided for under the terms of this Franchise are not intended to be exclusive but shall be cumulative with all other remedies available to the City at law, in equity or by statute.

25.10 Hazardous Substances. Franchisee shall not introduce or use any hazardous substances (chemical or waste), in violation of any applicable law or regulation, nor shall Franchisee allow any of its agents, contractors or any person under its control to do the same. Franchisee will be solely responsible for and will defend, indemnify and hold the City, its officers, officials, employees, agents and volunteers harmless from and against any and all claims, costs and liabilities including reasonable attorneys' fees and costs, arising out of or in connection with the cleanup or restoration of the property associated with Franchisee's use, storage, or disposal of hazardous substances, whether or not intentional, and the use, storage, or disposal of such substances by Franchisee's agents, contractors or other persons acting under Franchisee's control, intentional or not.

25.11 FAA. Franchisee acknowledges that it, and not the City, shall be responsible for the premises and equipment's compliance with all marking and lighting requirements of the FAA and the FCC. Franchisee shall indemnify and hold the City harmless from any fines or other liabilities caused by Franchisee's failure to comply with such requirements. Should Franchisee or the City be cited by either the FCC or the FAA because the Facilities or the Franchisee's equipment is not in compliance and should Franchisee fail to cure the conditions of noncompliance within the timeframe allowed by the citing agency, the City may either terminate this Franchise immediately on notice to the Franchisee or proceed to cure the conditions of noncompliance at the Franchisee's expense.

25.12 Title VI; Non-Discrimination

25.12.1 The parties acknowledge that: (1) the City's Department of Public Works receives certain Federal financial assistance from the United States Department of Transportation, which is distributed to the City by the Washington State Department of Transportation ("WSDOT"); and (ii) the City's Department of Public Works uses such Federal financial assistance to make certain road and transportation improvements to Right-of-Way within the City (collectively, "City Federal Financial Assistance").

25.12.2 If (1) because this Franchise does not obligate Franchisee to comply with Title VI of the Civil Rights Act, 42 U.S.C. § 2000d et seq. ("Title VI"), the City receives a formal Title VI compliance letter, a formal Title VI audit finding, or another type of written formal determination stating that the City is not in compliance with Title VI, from a state or federal agency with jurisdiction over City Federal Financial Assistance or responsibility for administrative enforcement of Title VI (each, a "Noncompliance Notice"); or (2) a court of competent jurisdiction determines that Franchisee's use of the Franchise Area pursuant to this Franchise results in Franchisee being subject to Title VI because the City receives and uses City Federal Financial Assistance to make certain road and transportation improvements to Right-of-Way within the Franchise Area (a "Title VI Determination"), then the following shall apply:

A. If the City receives notice or reasonably believes that a Noncompliance Notice is or may be forthcoming, the City shall notify Franchisee of the same in writing and, if applicable, provide a copy of the notice that the City received, within ten (10) business days of receiving such notice;

B. If the City receives a Noncompliance Notice, the City shall notify Franchisee of the same in writing, and provide a copy of the notice that the City received, within ten (10) business days of receiving such Noncompliance Notice;

C. The City shall provide Franchisee with the opportunity to attend and participate in all meetings and other communications with representatives of the applicable state or federal agency or representative that relate to: (1) any actual or potential Noncompliance Notice or (2) the issue of whether Franchisee's use of the Franchise Area pursuant to this Franchise results in Franchisee being subject to Title VI because the City receives and uses City Federal Financial Assistance to make certain road and transportation improvements to Right-of-Way within the Franchise Area;

D. Either Party may submit a written request to the other Party that the Parties enter into good faith negotiations regarding potential amendments to the terms and conditions of this Franchise that are necessary to comply with Title VI and, following the receiving party's receipt of such a written request, the parties shall enter into such negotiations.

25.12.3 Should the parties reach agreement regarding any amendments negotiated pursuant to Section 25.12.2.D, the parties shall memorialize such amendments and seek approval of the same. Such amendments shall not become effective unless and until approved by City ordinance and accepted in writing by Franchisee in accordance with applicable laws and this Franchise. If the parties are unable to reach agreement regarding any such amendments within ninety (90) days after the date on which negotiations pursuant to Section 25.12.2.D commenced, or such longer negotiation time period as may be agreed upon by the parties, then the City may terminate this Franchise.

25.12.4 Notwithstanding the foregoing or anything in this Franchise to the contrary, this Section 25.12 shall not, in any manner, limit or restrict Franchisee's right to appeal or otherwise challenge any Noncompliance Notice, Title VI Determination, or other finding or determination that Franchisee is subject to Title VI. Any such appeal or challenge by Franchisee shall not limit, relieve, or delay Franchisee from entering into or participating in any negotiations with the City pursuant to Section 25.12.2.D. If the Parties reach agreement regarding any amendment negotiated pursuant to Section 25.12.2.D prior to the conclusion of any appeal or other challenge by Franchisee as described in this subsection ("Executed Amendment"), then, following the conclusion of any such appeal or other challenge: (1) either Party may submit a written request to the other Party that the Parties, in good faith, review whether the rights and obligations of the parties under the Executed Amendment are consistent with the outcome of any such appeal or other challenge, including whether any obligations imposed on Franchisee under the Executed Amendment are not required by Title VI or other applicable federal laws, and enter negotiations regarding potential amendments to the Executed Amendment that may be desired or necessary given the outcome of any such appeal or other challenge; (2) following the receiving Party's receipt of such a written request, the Parties shall enter into such review and negotiations; and (3) if the City has terminated this Franchise pursuant to Section 25.12.3 and the outcome of any such appeal or challenge by Franchisee determines that Franchisee is not subject to Title VI or that the City is not obligated to require Franchisee to comply with Title VI under this Franchise, the City shall promptly commence proceedings to reinstate this Franchise in the form it was in prior to the date on which negotiations pursuant to Section 25.12.2.D commenced, unless otherwise agreed by the Parties in writing.

Section 26. Severability

If any section, sentence, clause, or phrase of this Franchise should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Franchise.

Section 27. Ratification

Any act consistent with the authority and prior to the effective date of this Franchise is hereby ratified and affirmed.

Section 28. Effective Date

This Franchise shall take effect and be in full force five (5) days after its passage and publication, according to law (see Effective Date below).

PASSED by the City Council of the City of Federal Way this _____ day of _____, 20__.

[signature pages follow]

CITY OF FEDERAL WAY:

JIM FERRELL, MAYOR

ATTEST:

STEPHANIE COURTNEY, MMC, CPRO, CITY CLERK

APPROVED AS TO FORM:

J. RYAN CALL, CITY ATTORNEY

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.:

ACCEPTANCE:

The undersigned hereby accepts all the rights and privileges of the above granted License and acknowledges that such rights and privileges are subject to and limited by all of the terms, conditions and obligations contained therein.

DATED this _____ day of _____, 20____.

ZIPLY FIBER PACIFIC, LLC

By: _____

George Baker Thomson, Jr, VP, Associate General Counsel

COUNCIL MEETING DATE: December 3, 2024

ITEM #:

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: ORDINANCE: PERMANENT SUPPORTIVE HOUSING AND TRANSITIONAL HOUSING CODE AMENDMENT

POLICY QUESTION: Should the City Council adopt the proposed text amendments to FWRC Title 19 relating to permanent supportive housing and transitional housing?

COMMITTEE: LUTC

MEETING DATE: November 4, 2024

CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Becky Chapin, Senior Planner *BC* **DEPT:** Community Development

- Attachments:**
1. Staff Report
 2. Ordinance
 3. Attachments (PSH Buffers/Capacity Maps)

Options Considered:

1. Adopt the proposed ordinance.
2. Do not adopt the proposed ordinance and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL:

JF 10/30/24 *JF* 10/30/24
Committee Initial/Date Council Initial/Date

DIRECTOR APPROVAL:

KH 10.9.24
Initial/Date

COMMITTEE RECOMMENDATION: *I move to forward the proposed ordinance to first reading on November 19, 2024.*

[Signature]

 Committee Chair

[Signature]

 Committee Member

[Signature]

 Committee Member

PROPOSED COUNCIL MOTION(S):

FIRST READING OF ORDINANCE (NOVEMBER 19, 2024): *"I move to forward the proposed ordinance to the December 3, 2024, Council Meeting for second reading and enactment."*

SECOND READING OF ORDINANCE (DECEMBER 3, 2024): *"I move approval of the proposed ordinance."*

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
- DENIED
- TABLED/DEFERRED/NO ACTION
- MOVED TO SECOND READING (ordinances only)

REVISED – 11/2019

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

CB # 892
11-19-2024

J

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 4, 2024

TO: City Council Members

VIA: Jim Ferrell, Mayor

FROM: Keith Niven, Director Community Development KH
Becky Chapin, Senior Planner

SUBJECT: Permanent Supportive Housing and Transitional Housing Code Amendment.

I. Financial Impacts:

There is no fiscal impact to the city for adopting the proposed code amendments. Should the City elect to not approve the code amendments to make FWRC consistent with the provisions of HB1220 and the Growth Management Act (GMA), the City could lose future State grant funds and be at risk of legal challenges for having local code inconsistent with state law.

II. Background Information:

The GMA was amended in 2021 via HB 1220 requiring counties and cities planning under RCW 36.70A.040 to adopt a comprehensive plan including a housing element that identifies sufficient land capacity for all housing needs, including permanent supportive housing. The GMA further clarifies that jurisdictions shall ensure that, taken collectively, the comprehensive plan and development regulations provide sufficient land capacity to accommodate their allocated housing needs per RCW 36.70A.115.

When the FWRC was updated in 2021, the number of permanent supportive housing units that would be allocated to Federal Way was not yet established. At that time, staff recommended to Planning Commission that the separation requirements be revisited when the City received the City-specific permanent supportive housing allocation from King County. King County recently allocated 946 units of permanent supportive housing to Federal Way.

Based on the existing development regulations and zoning applicable to permanent supportive housing, there is only capacity for 388 units. In light of the numbers provided by the state, the City's land capacity analysis indicates a deficit of 558 units. In order to meet the permanent supportive housing need of 946 units, the City's current regulations must be updated.

This proposal is to amend Title 19 of the *Federal Way Revised Code* (FWRC) for the purpose of revising the distancing requirements and unit capacity in certain zones for permanent supportive housing and transitional housing to meet the allocated need (see, map in Attachment 1).

III. Proposed Code Amendment

This section provides a summary of the proposed code amendments. The complete proposed zoning code text is enclosed as part of the draft ordinance (Attachment 2).

Amend sections of FWRC Title 19 regarding Permanent Supportive Housing and Transitional Housing standards to meet the allocated need of 946 units. Proposed new language is shown as “underlined”; language proposed to be deleted is shown as “~~strikeout~~”; and existing language is shown as “plain”:

- Amend the separation requirement in the Suburban Estate use zone chart, Special Regulations and Notes #1.
19.195.015 – Permanent supportive housing and transitional housing.
 1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least five thousand four hundred feet (5,400 ft.) ~~one and one third miles (7,040 ft.)~~ from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.
- Amend the separation requirement in the Single-Family Residential use zone chart, Special Regulations and Notes #2.
19.200.045 – Permanent supportive housing and transitional housing.
 2. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least five thousand four hundred feet (5,400 ft.) ~~one and one third miles (7,040 ft.)~~ from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.
- Amend the separation requirement and unit cap in the Neighborhood Business use zone chart, Special Regulations and Notes #1 and #2.
19.215.070 – Permanent supportive housing and transitional housing.
 1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least five thousand four hundred feet (5,400 ft.) ~~one and one third miles (7,040 ft.)~~ from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.
 2. There shall be no more than 100 ~~50~~ residences located within a single facility or complex; and the subject property must contain at least 2,400 sq. ft. of lot area per dwelling or one acre for every 18 units.
- Amend the separation requirement and unit cap in the Community Business use zone chart, Special Regulations and Notes #1 and #2.
19.220.100 – Permanent supportive housing and transitional housing.

1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least five thousand four hundred feet (5,400 ft.) ~~one and one-third miles (7,040 ft.)~~ from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.
 2. There shall be no more than 100 ~~50~~ residences located within a single facility or complex.
- Amend the separation requirement and unit cap in the City Center Core use zone chart, Special Regulations and Notes #1 and #2.
19.225.075 – Permanent supportive housing and transitional housing.
 1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least five thousand four hundred feet (5,400 ft.) ~~one and one-third miles (7,040 ft.)~~ from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.
 2. There shall be no more than 200 ~~150~~ residences located within a single facility or complex.
 - Amend the separation requirement and unit cap in the City Center Frame use zone chart, Special Regulations and Notes #1 and #2.
19.230.065 – Permanent supportive housing and transitional housing.
 1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least five thousand four hundred feet (5,400 ft.) ~~one and one-third miles (7,040 ft.)~~ from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.
 2. There shall be no more than 150 ~~110~~ residences located within a single facility or complex.
 - Amend the separation requirement and unit cap in the Commercial Enterprise use zone chart, Special Regulations and Notes #1 and #2.
19.240.085 – Permanent supportive housing and transitional housing.
 1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least five thousand four hundred feet (5,400 ft.) ~~one and one-third miles (7,040 ft.)~~ from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.
 2. There shall be no more than 150 ~~110~~ residences located within a single facility or complex.

IV. Procedural Summary

- 8/2/24: Public Notice of SEPA Decision published
- 8/2/24: Issuance of Determination of Nonsignificance (DNS) pursuant to the State Environmental Policy Act (SEPA)
- 8/16/24: End of SEPA Comment Period
- 9/6/24: End of SEPA Appeal Period
- 8/7/24: Planning Commission Briefing
- 10/2/24: Planning Commission Public Hearing
- 11/4/24: LUTC Council Committee
- 11/19/24: City Council 1st Reading
- 12/3/24: City Council 2nd Reading

V. Planning Commission Recommendation

The Planning Commission conducted a Public Hearing on October 2, 2024. Following Commission discussion and deliberations, consistent with FWRC 19.80.240(1)(c), The Planning Commission forwarded the proposed code amendments to the City Council with no recommendation.

VI. Decisional Criteria

FWRC 19.80.130 provides criteria for development regulation amendments. The following section analyzes the compliance of the proposed amendments with the criteria provided by FWRC 19.80.130. The city may amend the text of the FWRC only if it finds that:

1. The proposed amendment is consistent with the applicable provisions of the comprehensive plan.

Staff Response – The proposed code amendment is consistent with the following goals and policies:

HG1 – Preserve and protect the quality of existing residential neighborhoods and require new development to be of a scale and design that is compatible with existing neighborhood character.

HG2 – Involve the community in the development of new housing to a degree that is consistent with the scale of impact on the surrounding neighborhoods

HG3 – Develop a zoning code that provides flexibility to produce innovative housing solutions, does not burden the cost of housing development and maintenance, and diversifies the range of housing types available in the City.

HG4 – Proactively plan for and respond to trends in housing demand.

HP12 – The FWRC and Land Use chapter of the FWCP will be coordinated to facilitate locating housing affordable to low-income, very low-income, and special needs households throughout the City, especially around the City Center and other areas that provide proximity to employment, safe and convenient access to transportation and human services, and adequate infrastructure to support housing development.

HP21 – Promote fair housing access to all persons without discrimination.

HP7 – Develop a range of housing opportunities that meet the requirements of people with special housing needs, including the elderly, mentally ill, victims of domestic abuse, and persons with physical and/or developmental disabilities.

HP39 – Periodically review the FWRC and remove any regulatory barriers to locating special needs housing and emergency and transitional housing within the City as required by the federal Fair Housing Act, to avoid over-concentration, and to ensure uniform distribution throughout all residential and mixed-use zones.

HP8 – Develop emergency shelter and transitional housing facilities for the homeless.

2. The proposed amendment bears a substantial relationship to public health, safety, or welfare.

Staff Response – The proposed code amendment bears a substantial relationship to public health, safety, and welfare because it reduces conflicts and inconsistencies between City development regulations, the GMA, and other applicable state laws. Additionally, the proposed separation standards and unit capacities create regulations that are intended to protect the health, safety, and welfare of the general community by preventing clustering of such uses, and thereby causing the deleterious effects that may accompany such uses to be spread more evenly throughout the City, while still ensuring the City will have capacity for the allocated permanent supportive housing need.

3. The proposed amendment is in the best interest of the residents of the City.

Staff Response – The proposed code amendment is in the best interest of the City as a whole because it will allow the City to legally regulate the location and intensity of permanent supportive housing and transitional housing within certain zones, while meeting the allocated number of permanent supportive housing units King County Countywide Planning Policies provided the City.

VII. City Council Action

Consistent with the provisions of FWRC 19.80.260, and after consideration with the proposal, the City Council may take the following actions regarding the proposed code amendments:

1. Adopt the ordinance;
2. Do not adopt the ordinance and provide staff direction.

VIII. Mayor's Recommendation

The Mayor recommends approval of the proposed code amendments to Title 19 of the *Federal Way Revised Code* (FWRC) as shown in Attachment 2.

Attachments

Attachment 1 – Maps, PSH Reduced Buffers/Increased Capacity & PSH No Buffers Shown

Attachment 2 – Draft Ordinance

ORDINANCE NO. _____

AN ORDINANCE of the City of Federal Way, Washington, relating to permanent supportive housing and transitional housing; amending FWRC 19.195.015, 19.200.045, 19.215.070, 19.220.100, 19.225.075, 19.230.065, and 19.240.085. (Amending Ordinance Nos. 94-223, 96-270, 97-291, 07-559, 09-605, 21-921, 22-929, 23-949, 23-968, and 23-977)

WHEREAS, the City recognizes the need to periodically modify Title 19 of the Federal Way Revised Code (“FWRC”), “Zoning and Development Code,” in order to conform to state and federal law, codify administrative practices, clarify and update zoning regulations as deemed necessary, and improve the efficiency of the regulations and the development review process; and

WHEREAS, Washington Growth Management Act (GMA) was amended in 2021 via HB 1220 requiring jurisdictions to ensure that, taken collectively, the comprehensive plan and development regulations provide sufficient land capacity to accommodate their allocated housing needs per RCW 36.70A.115; and

WHEREAS, King County Countywide Planning Policy allocated 946 units of Permanent Supportive Housing to the City; and

WHEREAS, based on the existing development regulations and zoning applicable to permanent supportive housing, there is only capacity for 388 units; and

WHEREAS, HB1220 expressly permits code cities to impose reasonable occupancy, spacing, and/or intensity of use requirements on permanent supportive housing and transitional housing to protect public health and safety; and

WHEREAS, any such requirements on occupancy, spacing, and intensity of use may not prevent the siting of a sufficient number of permanent supportive housing or transitional housing necessary to accommodate each code City's projected need for such housing; and

WHEREAS, the GMA requires that development regulations be subject to continuing evaluation and review; and

WHEREAS, in order to meet the City's allocated need for such housing, revisions to the existing separation and unit capacity numbers for certain zones is required; and

WHEREAS, this ordinance, containing amendments to development regulations and the text of Title 19 FWRC, has complied with Process VI review, Chapter 19.80 FWRC, pursuant to Chapter 19.35 FWRC; and

WHEREAS, the Planning Commission conducted a briefing on these code amendments on August 7, 2024; and

WHEREAS, an Environmental Determination of Nonsignificance ("DNS") was properly issued for the proposal on August 2, 2024, and no comments or appeals were received and the DNS was finalized on September 6, 2024; and

WHEREAS, the Planning Commission properly conducted a duly noticed public hearing on these code amendments on October 2, 2024, and forwarded the proposal without recommendation to the City Council; and

WHEREAS, the Land Use & Transportation Committee of the Federal Way City Council considered these code amendments on November 4, 2024, and recommended adoption of the text amendments.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FEDERAL WAY, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings. The City Council of the City of Federal Way makes the following findings with respect to the proposed amendments.

(a) These code amendments are in the best interest of the residents of the City and will benefit the City as a whole by ensuring conformance with state law, protecting public health and safety, and clarifying items within the code resulting in less need for interpretation.

(b) These code amendments comply with Chapter 36.70A RCW, Growth Management.

(c) These code amendments are consistent with the intent and purpose of Title 19 FWRC and will implement and are consistent with the applicable provisions of the Federal Way Comprehensive Plan.

(d) These code amendments bear a substantial relationship to, and will protect and not adversely affect, the public health, safety, and welfare.

(e) These code amendments have followed the proper procedure required under the FWRC.

Section 2. Conclusions. Pursuant to Chapter 19.80 FWRC and Chapter 19.35 FWRC, and based upon the recitals and the findings set forth in Section 1, the Federal Way City Council makes the following Conclusions of Law with respect to the decisional criteria necessary for the adoption of the proposed amendments:

(a) The proposed FWRC amendments are consistent with, and substantially implement, the following Federal Way Comprehensive Plan goals and policies:

HG1 – Preserve and protect the quality of existing residential neighborhoods and require new development to be of a scale and design that is compatible with existing neighborhood character.

HG2 – Involve the community in the development of new housing to a degree that is consistent with the scale of impact on the surrounding neighborhoods

HG3 – Develop a zoning code that provides flexibility to produce innovative housing solutions, does not burden the cost of housing development and maintenance, and diversifies the range of housing types available in the City.

HG4 – Proactively plan for and respond to trends in housing demand.

HP12 – The FWRC and Land Use chapter of the FWCP will be coordinated to facilitate locating housing affordable to low-income, very low-income, and special needs households throughout the City, especially around the City Center and other areas that provide proximity to employment, safe and convenient access to transportation and human services, and adequate infrastructure to support housing development.

HP21 – Promote fair housing access to all persons without discrimination.

HG7 – Develop a range of housing opportunities that meet the requirements of people with special housing needs, including the elderly, mentally ill, victims of domestic abuse, and persons with physical and/or developmental disabilities.

HP39 – Periodically review the FWRC and remove any regulatory barriers to locating special needs housing and emergency and transitional housing within the City as required by the federal Fair Housing Act, to avoid over-concentration, and to ensure uniform distribution throughout all residential and mixed-use zones.

HG8 – Develop emergency shelter and transitional housing facilities for the homeless.

(b) The proposed FWRC amendments bear a substantial relationship to public health, safety, and welfare because it reduces conflicts and inconsistencies between City development regulations, the GMA, and other applicable state laws. Additionally, the proposed separation standards and unit capacities create regulations that are intended to protect the health, safety, and welfare of the general community by preventing clustering of such uses, and thereby causing the deleterious effects that may accompany such uses to be spread more evenly throughout the City, while still ensuring the City will have capacity for the allocated permanent supportive housing need.

(c) The proposed amendments are in the best interest of the public and the residents of the City of Federal Way because it will allow the City to legally regulate the location and intensity of permanent supportive housing and transitional housing within certain zones, while meeting the allocated number of housing units provided by King County Countywide Planning Policies for the City.

Section 3. FWRC 19.195.015 is hereby amended to read as follows:

19.195.015 Permanent Supportive housing and transitional housing.

The following uses shall be permitted in the suburban estate (SE) zone subject to the regulations and notes set forth in this section:

USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE SE </div>	
		Lot Size	Required Yards			Lot Coverage		Height of Structure	SPECIAL REGULATIONS AND NOTES
			Front	Side (each)	Rear				

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ ⇒	Required Review Process	Minimums				Maximums		Required Parking Spaces	ZONE
		Lot Size	Required Yards			Lot Coverage	Height of Structure		SPECIAL REGULATIONS AND NOTES
			Front	Side (each)	Rear				
Permanent supportive housing and transitional housing	Process III	5 acres	30 ft.	20 ft.	20 ft.	10%	30 ft. above average building elevation	See notes 9, 10 and 11	

USE REGULATIONS ↓ →		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
		Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ZONE SE</div> SPECIAL REGULATIONS AND NOTES	
			Lot Size	Required Yards			Lot Coverage			Height of Structure
				Front	Side (each)	Rear				
								<p>will be available to city officials, if necessary, to resolve concerns pertaining to the property or residents.</p> <p>5. The housing will operate under a written community engagement plan, approved by the governing agency, board, or official, which must address, at a minimum: (a) how the facility will engage with the community; (b) how the facility will respond to community complaints or concerns; and (c) who is the point of contact for the community. The plan shall be provided to the city prior to occupancy and shall be updated and provided to the city as substantive changes are made to the plan.</p> <p>6. Refer to Chapter <u>19.125</u> FWRC, Outdoors, Yards, and Landscaping, for appropriate requirements.</p> <p>7. For sign requirements that apply to the project, see Chapter <u>19.140</u> FWRC.</p> <p>8. For community design guidelines that apply to the project, see Chapter <u>19.115</u> FWRC.</p> <p>9. Parking spaces shall be provided as follows: Efficiency units – 1.0 per unit + one per two</p>		

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ZONE SE</div> SPECIAL REGULATIONS AND NOTES	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
								employees Studio units – 1.25 per unit + one per two employees One bedroom units – 1.5 per unit + one per two employees Units with two bedrooms or more – 2.0 per unit + one per two employees 10. Alternatively, an applicant may choose to submit a parking study in accordance with FWRC <u>19.130.080(2)</u> . 11. Minimum residential parking requirements subject to FWRC <u>19.130.020</u> . (Continued on next page)	

Process I, II, III and IV are described in Chapter 19.55 FWRC, Chapter 19.60 FWRC, Chapter 19.65 FWRC, Chapter 19.70 FWRC respectively.

For other information about parking and parking areas, see Chapter 19.130 FWRC.

For details of what may exceed this height limit, see FWRC 19.110.050 et seq.
 For details regarding required yards, see FWRC 19.125.160 et seq.

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ZONE SE</div> SPECIAL REGULATIONS	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				

↓	→							AND NOTES
								<p>12. The housing will operate under a written operational plan that will include, at a minimum, the following:</p> <ul style="list-style-type: none"> a. Residents must be referred by providers of housing and services for people experiencing homelessness. Direct intake of residents at the site, without prior referral, is not allowed. b. A description of transit, pedestrian and bicycle access from the subject site to services and schools must be provided to residents. c. An operations plan must be provided that addresses the following elements: <ul style="list-style-type: none"> i. Roles and responsibilities of key staff; ii. Site/facility management, including a security and emergency plan; iii. Site/facility maintenance; iv. Occupancy policies, consistent with Chapter 59.18 RCW, including resident responsibilities and a code of conduct that includes, at a minimum, a prohibition on threatening and unsafe behavior; and the on-site use and sale of illegal drugs; v. Access to human and social services, including a staffing plan and expected outcome measures; vi. Procedures for maintaining accurate and complete records. d. Providers and/or managing agencies shall have either a demonstrated experience

USE REGULATIONS ↓ →		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
		Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE SE </div> SPECIAL REGULATIONS AND NOTES	
			Lot Size	Required Yards			Lot Coverage			Height of Structure
				Front	Side (each)	Rear				
								<p>providing similar services to people experiencing homelessness, and/or certifications or academic credentials in an applicable human service field, and/or applicable experience in a related program with people experiencing homelessness.</p> <p>e. For health and safety reasons, the sponsor and/or managing agency shall take all reasonable and legal steps to obtain verifiable identification information, including full name and date of birth, from current and prospective residents, and shall keep a log containing this information.</p> <p>f. Should the provider become aware of a current or prospective resident who has an active felony warrant, it shall follow a protocol to work with the participant to resolve any outstanding warrants with applicable legal authorities.</p> <p>13. All facilities are required to be licensed pursuant to the provisions of Chapter <u>12.35</u> FWRC.</p>		
								<p>Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC,</p>	<p>For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC.</p>	

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE SE SPECIAL REGULATIONS AND NOTES	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.							For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.		

(Ord. No. 23-949, § 16, 2-7-23; Ord. No. 22-929, § 3, 1-18-22; Ord. No. 21-921, § 17, 10-19-21.)

Section 4. FWRC 19.200.045 is hereby amended to read as follows:

19.200.045. Permanent Supportive housing and transitional housing.

The following uses shall be permitted in the single-family residential (RS) zone subject to the regulations and notes set forth in this section:

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE RS SPECIAL REGULATIONS AND NOTES	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums				Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE RS </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards			Lot Coverage	Height of Structure			
			Front	Side (each)	Rear					
Permanent supportive housing and transitional housing	Process III	See note 1	20 ft.	10 ft.	20 ft.	See note 9	30 ft. above average building elevation	See notes 11, 12 and 15	<p>1. Minimum lot size is as follows:</p> <p>a. In RS 35.0 zones, the minimum lot size is 35,000 sq. ft.</p> <p>b. In RS 15.0 zones, the minimum lot size is 15,000 sq. ft.</p> <p>c. In RS 9.6 zones, the minimum lot size is 9,600 sq. ft.</p> <p>d. In RS 7.2 zones, the minimum lot size is 7,200 sq. ft.</p> <p>e. In RS 5.0 zones, the minimum lot size is 5,000 sq. ft.</p> <p>2. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at <u>least five thousand four hundred feet (5,400 ft.) one and one third miles (7,040 ft.)</u> from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.</p> <p>3. There shall be no more than six residences located within a single structure per lot.</p> <p>4. The property is situated proximate to,</p>	

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE RS </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards		Lot Coverage	Height of Structure			
			Front	Side (each)					
									<p>and has convenient access to, public transportation, shopping, health care providers, and other services and facilities frequently utilized by the residents of the property.</p> <p>5. The housing will operate under a written community engagement plan, approved by the governing agency, board, or official, which must address, at a minimum: (a) how the facility will engage with the community; (b) how the facility will respond to community complaints or concerns; and (c) who is the point of contact for the community. The plan shall be provided to the city prior to occupancy and shall be updated and provided to the city as substantive changes are made to the plan.</p> <p>6. Refer to Chapter <u>19.125</u> FWRC, Outdoors, Yards, and Landscaping, for appropriate requirements.</p> <p>7. For sign requirements that apply to the project, see Chapter <u>19.140</u> FWRC.</p> <p>8. For community design guidelines that apply to the project, see Chapter <u>19.115</u> FWRC.</p>

USE ZONE CHART											
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS											
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE RS </div>	SPECIAL REGULATIONS AND NOTES		
		Lot Size	Required Yards			Lot Coverage					Height of Structure
			Front	Side (each)	Rear						
										(Continued on next page)	
										<p>Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC.</p> <p>For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC.</p> <p>For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.</p>	
										<p style="text-align: center;">REGULATIONS</p> <p>USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS</p>	
USE											

↓	→	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE RS </div>	SPECIAL REGULATIONS AND NOTES
			Lot Size	Required Yards		Lot Coverage	Height of Structure			
				Front	Side (each)					
									<p>9. Maximum lot coverage is as follows:</p> <ul style="list-style-type: none"> a. In RS 35.0 = 50%. b. In RS 15.0 = 50%. c. In RS 9.6 = 60%. d. In RS 7.2 = 60%. e. In RS 5.0 = 60%. f. See <p>FWRC <u>19.110.020(2)</u> for calculation of lot coverage for flag lots.</p> <p>10. The subject property must contain at least 150 sq. ft. of usable open space per dwelling unit. Developments of five or fewer units are exempt from this usable open space requirement. At least 50 percent of the usable open space must be active open space. Usable open space must include a minimum of 75 sq. ft. of private open space for each unit and the remainder as common open space. Private open space may include yards, patios, and balconies. At least 10 percent of the common usable open space must be developed and maintained with children's play equipment, except for housing for the exclusive use of persons over 55 years of age, in which case it shall be developed with age-appropriate equipment. If the subject property contains four or more units, this required usable open space must be in one or more pieces, each having both a length and width of at</p>	

USE REGULATIONS ↓ →		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							
		Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE RS </div> SPECIAL REGULATIONS AND NOTES
			Lot Size	Required Yards			Lot Coverage		
Front	Side (each)	Rear							
								least 25 ft. In addition, if the subject property contains 20 or more units, at least 50 percent of this required open space must be in one or more pieces each having a length and width of at least 40 ft. 11. Parking spaces shall be provided as follows: Efficiency units – 1.0 per unit + one per two employees Studio units – 1.25 per unit + one per two employees One bedroom units – 1.5 per unit + one per two employees Units with two bedrooms or more – 2.0 per unit + one per two employees 12. Alternatively, an applicant may choose to submit a parking study in accordance with FWRC <u>19.130.080(2)</u> . (Continued on next page)	
								For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC. For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et	
								Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC.	

USE REGULATIONS ↓ →	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							<div style="border: 1px solid black; padding: 5px; text-align: center;">ZONE RS</div> SPECIAL REGULATIONS AND NOTES
	Required Review Process	Minimums			Maximums		Required Parking Spaces	
		Lot Size	Required Yards			Lot Coverage		
Front	Side (each)		Rear					
								seq.
USE REGULATIONS ↓ →	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							<div style="border: 1px solid black; padding: 5px; text-align: center;">ZONE RS</div> SPECIAL REGULATIONS AND NOTES
	Required Review Process	Minimums			Maximums		Required Parking Spaces	
		Lot Size	Required Yards			Lot Coverage		
Front	Side (each)		Rear					
								13. The housing will operate under a written operational plan that will include, at a minimum, the following: <ol style="list-style-type: none"> a. Residents must be referred by providers of housing and services for people experiencing homelessness. Direct intake of residents at the site, without prior referral, is not allowed. b. A description of transit, pedestrian and bicycle access from the subject site to services and schools must be provided to residents. c. An operations plan must be provided that addresses the following elements: <ol style="list-style-type: none"> i. Roles and responsibilities of key staff; ii. Site/facility management, including a security and emergency plan; iii. Site/facility maintenance; iv. Occupancy policies, consistent with Chapter <u>59.18</u> RCW,

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE RS	
		Lot Size	Required Yards			Lot Coverage		Height of Structure	SPECIAL REGULATIONS AND NOTES
			Front	Side (each)	Rear				

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE RS	
		Lot Size	Required Yards			Lot Coverage		Height of Structure	SPECIAL REGULATIONS AND NOTES
			Front	Side (each)	Rear				
<p>Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC.</p>							<p>For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC.</p> <p>For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.</p>		

(Ord. No. 23-968, § 13, 9-5-23; Ord. No. 23-949, § 18, 2-7-23; Ord. No. 22-929, § 4, 1-18-22; Ord. No. 21-921, § 19, 10-19-21.)

Section 5. FWRC 19.215.070 is hereby amended to read as follows:

19.215.070 Permanent Supportive housing and transitional housing.

The following uses shall be permitted in the neighborhood business (BN) zone subject to the regulations and notes set forth in this section:

USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use ... THEN, across for REGULATIONS								
	Required Review Process	Lot Size	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE BN </div> SPECIAL REGULATIONS AND NOTES
			Front	Side (each)	Rear	Lot Coverage	Height of Structure		
Permanent supportive housing and transitional housing	Process III	See note 2	20 ft.	5 ft.	5 ft.	None	See note 8	See notes 10, 11 and 14	1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least <u>five thousand four hundred feet (5,400 ft.)</u> one and one-third miles (7,040 ft.) from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property. 2. There shall be no more than <u>100</u> 50-residences located within a single facility or complex; and the subject property must contain at least 2,400 sq. ft. of lot area per dwelling or one acre for every 18 units. 3. The property is situated proximate to, and has convenient access to, public transportation, shopping, health care providers, and other services and facilities frequently utilized by the residents of the property. 4. The housing will be operated under the authority of a reputable governing board, social

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE BN </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards		Lot Coverage	Height of Structure			
			Front	Side (each)					
									<p>service, or government agency, or proprietor, to whom staff are responsible and who will be available to city officials, if necessary, to resolve concerns pertaining to the property or residents.</p> <p>5. The housing will operate under a written community engagement plan, approved by the governing agency, board, or official, which must address, at a minimum:</p> <p>(a) how the facility will engage with the community; (b) how the facility will respond to community complaints or concerns; and (c) who is the point of contact for the community. The plan shall be provided to the city prior to occupancy and shall be updated and provided to the city as substantive changes are made to the plan.</p> <p>6. For sign requirements that apply to the project, see Chapter <u>19.140</u> FWRC.</p> <p>7. For community design guidelines that apply to the project, see Chapter <u>19.115</u> FWRC.</p> <p>8. If any portion of the structure is within 100 ft. of a single-family residential zone, then that portion of the structure shall not exceed 30 ft. above average building elevation and the structure shall be set back a minimum of 20 ft.</p>

USE REGULATIONS ↓ →		USE ZONE CHART DIRECTIONS: FIRST, read down to find use ... THEN, across for REGULATIONS							<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE BN </div> SPECIAL REGULATIONS AND NOTES
		Required Review Process	Minimums			Maximums		Required Parking Spaces	
			Lot Size	Required Yards		Lot Coverage	Height of Structure		
		Front	Side (each)	Rear					
									from the property line of the residential zone. 9. The subject property must provide usable open space in a total amount equal to at least 150 sq. ft. per dwelling unit. Developments of five or fewer units are exempt from this usable open space requirement. At least 50 percent of the usable open space must be active open space. A minimum of 25 percent of the usable open space provided must be common open space. Private open space such as a patio, porch, balcony, or yard may be credited toward total residential usable open space, if such private open space is a minimum of 48 sq. ft. and has a minimum dimension of six ft. (Continued on next page)
Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.								For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC. For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.	
		REGULATIONS						USE ZONE CHART DIRECTIONS: FIRST,	

USE REGULATIONS ↓ →	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							<div style="border: 1px solid black; padding: 5px; display: inline-block;">ZONE BN</div> SPECIAL REGULATIONS AND NOTES
	Required Review Process	Minimums			Maximums		Required Parking Spaces	
		Lot Size	Required Yards			Lot Coverage		
Front	Side (each)		Rear					

read down to find use . . .
THEN, across for
REGULATIONS

USE

↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 5px; display: inline-block;">ZONE BN</div> SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards			Lot Coverage		
	Front		Side (each)	Rear				

At least 10 percent of the required common open space must be developed and maintained with children’s play equipment, except for housing for the exclusive use of persons over 55 years of age, in which case it shall be developed with age-appropriate equipment. If the subject property contains four or more units, this required open space must be in one or more pieces each having a length and width of at least 25 ft. In addition, if the subject property contains 20 or more units, at least 50 percent of this required open space must be in one or more pieces each having a length and width of at least 40 ft.

10. Parking spaces shall be provided as follows:

- Efficiency units – 1.0 per unit + one per two employees
- Studio units – 1.25 per unit + one per two employees
- One bedroom units – 1.5 per unit + one per two

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use ... THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums				Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE BN </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards			Lot Coverage	Height of Structure			
			Front	Side (each)	Rear					
									<p>employees Units with two bedrooms or more – 2.0 per unit + one per two employees</p> <p>11. Alternatively, an applicant may choose to submit a parking study in accordance with FWRC <u>19.130.080(2)</u>.</p> <p>12. The housing will operate under a written operational plan that will include, at a minimum, the following:</p> <ul style="list-style-type: none"> a. Residents must be referred by providers of housing and services for people experiencing homelessness. Direct intake of residents at the site, without prior referral, is not allowed. b. A description of transit, pedestrian and bicycle access from the subject site to services and schools must be provided to residents. c. An operations plan must be provided that addresses the following elements: <ul style="list-style-type: none"> i. Roles and responsibilities of key staff; ii. Site/facility management, including a security and emergency plan; iii. Site/facility maintenance; iv. Occupancy policies, consistent with Chapter <u>59.18</u> RCW, including resident responsibilities and a code of conduct that 	

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums				Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE BN </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards			Lot Coverage	Height of Structure			
			Front	Side (each)	Rear					
									includes, at a minimum, a prohibition on threatening and unsafe behavior; and the on-site use and sale of illegal drugs; <ul style="list-style-type: none"> v. Access to human and social services, including a staffing plan and expected outcome measures; vi. Procedures for maintaining accurate and complete records. (Continued on next page)	

Process I, II, III and IV are described in Chapter 19.55 FWRC, Chapter 19.60 FWRC, Chapter 19.65 FWRC, Chapter 19.70 FWRC respectively.

For other information about parking and parking areas, see Chapter 19.130 FWRC.

For details of what may exceed this height limit, see FWRC 19.110.050 et seq.
For details regarding required yards, see FWRC 19.125.160 et seq.

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums				Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE BN </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards			Lot Coverage	Height of Structure			
			Front	Side (each)	Rear					
									d. Providers and/or managing agencies shall have either a demonstrated experience providing similar services to people experiencing homelessness, and/or certifications or	

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							ZONE BN	SPECIAL REGULATIONS AND NOTES	
		Required Review Process	Minimums			Maximums		Required Parking Spaces			
			Lot Size	Required Yards			Lot Coverage				Height of Structure
				Front	Side (each)	Rear					
									<p>academic credentials in an applicable human service field, and/or applicable experience in a related program with people experiencing homelessness.</p> <p>e. For health and safety reasons, the sponsor and/or managing agency shall take all reasonable and legal steps to obtain verifiable identification information, including full name and date of birth, from current and prospective residents, and shall keep a log containing this information.</p> <p>f. Should the provider become aware of a current or prospective resident who has an active felony warrant, it shall follow a protocol to work with the participant to resolve any outstanding warrants with applicable legal authorities.</p> <p>13. All facilities are required to be licensed pursuant to the provisions of Chapter 12.35 FWRC.</p> <p>14. Minimum residential parking requirements subject to FWRC 19.130.020.</p>		
Process I, II, III and IV are described in Chapter 19.55 FWRC, Chapter 19.60 FWRC,									For other information about parking and parking areas, see Chapter 19.130 FWRC.		

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							ZONE BN	SPECIAL REGULATIONS AND NOTES
		Required Review Process	Minimums			Maximums		Required Parking Spaces		
			Lot Size	Required Yards		Lot Coverage	Height of Structure			
	Front	Side (each)	Rear							
		Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.								For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.

(Ord. No. 23-968, § 21, 9-5-23; Ord. No. 23-949, § 25, 2-7-23; Ord. No. 22-929, § 6, 1-18-22; Ord. No. 21-921, § 9, 10-19-21; Ord. No. 09-605, § 3(Exh. A), 3-3-09; Ord. No. 97-291, § 3, 4-1-97; Ord. No. 96-270, § 5, 7-2-96; Ord. No. 94-223, § 3(G), 10-18-94. Code 2001 § 22-727.)

Section 6. FWRC 19.220.100 is hereby amended to read as follows:

19.220.100 Permanent Supportive housing and transitional housing.

The following uses shall be permitted in the community business (BC) zone subject to the regulations and notes set forth in this section:

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							ZONE BC	SPECIAL REGULATIONS AND NOTES	
		Required Review Process	Lot Size	Minimums			Maximums				Required Parking Spaces
				Required Yards			Lot Coverage	Height of Structure			
	Front	Side (each)	Rear								
Permanent supportive housing and transitional housing	Process III	None	0/20	10/20	10/20	None	55 ft. above average building elevation (ABE) See notes 9 and 10	See notes 14, 15 and 18	1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least <u>five thousand four hundred feet (5,400 ft.)</u>		

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ ⇒	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE BC </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards		Lot Coverage	Height of Structure			
			Front	Side (each)					
								<p>one and one third miles (7,040 ft.) from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.</p> <p>2. There shall be no more than 100 50 residences located within a single facility or complex.</p> <p>3. The property is situated proximate to, and has convenient access to, public transportation, shopping, health care providers, and other services and facilities frequently utilized by the residents of the property.</p> <p>4. The facility or complex will be operated under the authority of a reputable governing board, social service, or government agency, or proprietor, to whom staff are responsible and who will be available to city officials, if necessary, to resolve concerns pertaining to the property or residents.</p> <p>5. The housing will operate under a written community engagement plan, approved by the governing agency, board, or official, which must address, at a</p>	

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE BC </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards		Lot Coverage	Height of Structure			
			Front	Side (each)					
									<p>minimum: (a) how the facility will engage with the community; (b) how the facility will respond to community complaints or concerns; and (c) who is the point of contact for the community. The plan shall be provided to the city prior to occupancy and shall be updated and provided to the city as substantive changes are made to the plan.</p> <p>6. Refer to Chapter <u>19.125</u> FWRC, Outdoors, Yards, and Landscaping, for appropriate requirements.</p> <p>7. For sign requirements that apply to the project, see Chapter <u>19.140</u> FWRC.</p> <p>8. For community design guidelines that apply to the project, see Chapter <u>19.115</u> FWRC.</p> <p>9. Building height may not exceed 30 ft. above average building elevation for the portion of the building located within 100 ft. from a single-family residential zone.</p> <p>10. All buildings, except for related parking structures up to 65 ft. in height (six stories), must be gabled with pitched roofs, unless the building is taller than 35 ft. (three stories)</p>

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							
		Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE BC </div> SPECIAL REGULATIONS AND NOTES
			Lot Size	Required Yards		Lot Coverage	Height of Structure		
				Front	Side (each)				
								with a rooftop that contributes to the multifamily open space requirements. 11. Housing and accessory living facilities may be located on the ground floor only as follows: (a) ground level space that spans at least 60 percent of the total length of the principal commercial facade of all buildings, as determined by the director, is occupied with one or more other use(s) allowed in this zone; and (b) ground level space that spans at least 40 percent of the total length of all other street-facing facades of all buildings is occupied with one or more other use(s) allowed in this zone. Parking in conjunction with other uses allowed in this zone may also be located on the ground floor of the structure if nonvisible from the right-of-way or public areas. (Continued on next page)	
Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.								For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC. For details of what may	

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums				Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ZONE BC</div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards			Lot Coverage	Height of Structure			
			Front	Side (each)	Rear					
									<p>exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.</p>	
REGULATIONS										
USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE										
↓ →	Required Review Process	Minimums				Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ZONE BC</div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards			Lot Coverage	Height of Structure			
			Front	Side (each)	Rear					
									<p>12. All nonresidential ground floor spaces must have a minimum floor-to-ceiling height of 13 ft. and a minimum depth of 15 ft. 13. The subject property must provide usable open space in a total amount equal to at least 100 sq. ft. per dwelling unit. Developments of five or fewer units are exempt from this usable open space requirement. At least 50 percent of the usable open space must be active open space. A minimum of 25 percent of the usable open space provided must be common open space. Private open space such as a patio, porch, balcony, or yard may be credited toward</p>	

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE BC	
		Lot Size	Required Yards		Lot Coverage	Height of Structure		SPECIAL REGULATIONS AND NOTES	
			Front	Side (each)					Rear

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums				Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE BC </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards			Lot Coverage	Height of Structure			
			Front	Side (each)	Rear					
									<p>FWRC <u>19.130.080(2)</u>. 16. The housing will operate under a written operational plan that will include, at a minimum, the following:</p> <ul style="list-style-type: none"> a. Residents must be referred by providers of housing and services for people experiencing homelessness. Direct intake of residents at the site, without prior referral, is not allowed. b. A description of transit, pedestrian and bicycle access from the subject site to services and schools must be provided to residents. c. An operations plan must be provided that addresses the following elements: <ul style="list-style-type: none"> i. Roles and responsibilities of key staff; ii. Site/facility management, including a security and emergency plan; iii. Site/facility maintenance; iv. Occupancy policies, consistent with Chapter <u>59.18 RCW</u>, including resident responsibilities and a code of conduct that includes, at a minimum, a prohibition on threatening and unsafe behavior; and the on-site use and sale of illegal drugs; <p>(Continued on next page)</p>	

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							ZONE BC SPECIAL REGULATIONS AND NOTES	
		Required Review Process	Lot Size	Minimums			Maximums			Required Parking Spaces
				Required Yards			Lot Coverage	Height of Structure		
			Front	Side (each)	Rear					
		Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.					For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC.			
							For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.			

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							ZONE BC SPECIAL REGULATIONS AND NOTES	
		Required Review Process	Lot Size	Minimums			Maximums			Required Parking Spaces
				Required Yards			Lot Coverage	Height of Structure		
			Front	Side (each)	Rear					
							v. Access to human and social services, including a staffing plan and expected outcome measures; vi. Procedures for maintaining accurate and complete records. d. Providers and/or managing agencies shall have either a demonstrated experience providing similar services to people experiencing homelessness, and/or certifications or academic credentials in an applicable human service field, and/or applicable experience in a related program with people experiencing homelessness. e. For health and safety reasons, the sponsor and/or managing agency			

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums				Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE BC </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards			Lot Coverage	Height of Structure			
			Front	Side (each)	Rear					
									<p>shall take all reasonable and legal steps to obtain verifiable identification information, including full name and date of birth, from current and prospective residents, and shall keep a log containing this information.</p> <p>f. Should the provider become aware of a current or prospective resident who has an active felony warrant, it shall follow a protocol to work with the participant to resolve any outstanding warrants with applicable legal authorities.</p> <p>17. All facilities are required to be licensed pursuant to the provisions of Chapter <u>12.35</u> FWRC.</p> <p>18. Minimum residential parking requirements subject to FWRC <u>19.130.020</u>.</p>	
	<p>Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.</p>							<p>For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC.</p> <p>For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq.</p> <p>For details regarding required yards, see FWRC <u>19.125.160</u> et seq.</p>		

(Ord. No. 23-968, § 25, 9-5-23; Ord. No. 23-949, § 29, 2-7-23; Ord. No. 22-929, § 7, 1-18-22; Ord. No. 21-921, § 11, 10-19-21; Ord. No. 09-605, § 3(Exh. A), 3-3-09; Ord. No. 07-559, § 3(Exh. A), 7-3-07; Ord. No. 97-291, § 3, 4-1-97; Ord. No. 96-270, § 5, 7-2-96; Ord. No. 94-223, § 3(G), 10-18-94. Code 2001 § 22-760.)

Section 7. FWRC 19.225.075 is hereby amended to read as follows:

19.225.075 Permanent Supportive housing and transitional housing.

The following uses shall be permitted in the city center core (CC-C) zone subject to the regulations and notes set forth in this section:

USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CC-C </div>	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES									
Permanent supportive housing and transitional housing	Process III	None	None			None	See notes 17 and 18	See notes 13, 19 and 20	<p>1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at least <u>five thousand four hundred feet (5,400 ft.)</u> one and one-third miles (7,040 ft.) from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.</p> <p>2. There shall be no more than 200 <u>150</u> residences located within a single facility or complex.</p> <p>3. The property is situated proximate to, and has convenient access to, public transportation, shopping, health care providers, and other services and facilities frequently utilized by the residents of the property.</p> <p>4. The facility or complex will be operated under the</p>

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ ⇒	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CC-C </div>	SPECIAL REGULATIONS AND NOTES	
		Lot Size	Required Yards			Lot Coverage				Height of Structure
			Front	Side (each)	Rear					
									<p>authority of a reputable governing board, social service, or government agency, or proprietor, to whom staff are responsible and who will be available to city officials, if necessary, to resolve concerns pertaining to the property or residents.</p> <p>5. The housing will operate under a written community engagement plan, approved by the governing agency, board, or official, which must address, at a minimum: (a) how the facility will engage with the community; (b) how the facility will respond to community complaints or concerns; and (c) who is the point of contact for the community. The plan shall be provided to the city prior to occupancy and shall be updated and provided to the city as substantive changes are made to the plan.</p> <p>6. Refer to Chapter <u>19.125</u> FWRC, <u>Outdoors, Yards, and Landscaping</u>, for appropriate requirements.</p> <p>7. For sign requirements that apply to the project, see Chapter <u>19.140</u> FWRC.</p> <p>8. For community design guidelines that apply to the project, see Chapter <u>19.115</u> FWRC.</p> <p>9. A minimum of 15</p>	

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CC-C </div>	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES									
								<p>percent of the ground floor must be comprised of nonresidential uses open to the public. Where any portion of the subject property is located adjacent to the intersection of multiple streets, the ground floor space for a distance of 50 feet from the nearest point of the subject property to any such street intersection, shall be limited to entertainment or retail uses. Ground floor space limited to entertainment or retail uses under the preceding sentence may count toward the 15 percent nonresidential requirement under this note. Modifications to the requirements of this note may be granted by the director where commercial viability of the nonresidential uses would be compromised by limits on visibility, lack of convenient access or parking, or conflicts with surrounding uses.</p> <p>10. Primary building entries to residential, retail, or parking must face a pedestrian pathway.</p> <p>(Continued on next page)</p>	

USE REGULATIONS ↓ →		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							ZONE CC-C SPECIAL REGULATIONS AND NOTES
		Required Review Process	Minimums			Maximums		Required Parking Spaces	
			Lot Size	Required Yards			Lot Coverage		
Front	Side (each)	Rear							
Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.								For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC. For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.	
REGULATIONS									
USE									USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS
↓ →		Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE CC-C SPECIAL REGULATIONS AND NOTES
			Lot Size	Required Yards			Lot Coverage		
		Front	Side (each)	Rear					
									11. The subject property must provide usable open space in a total amount equal to at least 100 sq. ft. per dwelling unit. Developments of five or fewer units are exempt from this usable open space requirement. At least 50 percent of the usable open space must be active open space. A minimum of 25 percent of the usable open space provided must be common open space. All eligible usable open

USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE CC-C </div>	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES									
								<p>space shall also meet the requirements specified in FWRC 19.115.115. A fee-in-lieu payment may be utilized for up to 50 percent of the usable open space as specified in FWRC 19.115.115. At least 10 percent of the common open space must be developed and maintained with children's play equipment, except for housing for the exclusive use of persons over 55 years of age, in which case it shall be developed with age-appropriate equipment.</p> <p>12. Any common open space requirements may be reduced at the discretion of the director, if an open space study documents that less common open space will be adequate to serve the needs of the residents.</p> <p>13. Parking spaces shall be provided as follows: Efficiency units – 1.0 per unit + one per two employees Studio units – 1.25 per unit + one per two employees One bedroom units – 1.5 per unit + one per two employees Units with two bedrooms or more – 2.0 per unit + one per two employees</p> <p>14. Alternatively, an applicant may choose to submit a parking study in</p>	

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE CC-C </div> SPECIAL REGULATIONS AND NOTES		
		Lot Size	Required Yards			Lot Coverage				Height of Structure
			Front	Side (each)	Rear					
								<p>accordance with FWRC <u>19.130.080(2)</u>. 15. The housing will operate under a written operational plan that will include, at a minimum, the following:</p> <ul style="list-style-type: none"> a. Residents must be referred by providers of housing and services for people experiencing homelessness. Direct intake of residents at the site, without prior referral, is not allowed. b. A description of transit, pedestrian and bicycle access from the subject site to services and schools must be provided to residents. c. An operations plan must be provided that addresses the following elements: <ul style="list-style-type: none"> i. Roles and responsibilities of key staff; ii. Site/facility management, including a security and emergency plan; iii. Site/facility maintenance; iv. Occupancy policies, consistent with Chapter <u>59.18 RCW</u>, including resident responsibilities and a code of conduct that includes, at a minimum, a prohibition on threatening and unsafe behavior; and the on-site use and sale of illegal drugs; v. Access to human and social services, 		

USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							<div style="border: 1px solid black; padding: 2px; display: inline-block;">ZONE CC-C</div> SPECIAL REGULATIONS AND NOTES	
	Required Review Process	Minimums			Maximums		Required Parking Spaces		
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
							including a staffing plan and expected outcome measures; vi. Procedures for maintaining accurate and complete records. (Continued on next page)		
							For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC. For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.		
	Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.								
USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							<div style="border: 1px solid black; padding: 2px; display: inline-block;">ZONE CC-C</div> SPECIAL REGULATIONS AND NOTES	
	Required Review Process	Minimums			Maximums		Required Parking Spaces		
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
							d. Providers and/or managing agencies shall have either a demonstrated experience providing similar services to people experiencing homelessness, and/or certifications or academic credentials in an applicable human service field, and/or		

USE REGULATIONS ↓ →	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CC-C </div>	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES									
								<p>applicable experience in a related program with people experiencing homelessness.</p> <p>e. For health and safety reasons, the sponsor and/or managing agency shall take all reasonable and legal steps to obtain verifiable identification information, including full name and date of birth, from current and prospective residents, and shall keep a log containing this information.</p> <p>f. Should the provider become aware of a current or prospective resident who has an active felony warrant, it shall follow a protocol to work with the participant to resolve any outstanding warrants with applicable legal authorities.</p> <p>16. All facilities are required to be licensed pursuant to the provisions of Chapter <u>12.35</u> FWRC.</p> <p>17. Developments must have a minimum density of 46 units per acre of developable site area and must not exceed a maximum density of 230 units per acre of developable site area. Building height must be consistent with the minimum density of 46 units per acre of developable site area and maximum density of</p>	

USE REGULATIONS ↓ →	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE CC-C SPECIAL REGULATIONS AND NOTES	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
								230 units per acre of developable site area. 18. For additional height limitations that may apply, see FWRC <u>19.245.010</u> . 19. A minimum of 95 percent of required parking must be structured parking. 20. See FWRC <u>19.115.090</u> for structured parking guidelines.	
								Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively. For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC. For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.	

(Ord. No. 23-977, § 24, 12-5-23; Ord. No. 23-968, § 27, 9-5-23; Ord. No. 23-949, § 32, 2-7-23; Ord. No. 22-929, § 10, 1-18-22; Ord. No. 21-921, § 23, 10-19-21.)

Section 8. FWRC 19.230.065 is hereby amended to read as follows:

19.230.065 Permanent Supportive housing and transitional housing.

The following uses shall be permitted in the city center frame (CC-F) zone subject to the regulations and notes set forth in this section:

REGULATIONS	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review	Minimums			Maximums		Required Parking	ZONE CC-F	
		Lot	Required Yards			Lot			Height of
			Front	Side (each)	Rear				

USE ↓ ⇒	Process	Size	Front	Side (each)	Rear	Coverage	Structure	Spaces	SPECIAL REGULATIONS AND NOTES
Permanent supportive housing and transitional housing	Process III	None	10 ft.			None	70 ft. or 85 ft. See notes 9 and 10	See notes 15, 16 and 19	<p>1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at <u>least five thousand four hundred feet (5,400 ft.) one and one third miles (7,040 ft.)</u> from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property.</p> <p>2. There shall be no more than <u>150</u> 140 residences located within a single facility or complex.</p> <p>3. The property is situated proximate to, and has convenient access to, public transportation, shopping, health care providers, and other services and facilities frequently utilized by the residents of the property.</p> <p>4. The facility or complex will be operated under the authority of a reputable governing board, social service, or government agency, or proprietor, to whom staff are responsible and who will be available to city officials, if necessary, to resolve concerns</p>

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
		Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CC-F </div>	
			Lot Size	Required Yards			Lot Coverage			Height of Structure
				Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES										
								<p>pertaining to the property or residents.</p> <p>5. The housing will operate under a written community engagement plan, approved by the governing agency, board, or official, which must address, at a minimum: (a) how the facility will engage with the community; (b) how the facility will respond to community complaints or concerns; and (c) who is the point of contact for the community. The plan shall be provided to the city prior to occupancy and shall be updated and provided to the city as substantive changes are made to the plan.</p> <p>6. Refer to Chapter <u>19.125</u> FWRC, Outdoors, Yards, and Landscaping, for appropriate requirements.</p> <p>7. For sign requirements that apply to the project, see Chapter <u>19.140</u> FWRC.</p> <p>8. For community design guidelines that apply to the project, see Chapter <u>19.115</u> FWRC.</p> <p>9. Building height may be increased from the permitted outright height of 70 ft. to 85 ft. in exchange for providing publicly visible streetscape amenities, as defined in FWRC <u>19.05.190</u>, along the right-of-way; the</p>		

USE REGULATIONS ↓ →		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE CC-F </div> SPECIAL REGULATIONS AND NOTES	
		Required Review Process	Lot Size	Minimums			Maximums			Required Parking Spaces
				Required Yards			Lot Coverage	Height of Structure		
				Front	Side (each)	Rear				
Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.									siting and design of which shall be approved by the director. 10. Structures on property that adjoins a single-family residential zone shall be set back a minimum of 20 ft. from the property line adjacent to the single- family residential zone. The height of structures shall not exceed 30 ft. above average building elevation when located within 100 ft. from such property line, unless the project proposes utilizing an existing building. 11. All buildings, except for related parking structures up to 65 ft. in height (six stories), must be gabled with pitched roofs, unless the building is taller than 35 ft. (three stories) with a rooftop that contributes to the multifamily open space requirements. (Continued on next page)	
								For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC. For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq.		

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE		
		Lot Size	Required Yards			Lot Coverage		Height of Structure	CC-F	
			Front	Side (each)	Rear				SPECIAL REGULATIONS AND NOTES	
								For details regarding required yards, see FWRC <u>19.125.160</u> et seq.		
REGULATIONS										
USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE										
↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE		
		Lot Size	Required Yards			Lot Coverage		Height of Structure	CC-F	
			Front	Side (each)	Rear				SPECIAL REGULATIONS AND NOTES	
								<p>12. Where the building is located near a right-of-way, the ground floor must consist of nonresidential space(s) with a minimum floor-to-ceiling height of 13 ft.; or residential spaces that have been designed to contribute to an active presence to the streetscape.</p> <p>13. The subject property must provide usable open space in a total amount equal to at least 100 sq. ft. per dwelling unit. Developments of five or fewer units are exempt from this usable open space requirement. At least 50 percent of the usable open space must be active open space. A minimum of 25% of the usable open space provided must be common open space. All</p>		

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE CC-F </div> SPECIAL REGULATIONS AND NOTES	
		Required Review Process	Minimums			Maximums		Required Parking Spaces		
			Lot Size	Required Yards			Lot Coverage			Height of Structure
				Front	Side (each)	Rear				
								<p>eligible usable open space shall also meet the requirements specified in FWRC 19.115.115. A fee-in-lieu option is available for up to 50 percent of the usable open space as specified in FWRC 19.115.115. At least 10 percent of the common open space must be developed and maintained with children's play equipment, except for housing for the exclusive use of persons over 55 years of age, in which case it shall be developed with age-appropriate equipment.</p> <p>14. Any common open space requirements may be reduced at the discretion of the director, if an open space study documents that less common open space will be adequate to serve the needs of the residents.</p> <p>15. Parking spaces shall be provided as follows:</p> <ul style="list-style-type: none"> Efficiency units – 1.0 per unit + one per two employees Studio units – 1.25 per unit + one per two employees One bedroom units – 1.5 per unit + one per two employees Units with two bedrooms or more – 2.0 per unit + one per two employees <p>16. Alternatively, an applicant may choose to</p>		

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
		Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CC-F </div>	
			Lot Size	Required Yards			Lot Coverage			Height of Structure
				Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES										
								<p>submit a parking study in accordance with FWRC <u>19.130.080(2)</u>. 17. The housing will operate under a written operational plan that will include, at a minimum, the following:</p> <ul style="list-style-type: none"> a. Residents must be referred by providers of housing and services for people experiencing homelessness. Direct intake of residents at the site, without prior referral, is not allowed. b. A description of transit, pedestrian and bicycle access from the subject site to services and schools must be provided to residents. <p>(Continued on next page)</p>		
								<p>Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.</p> <p>For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC.</p> <p>For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq.</p> <p>For details regarding required yards, see FWRC <u>19.125.160</u> et seq.</p>		
REGULATIONS		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
		Required Review	Lot	Minimums Required Yards			Lot	Maximums Height of	Required Parking	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CC F </div>

USE ↓ ⇒	Process	Size	Front	Side (each)	Rear	Coverage	Structure	Spaces	SPECIAL REGULATIONS AND NOTES
									<p>c. An operations plan must be provided that addresses the following elements:</p> <ul style="list-style-type: none"> i. Roles and responsibilities of key staff; ii. Site/facility management, including a security and emergency plan; iii. Site/facility maintenance; iv. Occupancy policies, consistent with Chapter <u>59.18</u> RCW, including resident responsibilities and a code of conduct that includes, at a minimum, a prohibition on threatening and unsafe behavior; and the on-site use and sale of illegal drugs; v. Access to human and social services, including a staffing plan and expected outcome measures; vi. Procedures for maintaining accurate and complete records. <p>d. Providers and/or managing agencies shall have either a demonstrated experience providing similar services to people experiencing homelessness, and/or certifications or academic credentials in an applicable human service field, and/or applicable experience in a related program with people experiencing homelessness.</p> <p>e. For health and safety reasons, the sponsor and/or</p>

USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CC-F </div>	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES									
								<p>managing agency shall take all reasonable and legal steps to obtain verifiable identification information, including full name and date of birth, from current and prospective residents, and shall keep a log containing this information.</p> <p>f. Should the provider become aware of a current or prospective resident who has an active felony warrant, it shall follow a protocol to work with the participant to resolve any outstanding warrants with applicable legal authorities.</p> <p>18. All facilities are required to be licensed pursuant to the provisions of Chapter <u>12.35</u> FWRC.</p> <p>19. Minimum residential parking requirements subject to FWRC <u>19.130.020</u>.</p>	
<p>Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.</p>							<p>For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC.</p> <p>For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.</p>		

(Ord. No. 23-968, § 29, 9-5-23; Ord. No. 23-949, § 35, 2-7-23; Ord. 22-929, § 12, 1-18-22; Ord. No. 21-921, § 25, 10-19-21.)

Section 9. FWRC 19.240.085 is hereby amended to read as follows:

19.240.085 Permanent Supportive housing and transitional housing.

The following uses shall be permitted in the commercial enterprise (CE) zone subject to the regulations and notes set forth in this section:

USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Lot Size	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CE </div> SPECIAL REGULATIONS AND NOTES
			Required Yards			Lot Coverage	Height of Structure		
			Front	Side (each)	Rear				
Permanent supportive housing and transitional housing	Process III	None	5 ft.	See note 12	None	45 ft. above average building elevation (AABE) to 55 ft. AABE and four floors See notes 9 and 10	See notes 13, 14 and 17	1. Any proposed permanent supportive housing or transitional housing facility with more than two units, or which brings the total number of permanent supportive housing or transitional housing units on the property to more than three units, must be distanced at <u>least five thousand four hundred feet (5,400 ft.) one and one third miles (7,040 ft.)</u> from any property with more than three units of permanent supportive housing and/or transitional housing, as measured from the nearest points of each such property. 2. There shall be no more than 150 140 residences located within a single facility or complex. 3. The property is situated proximate to, and has convenient access to, public transportation, shopping, health care providers, and other services and facilities	

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use ... THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CE </div>	SPECIAL REGULATIONS AND NOTES
		Lot Size	Required Yards		Lot Coverage	Height of Structure			
			Front	Side (each)					
									<p>frequently utilized by the residents of the property.</p> <p>4. The facility or complex will be operated under the authority of a reputable governing board, social service, or government agency, or proprietor, to whom staff are responsible and who will be available to city officials, if necessary, to resolve concerns pertaining to the property or residents.</p> <p>5. The housing will operate under a written community engagement plan, approved by the governing agency, board, or official, which must address, at a minimum: (a) how the facility will engage with the community; (b) how the facility will respond to community complaints or concerns; and (c) who is the point of contact for the community. The plan shall be provided to the city prior to occupancy and shall be updated and provided to the city as substantive changes are made to the plan.</p> <p>6. Refer to Chapter 19.125 FWRC, Outdoors, Yards, and Landscaping, for appropriate requirements.</p> <p>7. For sign</p>

USE ZONE CHART									
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE CE </div>	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES									
								<p>requirements that apply to the project, see Chapter <u>19.140</u> FWRC.</p> <p>8. For community design guidelines that apply to the project, see Chapter <u>19.115</u> FWRC.</p> <p>9. If approved by the director, the height of a structure may exceed 40 ft. above average building elevation (AABE), to a maximum of 55 ft. AABE and four floors, if all of the following criteria are met:</p> <ul style="list-style-type: none"> a. The increased height is necessary to accommodate the structural, equipment, or operational needs of the use conducted in the building, and/or all ground floor spaces have a minimum floor-to-ceiling height of 13 ft. and a minimum depth of 15 ft.; b. Height complies with note 10; c. Height over 40 ft. is set back from all residential zones by one additional ft. for each one ft. of height over 40 ft.; and d. Rooflines are designed to avoid a predominantly flat and featureless appearance through variations in roof height, forms, angles, and materials. <p>(Continued on next page)</p>	

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS							ZONE CE SPECIAL REGULATIONS AND NOTES
		Required Review Process	Minimums			Maximums		Required Parking Spaces	
			Lot Size	Required Yards			Lot Coverage		
Front	Side (each)	Rear							
		<p>Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.</p>					<p>For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC.</p> <p>For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.</p>		
USE		REGULATIONS							USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS
↓ ⇒		Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE CE SPECIAL REGULATIONS AND NOTES
			Lot Size	Required Yards			Lot Coverage		
		Front		Side (each)	Rear				
								<p>10. Building height may not exceed 30 ft. AABE when located within 100 ft. of a single-family residential zone.</p> <p>11. The subject property must provide usable open space in a total amount equal to at least 100 sq. ft. per dwelling unit. Developments of five or fewer units are exempt from this usable open space requirement. At least 50 percent of the usable open space must</p>	

USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 5px; display: inline-block;"> ZONE CE </div>	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES									
								<p>be active open space. A minimum of 25 percent of the usable open space provided must be common open space. All eligible usable open space shall also meet the requirements specified in FWRC 19.115.115. A fee-in-lieu option is available for up to 50 percent of the usable open space as specified in FWRC 19.115.115. At least 10 percent of the common open space must be developed and maintained with children's play equipment, except for housing for the exclusive use of persons over 55 years of age, in which case it shall be developed with age-appropriate equipment.</p> <p>12. Minimum side and rear yards shall be 20 ft. adjacent to single-family residential zones and five ft. adjacent to all other zones.</p> <p>13. Parking spaces shall be provided as follows:</p> <ul style="list-style-type: none"> Efficiency units – 1.0 per unit + one per two employees Studio units – 1.25 per unit + one per two employees One bedroom units – 1.5 per unit + one per two employees Units with two bedrooms or more – 2.0 per unit + one per two employees 	

USE REGULATIONS ↓ ⇒		USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS									
		Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CE </div>	SPECIAL REGULATIONS AND NOTES	
			Lot Size	Required Yards			Lot Coverage				Height of Structure
				Front	Side (each)	Rear					
<p>14. Alternatively, an applicant may choose to submit a parking study in accordance with FWRC <u>19.130.080(2)</u>.</p> <p>15. The housing will operate under a written operational plan that will include, at a minimum, the following:</p> <ul style="list-style-type: none"> a. Residents must be referred by providers of housing and services for people experiencing homelessness. Direct intake of residents at the site, without prior referral, is not allowed. b. A description of transit, pedestrian and bicycle access from the subject site to services and schools must be provided to residents. c. An operations plan must be provided that addresses the following elements: <ul style="list-style-type: none"> i. Roles and responsibilities of key staff; ii. Site/facility management, including a security and emergency plan; iii. Site/facility maintenance; iv. Occupancy policies, consistent with Chapter <u>59.18 RCW</u>, including resident responsibilities and a code of conduct that includes, at a minimum, a prohibition on threatening and unsafe behavior; and the on-site use and sale of illegal 											

USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ZONE CE</div> SPECIAL REGULATIONS AND NOTES	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
							drugs; v. Access to human and social services, including a staffing plan and expected outcome measures; vi. Procedures for maintaining accurate and complete records. (Continued on next page)		
							For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC. For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.		
	Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC, Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.								
USE REGULATIONS ↓ ⇒	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;">ZONE CE</div> SPECIAL REGULATIONS AND NOTES	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
							d. Providers and/or managing agencies shall have either a demonstrated experience providing similar services to people experiencing homelessness, and/or certifications or		

USE REGULATIONS ↓ →	USE ZONE CHART DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS								
	Required Review Process	Minimums			Maximums		Required Parking Spaces	<div style="border: 1px solid black; padding: 2px; display: inline-block;"> ZONE CE </div>	
		Lot Size	Required Yards			Lot Coverage			Height of Structure
			Front	Side (each)	Rear				
SPECIAL REGULATIONS AND NOTES									
								<p>academic credentials in an applicable human service field, and/or applicable experience in a related program with people experiencing homelessness.</p> <p>e. For health and safety reasons, the sponsor and/or managing agency shall take all reasonable and legal steps to obtain verifiable identification information, including full name and date of birth, from current and prospective residents, and shall keep a log containing this information.</p> <p>f. Should the provider become aware of a current or prospective resident who has an active felony warrant, it shall follow a protocol to work with the participant to resolve any outstanding warrants with applicable legal authorities.</p> <p>16. All facilities are required to be licensed pursuant to the provisions of Chapter <u>12.35</u> FWRC.</p> <p>17. Minimum residential parking requirements subject to FWRC <u>19.130.020</u>.</p>	
Process I, II, III and IV are described in Chapter <u>19.55</u> FWRC, Chapter <u>19.60</u> FWRC,						For other information about parking and parking areas, see Chapter <u>19.130</u> FWRC.			

USE ZONE CHART										
DIRECTIONS: FIRST, read down to find use . . . THEN, across for REGULATIONS										
USE REGULATIONS ↓ →	Required Review Process	Minimums			Maximums		Required Parking Spaces	ZONE	SPECIAL REGULATIONS AND NOTES	
		Lot Size	Required Yards			Lot Coverage		Height of Structure		CE
			Front	Side (each)	Rear					
Chapter <u>19.65</u> FWRC, Chapter <u>19.70</u> FWRC respectively.										
									For details of what may exceed this height limit, see FWRC <u>19.110.050</u> et seq. For details regarding required yards, see FWRC <u>19.125.160</u> et seq.	

(Ord. No. 23-968, § 30, 9-5-23; Ord. No. 23-949, § 36, 2-7-23; Ord. No. 22-929, § 13, 1-18-22; Ord. No. 21-921, § 27, 10-19-21.)

Section 10. Severability. The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of the ordinance, or the validity of its application to any other persons or circumstances.

Section 11. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 12. Ratification. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

Section 13. Effective Date. This ordinance shall be effective five (5) days after passage and publication as provided by law.

PASSED by the City Council of the City of Federal Way this _____ day of _____, 20__.

CITY OF FEDERAL WAY:

JIM FERRELL, MAYOR

ATTEST:

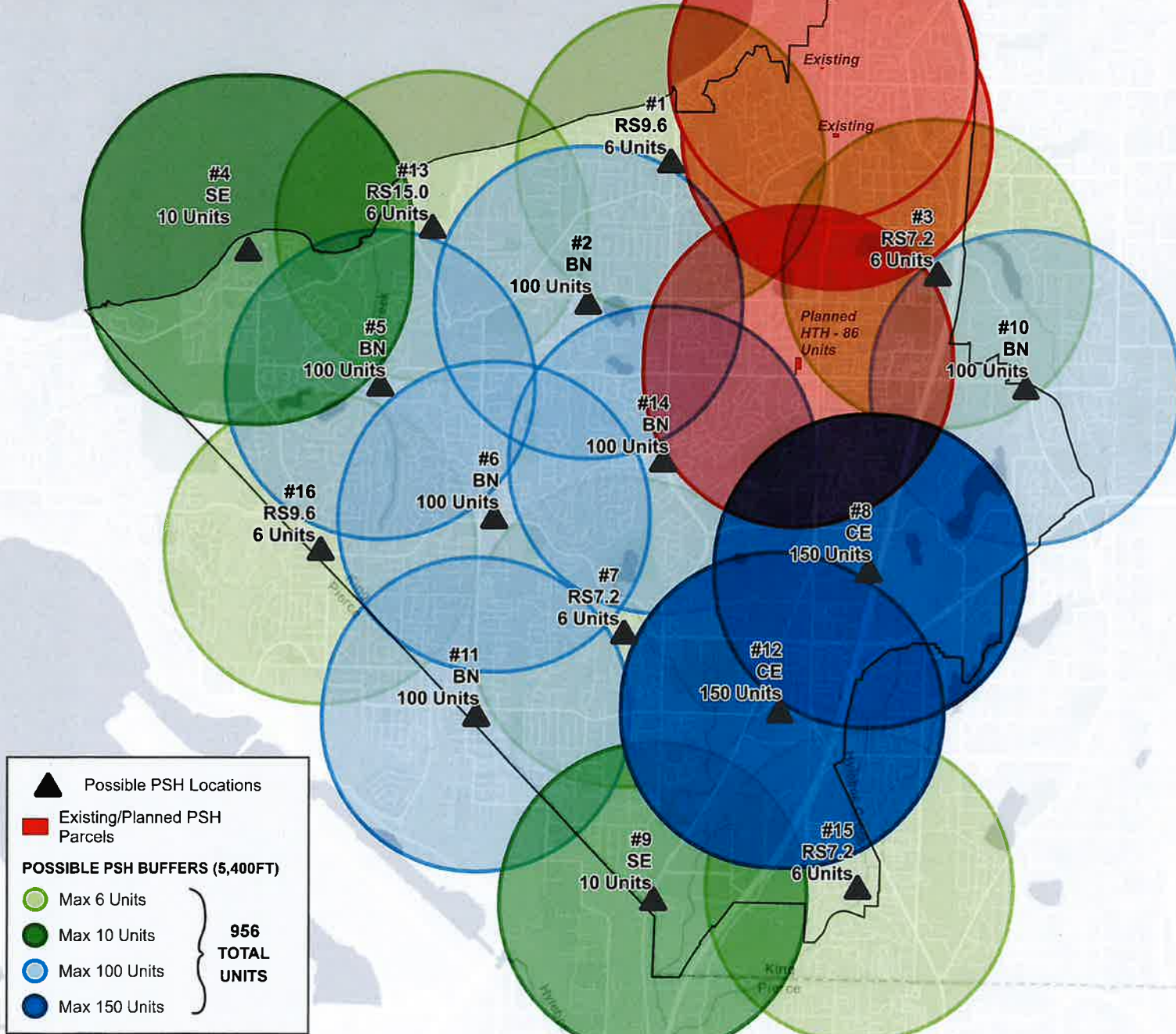
STEPHANIE COURTNEY, MMC, CPRO, CITY CLERK

APPROVED AS TO FORM:

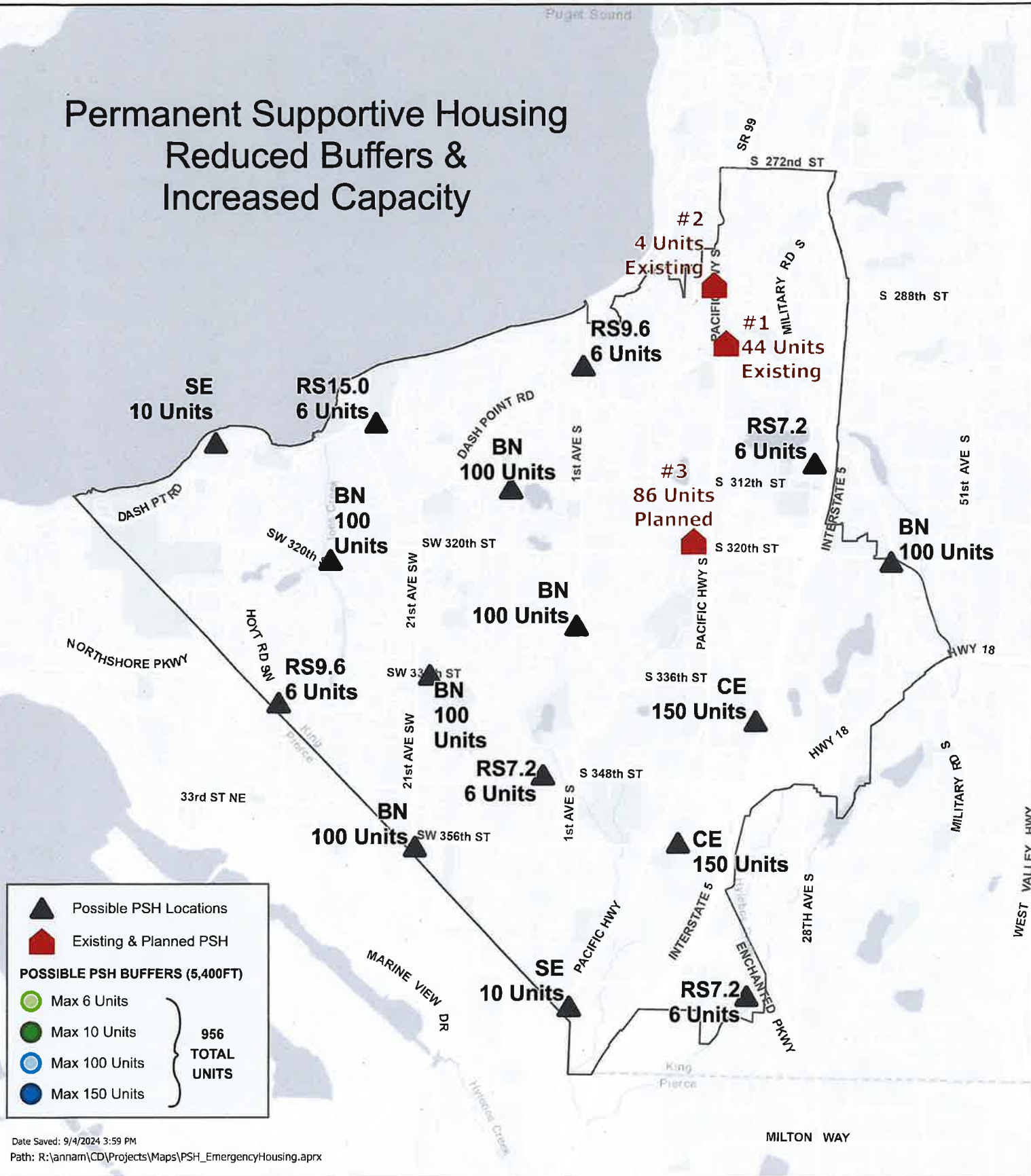
J. RYAN CALL, CITY ATTORNEY

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.:

Permanent Supportive Housing Reduced Buffers & Increased Capacity



Permanent Supportive Housing Reduced Buffers & Increased Capacity



COUNCIL MEETING DATE: December 3, 2024

ITEM #:

CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL

SUBJECT: ORDINANCE: 2024 ANNUAL COMPREHENSIVE PLAN AMENDMENTS

POLICY QUESTION: Should the City Council adopt the 2024 annual Comprehensive Plan amendments?

COMMITTEE: Land Use and Transportation

MEETING DATE: November 4, 2024

CATEGORY:

- Consent, Ordinance, Public Hearing, City Council Business, Resolution, Other

STAFF REPORT BY: Evan Lewis, Senior Planner DEPT: CD

- Attachments: 1. Staff Memorandum, 2. Ordinance

Options Considered:

- 1. Approve the 2024 annual Comprehensive Plan amendments, 2. Do not approve the 2024 annual Comprehensive Plan amendments

MAYOR'S RECOMMENDATION: Option 1.

MAYOR APPROVAL: [Signature] 10/30/2024, DIRECTOR APPROVAL: [Signature] 10/30/2024

COMMITTEE RECOMMENDATION: I move to forward the proposed ordinance to first reading on November 19, 2024.

Signatures of Jack Dovey, Jack Walsh, and Hoang Tran with their titles.

PROPOSED COUNCIL MOTION(S):

FIRST READING OF ORDINANCE (11/19/24): "I move to forward the proposed ordinance to the December 3, 2024, Council Meeting for second reading and enactment."

SECOND READING OF ORDINANCE (12/3/24): "I move approval of the proposed ordinance."

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED, DENIED, TABLED/DEFERRED/NO ACTION, MOVED TO SECOND READING

COUNCIL BILL #

First reading

Enactment reading

ORDINANCE #

RESOLUTION #

Handwritten: CB# 893, 11-19-2024

REVISED - 5/2024



CITY OF FEDERAL WAY
MEMORANDUM

DATE: October 30, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Evan Lewis, AICP, Senior Planner *Evan Lewis*
SUBJECT: 2024 Annual Comprehensive Plan Amendments

Financial Impacts

There are no financial impacts to the City for this code amendment.

Background

Pursuant to RCW 36.70A.130(5)(a), the City of Federal Way must update its Comprehensive Plan every 10 years. However, per FWRC 19.80.050, the City can review Comprehensive Plan amendments annually. Having an annual amendment process allows the City to amend its comprehensive plan quickly to respond to major changes in circumstances and stay relevant to local needs. Under [RCW 36.70A.130\(2\)](#), cities and counties may consider proposed amendments no more frequently than once per year, with some exceptions.

Proposed Comprehensive Plan amendments fall into two general categories: (1) City-initiated amendments; and (2) privately-initiated amendments. Proposed privately-initiated Comprehensive Plan amendments must first be accepted by Council to an annual comprehensive plan 'docket' in order to be reviewed further for adoption. Two privately-initiated amendment proposals were received in 2023 and accepted to the 2024 annual amendment docket:

1. Flowers Property Rezone and Comprehensive Plan Amendment
2. Commons at Federal Way Comprehensive Plan Amendment

Both 2024 annual Comprehensive Plan amendments are summarized as follows:

Flowers Property Rezone and Comprehensive Plan Amendment

File Number: 23-104820-UP VI
Parcel No.: 082104-9139
Applicant / Owner: Teshia Flowers
Address: 30819 14th Avenue S
Location: South west corner of the intersection of S 308th Street and 14th Ave S.
Parcel Size: 0.93 acres (40,453 sq. ft.)
Existing Land Use: Office building (future daycare use)
Existing Comp Plan: Multi-family residential (RM 1800)
Existing Zoning: RM 1800 (one dwelling unit per 1,800 square feet)
Proposed Comp Plan: Professional Office (PO)
Proposed Zoning: Professional Office (PO)

The applicant and property owner, Teshia Flowers, is requesting a comprehensive plan amendment and rezone from the current comprehensive plan and zoning designations of Multi-family (RM 1800) to Professional Office (PO). The applicant was approved for a daycare on the property through a City Hearing Examiner's decision on March 21, 2024. However, under the current RM zoning the daycare is limited to serving no more than 50 children. The applicant would like the daycare to serve more than 50 children, and therefore has requested a rezone to PO to in order to allow for a daycare that does not put a limit on the number of children served.

Current and Proposed Flowers Comprehensive Plan Designations and Zoning

The following maps depict the current and proposed Comprehensive Plan and zoning designations for the site. Note that the 'Proposed' Comprehensive Plan map depicts the City's proposed new Comprehensive Plan land use designations that would be adopted with the 2024 Comprehensive Plan periodic update. Under those new designations, the PO zone would be implemented in the Comprehensive Plan under a new 'Commercial' land use designation rather than a PO land use designation.



The requested amendment, if approved, would revert the property back to the original professional office/office Comprehensive Plan designation and zoning that existed on the site from the City's incorporation in 1990 until 2013. The City's permit records indicate that the property has never contained multifamily residential since the City's incorporation.

Surrounding Zone Designation and Land Use:

	Zoning	Land Use
North	Community Business (BC)	Federal Way High School
South	Professional Office (PO)	Medical Office
East	Multi-Family (RM1800)	Bellridge Townhouses Condominium
West	Multi-Family (RM1800)	Lake Easter Estates Condominium

If approved, the amendment would expand, to the one subject parcel, the Professional Office land use and zoning designations that exist on the adjacent parcel to the south.

Relevant materials from the applicant's comprehensive plan amendments, as well as from their already-issued building permit for a new daycare use on the property, are attached as **Attachment 1**.

Commons at Federal Way

File Number: 23-104869-UP
 Parcel Number: 762240-0010, -0111, -0012, -0013, -0014, -0016, -0017, -0018, -0019, -0020, -0021
 Address: 1701 and 2001 S 320th St., and 2201 S Commons
 Location: Site bounded by Pacific Hwy S to the west, S 320th St to the north, 23rd Ave S to the east, and S 324th St. to the south
 Size: 61-acres (appx)
 Applicant: Jamas Gwilliam, Merlone Geier Partners
 Owner: MGP XI Commons FW, LLC
 Existing Land Use: Retail, restaurants, office, and vacant
 Existing Comp Plan: City Center Core
 Existing Zoning: City Center Core (CC-C)
 Proposed Comp Plan: City Center Core (no change proposed)
 Proposed Zoning: CC-C (no change proposed)

The applicant proposes to amend maps and text in the City Center and Transportation Chapters of Federal Way's Comprehensive Plan pertaining to the Commons Mall site. The proposed amendment would modify the motorized and non-motorized public transportation network for the site on Comprehensive Plan maps, depictions of bike and pedestrian connections associated with that planned network, and provide text amendments consistent with those comprehensive plan map depictions for the site. The proposed amendment is for the purpose of allowing a private local street network on the site that may be part of a future redevelopment proposal.

Surrounding Zone Designation and Land Use:

	Zoning	Land Use
North	City Center Core (CC-C)	S. 320 th St with retail, restaurant and vacant uses beyond
South	Community Business (BC) and Residential Multifamily 3600 (RM-3600)	S 324 th St. with office, medical/dental, retail, public utility, and mobile home park uses beyond
East	City Center Core (CC-C)	23 rd Ave S with retail and vacant properties beyond
West	City Center Frame (CC-F)	Pacific Hwy S with office, retail and restaurant uses beyond

Proposed amendments.

The applicant requested amendments that will accommodate more redevelopment possibilities for the Commons site, including:

1. Removing a minor collector ring road depicted in the Comprehensive Plan on the Commons Mall site, and instead showing a future north-south Principal Collector road through the Commons Mall site.
2. Clarifying that street cross-sections and standards associated with different street typologies will be addressed in city code and development standards.
3. Clarifying that roads on the Commons Mall site can be either public or private, so long as they are open to the public.
4. Ensuring an appropriate amount of flexibility in the implementation of planned roads relative to how they're depicted in the chapter.
5. Ensuring that references to streets and pedestrian improvements were sufficiently broad as "potential" streets and improvements to ensure an appropriate level of flexibility for redevelopment options on the Commons Mall site.

Maps and text in the updated Transportation and Centers chapters, as part of the City's 2024 Comprehensive Plan Periodic Update, are consistent with the applicant's request. On October 25, 2024, the applicant sent the City a letter which is **Attachment 2** to this staff report clarifying that the applicant's requested amendments fully align with the changes to the Transportation and Centers chapters proposed by City staff as part of the periodic update.

Procedural Summary

- 1/17/24: Planning Commission Docket Selection Public Meeting
- 2/5/24: LUTC Meeting for Docket Selection
- 2/20/24: Council Meeting for Docket Selection approval
- 2/29/24: WA Dept. of Commerce notification for Flowers amendment
- 7/12/24: SEPA Determinations for both annual amendment proposals
- 7/24/24: Notification given to WA State Dept. of Commerce for Commons amendment
- 7/26/24: End of SEPA Comment Period for both proposed annual amendments
- 8/16/24: End of SEPA Appeal Period for both proposed annual amendments
- 9/4/24: Public Hearing
- 11/4/24: LUTC Meeting
- 11/19/24: City Council 1st Reading
- 12/3/24: City Council 2nd Reading

Public Comments

The City received zero comments during the SEPA comment period and, as of the date of this staff report, zero comments during the public hearing comment period.

Decisional Criteria – Flowers Property

FWRC 19.80.140 provides that the City may consider, but is not limited to, the following factors when considering a proposed amendment to the comprehensive plan:

1. The effect upon the physical environment.

No adverse impacts are anticipated from the rezone. A daycare use was already approved for the site on 3/21/24, and the applicant was issued a building permit for improvements related to that new daycare use on 6/11/24 and, as of the time of this staff report, was working toward receiving a certificate of occupancy for that use; building permit materials are attached. Effects on the physical environment were considered during review of those previous permit approvals. It is anticipated that any site-improvements related to a daycare that can serve additional children, if any, will have no negative

effects upon the physical environment; compliance with City requirements will be reviewed through any future permits required for a daycare use that serves more than 50 children.

2. **The effect on open space, streams, and lakes.**

Same response as #1. Potential effects on open space, streams and lakes from marginal site improvements related to an expansion of the daycare that serves more than 50 children, if any, will be reviewed associated with permit(s) required for that future daycare expansion.

3. **The compatibility with and impact on adjacent land uses and surrounding neighborhoods.**

Uses on surrounding properties include multifamily residential, a dental office, and a public school. A daycare is compatible with such surrounding uses.

Additionally, should the new zoning accommodate any additional use proposals on the property in the future, the PO zone allows significantly fewer uses than the existing RM zone which should reduce the potential for incompatibilities with nearby uses. The adjacent lot to the south is already zoned PO, and until 2013 the site had been zoned PO since the City's 1990 incorporation; a zone that was, and still would be, consistent with the site's commercial use.

4. **The adequacy of and impact on community facilities including utilities, roads, public transportation, parks, recreation, and schools.**

Such impacts were considered and sufficiently addressed during review of the land use and building permit approvals mentioned in #1 above. Any impacts to utilities, roads, public transportation, parks, recreation and school from a daycare that serves 50 vs. more than 50 children is expected to be marginal and minimal and would be reviewed consistent with City code including PO-zone requirements.

Additionally, should the new zoning (PO) accommodate any additional use proposals on the property in the future, the proposed rezone is to PO, and the PO zone allows significantly fewer uses than the existing RM zone which should reduce the potential for incompatibilities with nearby uses.

5. **The benefit to the neighborhood, city, and region.**

The new zoning is expected to reduce non-conformities of the site's existing use, and accommodate expanded daycare options for the region.

6. **The quantity and location of land planned for the proposed land use type and density and the demand for such land.**

The City will still have sufficient residentially-zoned land, consistent with its growth targets, if this single parcel is rezoned from RM to PO. Additionally, in the City's neighborhood-specific growth assumptions for the Comprehensive Plan 2024 update, no future household growth has been assumed at this location.

7. **The current and projected population density in the area.**

The rezone will not affect the area's population density; this parcel's population density is currently zero and it would likely remain zero with the updated zoning.

8. **The effect upon other aspects of the comprehensive plan.**

There are no anticipated effects on other aspects of the comprehensive plan.

FWRC 19.80.140 also states: "For site-specific comprehensive plan amendments, the provisions of FWRC 19.75.130(3)(a) shall also apply." The following addresses criteria from FWRC 19.75.130(3)(a) (as referenced in 19.80.140) and 19.75.130(3)(b) as required for project-related rezones:

(a) *The city may approve an application for a quasi-judicial nonproject rezone only if it finds that:*

(i) The proposed rezone is in the best interest of the residents of the city; and

Reducing zoning nonconformities and accommodating zoning that better reflects market and physical conditions of an area is in the best interest of city residents.

(ii) The proposed rezone is appropriate because either:

(A) Conditions in the immediate vicinity of the subject property have so significantly changed since the property was given its present zoning and that, under those changed conditions, a rezone is within the public interest; or

(B) The rezone will correct a zone classification or zone boundary that was inappropriate when established;

Part 'B' is applicable. The property appears to have had a non-residential use since incorporation. It was also originally zoned for office from 1990-2013. The City has not received multifamily proposals for this property since its 2013 rezone and the property does not need to be zoned multifamily for the city to achieve its housing goals and targets. The property is more appropriately zoned for office than for multifamily.

(iii) It is consistent with the comprehensive plan:

The proposal is consistent with the following goals and policies of the Comprehensive Plan:

LUP 8 Designate and zone land to provide for Federal Way's share of regionally adopted demand forecasts for residential, commercial, and industrial uses for the next 20 years.

LUP35 Allow a broad range of commercial, retail, office, industrial, and supportive uses to meet the needs of workers and consumers, in well integrated, well-functioning, high quality developments.

EDP2 Periodically monitor local and regional trends to be able to adjust plans, policies, and programs.

EDG2 Help attract, expand, and retain businesses, jobs, and investments that provide employment and enhance income opportunities for Federal Way residents.

EDP6 Provide a better balance between housing and jobs by increasing the number of jobs within the City relative to the number of households.

EDP8 Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide jobs.

(iv) It is consistent with all applicable provisions of the title, including those adopted by reference from the comprehensive plan; and

The proposal is procedurally and substantively consistent with the FWRC Title 19 and the Comprehensive Plan. It is consistent with at least the previously noted comprehensive plan policies, and once the simultaneous Comprehensive Plan land use designation amendment is approved it will also be consistent with the comprehensive plan land use map. The daycare use that triggered the proposed rezone has already been reviewed and approved for the site; the rezone would allow the applicant a daycare that exceeds 50 children once any subsequent permits are approved for a daycare for more than 50 children.

(v) It is consistent with the public health, safety, and welfare.

The proposed amendment would better reduce the potential for ongoing zoning non-conformities on the site which is consistent with public health, safety and welfare. The Flowers property was previously zoned Professional Office (PO). In 2013, a Comprehensive Plan Amendment and rezone of the property was granted under Ordinance No. 13.745 to change the designation to Residential Multi-Family

(RM1800). Since the adoption of the comprehensive plan and rezone to multi-family the City has not received applications for multi-family development on the site. The Comprehensive plan and rezone of the subject property created a non-conforming development and use and the existing building continued to be utilized primarily for office uses. The current proposal to amend the comprehensive plan and rezone the property back to PO would eliminate the non-conforming use element of the property. A daycare use and building permit on the site were already approved after review for consistency with public health, safety and welfare. Subsequent permits related to an expanded daycare use would also be reviewed as such.

(b) The city may approve an application for a quasi-judicial project-related rezone only if it finds that:

(i) The criteria in subsection (3)(a) of this section are met; and

As noted above, said criteria are met.

(ii) The proposed project complies with this title in all respects; and

As noted under (a)(iv) above, the proposal complies with Title 19.

(iii) The site plan of the proposed project is designed to minimize all adverse impacts on the developed properties in the immediate vicinity of the subject property; and

The site plan for the already approved daycare use and building permit on the site, up to 50 children, was designed to minimize all adverse impacts on the developed properties in the immediate vicinity of the subject property consistent with code. Any site or building improvements necessary to serve more than 50 children, under the new zoning, would also need to meet code requirements to minimize adverse impacts and would be reviewed as such.

(iv) The site plan is designed to minimize impacts upon the public services and utilities; and

The site plan for the already approved daycare use on the site, up to 50 children, was designed to minimize such adverse impacts consistent with code. Any site or building improvements necessary to serve more than 50 children, under the new zoning, would also need to meet code requirements to minimize adverse impacts.

(v) Traffic safety impacts for all modes of transportation, both on and off site, are adequately mitigated; and

The site plan for the already approved daycare use on the site, up to 50 children, was reviewed for consistency with traffic safety impacts. Any site or building improvements necessary to serve more than 50 children, under the new zoning, would also need to meet code requirements to mitigate traffic impacts.

(vi) The rezone has merit and value for the community as a whole.

Reducing zoning nonconformities and accommodating zoning that better reflects market and physical conditions of an area has merit and value for the community as a whole.

FWRC 19.80.150 provides criteria for amending the comprehensive plan. The City may amend the comprehensive plan only if it finds that:

1. The proposed amendment bears a substantial relationship to public health, safety, or welfare;

The proposed amendment would better reduce the potential for ongoing zoning non-conformities on the site which is consistent with public health, safety and welfare. The Flowers property was previously zoned Professional Office (PO). In 2013, a Comprehensive Plan Amendment and rezone of the property was granted under Ordinance No. 13.745 to change the designation to Residential Multi-Family (RM1800). Since the adoption of the comprehensive plan and rezone to multi-family the city has not received applications for multi-family development on the site. The Comprehensive plan and rezone of the subject property created a non-conforming development and use and the existing building continued

to be utilized primarily for office uses. The current proposal to amend the comprehensive plan and rezone the property back to PO would eliminate the non-conforming use element of the property.

2. The proposed amendment is in the best interest of the residents of the city;

Reducing zoning nonconformities and accommodating zoning that better reflects market and physical conditions of an area is in the best interest of city residents.

3. The proposed amendment is consistent with the requirements of Chapter 36.70A RCW and with the portion of the city's adopted plan not affected by the amendment.

The proposed amendment is procedurally and substantively consistent with the WA State Growth Management Act (GMA), including the following goals of RCW Chapter 36.70A.020 (2) of the Growth Management Act (GMA):

(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.

The proposal is also consistent with the following goals and policies of the Comprehensive Plan:

LUP 8 *Designate and zone land to provide for Federal Way's share of regionally adopted demand forecasts for residential, commercial, and industrial uses for the next 20 years.*

LUP35 *Allow a broad range of commercial, retail, office, industrial, and supportive uses to meet the needs of workers and consumers, in well integrated, well-functioning, high quality developments.*

EDP2 *Periodically monitor local and regional trends to be able to adjust plans, policies, and programs.*

EDG2 *Help attract, expand, and retain businesses, jobs, and investments that provide employment and enhance income opportunities for Federal Way residents.*

EDP6 *Provide a better balance between housing and jobs by increasing the number of jobs within the City relative to the number of households.*

EDP8 *Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide jobs.*

Decisional Criteria – Commons Property

FWRC 19.80.140 provides that the city may consider, but is not limited to, the following factors when considering a proposed amendment to the comprehensive plan:

1. **The effect upon the physical environment.**

No adverse impacts are anticipated from the comprehensive plan amendment on the physical environment. The amendment would potentially accommodate a wider range of redevelopment possibilities on the site without a ring road as currently depicted on the Commons property. However, any such redevelopment on the property is subject to a land use permit during which all effects upon the physical environment will be reviewed for consistency with City code.

2. **The effect on open space, streams, and lakes.**

No adverse impacts are anticipated from the comprehensive plan amendment on open space, streams and lakes. The amendment would potentially accommodate a wider range of redevelopment possibilities on the site without a ring road depicted on the Commons property. However, any such redevelopment on the property is subject to a land use permit during which any effects upon the natural environment will be reviewed for consistency with City code.

3. **The compatibility with and impact on adjacent land uses and surrounding neighborhoods.**

The comprehensive plan amendment would be compatible with adjacent land uses and surrounding neighborhoods. Public Works Traffic staff reviewed the proposal to ensure surrounding roads would still be adequate to accommodate growth. The amendment would potentially accommodate a wider range of redevelopment possibilities on the site without a ring road as currently depicted on the Commons property and with the other clarifying text as noted. However, any such redevelopment on the property is subject to a land use permit during which any effects upon adjacent land uses and surrounding land uses will be reviewed for consistency with City code.

4. **The adequacy of and impact on community facilities including utilities, roads, public transportation, parks, recreation, and schools.**

The amendment has no detrimental impact on the noted facilities, amenities and infrastructure. The amendment was reviewed by City of Federal Way Planning, Public Works Development Services and Traffic reviewers, South King Fire, and Lakehaven Water & Sewer District. Updates were made consistent with Public Works Traffic and Planning Comments. Other reviewer comments were relevant to potential future redevelopment on the site, but not the Comprehensive Plan amendment.

5. **The benefit to the neighborhood, city, and region.**

The Commons is part of Downtown, as delineated by the City Council in 2023. The Commons proposed amendment is consistent with the overall vision of the Comprehensive Plan. Two of the eight core characteristics of the vision are vibrant and diverse growth and economic vitality. The amendment would allow for increased flexibility to redevelop the site and thus facilitate more redevelopment possibilities in the City Center; an area Federal Way's Comprehensive Plan envisions for a greater amount and diversity of growth.

6. **The quantity and location of land planned for the proposed land use type and density and the demand for such land.**

The amendment would not directly impact the quantity and location of growth for the site. It may facilitate more redevelopment possibilities in the City Center, and such redevelopment potential for the site has already been factored into growth assumptions in the city's comprehensive plan.

7. **The current and projected population density in the area.**

The site currently has a population density of zero people per acre since the site is currently comprised entirely of commercial uses. Future potential redevelopment of the site may be more mixed-residential and commercial, so its anticipated that the site's future population density will be significantly higher and those assumptions already factored into the City's Comprehensive Plan.

8. **The effect upon other aspects of the comprehensive plan.**

The amendment is consistent with Federal Way's comprehensive plan as a whole.

FWRC 19.80.150 provides criteria for amending the comprehensive plan. The city may amend the comprehensive plan only if it finds that:

1. **The amendment bears a substantial relationship to public health, safety, or welfare; and**

The amendment may allow for increased flexibility to redevelop the site and thus facilitate more redevelopment possibilities in the City Center; an area Federal Way's Comprehensive Plan envisions for a greater amount and diversity of growth. Such potential for redevelopment of City Center to accommodate more possibilities for mixed-use development, and fewer super blocks, is consistent with the vision, goals and policies of the Comprehensive Plan and therefore bears a substantial relationship to public health, safety, or welfare.

2. **The proposed amendment is in the best interest of the residents of the city; and**

The amendment may allow for increased flexibility to redevelop the site and thus facilitate more redevelopment possibilities in the City Center; an area Federal Way's Comprehensive Plan envisions for a greater amount and diversity of growth. Such potential for redevelopment of City Center to accommodate more possibilities for mixed-use development, and fewer super blocks, is consistent with the Vision, goals and policies of the Comprehensive Plan and therefore is in the best interest of the residents of the city.

3. **The proposed amendment is consistent with the requirements of Chapter 36.70A RCW and with the portion of the city's adopted plan not affected by the amendment.**

The proposed amendment is procedurally and substantively consistent with the WA State Growth Management Act (GMA), including the following goals of RCW Chapter 36.70A.020 (2) of the Growth Management Act (GMA):

(1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

(4) Housing. Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

(5) Economic development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

(11) Citizen participation and coordination. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.

The proposal is also consistent with the following goals and policies of the Comprehensive Plan:

LUP 9 *UP 9 Support a diverse community comprised of neighborhoods that provide a range of housing options; a vibrant City Center; well designed and functioning mixed-use, commercial and office areas; and distinctive neighborhood retail areas.*

LUP35 Allow a broad range of commercial, retail, office, industrial, and supportive uses to meet the needs of workers and consumers, in well integrated, well-functioning, high quality developments.

EDP2 Periodically monitor local and regional trends to be able to adjust plans, policies, and programs.

EDG2 Help attract, expand, and retain businesses, jobs, and investments that provide employment and enhance income opportunities for Federal Way residents.

EDP8 Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide jobs.

Mayor's Recommendation

The Mayor recommends:

1. Approval of the requested Flowers Daycare rezone and Comprehensive Plan amendment and rezone;
and
2. Approval of the requested Commons property Comprehensive Plan amendment.

Attachments

Attachment 1: Flowers property application and supporting materials

Attachment 2: October 24, 2024, Merlone Geier Letter

Attachment 1 – Flowers property application and supporting materials

PLANTING FLOWERS LEARNING CENTER

PROJECT TEAM

OWNER	TELECOM FLOWERS
ARCHITECT	WEDDERMANN ARCHITECTURE
GENERAL CONTRACTOR	CONSTRUCTION COMPANY
MECHANICAL	MECHANICAL CONTRACTOR
ELECTRICAL	ELECTRICAL CONTRACTOR
PLUMBING	PLUMBING CONTRACTOR
LANDSCAPE	LANDSCAPE ARCHITECT
SOILS	SOILS ENGINEER
TRAFFIC ENGINEER	TRAFFIC ENGINEER
AV	AV CONTRACTOR
DOOR SCHEDULE	DOOR SCHEDULE CONTRACTOR
ELEVATION DETAILS	ELEVATION DETAIL CONTRACTOR
MECHANICAL	MECHANICAL CONTRACTOR
ELECTRICAL	ELECTRICAL CONTRACTOR
PLUMBING	PLUMBING CONTRACTOR
LANDSCAPE	LANDSCAPE ARCHITECT

PROJECT CODE ANALYSIS

APPLICABLE CODES	TELECOM FLOWERS BUILDING CODE INCLUDING IBC 2018 WITH AMENDMENTS FEB 1 2021 W/ NBC 2019 AND ANTI-CORROSION
2018 INTERNATIONAL MECHANICAL CODE	INCLUDING IBC 2018 WITH AMENDMENTS FEB 1 2021 W/ NBC 2019 AND ANTI-CORROSION
2018 INTERNATIONAL ELECTRICAL CODE	INCLUDING IBC 2018 WITH AMENDMENTS FEB 1 2021 W/ NBC 2019 AND ANTI-CORROSION
2018 INTERNATIONAL PLUMBING CODE	INCLUDING IBC 2018 WITH AMENDMENTS FEB 1 2021 W/ NBC 2019 AND ANTI-CORROSION
2018 INTERNATIONAL FIRE PREVENTION CODE	INCLUDING IBC 2018 WITH AMENDMENTS FEB 1 2021 W/ NBC 2019 AND ANTI-CORROSION
2018 INTERNATIONAL SOILS AND FOUNDATIONS CODE	INCLUDING IBC 2018 WITH AMENDMENTS FEB 1 2021 W/ NBC 2019 AND ANTI-CORROSION
2018 INTERNATIONAL STRUCTURAL CODE	INCLUDING IBC 2018 WITH AMENDMENTS FEB 1 2021 W/ NBC 2019 AND ANTI-CORROSION
2018 INTERNATIONAL ACCESSIBLE AND USABLE BUILDINGS AND ELEMENTS CODE	INCLUDING IBC 2018 WITH AMENDMENTS FEB 1 2021 W/ NBC 2019 AND ANTI-CORROSION
2018 INTERNATIONAL ENERGY CODE	INCLUDING IBC 2018 WITH AMENDMENTS FEB 1 2021 W/ NBC 2019 AND ANTI-CORROSION

INCLUDED IN THIS SUBMITTAL

THE FOLLOWING DRAWINGS, FORMS AND NOTES ARE SUBMITTED:

SEPARATE SUBMITTAL ITEMS AND COMMENTS

THE FOLLOWING SEPARATE FORMS SHOULD BE SUBMITTED AS REQUIRED BY THE ARCHITECT:

- PHASE 1
- PHASE 2
- PHASE 3
- PHASE 4
- PHASE 5
- PHASE 6
- PHASE 7
- PHASE 8
- PHASE 9
- PHASE 10

GENERAL PROJECT NOTES

- THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS WITH THE CONTENT OF THESE DRAWINGS PRIOR TO PROCEEDING WITH THE WORK.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION.
- IN THE EVENT THE CONTRACTOR HAS A CONFLICT OR DISCREPANCY WITH THESE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IMMEDIATELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION.
- THESE DRAWINGS SHALL BE THE PROPERTY OF WEDDERMANN ARCHITECTURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION.
- GENERAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS PRIOR TO COMMENCING CONSTRUCTION.

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LEGAL DESCRIPTION

0.0000 S 308TH ST + 4.0000 S 312TH ST + 150.0000 WEST 1/4 SECTION 34 T 139 N R 20 W

DRAWING INDEX

COVER	SITE PLAN PROJECT NOTES
03.01	AREA: SITE PLAN PROJECT NOTES
03.02	AREA: FIRE LIFE SAFETY PLAN
03.03	AREA: CIVIL PLAN
03.04	AREA: MECHANICAL PLAN, BOILER SCHEDULE
03.05	AREA: ELECTRICAL PLAN
03.06	AREA: PLUMBING PLAN
03.07	AREA: EXTERIOR ELEVATIONS
03.08	AREA: INTERIOR DETAILS
03.09	AREA: MECHANICAL DETAILS
03.10	AREA: ELECTRICAL DETAILS
03.11	AREA: PLUMBING DETAILS
03.12	AREA: LIGHTING PLAN

CONTRACTOR'S RESPONSIBILITIES

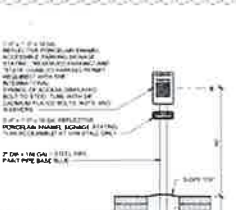
OWNER REQUESTS THE CONTRACTOR TO PROVIDE A DESIGN FOR THE INTERIOR OF THE FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE INTERIOR OF THE FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE INTERIOR OF THE FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE INTERIOR OF THE FACILITY.

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OWNER'S RESPONSIBILITIES	THE OWNER SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXTERIOR OF THE FACILITY. THE OWNER SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXTERIOR OF THE FACILITY. THE OWNER SHALL BE RESPONSIBLE FOR THE DESIGN OF THE EXTERIOR OF THE FACILITY.

EXISTING PROVISIONS	EXISTING PROVISIONS
CONCRETE	CONCRETE
STEEL DECK	STEEL DECK
MECHANICAL	MECHANICAL
ELECTRICAL	ELECTRICAL
PLUMBING	PLUMBING

MECHANICAL	MECHANICAL
ELECTRICAL	ELECTRICAL
PLUMBING	PLUMBING

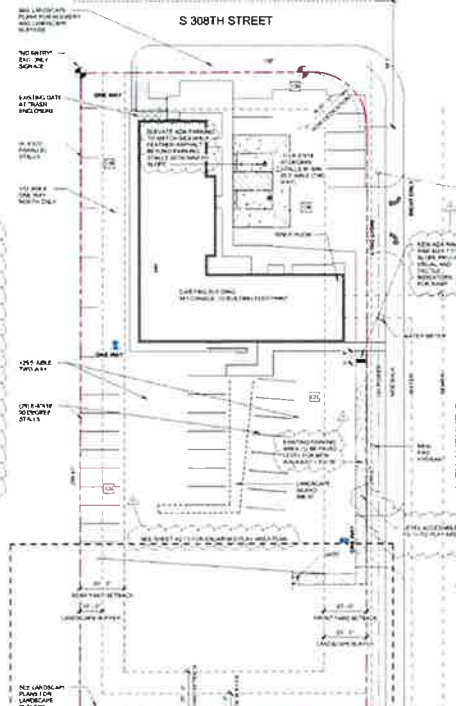
MECHANICAL	MECHANICAL
ELECTRICAL	ELECTRICAL
PLUMBING	PLUMBING



2 ADA PARKING SIGN
12" x 18"

GENERAL NOTE

GENERAL NOTE: ALL MECHANICAL, ELECTRICAL, AND PLUMBING SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF PORTLAND.



1 SITE PLAN
1" = 20' 0"

WEDDERMANN ARCHITECTURE
ARCHITECTURE

TELECOM FLOWERS
FLowers LEARNING CENTER

PROJECT NO. 2022-01

DATE: 08/01/2023

SHEET NO. COVER

PARCEL No. 082104-9139

SEC8-T21N-R4E WM AS NOTED

S 01°14'32" W 298.5'

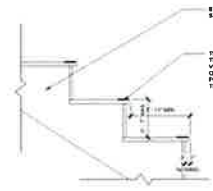
S 68°56'43" E 135.00'



TOP AND BOTTOM EXTENSIONS AT RAMP
 RAMP HANDRAILS SHALL EXTEND HORIZONTALLY ABOVE THE LANDING TO FORM A BARRIER
 BEYOND THE TOP AND BOTTOM OF RAMP RAILS EXTENSIONS SHALL RETURN TO WALL GUARD
 OR FLOOR OR SHALL BE CONTINUED TO THE HANDRAIL OF AN ADJACENT RAMP RUN.

EDGE RESTRICTION: BARRIER
 BARRIERS SHALL BE CONSTRUCTED SO THAT THE BARRIER PREVENTS THE PASSAGE OF A 4
 INCH DIAMETER SPHERE WHERE ANY PORTION OF THE SPHERE IS WITHIN 4 FEET OF THE
 RAMP.

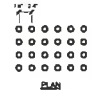
2 ADA HANDRAIL DETAIL 1/2" = 1'-0"



STAIR FRAMING PER STRUCTURE

THE FRAMING JOISTS OF THE TRUSS SHALL HAVE VERTICAL CURVES TO CARRY ON LIGHT OR LIGHT-GUARD FROM THE REARFACE OF THE TRUSS PROVIDE AN SLP

3 ADA - STAIR NOSING DETAIL 1/2" = 1'-0"



PLAN

NO. 3 TRIANGULAR DOMES
 OF POLYURETHANE RESIN
 INDICATED DOMES
 CORNER PROTECTION
 RIS 3"

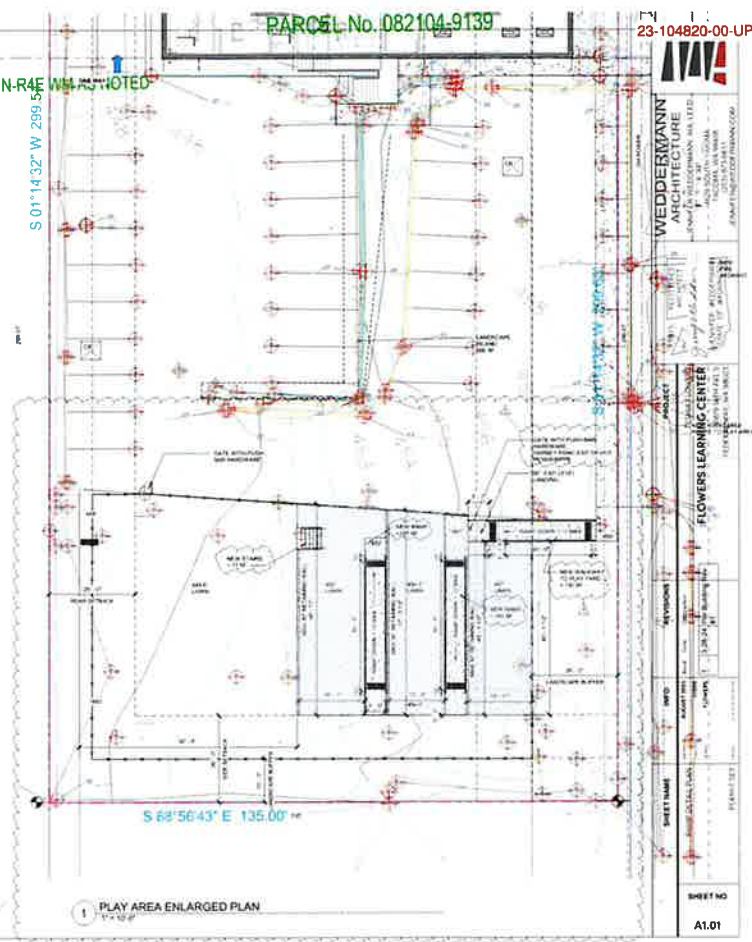
SIZE
 TRIANGULAR DOMES SHALL HAVE A BASE DIAMETER OF 1.5 INCHES
 UNIFORM AND 1/4" MAXIMUM AC
 A TOP DIAMETER OF 1/4"
 PERCENT THE DIAMETER AND 10
 PERCENT THE DIAMETER OF
 THE BASE DIAMETER

HEIGHT
 TRIANGULAR DOMES SHALL
 HAVE A HEIGHT OF 1.2 INCHES

SPACING
 TRIANGULAR DOMES SHALL
 HAVE A CENTER TO CENTER
 SPACING OF 1.5 INCHES
 UNIFORM AND 1/4" MAXIMUM
 UNIFORM AND 1/4" MAXIMUM
 UNIFORM MEASURED BETWEEN
 THE ADJACENT DOMES
 ON THE CORNER

ALTERNATE
 TRIANGULAR DOMES SHALL BE
 ALIGNED IN A SQUARE GRID
 PATTERN

4 ADA - RAMP INDICATOR 1/2" = 1'-0"



1 PLAY AREA ENLARGED PLAN 1/2" = 1'-0"

WEDDERMANN ARCHITECTURE
 ARCHITECTS
 1000 N. 10TH ST.
 SUITE 100
 PLYMOUTH, WISCONSIN 53154
 PH: 414.762.1100
 WWW.WEDDERMANN.COM

FLOWERS LEARNING CENTER
 PROJECT
 1000 N. 10TH ST.
 SUITE 100
 PLYMOUTH, WISCONSIN 53154
 PH: 414.762.1100
 WWW.WEDDERMANN.COM

SHEET NO
A1.01



WEDDERMANN ARCHITECTURE
 ARCHITECTS
 400 SOUTH PARKWAY
 PORTLAND, OREGON 97204
 503.253.0781
 WWW.WEDDERMANN.COM



PROJECT
 FEDERAL LEARNING CENTER
 FEDERAL WAY, WA 98003

REVISIONS

NO.	DATE	DESCRIPTION

INFO

NO.	DATE	DESCRIPTION

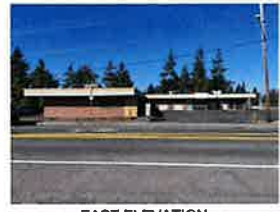
PROJECT NAME
 FEDERAL LEARNING CENTER
 FEDERAL WAY, WA 98003

PROJECT SET

SHEET NO
 A3.01



NORTH ELEVATION



EAST ELEVATION



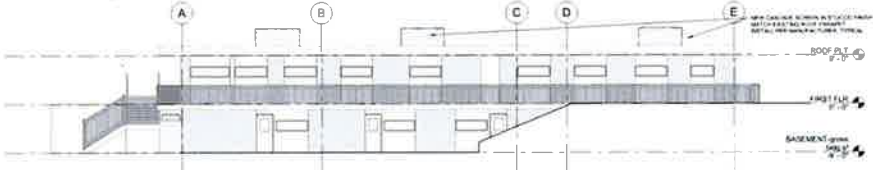
SOUTH ELEVATION



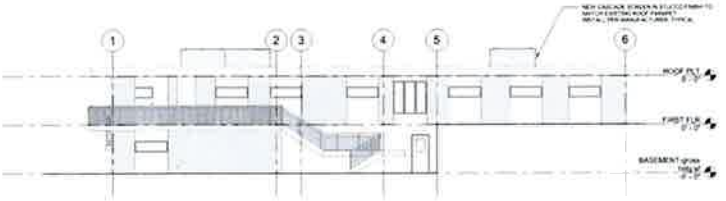
WEST ELEVATION



4 EAST ELEVATION
 1/8" = 1'-0"



3 WEST ELEVATION
 1/8" = 1'-0"



1 SOUTH ELEVATION
 1/8" = 1'-0"

23-104820-00-UP



PLANTING FLORES LEARNING CENTER
3000 11TH AVE S
PERMANENT, WA, WA

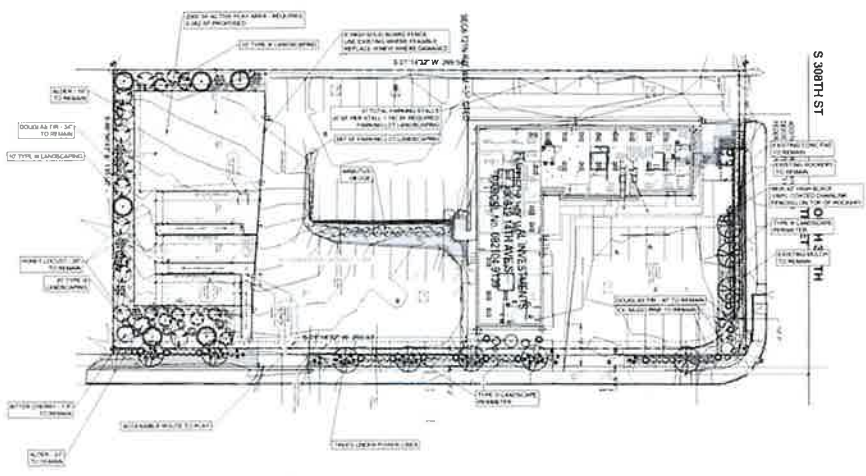
REVISIONS



PROJECT NO: 2301
FILE NAME: 230100.SC
DRAWN BY: JCS
CHECKED BY: JCS
DATE: JAN 21, 2024
PROJECT SCALE: 1/8"
DRAWING SCALE: 1/8"

DRAWING CONTENTS
LANDSCAPE PLAN
DRAWING NO: L1
1 OF 2

PLANT LEGEND				
SYMBOL	QTY	DESCRIPTION	SIZE	DATE ADDED TO LIST
[Symbol]	1	Timing Fireplug (Sloped 7%)		NATIVE
[Symbol]	10	Asplenium Platyne - Tuckermans Luscious Creep White	1 1/2" Cal. Min. Wid. Formed	07
[Symbol]	4	High Spines Black Pine	6" Cal. Min. Sub-Corner	NATIVE DT
[Symbol]	4	Tree Shrub, Green Leafed Green Dwarf Cedar	6" H. Min. Sub-Corner	DT
[Symbol]	10	Leaf Succulent Vine Maple	1 1/2" Cal. Min. (with Nursery Specimens) 6" H. Formed	NATIVE DT
SHRUBS & GROUND COVERS				
SYMBOL	QTY	DESCRIPTION	SIZE	DATE ADDED TO LIST
[Symbol]	1	Shrub, Green Peach, White, Mistle, Yellow	1 1/2" Cal. Min. to 2" 14" H. Min.	NATIVE DT
[Symbol]	10	Ground Cover Lush Green, Creamy Yellow	6" Cal. Min. 18" H. Min.	NATIVE DT
[Symbol]	10	Leaf Succulent Orange Spine	2" H. Min. 22" H. Min.	DT
[Symbol]	10	Shrub, Green Squawroot Spine	4" Cal. Min. 24" H. Min.	DT
[Symbol]	10	Shrub, Green Squawroot Spine	6" Cal. Min. 18" H. Min.	DT
[Symbol]	10	Shrub, Green Olive Laurel Leafed	6" Cal. Min. 12" H. Min.	DT
[Symbol]	10	Shrub, Green Hornbeam, Reddish Green	1" Cal. Min. 12" H. Min.	DT
[Symbol]	10	Shrub, Green Hornbeam, Dwarf Fourteen Green	1" Cal. Min. 12" H. Min.	DT
[Symbol]	10	Shrub, Green Lamb's Ear	1" Cal. Min. 24" H. Min.	DT
[Symbol]	10	Shrub, Green Squawroot Spine	1" Cal. Min. 24" H. Min.	DT
[Symbol]	10	Shrub, Green Squawroot Spine	1" Cal. Min. 24" H. Min.	DT
[Symbol]	10	Shrub, Green Squawroot Spine	1" Cal. Min. 24" H. Min.	DT



LANDSCAPE PLAN



Process V Rezone TESHIA FLOWERS 23-104820-UP

Narrative for Planting Flowers Learning Center – 30819 14th Ave S., Federal Way, WA 98003
2 Story building – 4815 sq ft upper, 3144 sq ft lower

Program Introduction: Planting Flowers Learning Center is a Licensed childcare facility offering full time, part time, care to children 1month-10 years old. These services include preschool options and ECEAP services to ensure equitable care is provided to children throughout the community. We prioritize the needs of low-income families by providing quality care and wrap around services to the child and family. To support commuters, specifically those utilizing nearby transit & train station, the center is open Monday thru Friday between the hours of 6:30am-6:00pm.

Planting Flowers Learning Center has a current application to complete the Process IV Hearing Examiner decision due to the current RM 1800 zoning. If approved Planting Flowers Learning Center would be restricted to 50 attendees, therefore I am completing an application for a Quasi-Judicial Rezone. The rezone would expand the services my program could provide families allowing my program to grow to unlimited capabilities, utilizing the entire building for many years to come. The impact Planting Flowers Learning Center will have on the community are immeasurable.

Childcare services are in high demand within the City of Federal Way. According to the below report furnished by DCYF, the City of Federal Way is one of many cities deemed a childcare desert. <https://www.dcyf.wa.gov/practice/oiaa/reports/early-learning-dashboards/child-care-need-supply-data>. There are over 3,000 children infant to preschool age under the state median income of 85% that need childcare in zip code 98003.

Together we have an opportunity to work together to address and meet the needs of families in the community as it supports the neighborhood well with Federal Way High School across the street. To the South is a medical office and east and west and further south are multi-family apartment complexes that will likely utilize my services.

Building History: Zoning for this property was Professional Office from 1971-2014. To my understanding a rezone was requested and approved in 2014 by the previous owner to change the zoning to RM1800. Although the zoning change was made the tenant that occupied the building from 2009-2023 was Pure Heart Ministries and no further steps towards development for use RM1800 was completed.

Previous tenants on the subject property included Northwest Radiological Association (1975); multiple medical professionals (1975-1990); Radiology Puget Sound (1980-1984); Federal Way Community (1980); Women's Clinic (1980-1984); Federal Way Radiology (1990-1994); Accredited Sports & Medical Massage Therapy (1994-1998); Aiken Muscular Therapy (1994); Sum-R-Art Therapy (1994-1998); Mandalla Center for the Healing Arts

RECEIVED

Sep 29 2023

CITY OF FEDERAL WAY
COMMUNITY DEVELOPMENT

23-104820-00-UP

(1998); A&A Towing (2000); Auburn Youth Resources (2000-2003); Federal Way Philharmonic (2000); Federal Way Public Schools (2003-2008); Federal Way Symphony (2003-2012); Natural Alternative Massage (2003); Diamond Driving Schools (2008); Evergreen Senior Club (2008-2016); Samoan American Pacific (2012-2016); Pure Heart Ministries (2009-Present).

Based upon the information provided above, I believe the proposed rezone is in the best interest of the residents of the city; and the proposed rezone is appropriate because: It is consistent with the comprehensive plan; It is consistent with all applicable provisions of the title, including those adopted by reference from the comprehensive plan; and, It is consistent with the public health, safety, and welfare.

McCULLOUGH HILL PLLC

October 25, 2024

Evan Lewis
33325 8th Avenue South, 2nd Floor
Federal Way, WA 98003-6325

VIA EMAIL

Re: Comprehensive Plan Amendment Request

Dear Evan,

Since the most recent meeting of the Planning Commission, MGP XI Commons FW, LLC (“MGP”) has collaborated with City of Federal Way (“City”) staff on a number of amendments to the Transportation and City Center Chapters intended to address the issues raised in MPG’s Comprehensive Plan Amendment request (“CPA”). This letter is to confirm that MGP agrees with the staff proposed changes to these two Chapters as they relate to the Commons at Federal Way property and its future redevelopment. We believe staff’s proposed changes meet the overall intent of MGP’s CPA application. We therefore amend our CPA request to align with those amendments recommended by staff to be presented at the next meeting of the Land Use and Transportation Committee.

We appreciate your attention and collaboration on the CPA.

Sincerely,

s/ Jessica L. Roe

cc: Kent van Alstyne
James Gwilliam
Ian Morrison

October 25, 2024
Page 2

ORDINANCE NO. _____

AN ORDINANCE of the City of Federal Way, Washington, amending the Federal Way Comprehensive Plan, the Comprehensive Plan Map, and Zoning Map; changing the Comprehensive Plan designation and zoning of a 0.9-acre parcel of land located on the southwest corner of South 308th St. and 14th Ave S; and amending maps and text in the Transportation and Centers chapters of the Federal Way Comprehensive Plan pertaining to an approximately 61-acre site bounded by Pacific Hwy S to the west, S 320th St to the north, 23rd Ave S to the east, and S 324th St. to the south. (Amending Ordinance Nos. 90-43, 95- 248, 96-270, 98-330, 00-372, 01-405, 03-442, 04-460, 04-461, 04-462, 05- 490, 05-491, 05-492, 07-558, 09-614, 10-671, 11-683, 13-736, 13-745, 15- 796, 15-798, 18-843, 19-866, 21-907, 22-938 23-954, 23-956, 23-967, and 23-976)

WHEREAS, the Growth Management Act of 1990 as amended (Chapter 36.70A RCW or “GMA”), requires the City of Federal Way (“City”) to adopt a comprehensive plan including a land use element and land use map, a housing element, a capital facilities plan, a utilities element, and a transportation element; and

WHEREAS, the City of Federal Way has also chosen to adopt several optional elements of its Comprehensive Plan; and

WHEREAS, the GMA also requires the City of Federal Way to adopt development regulations implementing its comprehensive plan; and

WHEREAS, the Federal Way City Council adopted its comprehensive plan and land use map (the “Comprehensive Plan”) on November 21, 1995, and adopted development regulations and a zoning map implementing the Comprehensive Plan on July 2, 1996; and subsequently amended the comprehensive plan, land use map, and/or zoning map on December 15, 1998, September 5, 2000, November 6, 2001, March 18, 2003, July 20, 2004, and June 7, 2005, July 3, 2007, June 2, 2009, October 19, 2010, January 18, 2011, January 15, 2013, August 6, 2013, July 16, 2015, January 16,

2018, April 2, 2019, January 19, 2021, October 4, 2022, April 4, 2023, June 6, 2023, September 5, 2023, and December 5, 2023; and

WHEREAS, under RCW 36.70A.130, the Comprehensive Plan and development regulations are subject to continuing review and evaluation, but the Comprehensive Plan may generally be amended no more than one time per year; and

WHEREAS, pursuant to Federal Way Revised Code (“FWRC”) Chapter 19.35, the City may consider Comprehensive Plan amendments utilizing FWRC Chapter 19.80, Process VI; and

WHEREAS, in 2023 the City received two annual Comprehensive Plan amendment requests including (1) an amendment to change the Comprehensive Plan land use designation and zoning of a 0.9-acre parcel of land located on the southwest corner of South 308th St. and 14th Ave S, parcel number 0821049139 addressed 30819 14th Ave S (“Flowers Rezone and Comprehensive Plan Amendment”) and (2) an amendment to maps and text in the Transportation and Centers chapters of the Federal Way Comprehensive Plan pertaining to the approximately 61-acre Commons Mall site bounded by Pacific Hwy S to the west, S 320th St to the north, 23rd Ave S to the east, and S 324th St. to the south (“Commons Comprehensive Plan Amendment”); and

WHEREAS, State agencies received 60-day notice of the proposed Flowers Rezone and Comprehensive Plan Amendment on February 29, 2024; and

WHEREAS, State agencies received 60-day notice of the proposed Commons Comprehensive Plan Amendment on July 24, 2024; and

WHEREAS, on July 12, 2024, the City’s SEPA Responsible Official issued separate SEPA Determinations of Nonsignificance (“DNS”) on both annual comprehensive plan amendments; and

WHEREAS, the SEPA Determinations were not timely appealed; and

WHEREAS, the City’s Planning Commission held a public hearing to consider the proposed

annual Comprehensive Plan amendments on September 4, 2024, pursuant to the provisions of FWRC 19.80.190, at the close of which the Planning Commission recommended City Council (1) approve the requested Flowers Rezone and Comprehensive Plan Amendment, and (2) approve the requested Commons Comprehensive Plan Amendment; and

WHEREAS, the Land Use & Transportation Committee of the Federal Way City Council considered the Planning Commission's recommendation at its November 4, 2024, meeting and forwarded the proposed amendments to the City Council; and

WHEREAS, the City Council, through its staff and Planning Commission, received, discussed, and considered the testimony, written comments, and all materials submitted by the public, and considered the matter at its meetings on November 19, 2024, and December 3, 2024; and

WHEREAS, the Federal Way City Council, having considered the cumulative impact of all of the proposed Comprehensive Plan amendments, including both the annual Comprehensive Plan amendments as well as the periodic update to the Comprehensive Plan, desires to (1) approve the requested Flowers rezone and Comprehensive Plan amendment, (2) approve the requested Commons Comprehensive Plan amendment.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FEDERAL WAY, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings and Conclusions. The City Council of the City of Federal Way makes

the following findings and conclusions with respect to the proposed amendments:

(a) The recitals set forth above are hereby adopted and restated as findings of fact.

(b) The proposed Flowers Rezone and Comprehensive Plan Amendment, and associated amendments to the Comprehensive Plan map and Zoning map as set forth in Exhibits A and B, are consistent with the Council vision for the City, reduce zoning nonconformities and accommodate zoning

that better reflects market and physical conditions in the area, and establish zoning that is both more in line with the original vision and zoning for the area as well as existing conditions. The amendment is also consistent with the following goals and policies of the Comprehensive Plan:

LUP 8 Designate and zone land to provide for Federal Way's share of regionally adopted demand forecasts for residential, commercial, and industrial uses for the next 20 years.

LUP35 Allow a broad range of commercial, retail, office, industrial, and supportive uses to meet the needs of workers and consumers, in well integrated, well-functioning, high quality developments.

EDP2 Periodically monitor local and regional trends to be able to adjust plans, policies, and programs.

EDG2 Help attract, expand, and retain businesses, jobs, and investments that provide employment and enhance income opportunities for Federal Way residents.

EDP6 Provide a better balance between housing and jobs by increasing the number of jobs within the City relative to the number of households.

EDP8 Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide jobs.

Further, the Flowers Rezone and Comprehensive Plan Amendment will correct a zone classification that was inappropriate when established because it created and exacerbated nonconformities, and/or conditions in the surrounding area over the past ten years have significantly changed and a rezone to professional office is within the public interest. As a result, the Flowers Rezone and Comprehensive Plan Amendment, and associated amendments to the Comprehensive Plan map and Zoning map as set forth in Exhibits A and B, bear a substantial relationship to the public health, safety, and welfare; are in the best interest of the residents of the City; are consistent with the requirements of RCW 36.70A, the King

County Countywide Planning Policies, and the unamended portion of the Plan; and comply with all other applicable decisional criteria, as further detailed in the staff report associated with this Ordinance.

(c) The proposed Commons Comprehensive Plan Amendment, which is incorporated into the periodic update Transportation and Centers chapters, is consistent with the Council vision for the City, allows increased flexibility for redevelopment of the Commons Mall site, facilitates more redevelopment possibilities in the City Center, accommodates more possibilities for mixed-use development, and will help reduce super blocks. The amendment is also consistent with the following goals and policies of the Comprehensive Plan:

LUP 9 Support a diverse community comprised of neighborhoods that provide a range of housing options; a vibrant City Center; well designed and functioning mixed-use, commercial and office areas; and distinctive neighborhood retail areas.

LUP35 Allow a broad range of commercial, retail, office, industrial, and supportive uses to meet the needs of workers and consumers, in well integrated, well-functioning, high quality developments.

EDP2 Periodically monitor local and regional trends to be able to adjust plans, policies, and programs.

EDG2 Help attract, expand, and retain businesses, jobs, and investments that provide employment and enhance income opportunities for Federal Way residents.

EDP8 Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide jobs.

As a result, the Commons Comprehensive Plan Amendment, which is incorporated into the periodic update Transportation and Centers chapters, bears a substantial relationship to the public health, safety, and welfare; is in the best interest of the residents of the City, and is consistent with the requirements of

RCW 36.70A, the King County Countywide Planning Policies, and the unamended portion of the Plan.

(d) The proposed amendments have complied with the appropriate process under state law and FWRC.

Section 2. Comprehensive Plan, Comprehensive Plan Map, and Zoning Map Amendments

Adoption. The 1995 City of Federal Way Comprehensive Plan, as thereafter amended in 1998, 2000, 2001, 2003, 2004, 2005, 2007, 2009, 2010, 2011, 2013, 2015, 2018, 2019, 2021, 2022, and 2023, copies of which are on file with the Office of the City Clerk, the comprehensive plan maps, and the zoning map, are amended as set forth in Exhibits A and B, attached hereto.

Section 3. Amendment Authority. The adoption of plan and map amendments identified in Section 2 above is pursuant to the authority granted by Chapters 36.70A and 35A.63 RCW, and pursuant to FWRC Chapters 19.75 and 19.80.

Section 4. Severability. The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of the ordinance, or the validity of its application to other persons or circumstances.

Section 5. Savings Clause. The 1995 City of Federal Way Comprehensive Plan, as thereafter amended in 1998, 2000, 2001, 2003, 2004, 2005, 2006, 2007, 2009, 2010, 2011, 2013, 2015, 2018, 2019, 2021, 2022, 2023, and 2024, shall remain in full force and effect until these amendments become operative upon the effective date of this ordinance.

Section 6. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/ clerical errors, references, ordinance numbering, section/subsection numbers, and any

references thereto.

Section 7. Ratification. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

Section 8. Effective Date. This ordinance shall be effective five (5) days after passage and publication as provided by law.

PASSED by the City Council of the City of Federal Way this 3rd day of December, 2024.

[signature page to follow]

CITY OF FEDERAL WAY:

JIM FERRELL, MAYOR

ATTEST:

STEPHANIE COURTNEY, MMC, CPRO, CITY CLERK

APPROVED AS TO FORM:

J. RYAN CALL, CITY ATTORNEY

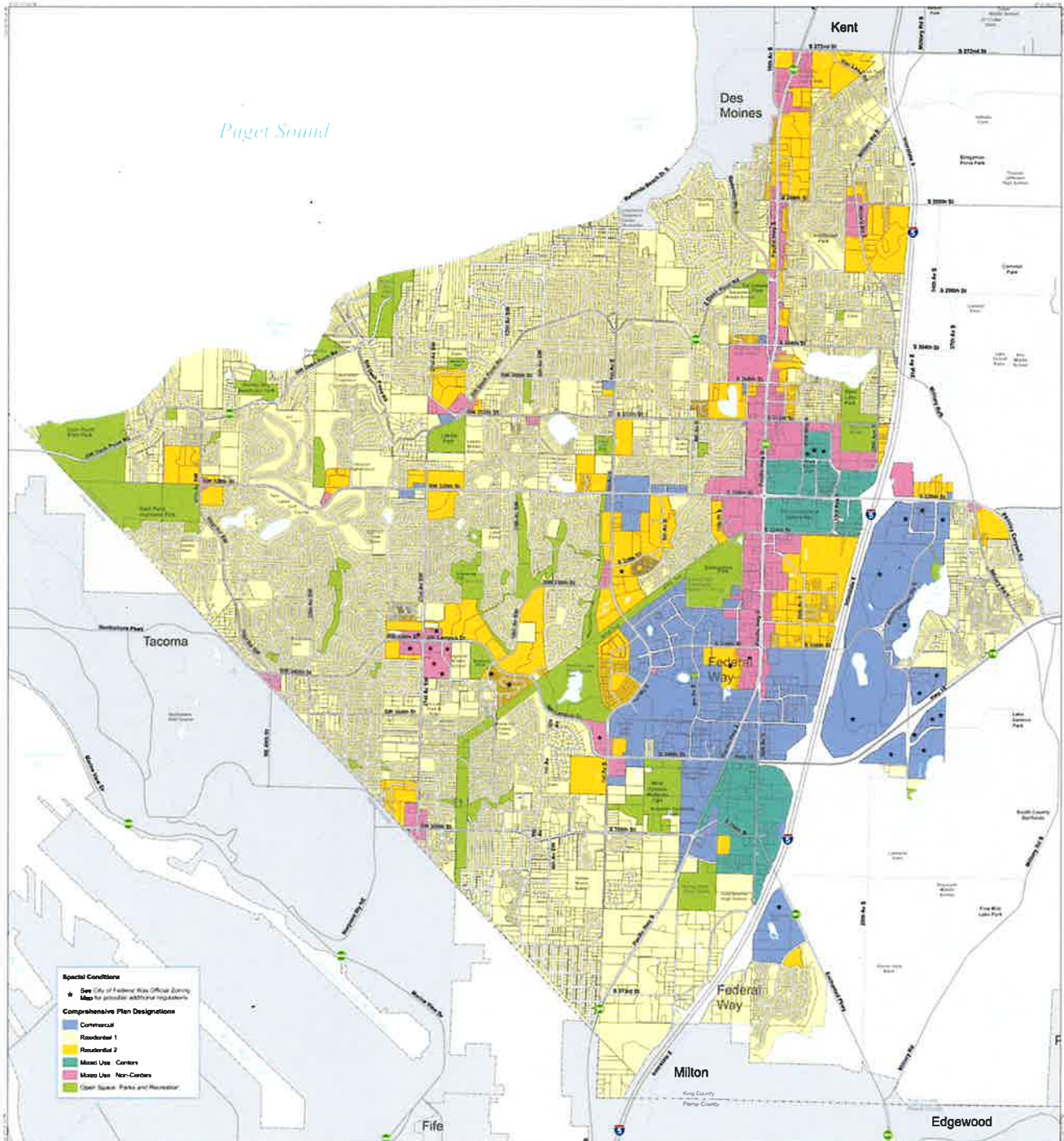
FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE: _____
ORDINANCE NO.: _____

Exhibit A – Comprehensive Plan Land Use Designations



Comprehensive Plan Land Use Designations

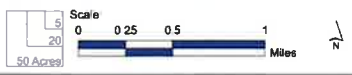
Map Date: November 2024
 City of Federal Way
 1215 Duwamish
 25125 85th Ave S
 Federal Way, WA 98003
 (206) 835-7200
 www.federalwaywa.gov



Special Conditions
 * See City of Federal Way Official zoning Map for possible additional requirements.

Comprehensive Plan Designations

- Commercial
- Residential 1
- Residential 2
- Mixed Use - Centers
- Mixed Use - Non-Centers
- Open Space, Parks and Recreation



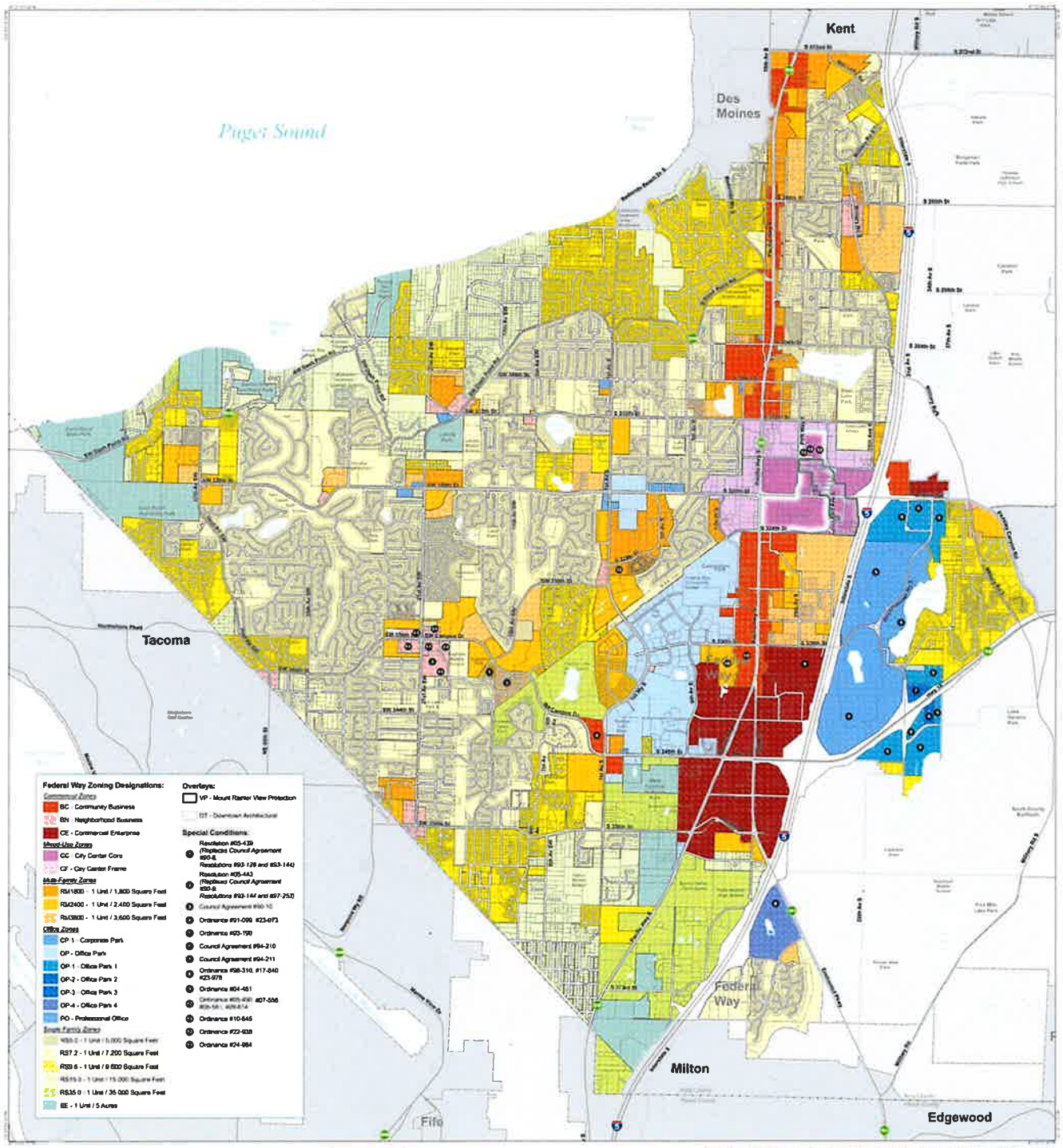
Disclaimer: The City of Federal Way, in the event of any inconsistency between this map and the official zoning map, shall rely on the official zoning map. The City of Federal Way does not warrant the accuracy of the information on this map. During significant changes to the map, the City of Federal Way will update this map. This map is provided for informational purposes only. It is not intended to be used as a legal document. The City of Federal Way is not responsible for any errors or omissions in this map. Contact the Planning Department for more information. Source: City of Federal Way.

Exhibit B – Official Zoning Map

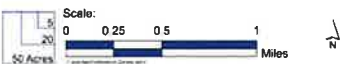


Official Zoning Map

Map Date: November 2024
 City of Federal Way
 GIS Division
 33325 8th Ave S
 Federal Way, WA 98003
 (253) 838-1700
 www.federalwaywa.gov



Federal Way Zoning Designations:	Overlays:
Commercial Zones	<ul style="list-style-type: none"> VP - Mount Rainier View Protection DD - Downtown Architectural
<ul style="list-style-type: none"> BC - Community Business BH - Neighborhood Business CE - Commercial Enterprise 	Special Conditions:
Mixed-Use Zones	<ul style="list-style-type: none"> Resolution #05-430 (Replaces Council Agreement #05-8) Resolutions #05-129 and #05-144 (Replaces #05-443) Resolutions #05-429 (Replaces Council Agreement #05-8) Resolutions #05-144 and #07-253 (Replaces Agreement #00-10) Ordinance #01-090 #23-073 Ordinance #02-190 Council Agreement #04-210 Council Agreement #04-211 Ordinance #08-310, #17-040 #24-070 Ordinance #04-481 Ordinance #05-481 #07-506 #09-581 #09-614 Ordinance #10-645 Ordinance #22-620 Ordinance #24-084
<ul style="list-style-type: none"> CC - City Center Core CF - City Center Frame 	
Multi-Family Zones	
<ul style="list-style-type: none"> RM1800 - 1 Unit / 1,800 Square Feet RM2400 - 1 Unit / 2,400 Square Feet RM3000 - 1 Unit / 3,000 Square Feet 	
Office Zones	
<ul style="list-style-type: none"> OP-1 - Corporate Park OP-1 - Office Park 1 OP-2 - Office Park 2 OP-3 - Office Park 3 OP-4 - Office Park 4 PO - Professional Office 	
Single-Family Zones	
<ul style="list-style-type: none"> RS0-0 - 1 Unit / 0,000 Square Feet RST 2 - 1 Unit / 2,200 Square Feet RS0 6 - 1 Unit / 6,000 Square Feet RS15 0 - 1 Unit / 15,000 Square Feet RS35 0 - 1 Unit / 35,000 Square Feet BE - 1 Unit / 5 Acres 	



Map Notes: In the event of any inconsistency between this map and the ordinance establishing the current zoning designation, the ordinance will prevail. Take the zoning designations map as the source of information for the information reported on this map. Zoning designations may have been updated for some areas outside the current city limits, but these designations are not shown on this map. Contact the Federal Way Department of Community Development for an explanation of zoning designations.

Source: City of Federal Way

This map is developed by GIS personnel, and is subject to graphic representation.

COUNCIL MEETING DATE: December 3, 2024

ITEM #: _____

**CITY OF FEDERAL WAY
CITY COUNCIL
AGENDA BILL**

SUBJECT: COMPREHENSIVE PLAN PERIODIC UPDATE

POLICY QUESTION: Should the City adopt the comprehensive plan update as presented?

COMMITTEE: Land Use and Transportation

MEETING DATE: November 4, 2024

CATEGORY:

- Consent
- Ordinance
- Public Hearing
- City Council Business
- Resolution
- Other

STAFF REPORT BY: Holly Bosak, Planning Manager JB **DEPT:** CD

- Attachments:**
1. Staff Memo
 2. Comprehensive Plan Ordinance

Options Considered:

1. Adopt the proposed ordinance.
2. Do not adopt the proposed ordinance and provide direction to staff.

MAYOR'S RECOMMENDATION: Option 1

MAYOR APPROVAL: J. D. 10/30/24 J. Walsh 10/30/24

Committee Initial/Date Council Initial/Date

DIRECTOR APPROVAL: KAS 10/30/2024

Initial/Date

COMMITTEE RECOMMENDATION: *I move to forward the proposed ordinance to first reading on November 19, 2024.*

[Signature]
Jack Dovey, Committee Chair

[Signature]
Jack Walsh, Committee Member

[Signature]
Hoang Tran, Committee Member

PROPOSED COUNCIL MOTION:

FIRST READING OF ORDINANCE (NOVEMBER 19, 2024): *"I move to forward the proposed ordinance to the December 3, 2024, Council Meeting for second reading and enactment."*

SECOND READING OF ORDINANCE (DECEMBER 3, 2024): *"I move approval of the proposed ordinance."*

(BELOW TO BE COMPLETED BY CITY CLERK'S OFFICE)

COUNCIL ACTION:

- APPROVED
- DENIED
- TABLED/DEFERRED/NO ACTION
- MOVED TO SECOND READING (*ordinances only*)

COUNCIL BILL # CB # 8914

First reading 11-19-2024

Enactment reading _____

ORDINANCE # _____

RESOLUTION # _____

clarity and context while Chapter 3 (Transportation) has had more substantial edits in follow up to comments provided by the applicant for the private amendment associated with The Commons redevelopment. Those specific edits are provided, as outlined below:

1. Updated the “Functional Classification of Existing and Planned Streets and Highways” map (Map TP-2) to remove a minor collector ring road depicted on the Commons Mall site, and to instead show a future north-south Principal Collector road through the Commons Mall site.
2. Added text clarifying how street cross-sections and standards associated with different street typologies will be addressed in city code and development standards.
3. Added text clarifying that roads on the Commons Mall site can be either public or private, so long as they are open to the public.
4. Added text that ensures an appropriate amount of flexibility in the implementation of planned roads relative to how they’re depicted in the chapter.

CHAPTER 4 – ECONOMIC DEVELOPMENT

BACKGROUND

The Economic Development chapter is an expanded chapter in Federal Way’s Comprehensive Plan that provides an overview of economic development initiatives within Federal Way. It aims to highlight the significance of these elements in shaping the identity of the community, including outreach to put Federal Way on the map.

CHAPTER FORMAT

The Economic Development chapter sets a vision for the City and provides the framework to guide planning, programming and policy direction related to businesses and economic development.

The format is as follows:

INTRODUCTION AND VISION

Introduction & Vision section provides the context and purpose for the chapter and sets the aspirations to be realized by 2044.

EMPLOYMENT

Employment section explores the forecasting for job development within the City to be in compliance with the Growth Management Act, Puget Sound Regional Council and the King County Countywide Planning Policies.

BUSINESS RETENTION & EXPANSION

Business Retention & Expansion section explores the strategy behind the promotion of business growth, capital investment, and job creation.

BUSINESS ATTRACTION

Business Attraction section explores the strategy behind attracting a new corporate headquarters to the City.

HOUSING PRIORITIES (retitled from: “Key Housing Issues”)

This section identifies the 5 housing priorities for the City and identifies why they are priorities:

1. Increase housing supply;
2. Increase housing choices for all;
3. Support & facilitate affordable & special needs housing;
4. Improve housing stability; and
5. Support regional coordination

KEY HOUSING ISSUES (deleted)

GOALS AND POLICIES

Changes to the substance of the goals and policies are responsive to the identified key housing topics and are intended to realize the draft vision statement and inform implementation measures included in Appendix A Implementation of the Comprehensive Plan.

CHAPTER 6 – CAPITAL FACILITIES

BACKGROUND

Staff updates to the Capital Facilities Chapter focused on refreshing or clarifying background information and relevant statistics; adding information about new capital facilities; removing or simplifying unnecessary information that doesn’t need to be shown in the body of a comprehensive plan chapter; clarifying unclear information; reframing how external plans are referenced; establishing a chapter Vision statement; and updating goals and policies consistent with city priorities and with state, regional and county planning requirements.

CHAPTER FORMAT

INTRODUCTION & VISION

Added ‘Vision’ and both an ‘Introduction’ and ‘Vision’ subsection consistent with other chapters

POLICY BACKGROUND (deleted)

FUNDING CAPITAL FACILITIES

This section has been added and outlines the level of service, concurrency, impact fees, and funding/financing associated with maintenance and improvements to capital facilities. In addition, section/subsection headers unchanged. Updates reflect the latest levels of service and funding sources information.

- Level of Service
- Concurrency
- Impact Fees
- Funding/Financing

SURFACE WATER

Surface Water: Section/subsection headers unchanged. Information updated consistent with the most recent (2021) *Surface Water Management*

FIRE FACILITIES

Fire Facilities: Section/subsection updated with new information from South King Fire. Emergency medical services, inventory and capacity of existing facilities, forecast of future needs, location and capacity of expanded or new facilities

GOALS AND POLICIES

Goals and Policies: Updated consistent with city priorities and state, regional and county requirements.

APPENDIX

Appendix: Added section to list all plans incorporated by reference and to list maps referenced in chapter. The proposed list of maps is reduced from 11 maps in the current chapter to three in the updated chapter. Maps proposed for deletion are labeled as such in the attached chapter.

CHAPTER 7 – CENTERS

BACKGROUND

Staff's approach to drafting a new Centers Chapter focused on:

- Consistency with state and regional requirements and criteria.
- Creating a separate Regional Growth Center Subarea Plan using the 2015 Comprehensive Plan Chapter 7, City Center.
- Expanding the 2024 Comprehensive Plan, Chapter 7 into a Centers planning document, which provides a general Centers Framework for both the Regional Growth Center (RGC) and the Countywide Growth Center (CGC).
- In addition to the general Centers Framework, provide specific forecasts and planning for the RGC and introduce the CGC.
 - Carry forward appropriate and valuable: Context, goals, and policies from the 2015 Comprehensive Plan Chapter
 - City Center, which focused on the RGC Implementation Actions from the South Station Subarea Plan which contains the CGC.

CHAPTER FORMAT

The Centers Chapter sets a vision for the City and provides the framework to guide planning, programming, and policy direction for establishing and supporting vibrant transit-oriented centers around existing transportation options and future light rail station areas. The proposed Centers chapter fully replaces the 2015 Centers chapter so no red line version is provided; however, some goals and policies have been carried forward, as noted in the draft. The 2015 Centers chapter was effectively the subarea plan for the Regional Growth Center (RGC); therefore, the text has been preserved as a separate subarea plan document to guide actions in the RGC.

INTRODUCTION & VISION

The text is new and discusses the purpose, expectation, role, and vision of Centers in

MAPS

Multiple maps have been provided, outlining the following:

- Regional Growth Center & Expansion
- City Center Zoning
- Proposed Street Network
- Pedestrian and Bicycle Connections – City Center
- Countywide Growth Center and Subarea
- Proposed Street Network, CGC
- Pedestrian and Bicycle Connections – CGC
- Potential Transit Alignments - CGC

CHAPTER 8 – NATURAL ENVIRONMENT

BACKGROUND

Staff's approach to updating the Natural Environment Chapter focused on providing clarification to existing policies and removing redundancies to make the Chapter more concise.

CHAPTER FORMAT

INTRODUCTION & VISION

The text was updated and a new Vision statement was added to be consistent with other chapters. Growth Management Act and Countywide Planning Policies has been deleted. The relationship of the City's Comprehensive Plan to the Countywide policies and its compliance with GMA is covered in the Introduction chapter. It does not need to be repeated in this chapter. This section was deleted.

CRITICAL AREAS

Includes information and cataloging of wetlands, streams and lakes, critical aquifer recharge areas, geologically hazard areas, and frequently flooded areas

FISH AND WILDLIFE HABITAT CONSERVATION AREAS

The text has been updated. Washington Department of Fish and Wildlife has mapped sensitive habitat areas in Federal Way and this map has been included. There is also new text relating to the regional significance of Chinook salmon and efforts to protect their habitat.

TREE PRESERVATION (deleted)

Content moved to new Climate chapter.

AIR QUALITY AND CLIMATE CHANGE (deleted)

Content moved to new Climate chapter.

NOISE (deleted)

The text relating to the impacts of noise was primarily focused on SeaTac airport whereas the policies related to impacts from I-5 and non-residential land uses. The text has been updated to be more comprehensive regarding the impacts from environmental noise.

GOALS AND POLICIES

SOLID WASTE

Solid Waste Management: Section header unchanged. Updated information was provided about King County solid waste planning.

MODERATE RISK MANAGEMENT

Moderate Risk Waste Management: Section header unchanged. Updated information was provided about King County moderate risk waste management planning.

GOALS & POLICIES

Goals and Policies section: Updated consistent with city priorities and with state, regional and county planning requirements. Also deleted lead-in information about the Goals/Policies section to be consistent with other chapters.

MAPS

Deleted Maps: Deleted an outdated Puget Sound Energy map and thus deleted the 'Maps' section.

CHAPTER 10 – SHORELINE

BACKGROUND

Staff's approach to updating the Shoreline chapter focused on providing clarification to existing policies and removing redundancies to make the Chapter more concise.

CHAPTER FORMAT

INTRODUCTION & VISION

The "Purpose and Responsibility" section was replaced with "Introduction and Vision" to be consistent with the content of other Comprehensive Plan chapters. The updated section includes a new vision statement and identifies 3 over-arching policies for the chapter. The photograph was updated.

SHORELINE JURISDICTION

Text was updated. There were no substantive changes to the text of this section. New photograph was added.

SHORELINE USE

The previous "Compliance in Federal Way" section was deleted in its entirety and replaced with "Shoreline Use". No other chapter has a section on compliance with State mandates. All 3 of the provisions have been complied with.

Text was updated. This section's text was expanded to include "Public Access and Recreation", "Conservation and Restoration", "Historic and Cultural Resources", and "Circulation". The Goals and Policies from this Section were moved to a new Goals and Policies section. A new policy stating "The destruction or damage to any site having any archaeological, historic, cultural, scientific, or educational value as identified by the appropriate authorities, including affected tribes, and the Office of Archaeology and Historic Preservation, should be prevented." was added to bolster the Historic and Cultural Resource element of this section.

INTRODUCTION & VISION

Introduction & Vision section provides the context and purpose for the chapter and sets the aspirations to be realized by 2044.

BACKGROUND

Background – Historical Context section explores pre-incorporation and the cultural foundation of the area. Including a brief overview of major treaties and interactions between the Native American Tribes and Federal Government.

HISTORIC PRESERVATION

Historic Preservation section provides context to the historic preservation industry including, eligibility for historic registers, and an inventory of identified and preserved local landmarks provided by the Historical Society of Federal Way.

CULTURAL RESOURCES AND IDENTITY

Cultural Resources and Identity section explores the significance of cultural resources both historic and current, identifying opportunities for celebrating diversity and promoting a sense of belonging.

ARTS IN FEDERAL WAY

Arts in Federal Way section includes a summary of the on-going work and accomplishments of the City's Arts Commission as well as efforts and investments made by the city to expand access to the Arts in the city.

GOALS AND POLICIES

Goals and Policies section, includes six goals within three categories, Historic Preservation, Arts and Culture, and Community Character, each advanced by several policies.

There are several images and maps throughout this chapter, numbering and titling of these images and map will occur at a later date as the chapter content finalizes.

CHAPTER 12 – COMMUNITY SERVICES

BACKGROUND

The Community Services Chapter is a new chapter in Federal Way's Comprehensive Plan that provides a consistent, clear, and actionable framework to guide the City's diversity, equity, access, and inclusion (DEAI) work as well as social services strategies and investments.

The Community Services Chapter is not a required element under Washington's Growth Management Act. However, it is considered to be essential in planning for human and social infrastructure of the City.

CHAPTER FORMAT

The Community Services chapter is formatted to be consistent with other chapters, building on a solid foundation from decades of successful grantmaking. It formalizes planning for DEAI and social services within the City. The format is as follows:

- Results summary of a 2023 consultant-led inventory of Federal Way’s GHGs emissions and sources, based on 2019 data, and future GHG emissions; and
- Overview of GHG mitigation (reduction) areas of focus, which include:
 - Reducing automobile dependency
 - Preserving overall tree density and improving tree canopy equity and access to green spaces
 - Increasing building energy conservation, renewables use and waste reduction

RESILIENCY

Resiliency section provides an inventory of hazards that Federal Way faces (some enhanced by climate change and some not), identification of hazard issues for which further study is warranted, and initial high-level policy ideas that can be further refined as part of Federal Way’s Hazard Mitigation Plan development.

GOALS & POLICIES

Goals and Policies section includes nine climate change and resiliency goals that are each advanced by several policies.

CHAPTER 14 – PARKS AND RECREATION

BACKGROUND

This is the first time that the City’s Comprehensive Plan will include a Parks & Recreation chapter. The Parks, Recreation and Open Space Plan (PROS) is the guiding document for the department. It is the most thorough and complete document for the Parks Department that clearly outlines objectives for the department, which are as follows:

- The community defined direction for the future of City parks, open spaces and recreation programming
- Consistency with state and local requirements
- Provides guidance for effective management of the City’s parks, recreation and open spaces
- To maintain funding eligibility
- To respond to opportunities as they arise

Many items in this draft comprehensive plan chapter are high level and then reference the PROS plan for more specificity. Per RCW 36.70A.070 the Parks and Recreation chapter is to include:

- Estimates of park and recreation demand for at least a ten-year period
- An evaluation of facilities and service needs
- An evaluation of tree canopy coverage within the urban growth area
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting the park and recreation demand

DECISIONAL CRITERIA

FWRC 19.80.140 provides that the city may consider, but is not limited to, the following factors when considering a proposed amendment to the comprehensive plan:

Periodic Update

1. **The effect upon the physical environment.**

No detrimental effects are anticipated on the physical environment. The Comprehensive Plan sets a long-range policy framework for the city, and future growth and development in the City will have to comply with code that is adopted consistent with the Comprehensive plan. The Comprehensive Plan anticipates and ensures the city is properly planning for its expected growth consistent with state, regional, and county requirements and with the City's 20-year vision, and those requirements and vision anticipate and account for the necessary protections of Federal Way's physical environment.

2. **The effect on open space, streams, and lakes.**

No detrimental effects are anticipated on open space, streams and lakes. The Comprehensive Plan sets a long-range policy framework for the city, and future growth and development in the City will have to comply with code that is adopted consistent with the Comprehensive plan. The Comprehensive Plan anticipates and ensures the city is properly planning for its expected growth consistent with state, regional, and county requirements and with the City's 20-year vision, and those requirements and vision anticipate and account for the necessary protections of Federal Way's open space, streams and lakes.

3. **The compatibility with and impact on adjacent land uses and surrounding neighborhoods.**

The Comprehensive Plan considers and ensures compatible land uses city-wide and that, where incompatibilities exist, the necessary mitigation requirements are in place.

4. **The adequacy of and impact on community facilities including utilities, roads, public transportation, parks, recreation, and schools.**

Capital facilities planning in the City's Capital Facilities, Utilities, Transportation, and Parks and Recreation chapters ensures that adequate utilities, roads, access to public transportation, parks, recreation and schools is in place or funded concurrent with the City's adopted growth targets.

5. **The benefit to the neighborhood, city, and region.**

All chapters of the Comprehensive Plan are adopted consistent with the City's 20-year vision, which was developed based on extensive public participation. As a reflection of the Community's desired future for the City, and as it was developed consistent with the regional planning vision (Vision 2050), the Comprehensive Plan is to the benefit of the neighborhoods throughout the city, the city as a whole, and the region.

6. **The quantity and location of land planned for the proposed land use type and density and the demand for such land.**

Attachments to Staff Report:

- A. Staff responses to public comments

<i>Commenter</i>	<i>Comment</i>	<i>Staff Response</i>
	<p>of the community by increasing the variety of available housing types.</p> <p>MBAKS supports this policy (H P5.1). By diversifying housing options, we can better meet the varied needs of our community.</p>	<p>No edits warranted.</p>
<p>EngageFW.com response from anonymous individual on 6/7/24</p>	<p>I'd love to see some emphasis on local businesses (rather than big box stores). I'd also love to hear of ways you're considering differentiating from other local downtowns. Have you considered a section that is open container, especially since the end goal is to make the district very walkable? Savannah, Georgia for example is an open container downtown, and it's a big draw for tourism. I'd love to see some community engagement spaces for adults, maybe even something like Woodinville has locally with the wine district, or even showcasing local breweries. This could also help distinguish Federal Way as a local destination for people in the Puget Sound area to come and visit, especially since this will be right on a light rail stop. Having the light rail stop here and some adult community venues near the rail would also benefit the local hotel industry, as people from all over Washington could come, stay here, and commute to say a football or baseball game, potentially even Tacoma dome for a concert when the light rail is eventually expanded.</p>	<p>Staff concur with the comments. These comments bridge topics covered by both Chapter 4 (Economic Development) and Chapter 7 (Centers).</p> <p>The following to represent some of the Goals and/or Policies that address these comments:</p> <p><u>Chapter 4</u> ED G3 Invest in placemaking spaces and community amenities to help attract businesses to Federal Way.</p> <p>ED P4.4 Promote local businesses and locally-produced goods and services.</p> <p>ED G97 Encourage and support the development of recreational and cultural facilities and/or events that will bring additional visitors to Federal Way, and increase visitor spending attract new residents.</p> <p><u>Chapter 7</u> RGC P1.2 Promote a cohesive Downtown character through adoption of recognizable architectural and streetscape design standards and development regulations that both reflect the distinct character and history of the community, and create an inviting and memorable environment.</p> <p>RGC G3 Make the City Center an inclusive hub for community gatherings, local entrepreneurship, and cultural celebrations to foster a strong sense of identity and belonging among residents, businesses, and visitors, and to promote civic pride.</p> <p>As some of the properties begin to redevelop, the City will evaluate whether additional public measures are needed to achieve these goals and policies.</p>
<p>Kia McGlone – email comment received 7/26/24</p>	<p>My hope is our city makes more efforts to increase economically and equitably to communities that live here. There are many businesses I have spoken to and they all want space to have their businesses/organizations in Federal Way.</p>	<p>There are goals and policies in Chapter 4 (Economic Development) that are responsive to this comment:</p> <p>ED G1 Support an equitable and strong local economy with opportunities for all to prosper.</p> <p>ED P31.2 In conjunction with the local business community, including the Chamber of Commerce and cultural and ethnic community groups, actively pursue ties to Pacific Rim nations and businesses to stimulate</p>

<i>Commenter</i>	<i>Comment</i>	<i>Staff Response</i>
		<p>Unfortunately there were no suggestions offered to make the process more inclusive.</p> <p>No edits are warranted.</p>
<p>Jackie Anderson – Email comment received 8/22/24</p>	<p>[email re. the rezone S of 336th] I have many other concerns, and I ask your help to have measures addressed to help ensure my quality of life and property value doesn't diminish during construction and operation of the proposed 27/7 maintenance facility.</p> <p>How do I see that the following types of measures are included in the final plans:</p> <p>Installation of sound barriers Installation of light barriers Traffic congestion mitigation Road integrity reinforcement Control of flying debris and grime Addition of foliage/vegetation to for some kind of aesthetic</p> <p>What I can do as a homeowner to work with the City of FW and ST to preserve my quality of life and property value?</p> <p>These measures are more important than ever, as we at South Garden Court have been enduring the development of Creekside Canyon Townhomes on our north property line for two years.</p> <p>In that time, we've had to suspend all building/property pressure washing and window washing because we can't keep up with the dirt.</p> <p>We've had to keep our windows closed two years now during the hottest months of the year.</p> <p>We've had to listen to the heavy equipment and trucks rumble and beep from 7am to 5pm, 5 days a week.</p> <p>The road of 20th Ave S, to the east is already starting to show signs of fracture from the trucks.</p> <p>Traffic on 336th is so congested during commute hours that cars are backed up from the light at Pacific Hwy to 20th</p>	<p>Ms. Anderson raises a number of issues and concerns regarding the rezoned property being used by Sound Transit. Although this is a potential outcome should the properties be rezoned and redesignated, this proposed action does not guarantee this outcome. Should Sound Transit purchase the properties for a future Public Transportation Facility as they have indicated, there would be future opportunities (either through future SEPA review or City permitting) to address the concerns raised in the email.</p> <p>City staff will forward this email to Sound Transit.</p>

<i>Commenter</i>	<i>Comment</i>	<i>Staff Response</i>
	<p>Americans; it brought forth a movement of social reflection and community discourse.</p> <p>This paragraph is very confusing discussing two big crisis that are different. One is talking about COVID pandemic and the other is referring to 2020 but what is it naming in 2020? Are we talking about the global response to the police killing of George Floyd on May 25, 2020? If so, please name it, otherwise naming a random year and assigning it to COVID and discriminatory practices is not informative and makes me ask why is this under DEIA introduction.</p> <p>Paragraph 3: “A traditional definition focuses on differences related to age, ethnicity, gender, and race. Communities that support this definition of diversity support people of different backgrounds through programs that include education, affinity groups, and other means of targeted engagement.”</p> <p>What is the source that states this is the “traditional” definition and can you source this, because this is inaccurate to my knowledge and like to know where the city found this statement to be true. I very like to learn where this information came from because it sounds confusing. Under Diversity, I prefer to just read the definition versus what it’s not. When it comes to what Diversity is, I wasn’t aware there was a “traditional” or “forward-thinking” belief.</p> <p>Page I-14</p> <p>Under Accessibility: Why is there no language to state that it’s the city’s responsibility to</p>	<p>https://elmllearning.com/blog/expand-definition-of-diversity/</p> <p>Thank you for this comment.</p>

<i>Commenter</i>	<i>Comment</i>	<i>Staff Response</i>
	<p>the city of Federal Way in pursuing the type of growth, construction of infrastructure, and provision of services that support the community’s desired quality of life.” However, DEI & A is not a chapter, why is that? How is DEI &A going to be achieved if there is not an overarching policy to guide all departments? What are the overarching goals of DEI & A citywide? Who is the governing leadership body that will make sure DEI & A is improving in our City processes and needed changes? Who decides what is “needed”. What is the process?</p> <p>Page I-28 Notes: “Following discussions with the city’s Diversity Commission and the Comprehensive Plan ad hoc Committee, it was determined that the Goals, Policies and Actions supporting DEIA in Federal Way should be spread through the topical chapters, as appropriate.” The two entities shared above are volunteers from community. Are these volunteers trained, equipped to make decisions about DEI & A when appropriate for the whole city? Where is the staff and leadership accountability?</p> <p>Chapter 2-Land Use. How is diversity defined in Land use? It’s mentioned 3 times in this chapter. “Provide a complete range of land uses and densities to ensure the community achieves the diversity needed to be a vibrant community.”</p> <p>Chapter 4-Economic Development Suggestion I have for this topic based on many community listening sessions is the City is not reaching</p>	<p>See comment above regarding the recommendation from the City’s Diversity Commission.</p> <p>Thank you for your comments.</p> <p>In the current version of Chapter 2, “diversity” is found only in Goal LU 5:</p> <p>In this context, “diversity” has been selected to mean the mix or variety of land uses. The diversity of land uses influence the richness of social and economic life in a community.</p>

<i>Commenter</i>	<i>Comment</i>	<i>Staff Response</i>
	<p>because they were non-responsive or unable to be flexible for food restrictions. Food is culturally very important to a lot of cultures, and the City is losing business revenue due to this outdated practice. Other cities have learned from this and have gained business commerce, where Federal Way could of gained many thousands of dollars annually. Once an organization has established good relation and treatment from utilizing a facility for any important cultural event, there is high probability they will repeat the business. The inverse will happen if they have business interaction with our public faculties. Too many times I have heard community businesses and organizations share negative experiences with the PAEC.</p> <p>Chapter Capital Facilities Community Facilities: Community Center- This cost to visit the community center as a resident is high. Nearby municipalities do not charge their residents and youth the high rates we charge. A community center is supposed to be accessible to residents, but it is not. There needs to be financial work to why this is so.</p>	<p>Thank you for your comments. The costs are determined by the City Council based on information provided by the Park Department.</p>
<p>Cindy Lopez, El Centro de la Raza, comment received on 9.3.24</p>	<p>As an organization deeply rooted in the Latino community of Washington State, El Centro de la Raza (The Center for People of All Races) is steadfast in its commitment to building a Beloved Community that bridges racial and economic divides. Our mission is to organize, empower, and advocate for the fundamental human rights of our most vulnerable and marginalized populations, while advancing critical consciousness, justice, dignity, and equity for all. Acknowledging the increasing needs of the South King</p>	<p>Thank you for your comments.</p>

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	adequate infrastructure and services to meet the growth for all current and future residents. Finally, El Centro requests consideration for re-zoning opportunities to foster mixed-use developments that include affordable workforce housing, small business/ vendor market place, economic development opportunities, early childhood development/childcare programs, community/cultural gathering spaces for a future diverse, and vibrant City of Federal Way.	
Tim Trohimovich, Futurewise – email received 9.3.24	We recommend that the City of Federal identify the comments from populations disproportionately impacted by housing cost burdens and explain how the comprehensive plan update prioritizes the needs of housing cost burdened populations and the solutions they recommended as required by King County Countywide Planning Policy (CPP) H-8.	<p>Thank you for your comment. Although the City received no written comments regarding its Comprehensive Planning update from any organized community entities, the City held housing discussions in the community at lower-income apartments (e.g. Park 16) and churches with congregations of mixed income (e.g. Calvary Lutheran Church). In addition, please see public comment submitted by Ms. Cindy Lopez, El Centro de la Raza.</p> <p>Those conversations, helped inform the cost-burden section of the Housing Chapter (Chapter 5). Several goals and policies have been included in Chapter 5 to address this issue. Specifically, please review the following:</p> <p>H P1.1 H G2, H P2.2, H P2.4 H P3.3. H P3.4 H G4, H P4.1, H P4.2, H P4.3, H P4.4 H G6, H P6.2, H P6.3, H P6.5, H P6.7, H P6.9 H P7.4. H P7.7 H G8, H P8.4, H P8.5 H P9.3</p> <p>No edits are warranted.</p>
	Futurewise strongly supports the annexation of areas within the urban growth area. This will allow for the orderly expansion of the City and City management of areas that will affect the city as they develop.	<p>Thank you for your comment. The City continues to have interest in the annexation of its remaining PAAs. Prior to commencing with that action, however, previously-conducted inventories and economic studies would need to be updated.</p> <p>No edits are warranted.</p>
	We recommend that the City’s development regulations be amended so that Federal Way has adequate capacity to meet its need for permanent supportive housing and to repeal the spacing requirements.	The City has acknowledged this deficiency. A draft ordinance is currently working its way through the Planning Commission and Council. This issue will be rectified either prior to, or concurrently with, the adoption of the Comprehensive Plan.

<i>Commenter</i>	<i>Comment</i>	<i>Staff Response</i>
	<p>regulations to reduce the cost of producing housing and to encourage more affordable housing in the City by eliminating parking requirements for housing close to transit stops and transit corridors. These amendments will facilitate infill development, multi-modal transportation, and affordable housing.</p>	<p>permitting system to improve housing production. The City’s development regulations currently allow for a developer to reduce parking requirements. The City will address code revisions relating to proximity to transit in the first quarter of 2025.</p> <p>No edits are warranted.</p>
<p>Luckisha Phillips email dated 9.4.24</p>	<p>For the overview portion:</p> <ul style="list-style-type: none"> • Climate change adaptation: Although there's a new chapter on Climate & Resiliency, the introduction doesn't highlight specific strategies for adapting to climate change impacts like sea level rise, increased flooding, or heat waves. More so the heatwaves and smoke issues, in Federal Way alone, we have had to make emergency plans due to weather, cancel sports events, and support our aging community. • Public health: While health is mentioned briefly, a more explicit focus on public health initiatives and how urban planning can promote community wellness could be beneficial. Also how to build a strong relationship with King County Public Health to support our diverse community. • Education and workforce development: More emphasis could be placed on strategies to improve educational outcomes and prepare residents for future job markets. How do we build and support more tech and trade schools for job development here in Federal Way? We are one of the only cities that does not have a coding company or software development training system outside of public education. Think of businesses like coding Dojo or Udemy, mechanics and tech, and green jobs. The same with small trade schools, and small tech prep schools for young adults. • Aging population: Given demographic trends, more explicit strategies for 	<p>Please reread the Introduction. First sentence of the Introduction section:</p> <p>Federal Way, like all cities, contributes to the global increase in greenhouse gas (GHG) emissions, and is also vulnerable to both predicted and unanticipated impacts of climate change such as potential increases in urban wildfires, extreme heat and storms, sea level rise, urban flooding, and periods of drought.</p> <p>See Community Services Chapter under “Community Needs Assessment Key Findings”</p> <p>See the following: EDG 5 Ensure educational and training opportunities exist to align with future job growth.</p> <p>ED P5.1 Encourage and support entrepreneurship opportunities and the growth of local microbusinesses.</p> <p>ED P5.2 . Establish programs to build workforce pipelines between businesses and educational institutions.</p> <p>Thank you for this comment. There are policies in the Housing Chapter to address providing housing for an</p>

Commenter	Comment	Staff Response
	<p>startups, especially for our diverse community. How can we make sure that Somali or Nigerian community members have a pipeline of support to make that happen? How do we set up small training businesses that lead to start-up possibilities? Do we need co-working spaces?</p> <ul style="list-style-type: none"> • Green Economy: There's limited discussion about sustainability-focused economic development or strategies to attract and grow green businesses. I love the partnership with places like SK Tool Library and Ridewell; how do we keep and expand that market? • Workforce Development: While education is mentioned, there could be more detailed strategies for workforce development, including partnerships with local schools and businesses for internships, apprenticeships, or specialized training programs. Do we have a plan that includes increasing city internships and externships? Private-public partnership? • Remote Work Trends: Given the recent shifts in work patterns, strategies to capitalize on remote work trends or attract remote workers as residents could be beneficial. This goes back to co-working spaces and tech spaces. <p>To address remote work trends in Federal Way's economic development plan, the city could consider incorporating the following strategies:</p> <ul style="list-style-type: none"> • Co-working spaces: Develop or incentivize the creation of flexible co-working spaces throughout the city, particularly in the downtown area or near transit hubs. Again think of language needs, advertising in various languages but having culturally relevant services close by as well. • "Work from Federal Way" campaign: Launch a marketing campaign targeting remote workers from larger, more expensive cities like Seattle, 	<p>See Policy from Climate: CR P6.2 Develop a green jobs strategy, in partnership with community groups and businesses, that is consistent with the Economic Development Chapter.</p> <p>Similar comment and response to that above (Bullet 3)</p> <p>The landscape of remote work continues to evolve. For a City that will soon have 2 operational light rail stations, it is premature to commit resources to catering to a remote work reality.</p> <p>Thank you for these ideas. They have been forwarded to the City's Economic Development Director.</p>

Commenter	Comment	Staff Response
	<p>serve as ambassadors, sharing their experiences and attracting others to the city.</p> <p>Implementing a combination of these strategies could help Federal Way capitalize on the growing trend of remote work and position itself as an attractive destination for remote workers.</p> <ul style="list-style-type: none"> • Equity and Inclusion: While briefly mentioned, there could be more specific strategies for ensuring economic development benefits all segments of the community, including historically marginalized groups. I see many sister cities' partnerships and little support for the indigenous and Afro-American partnerships. I see little data being collected and leveraged to build growth and development. • Metrics and Benchmarks: The plan could benefit from more specific, measurable goals and indicators to track progress in economic development efforts. • Small Business Support: While entrepreneurship is mentioned, more detailed programs or initiatives to support small businesses could be included. Keeping language access at the center of that conversation. • Data and Analytics: The plan could include strategies for leveraging data and analytics to inform economic development decisions and track outcomes. • Resilience Planning: Given recent global events, strategies for building economic resilience in the face of potential future disruptions could be valuable. 	<p>Please review the following Goals & Policies: ED G1, ED P1.1, ED P1.2, ED P1.3, ED P1.4 ED G2, ED P2.1</p> <p>Agreed. Economic Development is a 2-person workgroup in the City. As resources are available, metrics and benchmarking will be done.</p> <p>ED P5.1 Encourage and support entrepreneurship opportunities and the growth of local microbusinesses.</p> <p>Agreed. This is an implementation strategy.</p> <p>See Chapter 13 (Climate & Resiliency)</p>

<i>Commenter</i>	<i>Comment</i>	<i>Staff Response</i>
	<ul style="list-style-type: none"> • Benchmarking: Comparisons with similar cities' park systems could provide context for Federal Way's goals and standards. • Health impact assessment: A more detailed analysis of how parks and recreation facilities and programs impact community health outcomes could strengthen the plan. • Economic impact: An analysis of the economic benefits of the park system to the city (property values, tourism, etc.) is not included. This may be worth looking it. With the development, a reflection approach to this would be costly. What lands or spaces do we need to preserve to keep our lands healthy? Keep with the little wildlife we have, local. (We have native bats, birds, coyotes, and fish etc). • Risk management: A comprehensive assessment of potential risks (e.g., liability issues, natural disasters) and mitigation strategies is not apparent. <p>Recommendations:</p> <p>Detailed financial planning: Include a comprehensive budget forecast for the next 20 years, outlining projected costs and potential funding sources for each major initiative.</p> <p>Technology integration strategy: Outline plans for incorporating smart technology into park management and user experience, such as digital wayfinding, app-based engagement, or IoT sensors for maintenance.</p> <p>Health impact assessment: Conduct a detailed analysis of how parks and recreation facilities and programs impact community health outcomes, using this to justify investments and guide programming decisions.</p> <p>Health impact assessment: Conduct a detailed analysis of how parks and</p>	

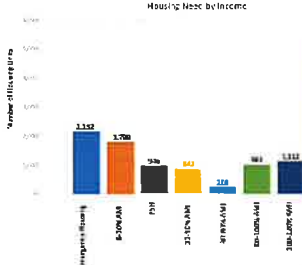
Commenter	Comment	Staff Response
	<ul style="list-style-type: none"> o Propose tenant protection policies such as right of first refusal or extended notice periods for evictions o Establish a fund or program to assist residents at risk of displacement 4. Expand on transit-oriented and sustainable development plans: <ul style="list-style-type: none"> o Identify specific areas near future light rail stations for higher-density, mixed-use development o Propose incentives for green building practices and energy-efficient housing o Include plans for improved pedestrian and bicycle infrastructure connecting housing to transit 5. Establish a clear monitoring and evaluation framework: <ul style="list-style-type: none"> o Define key performance indicators for housing production, affordability, and stability o Set up a regular reporting schedule to track progress towards goals o Outline a process for adjusting strategies based on monitoring results 6. Propose specific regional collaboration efforts and innovative financing mechanisms: <ul style="list-style-type: none"> o Suggest concrete partnerships with neighboring cities on shared housing challenges o Explore the creation of a regional housing trust fund o Propose innovative financing tools like social impact bonds or public-private partnerships 7. Address workforce housing needs and explore community land trusts: <ul style="list-style-type: none"> o Define "workforce housing" for Federal Way and set specific production targets o Propose employer-assisted housing programs in partnership with major local employers o Outline steps to establish a community land trust, including potential funding sources and governance structure 	<p>The City has a draft sub-area plan for the South Station area going to Council in September or October for adoption. The Land Use Chapter identifies a change in designation from "Commercial" to "Centers" for the South Station area. Chapter 7 (Centers) addresses both the Regional Growth Center (near the Downtown light rail station) and the Countywide Growth Center (near the future South Station).</p> <p>Monitoring is a function of staffing and budgetary resources. As resources are made available, monitoring and evaluation of achievement of the Comprehensive Plan Goals and Policies will be conducted.</p> <p>From my experience, workforce housing is represented as housing for incomes between 70 and 120% AMI. The City needs housing at all income bands, as illustrated below:</p>

<i>Agency</i>	<i>Comment</i>	<i>Staff Response</i>
	<p>that Federal Way is meaningfully planning for and accommodating its housing needs for very low- and extremely low-income households.</p>	<p>compliance for capacity of housing at all income bands (with the exception of PSH – see response above). Also, see response provided in 15 July 2024 letter from Mr. Keith Niven to Mr. Isaac Horwith. In addition, the following implementing action have been included in Appendix A to address this comment:</p> <p>Audit existing zoning code, and propose amendments to development regulations to effectively meet housing need. (3-5 yr timeframe)</p> <p>Conduct assessments of economic and social impacts of City policies, development regulations, and zoning changes on vulnerable populations. (1-2 yr timeframe)</p> <p>Partner with affordable housing developers, SKHHP, Sound Transit, and community-based organizations, etc., to secure financing to meet the households with the greatest needs. (on-going)</p> <p>Incent development of affordable housing and continue to fund projects that serve very low-income residents. (on-going)</p> <p>Coordinate and participate in County and subregional level conversations and investigate best practices for sustainable data collection of income restricted and low-income</p>

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received 7/2/24		<p>deletion in the draft Natural Environment chapter that DNR reviewed were moved to the Climate Change & Resiliency Chapter. Earthquake hazards are also addressed in the Climate Change & Resiliency chapter.</p> <p>No additional edits are warranted.</p>						
PSRC Pre-Certification review comment letter received 8/13/24	<p>Housing</p> <table border="1" data-bbox="310 632 1062 1409"> <thead> <tr> <th data-bbox="310 632 688 659">Plan Review Consistency Tool</th> <th data-bbox="688 632 1062 659">PSRC Comment on Draft Federal Way Plan</th> </tr> </thead> <tbody> <tr> <td data-bbox="310 659 688 1192"> Increase housing supply and densities to meet the region's current and projected needs at all income levels consistent with the Regional Growth Strategy (MPP-H-1) </td> <td data-bbox="688 659 1062 1192"> The draft comprehensive plan includes housing need by income consistent with the King County CPPs. However, the draft comprehensive plan does not provide supporting documentation indicating sufficient land capacity for permanent supportive housing. RCW 36.70A.070(2)(c) states jurisdictions must ensure sufficient capacity for all housing types are identified in the housing element. The city must document sufficient capacity for permanent supportive housing. Commerce's Guidance for Updating Your Housing Element (Book 2) is a useful resource. </td> </tr> <tr> <td data-bbox="310 1192 688 1409"> Expand the diversity of housing types for all income levels and demographic groups, including low, very low, extremely low, and moderate-income households (MPP-H-2-6, H-9) </td> <td data-bbox="688 1192 1062 1409"> The plan includes several policies and strategies to address housing need. The plan should be supported by evaluation of barriers to affordable housing that may currently exist. Commerce's adequate provisions checklist can help document this work. </td> </tr> </tbody> </table>	Plan Review Consistency Tool	PSRC Comment on Draft Federal Way Plan	Increase housing supply and densities to meet the region's current and projected needs at all income levels consistent with the Regional Growth Strategy (MPP-H-1)	The draft comprehensive plan includes housing need by income consistent with the King County CPPs. However, the draft comprehensive plan does not provide supporting documentation indicating sufficient land capacity for permanent supportive housing. RCW 36.70A.070(2)(c) states jurisdictions must ensure sufficient capacity for all housing types are identified in the housing element. The city must document sufficient capacity for permanent supportive housing. Commerce's Guidance for Updating Your Housing Element (Book 2) is a useful resource.	Expand the diversity of housing types for all income levels and demographic groups, including low, very low, extremely low, and moderate-income households (MPP-H-2-6, H-9)	The plan includes several policies and strategies to address housing need. The plan should be supported by evaluation of barriers to affordable housing that may currently exist. Commerce's adequate provisions checklist can help document this work.	<p>Housing</p> <p>The City realizes it is deficient in providing the land necessary to meet its allocation for PSH. Staff have been working on an ordinance to bring to Council before the end of the year to rectify this deficiency.</p> <p>Although the City has not completed an analysis of the barriers to the construction of affordable housing that may be specific to Federal Way, the City believes the Chapter contains adequate Goals & Policies to address barriers to the development of affordable housing that are common to all jurisdictions. See below:</p> <p>H P1.1 Amend development regulations to remove or lessen regulatory and financial barriers to housing construction and facilitate a diverse range of housing forms that expand housing choice, are land use efficient, and are inclusive to community needs.</p> <p>H P1.2 Periodically monitor, analyze, and</p>
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Demonstrate the center's market potential for accommodating future population and job growth.	The city should demonstrate the capacity for job growth in the center.									
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		<p>specifically the need to collaborate regionally:</p> <p>CR P1.7 Collaborate with Puget Sound Energy to achieve mutually-desired outcomes for greenhouse gas reduction, energy efficiency, community support, and system reliability and resiliency.</p> <p>CR P2.6 Support state and federal air quality standards and the regulation of activities that emit air pollutants.</p> <p>CR P9.8 Coordinate and support public education by utility providers that raises awareness of the need for water and energy conservation and resilience.</p> <p>No additional edits are warranted.</p> <p><u>Centers</u> Noted. The City will apply for the change in center size to increase the size from 200 to 220 acres.</p> <p>The City has already taken a corrective action to address the low activity units in the RGC. The City added minimum FAR and Density (units/ac) standards to the City Center-Core zone. Staff would like to discuss with PSRC whether a separate market analysis is warranted.</p> <p>The City was unaware that PSRC was requiring an analysis of housing by income band specific to the RGC. If this is</p>

Agency	Comment	Staff Response						
		<p>specific project details will be analyzed to ensure no significant adverse environmental impacts will occur. No new provisions are necessary.</p> <p>Should Sound Transit purchase the properties that are subject to this proposed rezone and change of designation, they could elect to serve as the SEPA authority for specific project review, as allowed by state statutes.</p>						
<p>WA Department of Commerce Emailed comments dated 8/22/24</p>	<table border="1"> <thead> <tr> <th data-bbox="292 699 836 745"></th> <th data-bbox="836 699 917 745">Consistent? Yes/No</th> <th data-bbox="917 699 1153 745">Changes needed?</th> </tr> </thead> <tbody> <tr> <td data-bbox="292 745 836 1029"> <p>d. An inventory and analysis of existing and projected housing needs over the planning period, by income band, consistent with the jurisdiction's share of countywide housing need, as provided by Commerce RCW 36.70A.070(2)(a) amended in 2021, WAC 365.196.410(2)(b) and (c);</p> <p>TABLE OR OTHER DOCUMENTATION OF LOCAL ALLOCATION OF HOUSING NEEDS BY INCOME BRACKET (Housing Element Book 1 see #6 of "Minimum standards for identifying and allocating projected housing needs" on page 60)</p> </td> <td data-bbox="836 745 917 1029">No</td> <td data-bbox="917 745 1153 1029"> <p>Please include the city's projected emergency housing need (2,152 units/beds) in the Housing Chapter (RCW 36.70A.070(2)(a)). This projection could be added to the Net New Permanent Housing Units Needed, 2019 2044 chart (and adjust the title accordingly).</p> <p>It appears the emergency housing need is only identified in the Supplementary Housing Report.</p> </td> </tr> </tbody> </table>		Consistent? Yes/No	Changes needed?	<p>d. An inventory and analysis of existing and projected housing needs over the planning period, by income band, consistent with the jurisdiction's share of countywide housing need, as provided by Commerce RCW 36.70A.070(2)(a) amended in 2021, WAC 365.196.410(2)(b) and (c);</p> <p>TABLE OR OTHER DOCUMENTATION OF LOCAL ALLOCATION OF HOUSING NEEDS BY INCOME BRACKET (Housing Element Book 1 see #6 of "Minimum standards for identifying and allocating projected housing needs" on page 60)</p>	No	<p>Please include the city's projected emergency housing need (2,152 units/beds) in the Housing Chapter (RCW 36.70A.070(2)(a)). This projection could be added to the Net New Permanent Housing Units Needed, 2019 2044 chart (and adjust the title accordingly).</p> <p>It appears the emergency housing need is only identified in the Supplementary Housing Report.</p>	<p>See Figure H-4</p>  <p>No edits are warranted.</p>
	Consistent? Yes/No	Changes needed?						
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	<p>e. Identification of capacity of land for housing including, but not limited to, government assisted housing, housing for moderate low, very low, and extremely low income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing RCW 36.70A.070(2)(c) amended in 2021, WAC 365.196.410(e) and (f)</p> <p>STATEMENT SHOWING THERE IS SUFFICIENT CAPACITY OF LAND FOR ALL INCOME HOUSING NEEDS, INCLUDING EMERGENCY HOUSING. INCLUDE A TABLE SHOWING THE BREAKDOWN OF CAPACITY IN ZONES WHICH ADDS UP TO HOUSING NEEDS FOR ALL INCOME LEVELS, INCLUDING EMERGENCY HOUSING (Supporting documentation of land capacity analysis is encouraged) (Housing Element Book 2, see bottom table of Exhibit 17 on page 40 and Exhibit 20 on page 46)</p> <p>ANY LIMITATIONS ON SUPPORTIVE HOUSING TYPES (EMERGENCY HOUSING (EH), EMERGENCY SHELTER (ES), PERMANENT SUPPORTIVE HOUSING (PSH), AND TRANSITIONAL HOUSING (TH)) MUST ALLOW THE SITING OF A SUFFICIENT NUMBER OF UNITS AND BEDS NECESSARY TO MEET PROJECTED NEEDS. (Housing Element Book 2, see pages 41-48)</p> <p>THE ZONING MAP MUST BE CONSISTENT WITH AND IMPLEMENT THE LAND USE MAP AND LAND CAPACITY FINDINGS. (See RCW 36.70A.115(1), WAC 365.196.400)</p>	<p>No</p> <p>This Land Capacity Analysis draft is a great start, and it is clear that the city has an excellent foundation of data and analysis to build on as this document is refined. The city must expand this analysis to include elements described in relevant Commerce guidance in Book 2 of the Housing Element Update Guide (Ch. 3, pp. 16-48). In particular, this should include classification of zones by allowed housing types and density level, table relating zone categories to income levels served, and a summary of land capacity by zone category.</p> <p>Additionally, the city must conduct an emergency housing land capacity analysis. RCW 36.70A.070(2)(c) states that jurisdictions must show sufficient capacity for all housing types, including emergency housing and emergency shelter. See page 44 of Book 2 for a recommended approach for conducting this analysis.</p> <p>In regards to the section "Permanent Supportive Housing", pp. B-51. We recommend that development regulations which adequately accommodate the city's permanent supportive housing need be adopted along with the Comprehensive Plan Periodic Update, rather than proposed at that time. Once necessary zoning changes have been identified, the city should update this section of the LCA to show the anticipated net increase in capacity resulting from relevant code amendments.</p> <p>Examples of Land Capacity Analyses can be found on Commerce's published collection of Housing Element Example Documents (note that examples from King County can be helpful in understanding how other jurisdictions are incorporating findings of the county's 2021 Buildable Lands Report). Please note that Commerce staff is available for additional technical assistance if needed.</p> <p>Staff believe adequate analysis has been conducted to demonstrate compliance for capacity of housing at all income bands except for PSH (see comment below). See full response to similar comment from AHC on Page 6 regarding the requirement for additional analysis.</p> <p>The City is working on an ordinance to amend its current separation requirements to ensure the City's allocation of PSH can be accommodated. This ordinance will be to the City Council prior to the end of 2024.</p>						

Agency	Comment	Staff Response
		<p>NE P3.1 Identify and map aquifer recharge areas within the City and its potential annexation area. Such areas shall be subject to additional regulations to protect the integrity of identified aquifer recharge areas.</p> <p>NE P3.2 Encourage the retention of surface water runoff in wetlands, regional retention facilities, and low impact development stormwater facilities, or use other similar stormwater management techniques to promote aquifer recharge.</p> <p>NE P3.3 Encourage water reuse and reclamation for irrigation and other non-potable water needs.</p> <p>NE P3.4 Require connection to sanitary sewer service where poor soil conditions persist and/or sewer service is available.</p> <p>NE P3.5 Protect the quality and quantity of groundwater supplies by supporting water use conservation programs and adopting regulations to minimize water pollution.</p> <p>No additional edits are warranted.</p>
	<p>Land Use Each county and city that is required or chooses to prepare a comprehensive land use plan under RCW 36.70A.040 shall identify lands useful for public purposes such as utility corridors, transportation corridors, landfills, sewage treatment facilities, stormwater management facilities, recreation, schools, and other public uses. The draft land use element does not identify lands useful for public purposes, as described above. Map II-3 identifies general existing land uses but the comprehensive plan land use</p>	<p>Thank you for bringing up this concern. The City is reviewing the Chapters to see if the location of these facilities/uses is contained in documents incorporated by reference. As a follow up action, staff will either conclude that these</p>

Agency	Comment	Staff Response
	<p>Land Use Present in draft land use element: LUP 6.8 Consider incorporation of ICC Wildland Urban Interface Code.</p> <p>Missing: The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools and through wildfire preparedness and fire adaptation measures. RCW 36.70A.070(1) amended in 2023. We recommend amending draft policy LUP 6.8 (page II-11) according to the statutory requirements in RCW 36.70A.070(1).</p>	<p>In addition to LUP P 6.8, the City addresses wildfires in Chapter 13 (Climate & Resiliency). The following policy has been included:</p> <p>CR P9.7 Support forest health improvements to reduce wildfire risk and expand public awareness campaigns on wildfires by providing community education and outreach on wildfire mitigation.</p> <p>No additional edits are warranted.</p>
	<p>Capital Facilities CF P1.5 References the annual update of the Federal Way Capital Improvement Program for parks/recreation, surface water management, and the Transportation Improvement Program to support implementation of the FWCP.</p> <p>Where is the CIP?</p>	<p>The CIPs for those noted chapters are located within the City's Parks, Recreation and Open Space (PROS) Plan, Transportation Chapter, and Surface Water Management Plan. All three of those are listed in the Capital Facilities chapter and noted as incorporated by reference into the chapter, but they are plans, each with their own CIPs, that live outside of the capital facilities chapter.</p>
	<p>Capital Facilities Present: Park and Rec included.</p> <p>Missing: While CF P4.6 identifies strategies if probable funding falls short, it nor other policies explicitly state a procedure to also reassess the land use element as required by RCW 36.70A.070(3)(e). Please amend the draft capital facilities element to include this provision.</p>	<p>The City will add a policy to address this requirement.</p>
	<p>Utilities Suggest providing contact name and phone/email for each provider.</p>	<p>The City has contact info and names associated with utilities with franchise agreements with the City. Such information frequently changes and thus would quickly become outdated in a long-range planning document.</p>

Agency	Comment	Staff Response
		<p>Parks & Recreation Chapter.</p> <ul style="list-style-type: none"> • Stormwater trunk lines, city buildings, and utility district boundaries are on maps within the Capital Facilities Chapter. • Water and wastewater facilities are addressed in the Capital Facilities Chapter and shown with more specificity within the Lakehaven Water and Sewer District Comprehensive Water and Wastewater System Plans that are referenced in the Capital Facilities Chapter. • School facilities are addressed and shown in the Federal Way Public Schools Capital Facilities Plan which is referenced in the Capital Facilities Chapter. • A Fire facilities inventory and map are referenced in the Capital Facilities Chapter. • City-owned fiber lines are shown on a map in the Utilities Chapter. • Puget Sound Energy (PSE) electric and natural gas facilities are referenced in the Utilities Chapter including additional information on how to obtain PSE maps frequently change. • Solid Waste facility maps and information are in the King County Comprehensive Solid Waste Management Plan which is referenced in the Utilities Chapter.
Planning Commission	There should be more included in Chapter 4 (Economic Development) to reflect the impact businesses are having due to crime and concerns over safety.	A Policy will be added to Chapter 4

Agency	Comment	Staff Response
	<p>O Create a prioritization list of potential high-wildlife collision risk areas for revision. Revisions could include creating wider vegetated buffers when constructing pedestrian trail linkages, replacing culverts with large underpasses that facilitate pedestrian and wildlife movement, etc.</p> <p>O Other actions approved by Public Works.</p>	<p>No revision warranted.</p>
	<p>TP2.10 Include sufficient area in rights-of-way for bike lanes, sidewalks, and landscaped medians to provide separation from motorized traffic, opportunities for wildlife habitat that facilitates corridor linkages, and enhanced aesthetics.</p>	<p>The suggested addition is already addressed by City code.</p> <p>No edits are warranted.</p>
	<p>TP2.12 Require developers to mitigate the impact of the development on the City's transportation system by constructing bike lanes, trails, wildlife habitat corridors, and sidewalks where they would interface with the existing system to the extent allowed by law.</p>	<p>The suggested edit is already covered by City code.</p> <p>No edits are warranted.</p>
	<p>Goal 3, suggested new Policy The city is committed to integrating Low Impact Development (LID) practices into all transportation infrastructure projects to minimize stormwater runoff, reduce pollution, protect water quality, and help address salmon recovery goals. In alignment with this commitment, the city shall prioritize the identification and replacement of fish barriers within the transportation network to restore natural fish passage and improve aquatic habitats.</p>	<p>Low Impact Development (LID) practices have been incorporated in the Public Works Design and Construction Standards. The Design and Construction standards specified LID technologies must be in accordance with the current KCSWDM and the DOE General Use Level Designation (GULD).</p> <p>No edits are warranted.</p>
	<p>TP5.6 Support well-designed regional transportation projects that will preserve the movement of wildlife, people, and goods on I-5 and state routes.</p>	<p>Edits will be incorporated.</p>
	<p>Goal 6 Consider future climate conditions during the siting and design of transportation infrastructure, including changes to temperature, rainfall, and sea level, to help ensure they function as intended over their planned life cycle.</p>	<p>The proposed Goal 6 may be appropriate in the Climate section. Please refer to the climate section of the Comprehensive Plan.</p>

Agency	Comment	Staff Response
		<p>CF P1.2 Support and encourage joint development and use of community facilities with other governmental or community organizations in areas of mutual concern and benefit.</p> <p>No edits warranted.</p>
	<p>CF P5.2 Review, update, and amend capital facilities plans in accordance with state update requirements. Respond to changes in the rates of growth, current and projected climate-related hazards, new development trends, and changing City priorities, budget, and financial considerations.</p>	<p>Include suggested edits</p>
	<p>NE P1.3 Incorporate sensitive development and municipal operation practices such as planting suitable native trees and vegetation within degraded critical areas; altering development plans to minimize avoid impacts; including monitoring and maintenance to ensure success.</p>	<p>Same comment as NE P2.1</p>
	<p>NE P1.5 Update inventories for each type of environmentally critical area to keep data current and to augment data received from other information sources.</p> <p>We recommend data gathered via site scale projects (i.e. wetland delineations, riparian corridor delineations, etc.) be collected and included in this inventory.</p>	<p>The City currently does this.</p>
	<p>NE P2.1 Evaluate proposed amendments to the environmentally critical areas regulations to ensure that new provisions do not unreasonably hinder private property rights while simultaneously ensuring no net loss of ecological values and functions.</p>	<p>The Code currently allows for minimization of impacts. The suggested language would be inconsistent with current development regulations.</p> <p>No edits are warranted.</p>
	<p>NE P2.3 Continue the practice of providing a process for reasonable use exception when the implementation of environmentally critical areas regulations deprives a property owner of all reasonable use of their property.</p> <p>We recommend caution be utilized when administering reasonable use justifications and regulations be made resilient to misuse.</p>	<p>Ok. Thank you for your comment.</p>
	<p>NE P5.3 Limit Prohibit private development that would result in a net loss of stream and stream adjacent habitat function and invest in public actions to protect water quality and to ensure adequate in-stream flow to protect fisheries, wildlife habitat, and recreation resources.</p>	<p>The proposed edits significantly alter this Policy.</p> <p>No edits are warranted.</p>
	<p>NE P6.2</p>	<p>Include suggested edits</p>

Agency	Comment	Staff Response
		It is likely the code will need to be updated in the future as more data is available. Any updates need to be based on science incorporating local factors. Given the lack of specific information currently, no code changes are proposed at this point.
	Goal SMP G9, suggested new Policy The city shall promote shoreline restoration by offering expedited permit review, reduced or waived fees, and tax incentives for projects that enhance ecological functions. Pre-approved design templates and streamlined environmental reviews will be provided to simplify project approval.	Staff have not discussed these proposed incentives with the community or the City Council. It would be inappropriate to include these edits without discussing them openly as part of the process.
	CR P1.2 Encourage and incentivize businesses and organizations to participate in state, regional, and local programs related to addressing climate change.	Agree as edited: Encourage and incentivize businesses and organizations to participate in state, regional, and local programs related to addressing climate change.
	CR P8.5 Monitor tree canopy and consider changes to regulations should a reduction in overall canopy cover fall below 35%. To pursue this policy's goals, we recommend Federal Way strive to create a tree canopy plan to assess trends, set goals, and measure progress towards those goals	Although staff concur there is value to the recommendation, there are no resources currently budgeted to create this plan.
	CR P10.3 Protect and enhance natural flood storage and conveyance function of streams, lakes, and wetlands by utilizing best available science information and collaborating across jurisdictional boundaries.	Edit to include the recommendation, as amended: Protect and enhance natural flood storage and conveyance function of streams, lakes, and wetlands by utilizing best available science information and collaborating across jurisdictional boundaries, where appropriate.
	PR P8.2 Respond to opportunities to acquire ownership of lands which will make a unique or significant contribution to the City's overall park and open space system. Priority will be given to areas that contribute to multi-benefit outcomes, such as recreational trail linkage areas that also serve as wildlife corridors.	The Policy will be edited to incorporate the suggested change.



August 23, 2024

Holly Bosak
Planning Manager/SEPA Official
City of Federal Way
33325 8th Ave S
Federal Way, WA 98003

Subject: City of Federal Way 2024 Rezone 24-103289-SE SEPA Checklist and Determination of Nonsignificance

Dear Ms. Bosak:

Sound Transit received the State Environmental Policy Act (SEPA) Checklist and Determination of Nonsignificance for the 2024 Property Rezone 24-103289-SE. The area proposed to be rezoned encompasses the Operations and Maintenance Facility (OMF South) Preferred Alternative site that the Sound Transit Board selected as the project to be built in June 2024. The purpose of this letter is to clarify the response to Question 4 in Section D of the 2024 Property Rezone SEPA Checklist as it relates to future SEPA reviews for OMF South related actions.

Sound Transit appreciates the City of Federal Way's continued coordination on the OMF South project, including your engagement in the environmental review process as a Consulted Agency under SEPA and a Cooperating Agency under the National Environmental Policy Act (NEPA). Sound Transit published the OMF South SEPA Draft Environmental Impact Statement (DEIS) in March 2021, the NEPA Draft/SEPA Supplemental Draft EIS in September 2023, and the NEPA/SEPA Final EIS in June 2024, concluding the SEPA environmental review process. The OMF South Final EIS identified environmental impacts of the project and mitigation measures that Sound Transit will implement in addition to complying with applicable code requirements.

In the City's 2024 Property Rezone SEPA Checklist, the response to Question 4 in Section D, Supplemental Sheet for Non-project Actions, states that "Project permit applications will be required to apply for SEPA review and specific project details will be analyzed to ensure no significant adverse environmental impacts will occur". Consistent with WAC 197-11-600 that states "any agency acting on the same proposal shall use an environmental document unchanged", the OMF South Final EIS covers SEPA review to support permitting and other future actions by the City. As the SEPA lead agency, Sound Transit would conduct any additional environmental review if there are substantial changes to the project that result in new significant adverse impacts.

We look forward to continuing to work with you on the OMF South project. Please contact Zac Eskenazi, High-Capacity Transit Development Manager, at zachary.eskenazi@soundtransit.org or 206-903-7178 if you have any questions.

Sincerely,

Curvie Hawkins
Project Director, OMF South and Tacoma Dome Link Extension

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104-2826 • Reception: (206) 398-5000 • FAX: (206) 398-5499
www.soundtransit.org

Recognizing the limitations of the current proposals, I want to mention that it would be great for you to consider these in future work, be it in your comprehensive plan, development code, and SMP updates, and in your work in general:

- Consider adding a reference to WAC 365-190-120 geologically hazardous areas for definitions in other areas besides the CAO. In addition, consider adding a reference to WAC 365-196-480 for natural resource lands.
- Consider adding a reference to the WGS Geologic Information Portal in other areas besides the CAO. If you have not checked our interactive database, the WGS Geologic Information Portal, lately, you may wish to do so. [Geologic Information Portal | WA - DNR](#)
- If you have not checked out our Geologic Planning page, you may wish to do so. [Geologic Planning | WA - DNR](#)

Thank you for considering our comments. If you have any questions or need additional information, please contact me. For your convenience, if there are no concerns or follow-up discussion, you may consider these comments to be final as of the 60-day comment deadline of 8/27/24.

Cheerio,
Tricia

Tricia R. Sears (she/her/hers)
Geologic Planning Liaison
Washington Geological Survey (WGS)
Washington Department of Natural Resources (DNR)
Cell: 360-628-2867 | Email: tricia.sears@dnr.wa.gov

that jurisdictions in the Puget Sound region make use of the many science-based resources available to support development of Comprehensive Plan and Critical Area Ordinance (CAO) amendments that protect natural areas and working lands.

Our collective understanding of the complex relationships between land cover, development, and ecosystem health improves over time, and this is why cities and counties must include current, best available science and information in their local land use planning amendments during the periodic update. Fortunately, our state Departments of Fish and Wildlife, Ecology, Natural Resources, and Commerce have been busy updating and distributing science-based guidance to support local governments in this process. Cities and counties should leverage these resources below, and other science-based resources, to effectively amend their Comprehensive Plans and Critical Areas Ordinances:

- [Local Integrating Organizations \(LIOs\) and LIO Ecosystem Recovery Plans](#)
- [Local Salmon Recovery Watershed Chapters](#)
- [Department of Fish and Wildlife's current Priority Habitats and Species information](#)
 - [Riparian Management Zone Checklist for Critical Areas Ordinances](#)
- [Ecology's Wetland Guidance for Critical Areas Ordinance \(CAO\) Updates](#)
- [Ecology's Climate Resilience and Shoreline Management webpage](#)
- Commerce's Critical Areas [Handbook](#) and [Checklist](#)

To ensure smart growth in the Puget Sound region, the ECB recommends that jurisdictions consider and take action on the following:

- 1) **At key points in the Comprehensive Plan update process, review and apply the [Sound Choices Implementation Checklist](#).** The checklist was developed by the Puget Sound recovery community and is intended to help local jurisdictions make updates to their comprehensive plans that align with Puget Sound recovery strategies and actions.
- 2) **Ensure your local planning department takes advantage of funding for additional staff resources to incorporate salmon and Puget Sound recovery into local planning by applying for the [Salmon Recovery through Local Planning Grant Program](#).** Depending on funding availability, Washington State Department of Commerce will hold a fall 2024 round of funding. For more information contact angela.sanfilippo@commerce.wa.gov.
- 3) **Understand how your local land use decisions will support region-wide efforts to achieve positive trends in [Regional Land Use Indicators](#).** The Puget Sound Partnership assesses the status and trends of threats through a set of regional land use indicators.
- 4) **Reach out to and involve local experts in Puget Sound recovery** including Local Integrating Organization members, Salmon Recovery Lead Entities, as well as your [local representative on the Ecosystem Coordination Board](#). For additional support in facilitating connections with these local experts please reach out to Laura.Rivas@psp.wa.gov.

CITY OF FEDERAL WAY
MEMORANDUM

DATE: November 12, 2024
TO: City Council Members
VIA: Jim Ferrell, Mayor
FROM: Keith Niven, Community Development Director
SUBJECT: Comprehensive Plan, Periodic Update

Financial Impacts:

The City is mandated by the Growth Management Act (GMA) to periodically update its comprehensive plan every 10 years. If such update is not completed in a timely manner (as outlined within the GMA), the City could be in jeopardy of disqualifying itself from certain GMA grants issued by the Department of Commerce as well as Transportation grants issued by PSRC.

There is not a specific budget line related to the Comprehensive Plan. However, revenue the City received related to Comprehensive Plan work between 2023 and 2024 exceeded \$1,000,000.00.

In addition, the revenue to the City for grant funds received on an annual basis from PSRC was just under \$41 million for 2023-2024 and just under \$66 million for 2021-2022.

Background Information:

Pursuant to RCW 36.70A.130(4), the City, as a fully planning city under the Growth Management Act (GMA), must conduct a thorough review and update its Comprehensive Plan every 10 years. The City has recently conducted the periodic updated of the Comprehensive Plan consistent with state, regional and county planning requirements and has proposed the attached updates with adjustments made following LUTC feedback. In addition, the subject amendments and other changes have been made in order to meet certain state requirements. Meetings and public hearings have been held with the Planning Commission over the course of the past three years, and recently with LUTC, in order to meet the state deadline of December 31, 2024 for adoption of the updated Comprehensive Plan.

Staff has provided the Planning Commission more than a dozen briefings on the Comprehensive Plan to ensure each section was covered. The recent public hearings for the periodic update included Planning Commission meetings held on September 4th and September 18th. These meetings provided the opportunity for the Commission to discuss, give input on, and decide on a recommendation for the City Council.

There have been some minor updates to the Comprehensive Plan since presented to LUTC on November 4th in response to feedback provided. The subject changes are listed below:

1. Updated Table CF-3 in the Capital Facilities chapter to show approximate dates for future additional City Hall and Police Dept. space as 2040, instead of 2030 and 2033.

DIVERSITY, EQUITY, INCLUSION, & ACCESSIBILITY

Describes the focus on diversity, equity, inclusion, and accessibility (DEIA), recognizing communities historically impacted by the field of planning in the United States, with a focus on awareness and reduction of those impacts while ensuring that Federal Way plans for a more diverse, equitable, inclusive and accessible future for all residents and visitors.

HOW TO USE THE PLAN

Provides an overview of how the Comprehensive Plan is organized and divided as well as an outline of how the plan is intended to be utilized to reach community goals.

CHAPTER 2 – LAND USE

BACKGROUND

Staff's approach to updating the Land Use Chapter focused on:

1. Updating data
2. Simplifying the land use designations
3. Pulling in Potential Annexation Area goals and policies
4. Removing the Zoning Map from the Comprehensive Plan

CHAPTER FORMAT

INTRODUCTION

The text was updated and a new Vision statement was added to be consistent with other chapters.

Projected growth and development capacity section was deleted and information on the topic was updated and incorporated into the Introduction Section.

LAND USE DESIGNATIONS

This Section was rewritten to be significantly simpler (see Table below). The existing Comprehensive Plan & Map have 14 designations. The proposal is to collapse the designations to 5. This action will allow for more requests for rezoning property without necessitating a Comprehensive Plan amendment.

Existing Designation	Proposed Designation
Single Family Low Density	Residential 1
Single Family Medium Density	Residential 1
Single Family High Density	Residential 1
MultiFamily	Residential 2
Commercial Enterprise	Commercial
Commercial Business	Mixed Use Non-Centers
Neighborhood Business	Commercial
Commercial Recreation	Commercial
Professional Office	Commercial
Office Park	Commercial
Corporate Park	Commercial
City Center Core	Mixed Use - Centers
City Center Frame	Mixed Use - Centers

5 Designations

CHAPTER 3 - TRANSPORTATION

BACKGROUND

Pursuant to RCW 36.70A.130(5), the City of Federal Way must update its comprehensive plan every ten years. The City must plan for growth in housing and employment over the next 20 years through 2044 consistent with county-adopted growth targets. Based on county-adopted growth target, Federal Way is planning for more than 11,000 new housing units and more than 20,000 new jobs through the year 2044, resulting in a total of more than 46,000 housing units and more than 53,000 jobs (within current City limits) by 2044. The travel demand forecasts utilized Federal Way's local assumptions for accommodating growth targets to generate future demands on the transportation system.

The Transportation Chapter of the Comprehensive Plan is about the mobility of people to get around the City by using travel mode such as walking, cycling, auto, buses, and light rail. The State's Growth Management Act (GMA) requires that communities include goals and policies to guide the development and implementation of the Transportation Chapter and be consistent with state and regional goals and policies.

Goals and policies are central to the plan since they define priorities in written terms. While there are no set rules about how many goals and policies should be included, the Transportation Chapter should address important elements in the following areas:

- Street and Highway System that provide safe access and travel for all users, including motorists, transit vehicles and riders, bicyclists, and pedestrians;
- Non-Motorized (Bicycle and pedestrian) modes of travel;
- Transit (Public transportation), including public transit and passenger rail, intermodal transfers, and multimodal access;
- Transportation demand management, including education, and encouragement;
- Freight and Goods including port trucks, truck, air, rail, and water-based freight; Transportation finance, including City funding, grant funding, and strategies for addressing impacts of development through concurrency, impact fees, and other mitigation.

The overall vision for Federal Way's Transportation Chapter is to serve all users and modes of travel by offering a safe, well-maintained, and efficient multi-modal transportation system that is consistent with the City's overall vision and adequately serves anticipated growth. The Transportation Chapter sets a framework for understanding, prioritizing, measuring, and creating a transportation network to help Federal Way achieve its vision.

To serve as a useful document for the community, including both City staff and the general public, this Transportation Chapter focuses on the City's vision and the projects and programs intended to meet that vision.

CHAPTER FORMAT

Introduction

POLICY BACKGROUND

THE TRANSPORTATION CONCEPT

EXISTING CONDITIONS

- one.
- Replace TG2 - Be fiscally and environmentally sustainable and supporting policies (TP2.1 to TP2.10 with TG6) - Preserve, maintain, and expand the lifespan and usefulness of Federal Way's existing transportation infrastructure and new supporting policies (TP6.1 to TP6.4)
- 15 new policies were added to provide additional support of the overarching goals and also to meet VISION 2044 requirements.
- 26 existing policies were removed because they are either already reflected in the goals, already required by law, completed, or lack the ability to measure. For example, TP6.1, which states "Implement federal, state, and countywide planning policies" is already required by GMA and Vision 2050. Please see goals and policies tracking document.

As discussed previously with a number of chapters, we are proposing to make the document easier to use by focusing on goals and policies and deleting superfluous language. This will be a theme throughout the update process.

CHAPTER 4 – ECONOMIC DEVELOPMENT

BACKGROUND

The Economic Development Chapter is an expanded chapter in Federal Way's Comprehensive Plan that provides an overview of economic development initiatives within Federal Way. It aims to highlight the significance of these elements in shaping the identity of the community, including outreach to put Federal Way on the map.

CHAPTER FORMAT

The Economic Development chapter sets a vision for the city and provides the framework to guide planning, programming and policy direction related to businesses and economic development.

The format is as follows:

INTRODUCTION AND VISION

Introduction & Vision section provides the context and purpose for the chapter and sets the aspirations to be realized by 2044.

EMPLOYMENT

Employment section explores the forecasting for job development within the City to be in compliance with the Growth Management Act, Puget Sound Regional Council and the King County Countywide Planning Policies.

BUSINESS RETENTION & EXPANSION

Business Retention & Expansion section explores the strategy behind the promotion of business growth, capital investment, and job creation.

BUSINESS ATTRACTION

Business Attraction section explores the strategy behind attracting a new corporate headquarters to the City.

NEW BUSINESS CREATION

Economic Gardening section promotes growing the City's economy from within and entrepreneurial support.

PLACEMAKING & SISTER CITY COORDINATION

4. Improve housing stability; and
5. Support regional coordination

KEY HOUSING ISSUES (deleted)

GOALS AND POLICIES

Changes to the substance of the goals and policies are responsive to the identified key housing topics and are intended to realize the draft vision statement and inform implementation measures included in Appendix A Implementation of the Comprehensive Plan.

CHAPTER 6 – CAPITAL FACILITIES

BACKGROUND

Staff updates to the Capital Facilities Chapter focused on refreshing or clarifying background information and relevant statistics; adding information about new capital facilities; removing or simplifying unnecessary information that doesn't need to be shown in the body of a comprehensive plan chapter; clarifying unclear information; reframing how external plans are referenced; establishing a chapter Vision statement; and updating goals and policies consistent with city priorities and with state, regional and county planning requirements.

CHAPTER FORMAT

INTRODUCTION & VISION

POLICY BACKGROUND (deleted)

FUNDING CAPITAL FACILITIES

This section has been added and outlines the level of service, concurrency, impact fees, and funding/financing associated with maintenance and improvements to capital facilities.

SURFACE WATER

Inventory of existing facilities, forecast of future needs, locations and future facilities, and finance plan.

TRANSPORTATION

PARKS AND RECREATION

Information relocated to the new Parks Element within the updated comprehensive plan.

COMMUNITY FACILITIES

Includes community gathering facilities, municipal facilities, maintenance facilities, public parking facilities, and finance plan

SCHOOL FACILITIES

INTRODUCTION & VISION

The text is new and discusses the purpose, expectation, role, and vision of Centers in Federal Way.

CENTERS FRAMEWORK

This section aligns the new Centers Chapter with the rest of the other chapters of the Comprehensive Plan and the regional growth strategy. Due to compliance with the Puget Sound Regional Council (PSRC) and King County criteria for designated centers, the Centers Chapter includes a brief policy background summary unlike the other 2024 Comprehensive Plan chapters.

CENTERS GOALS & POLICIES

The RGC and CGC are both recognized as appropriate locations to target a majority of the city's future housing and employment growth, and will represent the densest development areas in the city. Accordingly, the city applies a shared policy direction for both centers through the Centers Framework Goals and Policies section in an effort to limit the duplication of goals and policies throughout the chapter.

CENTER SPECIFIC SECTIONS

The chapter also includes center specific sections for the RGC and CGC. Each section includes an introduction and vision, role of the center, existing and future conditions for land use, housing, and economy as well as specific goals and policies, unique to each center. Within the RGC section of the chapter, progress on defining downtown and remaining work is outlined.

REGIONAL GROWTH CENTER (RGC)

RGC GOALS & POLICIES

COUNTYWIDE GROWTH CENTER (CGC)

GOALS & POLICIES

The goals and policies include implementing actions for the Centers Chapter follows a similar format to the chapter and will include implementing actions applicable to centers in general as well as implementing actions that are specific to the RGC and CGC. The implementing actions are located in Appendix A. Implementation of the Comprehensive Plan.

MAPS

Multiple maps have been provided, outlining the following:

- Regional Growth Center & Expansion
- City Center Zoning
- Proposed Street Network
- Pedestrian and Bicycle Connections – City Center
- Countywide Growth Center and Subarea
- Proposed Street Network, CGC
- Pedestrian and Bicycle Connections – CGC
- Potential Transit Alignments - CGC

No changes were made to the 7 maps contained in this chapter.

CHAPTER 9 – UTILITIES

BACKGROUND

Staff updates to the Utilities Chapter focus on refreshing or clarifying background information and statistics; adding information about new utilities planning underway or expected; removing or simplifying unnecessary information that doesn't need to be shown in the body of a comprehensive plan chapter; clarifying unclear information; reframing how external plans are referenced; establishing a chapter *Vision* statement; and updating goals and policies consistent with city priorities and with state, regional and county planning requirements.

CHAPTER FORMAT

INTRODUCTION AND VISION

Added 'Vision' and both an 'Introduction' and 'Vision' subsection consistent with other chapters. Deleted Policy Background section to be consistent with new format for all chapters.

REGULATORY AND LEGAL CONTEXT (deleted)

Deleted Regulatory and Legal Context: Deleted section since content was more appropriate for introduction and thus moved to Introduction section.

ELECTRIC AND NATURAL GAS

Electric and Natural Gas: Renamed from "Puget Sound Energy;" subsection headers otherwise unchanged. Section content incorporates updated information about electric and gas utility (Puget Sound Energy) locations, electric plan and gas plan.

TELECOMMUNICATIONS

Telecommunications Plan: Section/subsections unchanged except for minor wording updates for clarity/consistency. Some utility provider names were updated.

Includes general information related to existing and future improvements to telephone system, wireless networks, internet services, and cable TV.

FIBER OPTIC NETWORK

Fiber Optic Network: Section header unchanged. Information was added about recent fiber-optic planning in the city.

SOLID WASTE

Solid Waste Management: Section header unchanged. Updated information was provided about King County solid waste planning.

MODERATE RISK MANAGEMENT

Moderate Risk Waste Management: Section header unchanged. Updated information was provided about King County moderate risk waste management planning.

GOALS & POLICIES

HISTORIC AND CULTURAL RESOURCES ELEMENT

CIRCULATION

New section added to clarify the impact of transportation and circulation patterns on shoreline environments.

ENVIRONMENTAL DESIGNATIONS

The section “Shoreline Environments” was retitled “Environmental Designations” to better convey there are 3 areas “Shoreline Residential”, “Urban Conservancy”, and “Natural” and to better align with FWRC 15.05.060 (Environmental designations). The stated Purpose, Criteria, and Management Polices for each designation were not changed from the 2015 version of the Comprehensive Plan.

GOALS & POLICIES

MAPS

Map Federal Way Shoreline Management Plan – Federal Way and its Potential Annexation Area

No changes were made to the map (SMP-1). A new map “Poverty Bay Shellfish Protection District” was added as map SMP-2.

CHAPTER 11 – ARTS, CULTURE, AND HISTORIC PRESERVATION

BACKGROUND

The Arts, Culture, and Historic Preservation Chapter is a new chapter in Federal Way’s Comprehensive Plan that provides an overview of arts, culture, and historic preservation initiatives within Federal Way. It aims to highlight the significance of these elements in shaping the identity of the community, from its historical roots to its present-day vibrancy, setting the foundation for ongoing dialog around community pride and belonging.

This chapter is not required by the Growth Management Act, but is included in the 2024 Periodic Update to the Comprehensive Plan because the topics were deemed essential when planning for the future of Federal Way.

CHAPTER FORMAT

The Arts, Culture, and Historic Preservation chapter sets a vision for the city and provides the framework to guide planning, programming and policy direction related to arts, culture, and historic preservation for the future.

INTRODUCTION & VISION

Introduction & Vision section provides the context and purpose for the chapter and sets the aspirations to be realized by 2044.

BACKGROUND

Background – Historical Context section explores pre-incorporation and the cultural foundation of the area. Including a brief overview of major treaties and interactions between the Native American Tribes and Federal Government.

regarding diversity of the community, regulatory compliance, and best practices for culturally responsive and inclusive planning and services.

- Social Services & Grantmaking section, provides a summary of the City’s grantmaking model and community needs based primarily on quantitative data along with qualitative data from varied community engagement. The needs assessments is incorporated by reference.

GOALS & POLICIES

Includes three goals that are each advanced by several policies.

CHAPTER 13 – CLIMATE

BACKGROUND

The Climate Change & Resiliency Chapter is a new chapter in Federal Way’s Comprehensive Plan that provides a consistent, clear, and actionable framework to guide the City’s climate change mitigation and resiliency decisions and serves as the foundation for an ongoing community dialogue around climate change action.

Under recent updates to the WA State Growth Management Act (GMA), Federal Way is required to adopt a Climate Change and Resiliency Comprehensive Plan Chapter by 2029 that includes several new GHG-reduction and resiliency measures. The city is voluntarily adopting this Climate Change and Resiliency chapter in 2024 as a first step toward full GMA climate change and resiliency compliance by 2029. Federal Way expects to adopt a FEMA-compliant Hazard Mitigation Plan in 2025 that meets the state’s resiliency requirements for this chapter.

CHAPTER FORMAT

The Climate Change & Resiliency chapter is formatted to be consistent with other chapters, provide a solid foundation for Federal Way’s first foray into climate change and resiliency planning, minimize further planning efforts that will be required by 2029 to fully comply with new GMA requirements, and facilitate the future integration of the City’s Hazard Mitigation Plan into this chapter. The format is as follows:

INTRODUCTION & VISION

Introduction and Vision section provides the context and purpose for the chapter and a vision for the City’s GHG reduction and hazard resiliency efforts by the year 2044.

GHG EMISSIONS INVENTORY & MITIGATION

GHG Emissions Inventory and Mitigation section provides the following:

- Results summary of a 2023 consultant-led inventory of Federal Way’s GHGs emissions and sources, based on 2019 data, and future GHG emissions; and
- Overview of GHG mitigation (reduction) areas of focus, which include:
 - Reducing automobile dependency
 - Preserving overall tree density and improving tree canopy equity and access to green spaces
 - Increasing building energy conservation, renewables use and waste

INVENTORY

Regional parks, community parks, neighborhood parks, open spaces, trails, and recreational programs

LEVEL OF SERVICE

Parks classifications and level of service as well as system-wide level of service are analyzed here.

CAPITAL IMPROVEMENT PLAN & IMPLEMENTATION

This section outlines the phasing of implementation for capital facilities related to parks, six-year improvement plan, and funding.

CORE VALUES

Includes information regarding existing facilities and facility improvements, community gathering spaces and destinations, open spaces, walkability, and balance of services for a diverse population.

GOALS & POLICIES

APPENDIX A

APPENDIX FORMAT

INTRODUCTION

Appendix A provides the outline for implementation items to achieve the goals and carry out the policies established within the Comprehensive Plan. It highlights the key options for implementation as management of development through the land use processes and regulations and the allocation of funds for physical improvements.

CARRYING OUT THE PLAN

Consistent Regulations, zoning code controls, subdivision provisions, environmental review, appropriate design guidelines, building codes, conforming capital budget and expenditures, capital facilities and concurrency, and strategic implementation are all incorporated into achieving the goals and policies of the Plan.

MONITORING AND EVALUATION

IMPLEMENTATION MATRICES

Recommendation:

Planning Commission Recommendation (9/18/24):
Approval

LUTC Recommendation (11/4/24):
Approval

Mayor's Recommendation:
Option 1 – Adopt the proposed ordinance.

ORDINANCE NO. _____

AN ORDINANCE of the City of Federal Way, Washington, relating to updating and amending the Federal Way Comprehensive Plan and official maps pursuant to the state of Washington Growth Management Act (GMA), Chapter 36.70A Revised; and, rezoning approximately 55 acres from multifamily residential (RM 3600) to commercial (CE) (Amending Ordinance Nos. 90-43, 95-248, 96-270, 98-330, 00-372, 01-405, 03-442, 04-460, 04-461, 04-462, 05-490, 05-491, 05-492, 07-558, 09-614, 10-671, 11-683, 13-736, 13-745, 15-796, 15-798, 18-843, 19-866, 21-907, 22-938, 23-954, 23-956, 23-967, and 23-976.

WHEREAS, the Growth Management Act of 1990 as amended (Chapter 36.70A RCW or “GMA”), requires the City of Federal Way (“City”) to adopt a comprehensive plan including a land use element and land use map, a housing element, a capital facilities plan, a utilities element, and a transportation element; and

WHEREAS, the GMA also requires the City of Federal Way to adopt development regulations implementing its comprehensive plan; and

WHEREAS, the Federal Way City Council adopted its comprehensive plan and land use map (the “Comprehensive Plan”) on November 21, 1995, and adopted development regulations and a zoning map implementing the Comprehensive Plan on July 2, 1996; and subsequently amended the comprehensive plan, land use map, and zoning map on December 15, 1998, September 5, 2000, November 6, 2001, March 18, 2003, July 20, 2004, and June 7, 2005, July 3, 2007, June 2, 2009, October 19, 2010, January 18, 2011, January 15, 2013, August 6, 2013, July 16, 2015, January 16, 2018, April 2, 2019, January 19, 2021, October 4, 2022, April 4, 2023, June 6, 2023, September 5, 2023, and December 5, 2023; and

WHEREAS, pursuant to Federal Way Revised Code (“FWRC”) Chapter 19.35, the City may consider Comprehensive Plan amendments utilizing Chapter 19.80 FWRC, Process VI; and

WHEREAS, RCW 36.70A.130 requires the Comprehensive Plan and development regulations to be subject to continuing review and evaluation, but that the Comprehensive Plan may generally be amended no more than one time per year, specifically requiring an update on or before December 31, 2024, and then every 10 years thereafter; and

WHEREAS, consistent with the provisions of RCW 36.70A.140, on November 16, 2021, the City Council passed Resolution 21-816 adopting a work plan and public participation plan for updating the City's Comprehensive Plan by December, 2024; and

WHEREAS, consistent with that Resolution, the City has initiated four (4) amendments to the Comprehensive Plan including: (1) amendments to text, Goals, Policies, and maps for all existing chapters; (2) adding new chapters for Arts, Culture & Historic Preservation, Climate & Resiliency, Centers, Human Services, and Parks & Recreation and an Appendix for Implementation; (3) removing the Chapters for City Center, Twin Lakes, and Potential Annexation Areas; and, (4) a change in designation and zoning of approximately 55 acres located at the southwest corner of I-5 and South 336th Street, parcel numbers 212104-9003, 212104-9004, 212104-9039, 212104-9040, 212104-9041, 212104-9042, 212104-9047, and 212104-9069 from Multi-Family designation and RM3600 zoning, to Commercial designation and Commercial Enterprise (CE) zoning; and

WHEREAS, pursuant to RCW 36.70A.210, the proposed update to the City's Comprehensive Plan has been reviewed for compliance with King County's Countywide Planning Policies; and

WHEREAS, the City sought early and continuous public participation in the development and amendments of the Comprehensive Plans consistent with the City's Public Participation Plan; and

WHEREAS, on June 28, 2024, the City's SEPA Responsible Official issued a Determination of Nonsignificance ("DNS") (24-100377-SE) on the proposed (1) comprehensive plan amendments to text, Goals, Policies and maps; (2) new chapters and appendix; and (3) removed chapters; and

WHEREAS, on August 9, 2024, the City's Responsible Official issued a Determination of Nonsignificance ("DNS") (24-103289-SE) for the property re-designation and rezone; and

WHEREAS, the SEPA Determinations were not timely appealed; and

WHEREAS, the proposed periodic update amendments were shared with the Washington Department of Commerce for a 60-day review on June 28, 2024 (2024-S-7181); and

WHEREAS, the City's Planning Commission held a public hearing to consider the proposed amendments on September 4, 2024 and September 18, 2024, pursuant to the provisions of FWRC 19.80.190, at the close of which the Planning Commission recommended the City Council approve (1) the comprehensive plan amendments to text, Goals, Policies, and maps; (2) addition of new chapters and implementation appendix; (3) removal of recommended chapters; and (4) re-designation and rezone of properties located southwest of I-5 and S 336th Street; and

WHEREAS, the Land Use & Transportation Committee received briefings on the periodic update of the Comprehensive Plan on March 7, 2022, June 6, 2022, September 12, 2022, December 5, 2022, January 9, 2023, June 5, 2023, September 11, 2023, January 8, 2024, February 5, 2024, March 4, 2024, June 3, 2024, and August 5, 2024; and

WHEREAS, the Land Use & Transportation Committee of the Federal Way City Council considered the Planning Commission's recommendation at its October 7, 2024, and November 4, 2024, meetings and forwarded the proposed amendments to the City Council; and

WHEREAS, the City Council, through its staff and Planning Commission, received, discussed, and considered the testimony, written comments, and all materials submitted by the public, and considered the matter at its meetings on November 19, 2024, and December 3, 2024; and

WHEREAS, the City Council, having considered the cumulative impact of all of the proposed Comprehensive Plan periodic amendments, as well as the separately proposed Comprehensive Plan annual requests, desires to approve the (1) comprehensive plan amendments to text, Goals, Policies, and maps; (2) addition of new chapters and an implementation appendix; (3) removal of certain chapters; and (4) re-designation and rezone of approximately 55 acres at the southwest corner of I-5 and South 336th Street.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FEDERAL WAY, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Findings and Conclusions. The City Council of the City of Federal Way makes the following findings and conclusions with respect to the proposed amendments:

(a) The recitals set forth above are hereby adopted and restated as findings of fact.

(b) RCW 36.70A.130 requires Federal Way to periodically review and, if needed, revise its comprehensive plan and development regulations to ensure that the plan and regulations comply with the Washington Growth management Act (GMA).

(c) RCW 37.70A.070 includes the elements required by GMA to be included in a comprehensive plan: Land Use, Housing, Capital Facilities, Utilities, Transportation, Economic Development, Parks and Recreation, and Climate & Resiliency. The City's plan includes these chapters.

(d) The plan also includes optional elements as allowed by RCW 36.70A.080. The optional Chapters include: Introduction, Centers, Natural Environment, Shoreline, Arts, Culture & Historic Preservation, Community Services, and an Implementation Appendix.

(e) RCW 36.70A.110 and .115 require that the Comprehensive Plan provide sufficient land capacity suitable for development to accommodate a jurisdiction's allocated housing and employment growth. The City utilized information from the King County Urban Growth Capacity Report, June 2021, and conducted a land capacity analysis specific to the City to ensure sufficient land capacity existed to accommodate the employment growth need and housing need by income.

(f) RCW 36.70A.140 requires the City to establish and broadly disseminate to the public a public participation program to ensure public participation. On November 16, 2021, the City Council passed Resolution 21-816 adopting a work plan and public participation plan for updating the City's Comprehensive Plan. City staff followed that plan for conducting community outreach in the preparation of this periodic update.

(g) The City provided for early and continuous public participation during the periodic update process. The public was invited to participate in the following ways:

- 1) Submitting written comments;
- 2) Submitting comments in surveys posted to the City's engagement platform;
- 3) Engaging in community outreach events, public town halls and open houses, and through targeted stakeholder meetings; and
- 4) Providing comment during briefings to City Commissions and the Land Use & Transportation Council Committee.

(h) The proposed update to the Comprehensive Plan, as set forth in Exhibits A and B, attached hereto, is consistent with the Countywide Planning Policies and meets the intent of PSRC's Vision 2050 by:

- 1) protecting and enhancing the environment;
- 2) focusing growth to areas served by transit and non-motorized mobility options;
- 3) improving economic sustainability and resiliency; and
- 4) creating a more inclusive and accessible city.

(i) The plan is internally consistent, as required by WAC 365-196-500. The proposed amendments that comprise the periodic update of the Comprehensive Plan were reviewed concurrently with two privately-initiated Comprehensive Plan amendments that were approved by Ordinance 24-____ and determined to be internally consistent with those changes as well as the changes contained in Exhibits A and B. In addition, the Comprehensive Plan's Appendix A, Implementation, establishes a mechanism for ongoing review of the plan's implementation and adjustment of its terms to remain internally consistent.

(j) The proposed amendments to the Comprehensive plan, as set forth in Exhibits A and B, are consistent with state, regional, and county requirements. Adopting and implementing the updated Comprehensive Plan will ensure the City is adequately planning for its anticipated growth, including the mitigation of impacts from that growth and the necessary services and infrastructure to serve that growth, in a way consistent the City's 20-year Vision. The plan was developed based on extensive public input that will ensure a more livable, vibrant, and well-connected City. As a result, the proposed amendments to the Comprehensive Plan and Comprehensive Plan map, as set forth in Exhibits A and B, bear a substantial relationship to public health, safety, and welfare; are in the best interest of the residents of the City; and are consistent with the requirements of RCW

36.70A, the King County Countywide Planning Policies, and the unamended portions of the Comprehensive Plan.

(k) The proposed amendments to the Comprehensive Plan map and Zoning map pertaining to the re-designation and rezoning of the properties located at the southwest corner of I-5 and South 336th Street from Multi-Family (RM3600) to Commercial Enterprise (CE), as set forth in Exhibits A, B, C, and D, are consistent with the Council vision for the City of Federal Way. Re-designation and rezoning of the properties from Multi-Family land use designation and RM2400 zoning to Commercial land use designation and Commercial Enterprise (CE) zoning reflect a recent decision by Sound Transit that these properties represent their preferred location for the Operations & Maintenance Facility South. The anticipated use of the properties by Sound Transit is more consistent with those uses identified in the Commercial Enterprise zone and the code provisions relating to development in the CE zone would provide greater mitigation for nearby uses. As a result, the proposed amendments to the Comprehensive Plan map and Zoning map, as set forth in Exhibits A, B, C, and D bear a substantial relationship to public health, safety, and welfare; are in the best interest of the residents of the City; and are consistent with the requirements of RCW 36.70A, the King County Countywide Planning Policies; and the unamended portion of the Plan.

(l) The Comprehensive Plan update adopted by this ordinance satisfies the GMA requirement to periodically review and revise the city's comprehensive plan.

Section 2. Comprehensive Plan, Comprehensive Plan Map, and Zoning Map Amendment Adoption. The 1995 City of Federal Way Comprehensive Plan, as thereafter amended in 1998, 2000, 2001, 2003, 2004, 2005, 2007, 2009, 2010, 2011, 2013, 2015, 2018, 2019, 2021, 2022, and 2023, copies of which are on file with the Office of the City Clerk, and the zoning map, are amended as set forth in Exhibits A, B, and C, attached hereto.

Section 3. Amendment Authority. The adoption of plan and map amendments identified in Section 2 above is pursuant to the authority granted by Chapters 36.70A and 35A.63 RCW, and pursuant to FWRC Chapters 19.75 and 19.80.

Section 4. Severability. The provisions of this ordinance are declared separate and severable. The invalidity of any clause, sentence, paragraph, subdivision, section, or portion of this ordinance, or the invalidity of the application thereof to any person or circumstance, shall not affect the validity of the remainder of the ordinance, or the validity of its application to any other persons or circumstances.

Section 5. Savings Clause. The 1995 City of Federal Way Comprehensive Plan, as thereafter amended in 1998, 2000, 2001, 2003, 2004, 2005, 2007, 2009, 2010, 2011, 2013, 2015, 2018, 2019, 2021, 2022, and 2023 shall remain in full force and effect until these amendments become operative upon the effective date of the ordinance.

Section 6. Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary corrections to this ordinance including, but not limited to, the correction of scrivener/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 7. Ratification. Any act consistent with the authority and prior to the effective date of this ordinance is hereby ratified and affirmed.

Section 8. Effective Date. This ordinance shall be effective five (5) days after passage and publication as provided by law.

PASSED by the City Council of the City of Federal Way this _____ day of _____, 20__.

[signature page to follow]

CITY OF FEDERAL WAY:

JIM FERRELL, MAYOR

ATTEST:

STEPHANIE COURTNEY, MMC CPRO, CITY CLERK

APPROVED AS TO FORM:

J. RYAN CALL, CITY ATTORNEY

FILED WITH THE CITY CLERK:
PASSED BY THE CITY COUNCIL:
PUBLISHED:
EFFECTIVE DATE:
ORDINANCE NO.:

Exhibit List

Exhibit A. 2024 City of Federal Way Comprehensive Plan – Clean

Exhibit B. 2024 City of Federal Way Comprehensive Plan – Tracked Changes

Exhibit C. Official Zoning Map

Exhibit D: Rezone parcel map

**Exhibit A - 2024 City of Federal Way
Comprehensive Plan – Clean**



CHAPTER ONE INTRODUCTION

Contents

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1.0 A BRIEF HISTORY

The earliest recorded accounts of the Federal Way area tell of Native American families who resided in the area of the Muckleshoot Reservation on the east side of the Green River Valley, and traveled west to the shores of Puget Sound for the plentiful fisheries resources.

Isolated on a triangular shaped plateau rising steeply from Puget Sound, the Federal Way area had little waterfront access or roadways. As late as the turn of the century, the original settlers at Dash Point and Dumas Bay had to row to Tacoma for supplies and mail. Old Military Road, constructed around 1856 and extending north from Fort Steilacoom, past Star Lake to Seattle and Fort Lawton, was the first road through the area.

By the 1920s, Federal Highway 99, the interstate that linked the western states from north to south, was complete. At this time, Federal Way was still primarily forest and farmland. Soon thereafter, Peasley Canyon Road was built to connect Military Road with the Auburn Valley. This road later became known as South 320th Street.

By the start of World War II, a number of small, thriving communities made up the area that is now Federal Way. Some communities were clustered around lakes, such as Steel Lake, Star Lake, and Lake Geneva. Others were sited to take advantage of the view of Puget Sound, like Adelaide and Buenna. As each of these communities grew, residents built small schoolhouses for their children. By the late 1940s, King County consolidated the many individual red schoolhouses into the Federal Way School District, from which the City gets its name.

During this same period, a library was built along the edge of Highway 99, and between South 308th Street and 320th Street a small “downtown” developed with a general store, lumber yard, realty office, beauty parlor, feed store, and gas station. By the end of the 1950s, the ten blocks between South 308th and South 320th Streets became the first roadside commercial district.

As this commercial area developed, the rest of Federal Way was changing as well. The Boeing Company expanded their operations in Renton and the Kent Valley and began advertising nationally for engineers. Those engineers in turn began roaming the wooded acreage in Federal Way in search of housing. One of the earliest residential developments was Marine Hills, built in 1958 overlooking Puget Sound. Weyerhaeuser, one of the early timber companies, had large land holdings in the area and began to develop their land into housing with amenities like golf courses, as well as commercial properties such as the West Campus business park.

By the mid-1980s, South King County was growing quickly. Retail growth occurred along Highway 99, especially at the South 320th Street intersection. Roads and office space were developed to accommodate the increased growth. Residential growth was also prominent, following plans developed by King County, with a large number of apartment homes. The changes to the community, with increased housing and traffic, created a movement for greater self-determination. In 1989, the citizens of this area voted for incorporation and the City of Federal Way was born, incorporating on February 28, 1990.

1.1 WHO WE ARE

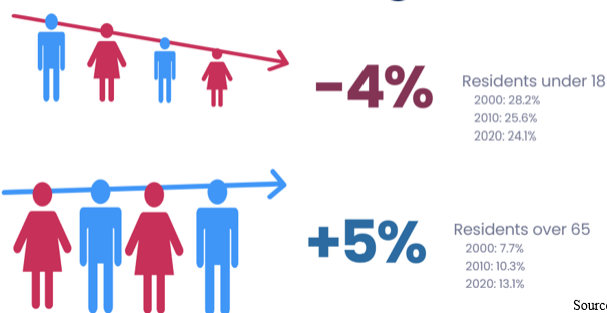
Federal Way is a growing city with a population of approximately 102,000 (Washington Office of Financial Management) with a variety of places to live, work, shop, and recreate. While the City is in the process of transforming its Downtown into a denser, more vibrant neighborhood, much of Federal Way retains a small-town feel, with woodsy neighborhoods, winding neighborhood streets, and a vast network of green spaces. Below is an image of the iconic, former Weyerhaeuser headquarters.



As Federal Way continues to grow, so do the factors that shape the community. Below are a few snapshots of the demographics that make up our community:

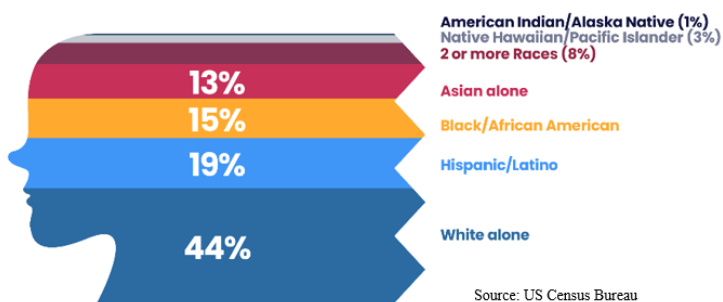


We Are Getting Older



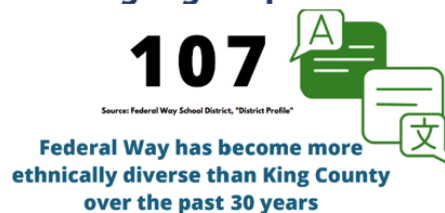
Source: US Census Bureau

We Are Becoming More Diverse

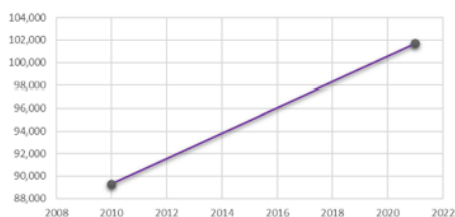


Source: US Census Bureau

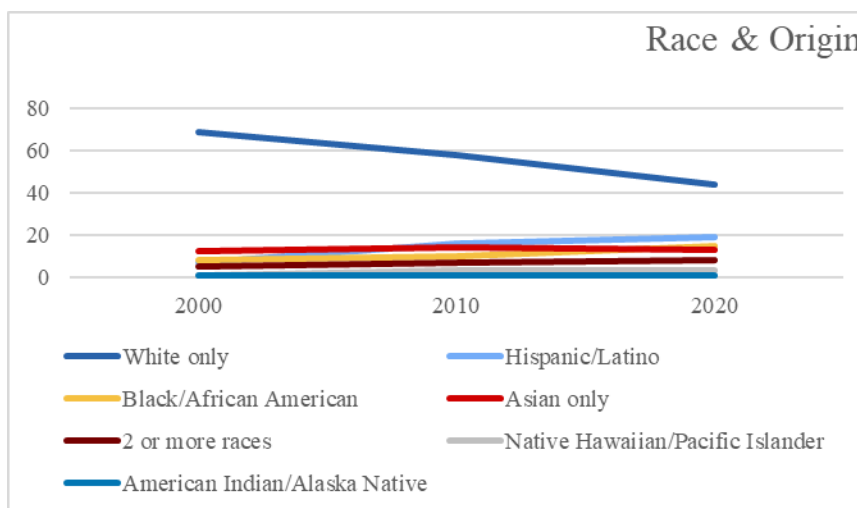
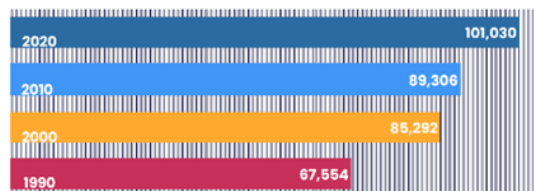
Languages Spoken



Population: We are Growing



Source: US Census Bureau



Source: US Census Bureau

1.2 THE COMPREHENSIVE PLAN

In 1990, the State of Washington passed the Growth Management Act (GMA). The GMA mandates that all growth occur within the urban growth boundary and that each city within the urban growth boundary establish a comprehensive plan.

The Federal Way Comprehensive Plan, initially approved in 1995 and subsequently amended as the community grew, is the City’s guide into the future, containing maps, goals, and policies that provide the basis for City regulations, programs, and services that implement the plan. The Comprehensive Plan also tells an aspirational story of what the community wants their city to become over the next 20 years. This document is called a “Comprehensive Plan” because it is intended to be comprehensive, providing guidance for all aspects of the City as shaped by conversations with the community and the City’s volunteer and elected officials.

To be successful, the plan must be implemented by the combined efforts of individuals, neighborhoods, civic groups, and local government, although city government has the primary responsibility to implement the Comprehensive Plan. The City’s primary implementation activities are regulating and managing development activities and funding capital investments such as roads and parks.

The scope of the 2024 update included refreshing the existing chapters to make them relevant for today’s community as well as incorporating the City’s new growth targets for housing and employment. In addition, the update identified a number of focus areas that warranted the inclusion of new chapters for:



Arts, Culture & Historic Preservation



Centers



Community Services



Parks & Recreation



Climate & Resiliency

Required Chapters	Optional Chapters
2. Land Use	1 Introduction
3. Transportation	7. Centers
4. Economic Development	11. Arts, Culture, & Historic Preservation
5. Housing	12. Community Services
6. Capital Facilities	14. Parks & Recreation
8. Natural Environment	
9. Utilities	Non-Chapters
10. Shoreline Master Program	Appendix A – Implementation
13. Climate & Resiliency	
	Chapters Removed
	Twin Lakes
	Potential Annexation Areas
	City Center

1.3 COMMUNITY ENGAGEMENT

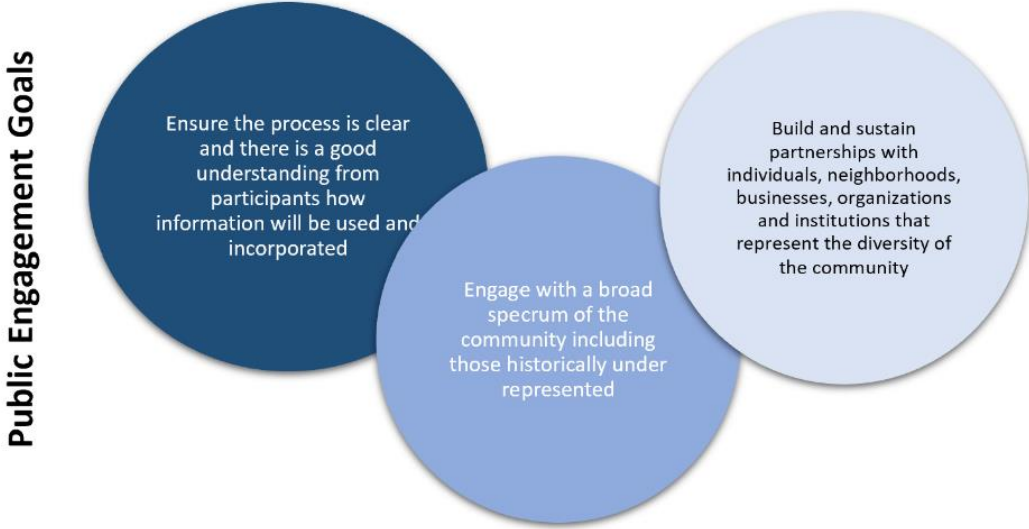
In November of 1995, after a three-year planning process with much public involvement, Federal Way adopted its first GMA-compliant comprehensive plan. The ideas in the Comprehensive Plan were developed through discussion, debate, and the creative thinking of thousands of Federal Way residents, working with City staff and elected officials. Consistent with the GMA, the City of Federal Way provided early and continuous opportunities for residents to participate in “CityShape.” CityShape was the name given to the City’s comprehensive planning project. CityShape was also the name given to the process used to develop the Comprehensive Plan.

For the 2024-2044 Comprehensive Plan update, the City Council approved a Public Participation Plan by resolution in 2021. This Public Participation Plan envisioned pairing a formal process such as hearings and City-organized open houses with a less formal approach to public outreach. Less formal public outreach methods that were utilized included presenting at existing community meetings, using videos to help get the word out, setting up a webpage (engagefw.com), attending community events, and hosting pop-up meetings in various locations in the City. For the less formal effort, more focus was placed on going to “where people are,” as opposed to inviting people to join in a traditional city setting. This dual-pronged approach helped ensure the City reached those more familiar with current City-hosted events and processes, as well as groups and populations underrepresented in the historic city planning process. These efforts were intended to ensure the planning process was truly open and that participant input was convenient, authentic, and integrated into the plan update process.

The Federal Way Planning Commission served as the formal backbone of the review process, but the process also engaged a number of stakeholders, including an ad hoc task force and other City commissions and community groups.

As chapters were updated and after briefing the Planning Commission, all draft documents were posted to the project webpage for public review. The City also completed a State Environmental Policy Act (SEPA) review as part of the project, which provided a formal opportunity for the public to provide comment as part of that process.

All public comments received were compiled and taken into consideration throughout the process. The following goals for community outreach were included and achieved as part of the Public Participation Plan process:



1.4 PLANNING FRAMEWORK

GMA

Since 1990 when the State of Washington enacted the Growth Management Act (GMA), comprehensive plan requirements have been periodically changed and modified by the legislature. Initially, comprehensive plans were required to include elements addressing only land use, transportation, housing, utilities, and capital facilities. In 2010, an additional requirement was added to include a shoreline element. In 2023, an additional element, Climate & Resiliency, was added to the list of required elements with a requirement for jurisdictions to incorporate such an element by 2029.

The planning goals of GMA (RCW 36.70A.020) include:

1. Urban growth
2. Reduce sprawl
3. Transportation
4. Housing
5. Economic development
6. Property rights
7. Permits
8. Natural resource industries
9. Open space and recreation
10. Environment
11. Citizen participation and coordination
12. Public facilities and services
13. Historic preservation
14. Climate change & resiliency
15. Shorelines of the state

Consistency with the Growth Management Act will be accomplished through the explanatory text accompanying each chapter, the chapter-specific goals and policies, and implementing actions identified in this Comprehensive Plan.

Federal Way's comprehensive plan also contains many elements that are not required by the GMA; these additional components are included in the plan due to their importance to the Federal Way community. Although Federal Way's goals and policies for growth and the provision of services are guided by the requirements of GMA, VISION 2050, and King County Countywide Planning Policies (CWPPs), the goals and policies fundamentally implement the vision and goals of our own community.

VISION 2050

VISION 2050, prepared by Puget Sound Regional Council (PSRC), is the Puget Sound regional vision and guidance document for growth for Kitsap, Pierce, Snohomish, and King County and their 82 cities and towns. The region's vision for 2050 is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. To achieve this, VISION 2050 identifies the following steps:

- Provide opportunities for all
- Increase housing choices and affordability
- Sustain a strong economy
- Significantly reduce greenhouse gas emissions
- Keep the region moving
- Restore the health of the Puget Sound
- Protect a network of open spaces
- Grow in centers and near transit
- Act collaboratively and support local efforts

Federal Way is designated as a Core City in PSRC's VISION 2050. Core Cities have designated regional growth centers that are intended to accommodate a significant share of future growth for the region. These Core Cities contain key hubs for the region's long-range multimodal transportation system and are major civic, cultural, and employment centers within their counties. Federal Way's approach to receiving the Regional Growth Center designation may be found in Chapter 7 (Centers).

Map I-1: PSRC Regional Centers



Source: PSRC VISION 2050

The regional growth strategy envisions a major role for Core Cities in accommodating growth while also providing a significant share of the region’s housing. The regional growth strategy calls for the Core Cities to accommodate 28% of the region’s population growth and 35% of its employment growth by the year 2050. Within Core Cities, jurisdictions should encourage growth near high-capacity transit stations and within regional growth centers to achieve regional growth goals.

VISION 2050’s multicounty planning policies (MPPs) serve many purposes. MPPs provide a framework for updating countywide planning policies. Cities and counties use MPPs as a guide when updating local comprehensive plans. Consistency with the MPPs will be accomplished through the explanatory text accompanying each chapter, the chapter-specific goals and policies, and implementing actions identified in this Comprehensive Plan.

Countywide Planning Policies

GMA calls for coordinated planning efforts among jurisdictions within a county planning under GMA. Through the execution of an interlocal agreement approved in 1992, the

jurisdictions in King County formed the Growth Management Planning Council (GMPC). The GMPC is a formal body, currently consisting of elected officials from King County, Seattle, Bellevue, other cities and towns in King County, special purpose districts, and the Port of Seattle. Through the GMPC, jurisdictions within King County are working together to plan for economic and population growth in King County. A major update of the Countywide Planning Policies (CPPs) occurred in 2021. The 2021 King County update was conducted in advance of the 2024 periodic update of comprehensive plans for cities within the county in order to reflect changes to the regional policy framework in VISION 2050 and to reflect new priorities addressing equity and social justice within the communities in King County.

The CPPs create a shared and consistent framework for growth management planning for all jurisdictions in King County in accordance with RCW 36.70A.210. Consistency with the CPPs will be accomplished through the explanatory text accompanying each chapter, the chapter-specific goals and policies, and implementing actions identified in this Comprehensive Plan.

1.5 COMMUNITY VISION - 2044

In recognition that the next twenty years will result in significant portions of the City transforming into a considerably more urban form, the City seeks to shape its future transformation to ensure that the City will maintain the high quality of life that makes Federal Way a special place to live and work. The Comprehensive Plan provides a set of goals, policies, and actions aimed at giving growth and development both context and direction. The community vision will guide the City in its decisions for the future – a vision which is shared by residents, businesses, visitors, and City leaders.

Community Vision:

Federal Way leads South King County as a livable, vibrant, and well-connected community. A reimagined City Center and defined Downtown is the heart of Federal Way and a source of pride. The natural environment thrives; businesses prosper; abundant housing options meet diverse needs; the community is socially engaged and feels a sense of belonging; and getting around is convenient and safe. The community embraces its commitment to unlocking its potential.

Livable

- *Diverse and Abundant Housing Supply*
There is sufficient market rate and affordable housing available to meet the needs of the entire community.
- *Healthy and Safe*
All basic needs are provided for and accessible. All residents benefit from the ability to live without fear of violence and free from environmental hazards.
- *Multigenerational*
Services and amenities are provided for all age groups and abilities, allowing anyone who lives here to age in place.

- *Accessible Public Facilities and Spaces*
City facilities and gathering spaces are well-maintained, safe, inviting, and accessible. Services are available and convenient for all.
- *Complete Community*
There is a variety of housing, transportation options, educational and employment opportunities, services, restaurants, shops, and places to gather.

Vibrant

- *Culturally Vibrant*
Cultural celebrations, events, and public art can be found throughout the city and reflect the vibrant communities who live in Federal Way.
- *Robust Economy*
Employment opportunities are abundant for a wide range of skillsets, experience, and education. Employers support the local, regional, and national economy.
- *Distinctive Downtown*
Downtown appeals to locals and visitors alike for its mix of businesses and attractions, for being welcoming and a place people want to spend time, and for its unique sense of place.
- *Civic Pride and Socially Engaged*
All feel proud of Federal Way and are committed to a prosperous, equitable, and sustainable future of the City.

Well-Connected

- *Tight-knit Neighborhoods*
New and long-term residents feel connected to one another and celebrate the mix of cultures and ages found in our neighborhoods.
- *Sense of Belonging*
All feel accepted and valued being themselves, and are represented in the City's identity.
- *Multimodal*
Residents and visitors easily and safely get around by foot, bike, wheelchair, public transportation, or automobile.
- *Local Importance*
Tribal history, historic places, public figures, and landscapes are honored and remembered.
- *Integrated Open Spaces*
Current and future residents enjoy convenient access to a variety of parks, trails and outdoor recreational opportunities throughout the City.

Community Vision 2044 guided the development of this Comprehensive Plan and expresses residents and others' wishes for the future of the City in general terms. It is the basis for all the subsequent chapters of the Comprehensive Plan.

1.6 DIVERSITY, EQUITY, INCLUSION & ACCESSIBILITY

In the United States, the field of city planning began to emerge as a standardized profession and practice in the early 1900s. The American planning history timeline shows the evolution of planning in the United States and how the practice has both influenced and responded to social changes in American society. Over time, the planning field has both directly and indirectly contributed to inequality in our country. Examples of this include slum clearance, the siting of new highways and major infrastructure, exclusionary zoning, gentrification, and the placement of locally undesirable land uses.

However, community perspectives and awareness are changing. The year 2020 marked a new chapter in the pursuit of equity in our country. Injustices were highlighted in America as our country grappled with the COVID-19 pandemic. A wave of civil unrest in the United States, initially triggered by the murder of George Floyd during his arrest by Minneapolis police officers on May 25, 2020, led to protests and riots against systemic racism in the United States, including police brutality and other forms of violence. Since the initial national wave and peak ended towards the end of 2020, numerous other incidents of police violence drew continued attention and lower intensity unrest in various parts of the country. Civil unrest in US cities was about much more than a demonstration against excessive force and discriminatory law enforcement practices towards Black Americans; it shined a light on the need for social reflection and community discourse.

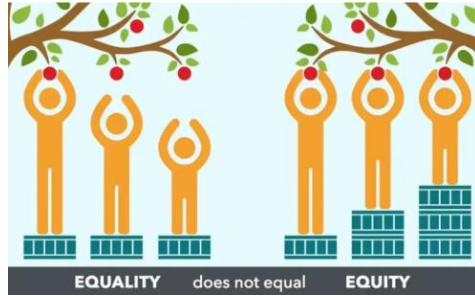
Diversity

There are many ways to define diversity. A traditional definition focuses on differences related to age, ethnicity, gender, and race. Communities that support this definition of diversity support people of different backgrounds through programs that include education, affinity groups, and other means of targeted engagement. However, these efforts often fail to create a truly inclusive community.

Forward-thinking communities use a broader definition of diversity – one that is broad enough to encompass the very real differences in culture that may exist in different locations across the globe. Using a wider view, diversity also considers sexuality and accessibility, creates the potential to learn from and engage with others, and leverages multiple approaches to problem solving, creativity, and innovation.

Equity

Most city policies and programs have been founded on an idea of fairness that is grounded in equality rather than equity. An equality lens or perspective assumes that one size fits all and that to be fair, everyone must be offered the same opportunities and resources. An equality lens ignores the differences we have and assumes everyone has the same starting point and/or the same access to services and information. This, in turn, unintentionally fuels inequities and perpetuates disparities in historically marginalized groups.



Equity exists where all people share rights, access, choice, opportunities, and outcomes, regardless of characteristics such as race, economic class, physical abilities, or gender. Equity is realized through targeted actions and intentional investments to improve outcomes for those who possess health, social, and economic challenges. Addressing issues of inequity in transportation, housing, employment, income, health, education, and

socioeconomic outcomes through an equity lens will allow the City to address systemic inequities and their underlying drivers.

Inclusion

Community inclusion is the opportunity to live in the community and be valued for one’s uniqueness and abilities. To truly be inclusive, a community must foster a culture that makes everyone feel respected, valued, accepted, and encouraged to freely participate in the community. Creation of such an environment ensures that people feel a sense of belonging, and are comfortable being their authentic selves. An inclusive environment is a place where the voices of everyone in a community can be encouraged, heard, valued, and understood.

Community inclusion is important because all people, regardless of their abilities or backgrounds, should be able to participate and engage in a full range of community activities. Inclusion provides a sense of belonging; feeling respected, valued for who you are; feeling a level of supportive energy and commitment from others so that you can be your best.

Achieving an inclusive community brings the following outcomes:

- Improved feelings of well-being.
- Offering access to resources and activities not otherwise available.
- Expanded “horizons”/life experiences.
- Allowing people to participate in activities in different types of settings.
- Increased participation; engaging with others; being known.
- Creating excitement in being part of a larger community group.
- Offering opportunities to make new friends and develop new and varied relationships.
- Creating more diversity in people’s personal relationships.

Accessibility

Accessibility is giving equitable access to everyone along the continuum of human ability and experience. As defined by the Federal Government, accessibility is the design, construction, development, and maintenance of facilities, information, and communication technology, programs and services so that all people, including people with disabilities, can fully and independently use them.

An accessible environment means that everyone can access City facilities and services. Including ramps, automatic doors, signage, and posted information in multiple languages

and codes including Braille is a good start, but does not take into consideration invisible or non-physical barriers. For example, someone with Autism may struggle with sensory overstimulation in crowded, busy places. Similarly, the font used for public signage may not be readable for those with dyslexia. Each of these barriers are examples that impact accessibility.

Following discussions with the City's Diversity Commission and the Comprehensive Plan ad hoc Committee, it was determined that the Goals, Policies and Actions supporting DEIA in Federal Way should be spread through the topical chapters, as appropriate.

1.7 HOW TO USE THE PLAN

The Comprehensive Plan is divided into chapters (see Section 1.2). The chapters contain background information and goals and policies relating to the chapter subject matter. There is also a separate appendix (Implementation) that contains the initial actions necessary to implement the goals and policies contained in this Comprehensive Plan.

Each of the chapters provides Goals and Policies that aid the City of Federal Way in pursuing the type of growth, construction of infrastructure, and provision of services that support the community's desired quality of life. Adopting the plan is the first step toward shaping the City's future. Federal Way's implementation appendix of the Comprehensive Plan is comprised of a combination of short-term (1-2 year) and long-term (3-5 year) actions, as well as ongoing actions without a defined completion date. It is anticipated the Planning Commission and City Council will receive an annual progress report on the implementing actions following plan adoption.

Some of the short-term actions include amendment of regulations such as the Land Use Code and the Development Standards and approval of rezones that match the Comprehensive Plan's land use designation. Long-term actions include neighborhood monitoring, evaluating and amending the plan as conditions change, and developing a capital investment program that allocates resources to projects that will spur the City's development in the direction envisioned in the plan.

Pursuant to GMA, the Comprehensive Plan will go through a periodic update on a schedule coordinated with other cities planning under GMA. However, the City conducts an annual process to consider amendments to the Comprehensive Plan. The GMA specifies, with few exceptions, that amendments to a comprehensive plan cannot be made more frequently than once per year. The purpose for this limitation is two-fold: it gives the plan stability over time, avoiding spontaneous changes in response to development pressures; and, it groups all proposed amendments into a common process for consideration, providing the City the opportunity to examine their collective effect on the plan. Proposed annual amendments to the Comprehensive Plan follow a prescribed process in the City's municipal code.

Hierarchy of Language

When a goal or policy states that the City "shall" or "will" do something, such language requires that the City take actionable and measurable steps to accomplish the purpose of the goal or policy. When a goal or policy states that the City "should" or "may" do

something, such language requires that the City make an earnest effort to accomplish the stated purpose of the goal or policy; however, "should" and "may" indicate that unknown information, additional analyses, other parties, or financial constraints may cause the City to approach these less directly, requiring actions from others or requiring more time.

In addition, many equivalent verbs are used in the goals and policies. These verbs have no hierarchy within their respective category; for example, "mandate" is not intended to be stronger than "require." However, all of the verbs within the first category are stronger and more easily measured than those verbs in the second category. And, although the following listed verbs are reflected in the goals and policies found in the comprehensive plan, these lists do not represent all verbs.

Category 1: Similar to “shall” and “will”, the intent of the following words is that the action within the goal/policy will occur and the outcomes can be measured and documented: adopt, acquire, designate, develop, eliminate, establish, evaluate, finance, fund, implement, mandate, monitor, prepare, permit, prevent, prohibit, purchase, require, track, monitor.

Category 2: Similar to “should” and “may”, the intent of the following words is that the action within the goal/policy will occur; however, the process for accomplishment may be ongoing and the ability to measure outcomes and/or completion may be difficult or may require commitment from those outside of the City: assist, balance, collaborate, cooperate, coordinate, consider, continue, defer, discourage, emphasize, encourage, enhance, ensure, expand, facilitate, foster, improve, increase, investigate, limit, locate, participate, plan, promote, pursue, recognize, reduce, represent, review, seek, support, use.



CHAPTER TWO

LAND USE

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2.0 INTRODUCTION & VISION

Introduction

The Land Use chapter establishes the framework for the City's expected growth and provides a guide for the distribution, type, and intensity of various uses of land within Federal Way. The Land Use chapter (maps, goals, and policies) serves as a guide for future decision-making related to property investments, land development, public services, and the provision of public infrastructure.

The Land Use Chapter ensures an appropriate mix of land uses (see Table LU-1) are available to:

- Support the City's County-allocated growth targets;
- Achieve the City's economic goals;
- Protect environmentally-sensitive lands;
- Provide appropriate land for recreation and services to residents and businesses; and
- Provide choices for where to live and work.

As Federal Way ages it will continue to grow, adding new housing units and employees. As the City plans for meeting its housing and employment targets, much of the growth will be focused in denser, mixed-use neighborhoods like City Center, Downtown, and the South Station subarea. The City's land use vision for the next planning cycle (2024-2044) is responsive to the reality that the City has sought and obtained designations for a Regional Growth Center and a Countywide Center and those areas come with an expectation for minimum development densities (residential) and intensities (commercial) of uses. In addition, the City's vision must evolve given recent legislation (HB 1220 and ESSHB 1110) enacted by the legislature focused on ensuring cities provide permanent supportive housing and emergency shelters, and densifying existing and planned single-family neighborhoods.

As Federal Way grows and makes accommodations for growth in certain parts of the City as identified above, the City must stay true to the fact that Federal Way was founded on the strength of its existing neighborhoods. Balancing the stability of those existing assets with the requirements for densification in the future is a key crossroads in the City's journey. Federal Way will make changes to single-family zoning to be consistent with changes in state statutes allowing for regulations to encourage infill redevelopment in existing residential neighborhoods, such as missing middle housing, and limited neighborhood-serving retail, but major changes to stable neighborhoods would be inconsistent with the vision of this Plan.

The Table LU-1 provides the current zoning allocation in the City. In addition, it provides the amount of capacity for growth and development/redevelopment under current zoning.

**Table LU-1:
Land Use Allocation**

ZONING		DENSITY (Units per Acre)		FLOOR AREA RATIO (FAR)		Vacant or Underbuilt (acres ¹)	Available Capacity ² (DUs or SF)
	# acres	Min Density	Max Density	Min FAR	Max FAR		
Residential							
Suburban Estates	659.3	n/a	0.2	n/a		2.8	0
RS 35.0	631.9	n/a	0.8	n/a		92.1	74 du
RS 15.0	1,108.9	n/a	2.9	n/a		260.7	756 du
RS 9.6	1,787.1	n/a	4.5	n/a		190.7	858 du
RS 7.2	3,998.9	n/a	6.1	n/a		367.8	2,244 du
RS 5.0	137.2	n/a	8.7	n/a		4.2	37 du
Multifamily							
RM 3600	483.0	n/a	12.1	n/a		41.1	497 du
RM 2400	507.8	n/a	18.2	n/a		34.1	621 du
RM 1800	339.1	n/a	24.2	n/a		24.1	583 du
Commercial/Mixed Use							
CC-C	195.2	46	230	1.5	10	78.4	1,8032 du 34.1M sf
CC-F	161.9	n/a	100 (est.)	n/a	0.9 (est.)	38.3	3,830 du 1.5M sf
BC	330.1	n/a	65 (est.)	n/a	0.9 (est.)	117.4	7,631 du 4.6M sf
BN	123.9	n/a	40 (est.)	n/a	0.5 (est.)	31.1	1,244 du 677,358 sf
Office							
OP	474.5	n/a	n/a	n/a	0.4 (est.)	77.9	1.3M sf
PO	27.9	n/a	n/a	n/a	0.4 (est.)	3.1	54,014 sf
CP-1	366.3	n/a	n/a	n/a	0.4 (est.)	115.7	2M sf
OP-1	173.7	n/a	n/a	n/a	0.4 (est.)	40.6	707,414 sf
OP-2	8.0	n/a	n/a	n/a	0.4 (est.)	0	0
OP-3	5.7	n/a	n/a	n/a	0.4 (est.)	2.4	41,818 sf
OP-4	66.5	n/a	n/a	n/a	0.4 (est.)	62.1	(see agreement)
Commercial/Industrial							
CE	442.3	n/a	n/a	n/a	0.9 (est.)	156.7	6.1M sf

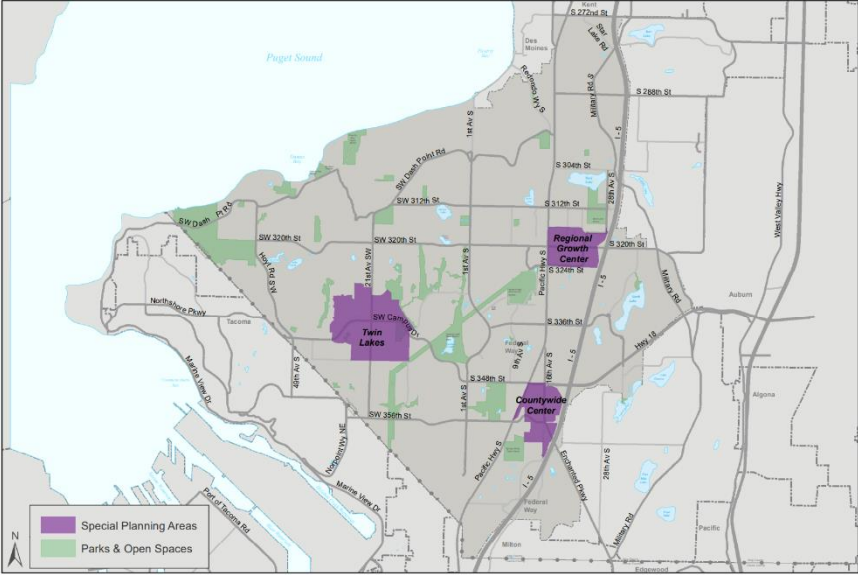
1 Total developable acres (acres zoned minus critical areas)

2 For mixed-use zones, the available capacity is one of the following:

- The maximum dwelling units plus some portion of the commercial square footage for vertically mixed-use buildings; or
- The maximum FAR for commercial-only buildings.

Although the Land Use designations are applied Citywide, there are areas within the City that have been targeted with special planning efforts. The purpose of these special area plans (Map LU-1) is to take a more-detailed look at a particular part of the City and to provide more detailed area-specific goals, policies, and implementation strategies.

Map LU-1: Special Planning Areas



To learn more about these special planning areas refer to Chapter 7 (Centers) of the Comprehensive Plan. Additionally, information about the City Center, the South Station Area, and the Twin Lakes subarea is contained in subarea plans for these areas and can be found by contacting the Planning division of the Federal Way Community Development Department.

Vision

The City’s Comprehensive Plan anticipates, guides, and plans for growth in a way that helps the City achieve its vision for the future while satisfying the requirements of the Washington Growth Management Act. Land use planning in the City protects environmentally-sensitive lands and maintains the character of established neighborhoods while allowing the City to evolve to meet the changing needs of the community and the region.

2.1 LAND USE DESIGNATIONS

The land use designations recognize the relationships between broad patterns of land uses found within the City. The designations set forth locational criteria for each specific class of uses consistent with the long-term objectives of the Federal Way Comprehensive Plan. These designations provide the purpose and intent for corresponding and consistent zoning districts (Table LU-2). The locations of the comprehensive plan land use designations are shown on the Comprehensive Plan Designations Map (Map LU-2).

The City is also required to provide lands useful for public purposes (RCW 37.70A.040). The City has chosen to provide this information through referencing other plans as well as by providing information in other Comprehensive Plan chapters. The following is a summary of that information:

- Existing and future transportation corridors are shown in the Transportation and Centers Chapters.
- Existing and future parks are found in the Parks, Recreation, and Open Space (PROS) plan which is referenced in the Parks & Recreation Chapter.
- Stormwater trunk lines, city buildings, and utility district boundaries are on maps within the Capital Facilities Chapter.
- Water and wastewater facilities are addressed in the Capital Facilities Chapter and shown with more specificity within the Lakehaven Water and Sewer District Comprehensive Water and Wastewater System Plans that are referenced in the Capital Facilities Chapter.
- School facilities are addressed and shown in the Federal Way Public Schools Capital Facilities Plan which is referenced in the Capital Facilities Chapter.
- A Fire facilities inventory and map are referenced in the Capital Facilities Chapter.
- City-owned fiber lines are shown on a map in the Utilities Chapter.
- Puget Sound Energy (PSE) electric and natural gas facilities are referenced in the Utilities Chapter including additional information on how to obtain PSE maps.
- Solid Waste facility maps and information are in the King County Comprehensive Solid Waste Management Plan which is referenced in the Utilities Chapter.

**Table LU-2:
Land Use Designation – Zoning Correlation**

Zones	Residential 1	Residential 2	Commercial	Mixed Use – Non Centers	Mixed Use - Centers	Open space, Parks & Rec
SE						
RS 35						
RS 15						
RS 9.6						
RS 7.2						
RS 5.0						
RM 3600						
RM 2400						
RM 1800						
CE						
PO						
OP						
OP(1-4)						
CP-1						
BN						
BC						
CC-F						
CC-C						

Residential 1

This designation is the predominant land use category in the City. Residential 1 areas are predominantly suburban in character and provide for lower-density, single-family residential housing. With the mandated code changes for increased densities within the Urban Growth Area, Residential 1 will, over time and as supported by the market, transform into a mix of single-family detached lots and redeveloped lots with multiple units located on them. The City is also hopeful that a number of accessory dwelling units will be added to properties in Residential 1 as the City continues to mature and densify. Given the City's target for new housing units and the fact that this designation represents the lowest density of housing within the City, new requests for designation of property as Residential 1 should be limited to properties significantly constrained by critical areas.

Historic densities of properties in Residential 1 range from one home per five acres to 8.7 homes per acre with a limit of one home per lot, dependent upon the underlying zoning. Qualities associated with this designation include: low noise levels, limited traffic, private yards, and smaller-scale, setback buildings. Compatible non-residential uses such as schools, parks, day care, governmental facilities, and urban agriculture are allowed in some zones of Residential 1.

In addition to lower-density residential and compatible uses, this designation provides for the protection of environmentally-sensitive parts of the City such as Dumas Bay and Camp Kilworth, and recognizes that portions of the City are not served by urban infrastructure (i.e. water, sewer). It also provides for a diverse arrangement of interconnected subdivisions, neighborhoods, and communities that have a mix of densities and housing types. Maintaining and creating linkages to other residential areas and nonresidential areas is important for creating a connected community.

Residential 2

The Residential 2 designation represents an opportunity to provide a range of housing types at higher densities than are supported by the Residential 1 designation, but not as dense as the Mixed-Use designations. Residential densities in this designation range from 12.1 residential units per acre to 24.2 residential units per acre, depending on the zone. Since building heights are generally capped at three stories (35 feet), most residences in this designation will be townhouses, duplexes, small-lot detached housing, and "woody-walkup" apartments. Compatible non-residential uses include schools, churches, recreation, parks, governmental facilities, and urban agriculture.

This designation shares many of the same qualities as Residential 1 such as lower traffic volumes and noise, some building setbacks, and small-scale development, while allowing for multifamily uses and increased housing density along with community facilities and institutions. This designation can often act as a transition between the Residential 1 designation and higher density mixed use or non-residential designations.

Commercial

This designation is characterized by employment-generating land uses. Office, retail, manufacturing, and warehousing/storage represent the majority of the uses in this designation, as allowed by the underlying zones. Other uses found in the commercial

designation include: entertainment, schools, day care, hospitals, churches, hotels, and breweries. Because of the variety of uses allowed, many of these commercial areas will be economically vibrant and active outside of traditional work hours. Although built for and served primarily by private vehicles, they should be developed to be accessible by foot, bike, car, and public transportation as well. The City should only consider new lands for Commercial designation that will be compatible with adjacent uses and designations and provide an economic value to the City's tax base.

This designation is comprised of the Commercial Enterprise (CE), Corporate Park (CP), Office Park (OP) and Professional Office (PO) zones. Aside from an area on S 320th Street east of I-5, the CE zone is generally limited to lands south of S 336th Street that are generally served by either Pacific Highway S or Enchanted Parkway/16th Avenue South. This designation is characterized by larger-scale buildings, longer operating hours, and moderate-to-high traffic generation. The CE zone also is the exclusive zone in the City that contains permitted industrial uses.

The CP zone is limited to portions of the old Weyerhaeuser campus, east of I-5 and south of S 320th Street, and is governed by a concomitant agreement. This property is currently transitioning to warehousing use with the headquarters building currently empty. The OP and PO zones include small-scale office and residentially-compatible employment opportunities, often clustered together and located on well-landscaped parcels and on collector streets such as 1st Avenue South and S 320th Street, west of 8th Avenue S.

Finally, a pre-annexation concomitant development agreement has established the Office Park-4 (OP-4) zone specifically for Enchanted Park. This portion of the commercial designation acknowledges the unique recreational opportunity associated with the Wild Waves use. Enchanted Park is an indoor/outdoor amusement facility most noted for its water park. Although hotel and warehousing uses are allowed on the properties, the city has demonstrated a desire for the continuation of the theme park use.

Mixed Use – Non-Centers

The Mixed Use – Non-Centers designation is for land used for a mixture of residential and commercial uses on a site. Mixed-use development can take a variety of forms, but often is categorized as either vertical mixed-use (residential and non-residential uses located in the same building) or horizontal mixed-use (residential and non-residential uses in different buildings either on the same property or on adjacent parcels). Basic criteria for development include reasonable scale with the surrounding neighborhood, and engagement with the street frontage to facilitate pedestrian, non-motorized, and transit mobility options. Much of the Pacific Highway South corridor through Federal Way has designated Mixed Use – Non-Centers. There are a few other locations such as Twin Lakes and the corner of 1st Avenue South and S 348th Street. The City should only consider applying this designation where there will be a cluster of mixed land uses supported by transit or established bicycle and pedestrian corridors. This designation includes the City Center Frame (CC-F), Community Business (BC), and Neighborhood Business (BN) zones.

The BN zone provides residential, retail and/or service opportunities at a modest density adjacent to residential areas. Architectural and site design guidelines are utilized to ensure compatibility between neighborhood business areas and adjacent residential neighborhoods. Neighborhood Business areas are intended to provide convenient goods

(e.g., groceries and hardware) and services (e.g., dry cleaners, dentist, bank) at a pedestrian and neighborhood scale close to adjacent residential uses.

The BC zone allows a broad mix of uses, including general, specialty, and service retail; commercial; office; commercial/residential mixed-use; and supportive uses. This designation envisions denser, high-quality development containing a vibrant and compatible mix of uses. The BC zone may be appropriate in other commercial nodes that have grown or are growing past the scale of the BN designation.

The CC-F zone will have a look and feel similar to the Mixed Use – Centers designation and will provide a zone of less dense, commercial/residential mixed-use development physically surrounding a portion of the Regional Growth Center. The CC-F zone is also intended to provide a transition between the densely-developed CC-C zone and adjoining lower-density residential neighborhoods.

Mixed Use – Centers

This designation is limited to the Regional Growth Center as part of the City Center subarea and the Countywide Center in the South Station subarea. The Regional Growth Center has been part of the City’s plans for a number of years and should not contain any properties zoned other than CC-C. This area also includes the City’s Downtown and is envisioned as mid-rise development and mixed use, benefitted by the Downtown Federal Way Sound Transit station.

The Countywide Center is anchored by a future light rail station anticipated to be operational in the mid 2030’s. For this area, zoning will transform over time and may contain zoning similar to that found in the Regional Growth Center, but likely will also be comprised of CE, Multifamily Residential 1800 (RM-1800), and lower density residential zones (RS-15). Over time, the introduction of new zoning for this area that allows for the development of dense housing is appropriate in advance of the station opening to allow for this area’s transition from an employment dominated area to one that is mixed use.

Open Space, Parks, and Recreation

Open Space, Parks, and Recreation designation applies to parks, public and privately-owned recreational areas, urban forests, and public open-space areas. Lands within this designation include both natural open space areas and active use parks and recreational areas. Natural open space is intended to be conserved and enhanced through habitat restoration and vegetation management to maximize its environmental, habitat, and stormwater benefits, along with low-impact public access such as natural area trails and viewpoints, when appropriate. Parks and recreation lands are intended to provide opportunities for active recreation such as playfields and sports facilities, and urban amenities such as plazas, pocket parks, and community gardens, but may also be utilized for governmental facilities. Other areas include the system of properties tied to the Hylebos wetlands and Spring Valley.

2.2 POTENTIAL ANNEXATION AREAS

The City of Federal Way Potential Annexation Areas (PAAs) were established through a

series of interlocal agreements between the City of Federal Way, King County, and neighboring South King County cities. As part of the Growth Management Act, areas within the King County Urban Growth Boundary are intended to be served by urban services. Potential Annexation Areas are unincorporated areas of King County within the Urban Growth Area (UGA). Federal Way’s PAAs are located adjacent to the City where the City is expected to provide public services and utilities following an annexation process. The City’s remaining potential annexation areas are located east of I-5 (see Map LU-3).

Based on a land use survey conducted in 2013, the land use designations for the PAAs are detailed in Table LU-3. Prior to moving forward with any annexation actions, updated data should be collected and analyzed to understand the costs for the annexation.

**Table LU-3:
PAA Land Use Allocation**

	# Acres				
	Camelot	Star Lake	Lakeland	Parkway	Jovita
Residential 1	1,699.2	597.3	1,007.6	247.0	394.1
Residential 2	32.2	35.3	30.1	75.5	2.8
Commercial	2.8	6.9	12.8	3.3	0
Mixed Use – Non Centers	0	0	0	0	0
Mixed Use – Centers	0	0	0	0	0
Open Space, Parks & Recreation	67.6	61.1	88.6	7.5	0.1
Total	1,081.8	700.6	1,139.1	333.3	397.0

Source: 2015 King County

2.3 GOALS & POLICIES

This section contains the goals and policies of the Land Use Chapter of the Comprehensive Plan.

Goal

LU G1 *Support a land use framework and regulations that implement the goals of the Growth Management Act; are responsive to changes in state statutes; support VISION 2050 Regional Growth Strategy and King County Countywide Planning Policies; include policies addressing environmental justice; and provide sufficient actions to accomplish the goals and policies contained in this plan.*

Policies

LU P1.1 Strongly discourage the spread of commercial zoning and uses into residentially-designated areas. Instead, strongly encourage more intensive utilization of existing commercial and mixed-use areas for commercial purposes, mixed-residential use, and public activities.

- LU P1.2** Discourage speculative rezoning and require applicants to provide market-based data and analysis to support rezoning requests.
- LU P1.3** Foster a diverse community comprised of neighborhoods that provide a range of housing options; a vibrant City Center; well designed and functioning mixed-use, commercial and office areas; and distinctive neighborhood retail areas.
- LU P1.4** The Federal Way Revised Code shall include a process and standards for siting essential public facilities.
- LU P1.5** Land use decisions shall not exacerbate environmental health disparities.
- LU P1.6** Track progress toward increasing health equity and ensuring environmental justice throughout the City.

Goal

- LU G2** *Develop an efficient, predictable, transparent, fair, and timely development review process.*

Policies

- LU P2.1** Maximize efficiency and predictability of the development review process and conduct regular reviews of development regulations to determine how to improve upon the permit review process.
- LU P2.2** Assist developers with development proposals by continuing to offer preapplication meetings in order to produce projects that will be reviewed efficiently.
- LU P2.3** Integrate and coordinate construction of public infrastructure with private development to minimize costs wherever possible.
- LU P2.4** Look to incorporate new technologies to improve permit processing times.
- LU P2.5** Ensure noticing of land use decisions is inclusive and accessible to all members of the community.
- LU P2.6** Consider and minimize potential impacts due to displacement resulting from land use decisions.

Goal

- LU G3** *Periodically update the City inventory of buildable land capacity and evaluate development activity and achieved densities to ensure that the City is able to meet both its regionally-adopted housing and employment targets over the next 20 years as well as the criteria for the City's Regional and Countywide Growth Centers.*

Policies

- LU P3.1** Designate and zone land to provide for Federal Way’s share of regionally adopted demand forecasts for residential, commercial, and industrial uses for the next 20 years.
- LU P3.2** Accommodate a majority of the City’s growth in the Regional Growth Center and Countywide Growth Center.
- LU P3.3** Evaluate household and employment inventory and forecasts on a periodic basis to ensure that land use policies and regulations based on previous assumptions remain relevant.

Goal

- LU G4** *Preserve and protect Federal Way’s neighborhoods.*

Policies

- LU P4.1** Maintain and protect the character of existing neighborhoods through strict enforcement of the City’s land use regulations.
- LU P4.2** Support the continuation of a strong residential community.
- LU P4.3** Protect residential areas from impacts of adjacent non-residential uses.

Goal

- LU G5** *Provide a complete range of land uses and densities to ensure the community achieves the diversity needed to be a vibrant community.*

Policies

- LU P5.1** Allow and encourage a variety of multi-family housing types in designated commercial areas, especially in the City Center Core and City Center Frame areas.
- LU P5.2** Provide employment and business opportunities by allocating adequate land for commercial, office, and industrial development.
- LU P5.3** Distribute park, urban agricultural sites, and recreational opportunities equitably throughout the City.
- LU P5.4** Establish development regulations that allow for healthy food resources, such as urban agriculture and food banks as a permitted use, and provide for on-site sale and delivery of healthy foods where appropriate on public and private property.
- LU P5.5** Continue to consider special development techniques (e.g., lot size averaging, cottage housing, accessory dwelling units, townhomes, duplexes, and planned unit developments) in single-family areas provided they result in residential

development consistent with the quality and character of existing neighborhoods.

Goal

LU G6 *Develop commercial areas characterized by a viable, vibrant, and attractive mix of commercial, retail, office, industrial, and supportive uses, and utilize locational and design criteria to ensure compatibility between uses.*

Policies

LU P6.1 Require commercial development to be compatible with and well-integrated into its surroundings through site and building design and development standards that reduce or eliminate land use conflicts and nuisance impacts; ensure project aesthetics; promote sharing of public facilities and services; and improve vehicular and pedestrian traffic flow and safety, including access control and off-street interconnectivity between adjoining properties where feasible.

LU P6.2 Consider minimizing impacts from traffic flows, loading bays, and outdoor storage for heavy industrial uses during the site plan review process.

Goal

LU G7 *Provide land use regulations that allow for the flexibility and creativity of good design and the incorporation of sound planning principles.*

Policies

LU P7.1 Use Community Design Guidelines and other tools to promote common open space, public art, and plazas in commercial/residential mixed-use and office developments.

LU P7.2 Use Community Design Guidelines and other tools to require commercial development to locate along the street edge (where deemed appropriate) and to provide pedestrian street access and interest. Provide direct pedestrian access and implement ADA requirements to the extent feasible between developments and transit routes.

LU P7.3 Use development standards and design guidelines to maintain neighborhood character and ensure compatibility with surrounding uses.

LU P7.4 Use design guidelines and performance standards to create attractive and desirable commercial, office, and commercial/residential mixed-use developments.

LU P7.5 Regularly audit existing land use regulations to provide for innovation and flexibility in the design of new developments.

LU P7.6 Use design and performance standards to integrate multi-family development into commercial developments as commercial/residential mixed-use

development. Performance standards should focus on scale, appearance, and compatibility.

LU P7.7 Revise existing land use regulations to provide for innovation and flexibility in the design of new single-family and in-fill developments.

Goal

LU G8 *Coordinate with local and regional partners in land use planning.*

Policies

LU P8.1 Coordinate with adjacent jurisdictions, tribes, and affected agencies to ensure local land use decisions take into consideration potential impacts beyond the City's boundaries.

LU P8.2 Coordinate with local and regional organizations to promote local farmers markets.

Goal

LU G9 *Respect the character, integrity, and unique qualities of PAA neighborhoods through the annexation process.*

Policies

LU P9.1 The City zoning designations for annexed properties should consider existing King County zoning designations and PAA growth targets; other City Goals and Policies of this Comprehensive Plan as part of the annexation process; and provide a variety of housing types.

LU P9.2 Seek to expand the area of annexation proposals when such an expansion would serve to make City boundaries more regular or where the area to be served is a logical extension of City service capabilities and is within a defined potential annexation area.

LU P9.3 Encourage neighborhood retail and personal services to locate at appropriate locations where local economic demand and design solutions demonstrate compatibility with nearby neighborhoods.

Goal

LU G10 *The City shall work with King County to strategically annex identified Potential Annexation Areas.*

Policies

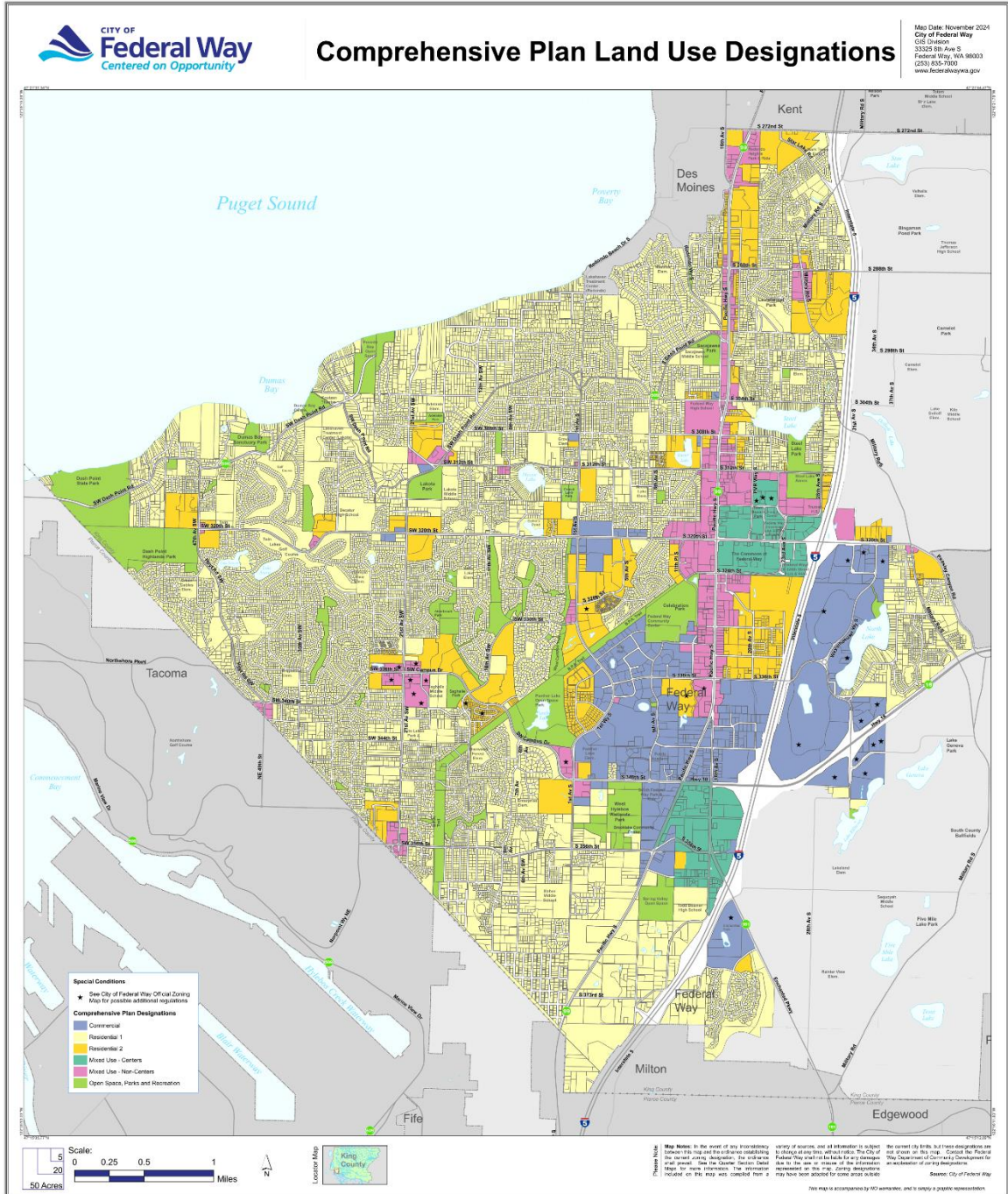
LU P10.1 Prior to initiation of an annexation, an updated inventory shall be conducted to understand zoning, existing uses, and infrastructure conditions of the area under consideration.

LU P10.2 The City shall be responsive to requests for annexation.

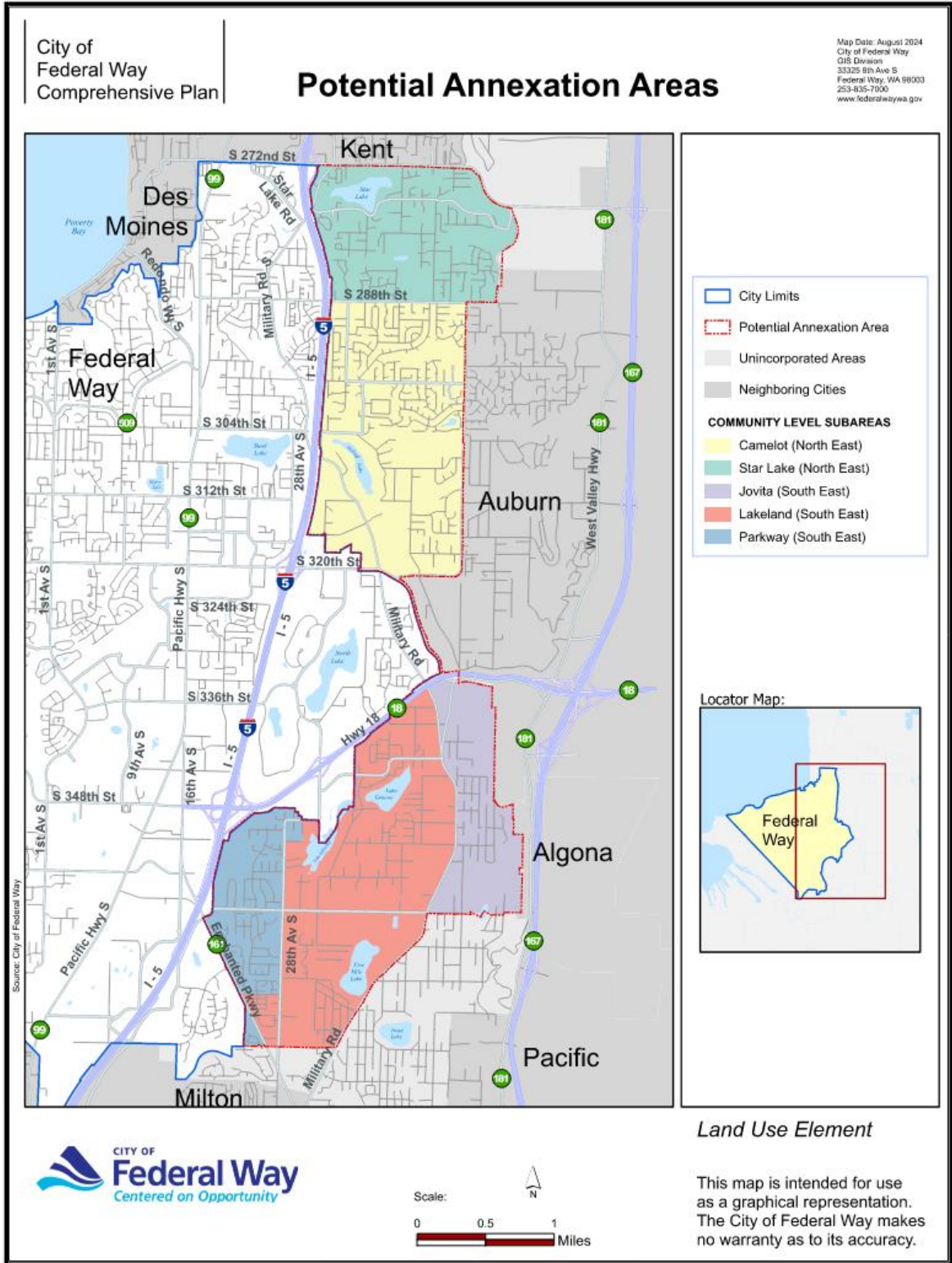
LU P10.3 Ensure the ability of the annexation area or King County to pay the determined fair share of required services prior to annexation.

2.4 MAPS

**Map LU-2:
Comprehensive Plan Land Use Designations**



Map LU-3: Potential Annexation Areas





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APPENDIX

Appendix T-A	ITS Master Plan
Appendix T-B	Transportation System Management Summaries

ACRONYMS

ATC	Advanced Traffic Controller
ADA	Americans with Disabilities Act
BPA	Bonneville Power Administration
CIP	Capital Improvement Program
CMS	Changeable Message Signs
CCTV	Closed Circuit Television Cameras
CTR	Commuter Trip Reduction
DART	Dial-A-Ride Transit
EMS	Extinguishable Message Signs
FHWA	Federal Highway Administration
FWCP	Federal Way Comprehensive Plan
GMA	Growth Management Act
HOV	High-Occupancy Vehicles
HAR	Highway Advisory Radio
METRO	King County Metro Transit
LOS	Level of Service
MMLOS	Multimodal Level of Service
PSRC	Puget Sound Regional Council
RMS	Ramp Metering Systems
RCW	Revised Code of Washington
RWIS	Roadway Weather Information Systems
SOV	Single-Occupant Vehicle
SEPA	State Environmental Protection Act
SR	State Route
TMS	Traffic Monitoring Station
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TSM	Transportation Systems Management
VMT	Vehicle Miles Traveled
v/c	Vehicle-to-Capacity
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

3.0 INTRODUCTION & VISION

Introduction

The Transportation chapter of the *Federal Way Comprehensive Plan (FWCP)* establishes a framework for providing a future transportation system (facilities and services) that supports anticipated land use described in Chapter 2. This chapter focuses on actions and investments needed to create and manage the transportation infrastructure and services to accommodate future growth assumptions.

The City of Federal Way continues to enhance the vibrancy of its community for living, working, and playing. The new public facilities, trails, and roadway investments contribute toward a vibrant downtown that the City will continue to enhance. This Transportation chapter will guide efforts to enhance mobility and safety for all modes of travel in Federal Way through 2044.

The process of providing a transportation system involves numerous agencies at the local, state, and national levels. The cycle of providing a system involves planning, change approval, funding, implementing, operating, maintenance, monitoring, and administering the elements of the system. Also, some of the transportation system is provided by other agencies, such as King County Metro Transit (Metro), Sound Transit, Pierce Transit, and the Washington State Department of Transportation (WSDOT). Where possible, the City partners with these agencies to improve mobility and safety.

Vision

Federal Way envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways.



3.1 POLICY BACKGROUND

State and county transportation policies provide a statutory framework for the development of City land use policies. It is important to consider state and county level policies when developing the Transportation Element because they can help guide the development of transportation-supportive policy and investment.

State Policies

The Growth Management Act states that, "...a lack of common goals expressing the public's interest in conservation and the wise use of our lands pose a threat to the environment, sustainable economic development, and the health, safety and high quality of life enjoyed by residents of this state" (RCW 36.70A.010). The Growth Management Act provides a framework for content and adoption of local comprehensive plans. The Growth Management Act provides 15 goals to be "...used exclusively for the purpose of guiding development of comprehensive plans, development regulations, and, where specified, regional plans, policies, and strategies." A number of the Growth Management Act goals pertain to transportation:

- *Transportation* – Encourage efficient multi-modal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.
- *Open Space and Recreation* – Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreational facilities.
- *Environment* – Protect and enhance the environment and enhance the state's high quality of life, including air and water quality and the availability of water.
- *Public Facilities and Services* – Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- *Climate Change and Resiliency* – Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

Regional Policies

The Puget Sound Regional Council's VISION 2050 and the 2021 King County Countywide Planning Policies, both required by the Growth Management Act, provide a regional framework to achieve the goals of the Growth Management Act.

VISION 2050 is the long-range growth management, economic, and transportation strategy for the central Puget Sound region encompassing King, Kitsap, Pierce, and Snohomish counties adopted by the Puget Sound Regional Council (PSRC) in 2020. VISION 2050's Regional Transportation Plan provides a framework for long-range transportation planning by emphasizing transportation investments that offer greater mobility options, alternatives to driving alone, and lower transportation-related energy consumption.

The 2021 King County Countywide Planning Policies address changes to the Growth Management Act since its initial adoption in 1990 and reflect the regional direction

established in VISION 2050. The countywide policies provide a framework for both King County and its respective cities, such as Federal Way. Adherence to these countywide policies ensures that city plans are consistent with one another. These policies address issues such as the designation of urban growth areas, land use, affordable housing, provision of urban services for future development, transportation, and contiguous and orderly development.

In addition, the King County Countywide Planning Policies call for minimizing air pollution and greenhouse gas emissions through supporting mass transit, encouraging non-motorized modes of travel, and reducing trip lengths. Policies contained in this comprehensive plan have been prepared to implement VISION 2050 and the King County Countywide Planning Policies as they apply to the City.

This chapter must be consistent with both VISION 2050 and the King County Countywide Planning Policies. By implementing the goals in Section 3.7, the Transportation Chapter is consistent with VISION 2050 and the 2021 King County Countywide Planning Policies direction.

3.2 THE TRANSPORTATION CONCEPT

Federal Way is primarily situated between Puget Sound and Interstate-5; see *Map T-1, Existing Significant Streets and Highways*. State Route 99 (SR 99), a Highway of Statewide Significance, parallels I-5 through the eastern part of the City. The connections of SR 18, a major east-west corridor and Highway of Statewide Significance, with SR 99, SR 161, and I-5 are closely spaced within the City. These routes experience traffic congestion regularly. Traffic incidents occurring along these routes greatly impact transportation conditions for people traveling within the City and connecting between Tacoma, Des Moines, Seattle, and communities to the east. In this regional context, the City coordinates its transportation planning with a variety of jurisdictions, including the State of Washington, Puget Sound Regional Council, King County, and neighboring communities.

The City of Federal Way's existing transportation network accommodates many modes of travel, including walking, bicycling, public transit, and driving. In Federal Way, the predominant mode of travel is the private automobile, which will continue to play a principal role in transportation for the City. However, shorter trip lengths are becoming more common and the total miles people are traveling in vehicles is declining. These two factors affect how people choose to travel, such as by walking, by bicycling, by transit, or by vehicle. To achieve City and regional goals, emphasis will be placed on providing integrated and balanced mobility opportunities for all modes. The transportation concept is intended to facilitate the following:

- Promotion of high-occupancy vehicles (HOV) use such as trains, buses, carpools, and vanpools;
- Incorporation of high-capacity transit such as bus rapid transit, light-rail, and commuter rail;
- Expanded bicycle and pedestrian facilities;
- Maximizing existing infrastructure through transportation system management strategies.

Map T-1 Existing Significant Streets and Highways



How Do People Travel?

Travel patterns in the Federal Way generally follow the hierarchy of roadways; people use neighborhood roads to connect to major collector and arterials. The regional facilities of I-5, SR 99, SR 18, SR 161, and Military Road are the predominant facilities used between Federal Way and neighboring cities.

Travel to work in Federal Way is dominated by the single-occupant vehicle (SOV), which accounts for roughly 67 percent of work trips within the City, according to the 2022 American Community Survey. About thirteen percent of work trips are made by carpoolers. Transit trips are about four percent of work trips. Biking and walking modes account for approximately two percent of work trips. Impacts from the COVID-19 pandemic resulted in an increase in people working from home. In Federal Way, this share is about thirteen percent.

**Figure T-1:
Wynstone neighborhood at SW Campus Drive and 12th Avenue SW
Intersection**



Table T-1 (Federal Way Travel Patterns), summarizes morning origin and destination trip patterns in Federal Way. The most common pair that accounts for approximately half of the trips are internal trips within Federal Way. Seattle, Tacoma, Kent, and Auburn are the next highest common pair origin and destination locations outside of internal Federal Way trips with trip percentages between 4.0-8.0%.

**Table T-1
Federal Way Travel Patterns**

Trip Origin - City	Trip Destination - City	Percent	Trip Origin - City	Trip Destination - City	Percent
Federal Way	Federal Way	50.8%	Federal Way	Federal Way	53.1%
Federal Way	Seattle	7.5%	Tacoma	Federal Way	6.2%
Federal Way	Tacoma	6.3%	Kent	Federal Way	4.2%
Federal Way	Kent	5.5%	Auburn	Federal Way	4.1%
Federal Way	Auburn	4.4%	SeaTac	Federal Way	3.3%
Federal Way	Des Moines	2.0%	Lakeland South CDP	Federal Way	2.8%
Federal Way	Renton	2.0%	Seattle	Federal Way	2.7%
Federal Way	Lakeland North CDP	1.7%	Des Moines	Federal Way	2.5%
Federal Way	SeaTac	1.7%	Lakeland North CDP	Federal Way	2.1%
Federal Way	Tukwila	1.5%	Milton	Federal Way	1.3%
Federal Way	Lakeland South CDP	1.5%	Fife	Federal Way	1.1%
Federal Way	Fife	1.1%	Puyallup	Federal Way	0.8%
Federal Way	Lakewood	1.0%	Lakewood	Federal Way	0.8%
Federal Way	Bellevue	1.0%	Renton	Federal Way	0.8%
Federal Way	Redmond	0.8%	Edgewood	Federal Way	0.7%
Federal Way	Burien	0.8%	South Hill CDP	Federal Way	0.7%
Federal Way	Milton	0.8%	Burien	Federal Way	0.6%
Federal Way	Puyallup	0.6%	Pacific	Federal Way	0.5%
Federal Way	Pacific	0.6%	Tukwila	Federal Way	0.5%
Federal Way	Edgewood	0.5%	Bellevue	Federal Way	0.5%
Federal Way	Other	7.8%	Other	Federal Way	10.8%
	Total	100%		Total	100%

3.3 EXISTING CONDITIONS

This section provides a summary of the existing transportation conditions in Federal Way. These existing conditions provide a base to create the future transportation vision for the City.

Introduction to the Layered Network

It can be a challenge for a single roadway to meet the demands and expectations of all modes of transportation at any given time. This is also generally not desirable from a user or a planning perspective.

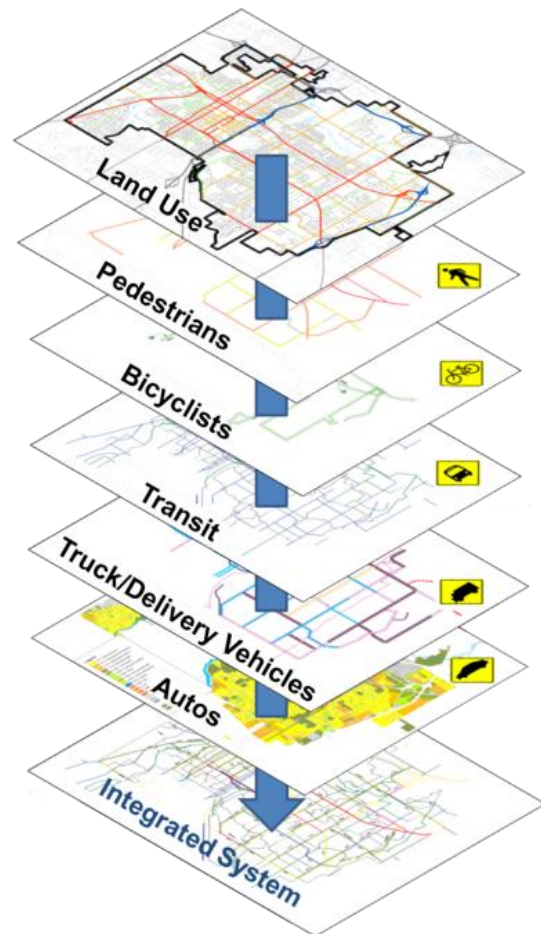
In response to this challenge, the City of Federal Way has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. Figure T-2 illustrates the concept of a layered network.

The City will implement this layered network through a system of roadway cross-sections that define each street's user priorities and associated infrastructure needs. The City also incorporates recommendations from the Bicycle and Pedestrian Master Plan with roadway projects.

Transportation Level of Service

Transportation level of service (LOS) is a qualitative measure used to evaluate the quality of public infrastructure. Cities have historically measured transportation level of service based on the experience of drivers, in terms of vehicle speed, traffic density, or how long vehicles wait at an intersection. As shown in the Figure T-3 from Planning Urban Roadway Systems (Institute of Transportation Engineers, 2011), transportation level of service does not have to be limited to the experience of just vehicles. This Transportation Element considers the transportation level (quality) of service for walking, biking, and taking transit in Federal Way.

This section includes a level of service standard for vehicles, transit, pedestrians, and bicycles. This section also evaluates the level of service for each of these modes under



**Figure T-2:
Layered Network Concept**

existing conditions, and a later section evaluates the level of service for each mode under future conditions.

**Figure T-3:
Example Modal Level of Services**



Street and Highway System

Federal Way is served by a network of streets and highways connecting local communities and urban centers in the Puget Sound region, as shown in *Map T-1 (Existing Significant Streets and Highways)*. There are two major freeways and two highways, which are Highways of Statewide Significance (HSS) and Highways of Regional Significance (HRS), respectively, in Federal Way:

- Interstate 5 (I-5) is five lanes in each direction including an HOV lane, with a posted speed limit of 60 mph. This freeway serves as the main north/south freeway for regional travel in western Washington.
- State Route 18 (SR 18) is two to three lanes in each direction, with a posted speed limit of 60 mph. This freeway acts as an east/west alternative to I-90, connecting to I-90 east of Issaquah and serving the communities of Auburn, eastern Kent, Covington, and Maple Valley. It also connects I-5 to SR 167 just east of Federal Way.

The Level of Service (LOS) standards for Highways of Statewide Significance, which include Interstate 5 and State Route 18, are set by WSDOT at LOS D. The LOS for Highways of Regional Significant (HRS) are set by the Puget Sound Regional Council (PSRC). These highways are SR 509 (S/SW Dash Point Road) and SR 161 (16th Avenue South and Enchanted Parkway South) with Tier 1 LOS E mitigated.

Other primary roadways serve major activity centers within Federal Way, including commercial activities in the South 320th Street corridor between Pacific Highway South (SR 99) and I-5 (the City Center), commercial developments along Pacific Highway South, at South 348th Street and Enchanted Parkway South, and several smaller commercial centers located within various residential areas. The roadway system also serves concentrations of office uses located within the City Center, West Campus, and the former Weyerhaeuser Headquarters/East Campus area. The roadway system within

the City connects to the surrounding regional transportation network, which provides access to other major activity centers including Seattle, SeaTac Airport, Tacoma, the Port of Tacoma, Kent, and Auburn.

Functional Classification of Streets and Planned Future Roadways

Streets are classified according to their functions related to mobility and land access. These functional classifications help facilitate planning for access and circulation, standardization of road designs, and provision of a hierarchy for roadway funding. See *Map T-2 (Functional Classification of Existing and Planned Streets and Highways)* and *Table T-2 (Characteristics of Functional Classification of Streets)*. The types of functional classifications established within Federal Way include:

- *Freeway:* A multi-lane, high speed, high capacity roadway intended exclusively for motorized traffic with all access controlled by interchanges and road crossings separated by bridges.
- *Principal Arterial:* A roadway connecting major community centers and facilities, often constructed with partial limitations on access and minimum direct access to abutting land uses.
- *Minor Arterial:* A roadway connecting centers and facilities within the community and serving some through traffic while providing greater access to abutting properties.
- *Collector:* A roadway connecting two or more neighborhoods or commercial areas, while also providing a high degree of property access within a localized area. Collectors have been separated into principal and minor designations according to the degree of travel between areas and the expected traffic volumes.
- *Local Street:* All other roadways not otherwise classified, providing direct access to abutting land uses and serving as feeders to facilities with higher functional classifications.

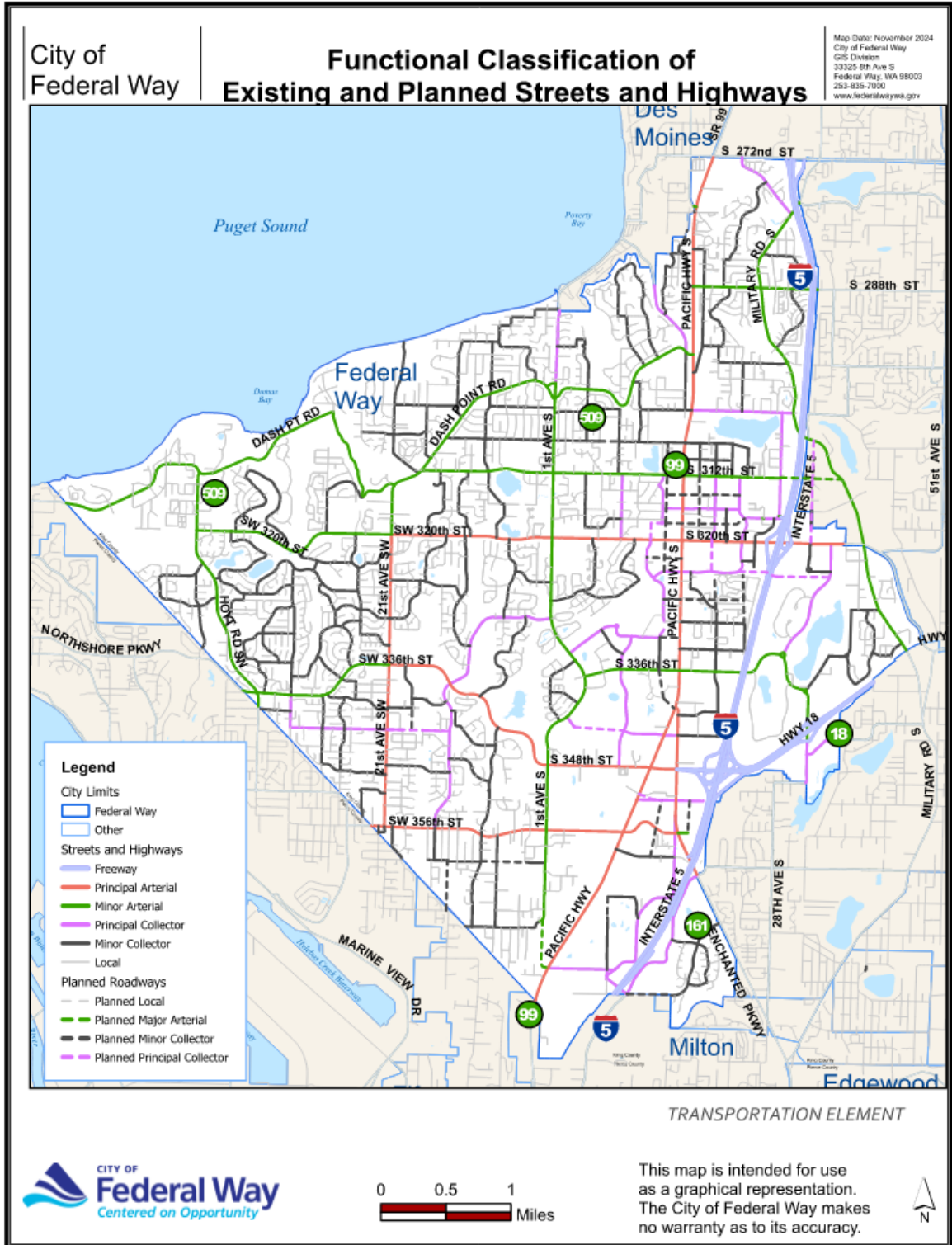
Designation of roadway functional classification is an integral part of managing street use and land development. The classification of streets is necessary for receipt of state and federal highway funds. It is important to coordinate roadway classification with anticipated land use change and to apply a consistent approach to the designation of facilities. This ensures that roadways are sized correctly and provide the appropriate level of pedestrian and bicycle accommodation to support the surrounding land use. This also helps reduce the likelihood of long-term capacity problems.

Map T-2 includes planned roadways. While the intended future location of planned roadways is depicted, the precise location of planned roadways may ultimately be subject to minor modification based on geographic features, critical areas, or other reasons, so long as the functionality and intent of the planned roadway remains unchanged. The timing for construction of planned roads by non-City entities is governed by the City code and the City's development review process. Planned roadways once constructed by non-City entities may be publicly or privately owned, but any such privately-owned roadway must function as a public roadway. The timing for construction of planned roads by the City is dependent on several factors, including but not limited to funding, LOS failure, safety, street connectivity, and City Council prioritization.

**Figure T-4:
8th Avenue S south of S 312th Street**



Map T-2: Functional Classification of Existing and Planned Streets and Highways



**Table T-2:
Characteristics of Functional Classification of Streets⁷**

Road Classification	Number of Lanes	Right of Way Width		Expected Daily Traffic
		Existing Code	Posted Speed	
Interstate/Freeways ¹	4+ (varies)	Varies	60 mph	30,000+
Principal Arterial ²	2 to 7	68' to 124'	35-50 mph	5,000+
Minor Arterial ³	2 to 5	68' to 106'	30-40 mph	5,000-35,000
Principal Collector ⁴	2 to 5	68' to 100'	25-35 mph	5,000-25,000
Minor Collector ⁵	2 to 3	60' to 80'	25-35 mph	1,000-5,000
Local Street ⁶	2	36' to 66'	25-35 mph	up to 1,000

1. Limited access, state jurisdiction.
2. Connects subregional activity centers and communities.
3. Provides major movement capacity; collecting neighborhood and business traffic to higher level arterials.
4. Connections between neighborhood or commercial areas. Design consideration for trucks.
5. Channels local traffic to principal collectors or arterials. Design for buses per Metro standards.
6. Primary function is access to abutting land use. Through traffic can be discouraged by use of traffic control devices.
7. Cross-sections and standards for each particular street are governed by the City Code and City Development Standards, and established through the City's development review process.

Access Management Classification

Access management is the regulation of intersection and driveway spacing along a corridor to enhance safety and preserve roadway capacity. Roadway crash rates are related to the spacing of turning conflicts. By reducing the number of driveways and turning movements through shared access to multiple parcels, and restricting turning movements in congested areas, the safety and efficiency of the City's streets can be maintained. This also reduces conflict zones for vehicles, pedestrians, and bicycles.

Access is a major factor influencing functional classification. Generally, higher classifications (interstates or freeways) serve a limited access function, while lower classifications (local roads, cul-de-sacs) serve a local access function. Washington State legislation (RCW 47.50) requires access to state facilities to be granted by permit and conform to an access management classification system defined in WAC 468.51 and 468.52. The state permits access in unincorporated areas, and cities do so in incorporated areas.

Street standards in the city code support the vision of the Comprehensive Plan and guide development activities, ensuring that street designs promote transit-comparable development with specific standards for widths and parking.

Development and Street Standards

Federal Way City street standards are adopted in the City code and in the City's Development Standards, and established through the City's development review process. The street standards convey the vision of the Comprehensive Plan in greater detail, and guide the development process. For example, components of the subdivision code can require certain types of street standards (e.g. widths, parking, etc.) to support designated

transit compatible development. Street design standards show preferred cross sections for each arterial and street segment in the City.

Traffic Signal Locations

Map T-3 (Existing and Planned Traffic Signals) shows the locations of signalized intersections in Federal Way. Currently, signals are maintained and operated by the City under a contract with King County. The ability to coordinate signals and update signal timing plans throughout Federal Way is important to achieve the maximum operating efficiency (move the greatest number of people, freight, and goods) of roadways. Currently, traffic signal timing plans can be adjusted from the traffic control center for most intersections in the City.

Traffic Volumes

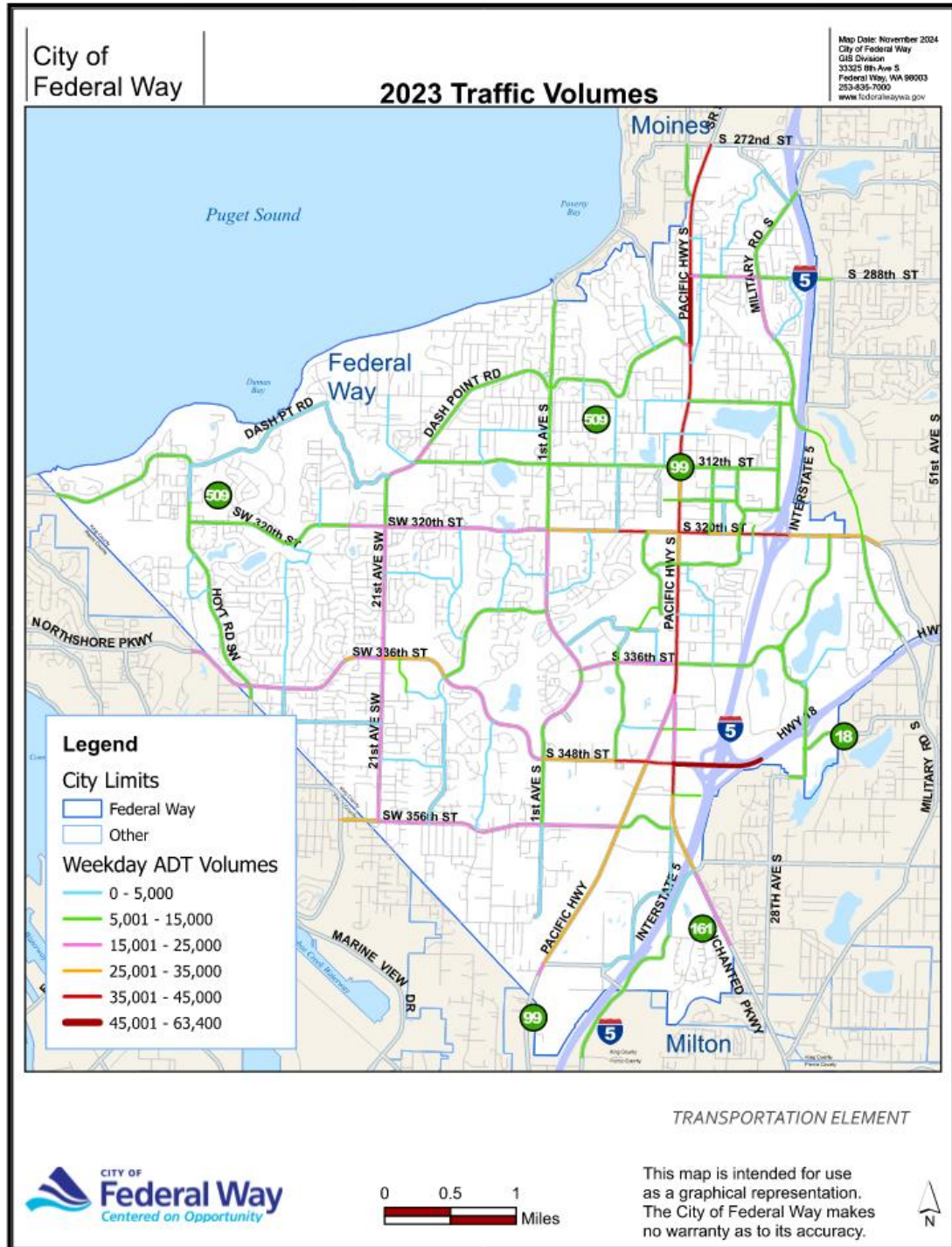
Map T-4 (2023 Traffic Volumes) shows the average weekday traffic volumes on selected arterials. Major arterials such as SR 99, SR161, 348th Street, 320th Street, and access points to I-5 carry the most vehicles in the City. Federal Way's busiest arterial, SR 18 between 16th Avenue and the northbound on-ramp of I-5, carries more than 60,000 vehicles per day. In addition, several segments on SR 99 and the segment between SR 99 and I-5 on South 320th Street, carry between 35,000 and 45,000 vehicles per day.

According to the Federal Highway Administration (FHWA), annual vehicle miles traveled (VMT) was steadily increasing between 2012 and 2019, before the COVID-19 pandemic. Due to the pandemic, VMT between February 2020 and January 2021 was the lowest since 2002. VMT has increased since then, and as of 2023, is back to around 2017 levels. VMT is expected to continue to increase.

Map T-3: Existing and Planned Traffic Signals



Map T-4: 2023 Traffic Volumes



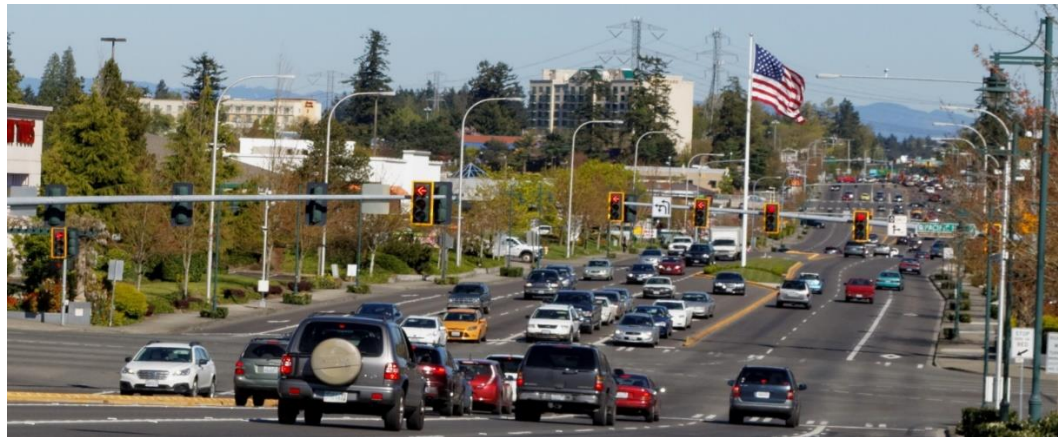
High-Occupancy Vehicle Facilities

High Occupancy Vehicle (HOV) facilities are typically roadway lanes dedicated to vehicles with two or more people per vehicle and include motorcycles. HOV facilities are

viewed at the regional, state, and federal levels as essential to meet public travel demand needs because they are capable of moving more people than general purpose travel lanes. Also, HOV facilities provide vital accessibility to developing urban centers in the Puget Sound Region. HOV lanes are provided on I-5 within Federal Way.

Locally, the objective of providing HOV lanes in Federal Way is to improve traffic safety and circulation, and support the use of transit, carpools, and right-turn movements. HOV lanes are provided on 348th Street, SR 99, and on 320th Street.

**Figure T-5:
South 320th Street Looking East**



Auto Level of Service Standard

The City of Federal Way has the following level of service standard for intersections. This level of service is specifically for vehicles, later sections will address the multimodal level of service for bicycles, pedestrians, and transit.

- Signalized intersections will experience a 1.2 vehicle-to-capacity (v/c) ratio or lower
- Unsignalized intersections will experience a 1.0 vehicle-to-capacity (v/c) ratio or lower

Existing Street Deficiencies

Congested intersections result in people experiencing an increased delay to travel through the intersection. They are typically larger intersections with high vehicle demand and have longer crossing times for pedestrians. Congested intersections in Federal Way are located predominately in the City Center area and along SR 99. East/west routes that experience high levels of vehicle demand include South 320th Street and Campus Drive/South 348th Street.

To determine where intersection deficiencies exist today, the existing traffic volumes and roadway network is compared to the level of service policy (T 1.2), which defines the volume-to-capacity ratios at signalized and unsignalized intersections in the City. *Map T-5 (2023 Weekday PM Peak Congested Streets and Intersections)* illustrates the results of this analysis. The highlighted intersections have a volume-to-capacity ratio over 0.9

during the PM peak hour. The highlighted corridors typically experience queues and delay during the PM peak hour.

**Map T-5:
2023 Weekday PM Peak Congested Streets and Intersections**



Traffic Safety

When considering transportation improvements, enhancements to traffic safety must be considered. Collision information for the past five years is reviewed for intersections and street segments to determine areas that could benefit from safety enhancements.

Some collisions in Federal Way are related to congestion; congested roadways can increase user frustration and result in riskier maneuvers. Common risky maneuvers include running a red light at a traffic signal, darting across a busy roadway, rapid lane changes, and speeding. Many collisions in neighborhoods are related to speeding, but also to poor sight distance at unsignalized intersections. The development of the *Future Transportation Vision* and *Near-Term and Long-Term Projects* considers areas with safety issues.

Non-Motorized

The City aims to establish a connected network of bicycle and pedestrian facilities throughout Federal Way. This initiative sets an important foundation for continuing the City's success in securing transportation project and program funding. It also establishes an overview of the current status of walking and biking facilities, including barriers and opportunities, and gauges citizen opinion about walking and biking preferences.

The City's overall goal is to set the stage for the City's long-term vision of a safe, accessible, and connected bicycle and pedestrian network.

The Bicycling and Walking goals will include:

- Bicycle and Pedestrian Network and Support Facilities;
- Safety, Security, and Equity;
- Transportation and Land Use;
- Education and Awareness;
- Maintenance and Operations.

These efforts align with state policies such as the Growth Management Act (GMA) and the Safe Routes to School program. Additionally, these developments are crucial for positioning the City favorably in competitive transportation funding programs. The City has coordinated with two regional agencies – PSRC and King County – to ensure consistency with regional policies.

Federal Way's existing built environment is characterized by conventional suburban style development featuring curvilinear streets, cul-de-sacs, and limited through-street connections. This lack of connectivity poses a challenge in developing a safe and convenient network of bicycling and pedestrian facilities.

Southwest King County Trails Plan

The City of Federal Way is leading the effort to create a regional trails plan for southwest King County. The goal of the plan is to identify a trail network that will improve connectivity for pedestrians and bicyclists, which will be a resource for City staff and nearby agencies who are involved with trail development and management. As of May, 2024, the draft plan is currently in public review.

The plan builds on previous work done for the Bicycle and Pedestrian Master Plan, the Greenway Plan Program, and the Parks, Recreation and Open Space Plan. The plan lays out a vision and goals for a trail network, inventories the existing trail and active transportation infrastructure (including greenways), describes the community engagement process and results, and provides system recommendations.

The plan evaluates and prioritizes trail projects based on connectivity, access, and equity. Fourteen key routes are recommended that form the trail system vision, including seven internal connections and seven regional connections. Three internal corridors were selected as strategic projects for early implementation: 16th Ave S sidepath, Weyerhaeuser Way S sidepath, and S 336th St sidepath. These projects contain details about alignment, trail width/typical cross-sections, buffers, connections, and key destinations. The plan will also include estimated costs and potential funding sources for these three projects. The plan's final chapter presents a variety of implementation strategies for development, partnerships, and grants.

Priority Walking and Bicycling Network

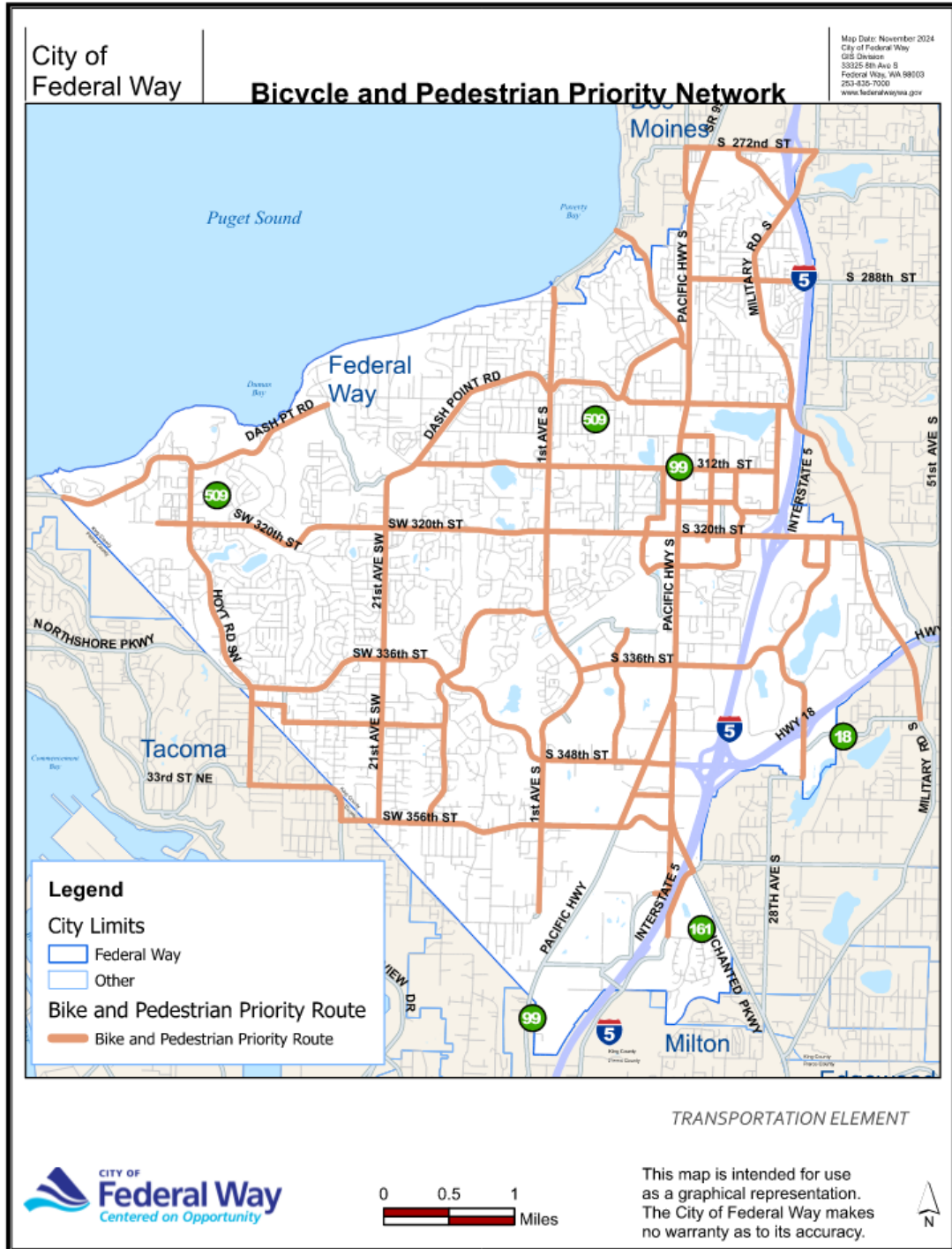
The priority walking and bicycling network was developed using the potential for active transportation travel. This includes any method of travel that is human-powered, but most commonly refers to walking and bicycling. The potential for active transportation is commonly measured by considering land use characteristics, density of development, and access to transit. The network was created by allocating points using various criteria: school, live, work, shop, play, equity, and transit, and determining the best non-motorized routes to access these locations.

Map T-6 (Bicycle and Pedestrian Priority Network) will be used for determining where investments in bicycling and pedestrian facilities will likely result in the greatest increase in active transportation in Federal Way. Areas that have the greatest potential for active transportation include the City Center, the Twin Lakes Commercial District Subarea, and their surrounding areas. Additionally, investment in bicycle and pedestrian facilities in these areas can support economic development by making these areas more attractive to pedestrians and bicyclists and complementary to mixed use infill development. This "Priority Network" is also used as part of the multimodal level of service (LOS).

The following criteria were used for identifying priority walking and bicycling routes:

- Suitability for bicycling/walking without improvements
- Whether the route closes a critical gap
- Whether the route provides/enhances a Safe Route to School connection
- Proximity to collision locations
- Whether the route services an immediate safety need
- Whether the route serves key origins and destinations
- Geographic distribution
- Availability and/or Suitability of right-of-way
- How the route will interface with other transportation modes

Map T-6: Bicycle and Pedestrian Priority Network



Bicycle Conditions

Currently, there are approximately 93 miles of bicycle facilities in Federal Way (summarized in *Map T-7(Existing Bicycle Facilities)*), which are all either paved trails, bike lanes, shared lane markings (sharrows), or wide shoulders. These facilities include

the shared-use Bonneville Power Administration (BPA) Trail. A challenge in the city is that many potential cyclists do not feel comfortable riding on or crossing high-volume, high-speed roadways, such as SR 99.

**Figure T-6:
Bonneville Power Administration (BPA) Trail Midblock Pedestrian Crossing
on SW 356th Street**



Map T-7: Existing Bicycle Facilities






Bicycle Level of Service

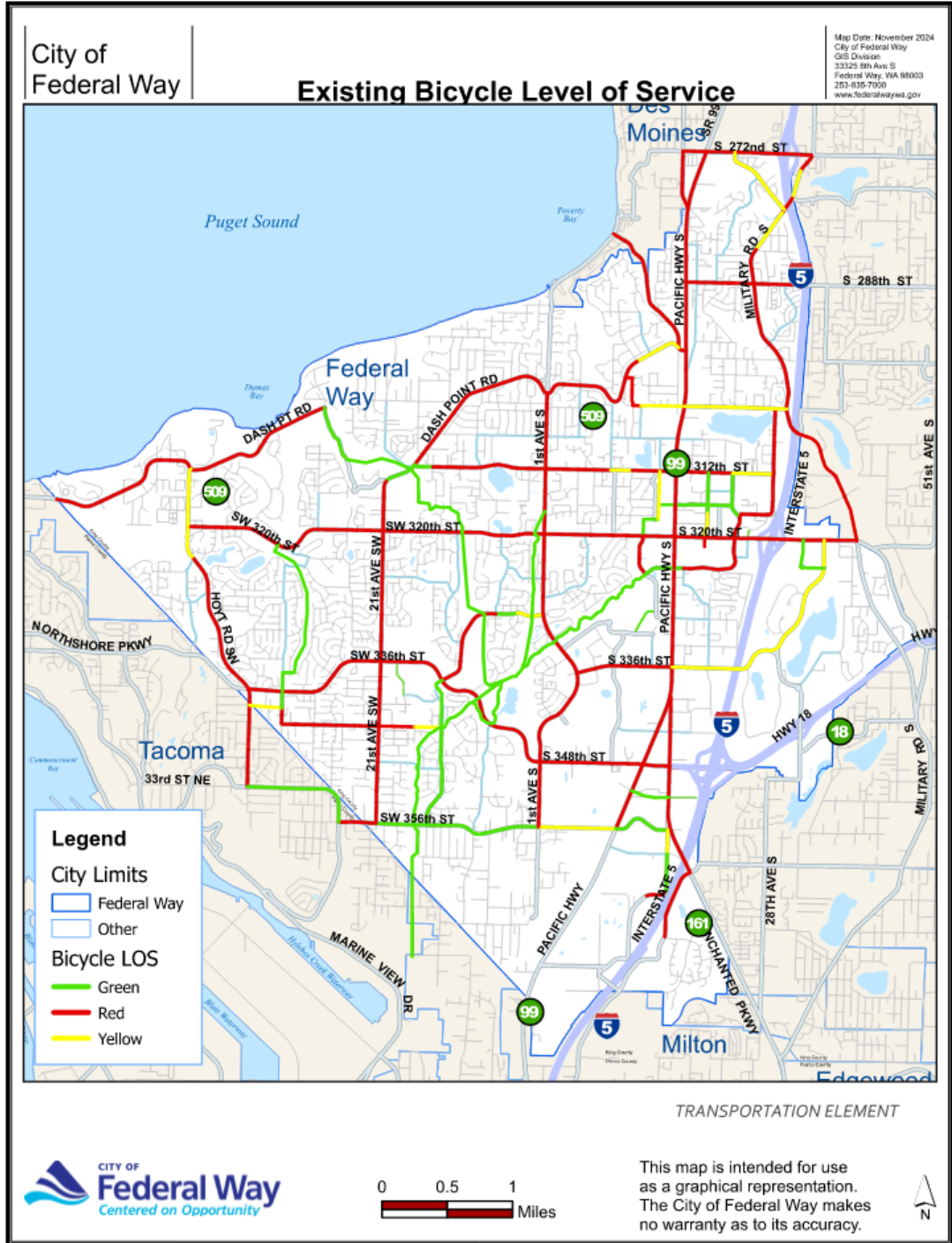
Building on the Bicycle and Pedestrian Priority Network (see *Map T-6*), *Table T-3 (Bicycle Priority Network Level of Service Standard)* establishes the level of service standard for bicycling facilities in Federal Way. The Bicycle LOS is for the Bicycle Priority Network, roadways outside of the Priority Network are not included in the

Bicycle LOS standard. The best level of service for bicycling, indicated in the green row, would provide the proposed facilities exactly as shown in, or with greater separation than, the Street Design Guidelines. The yellow level of service requires some sort of bicycle infrastructure on streets called out along Bicycling Priority Areas. At a minimum, these facilities would be signed bike routes. Incomplete or missing bicycle facilities along Bicycling Priority Areas would fall into the red category and not satisfy the City’s level of service for bicycling. *Map T-8* shows the Existing Conditions Bicycle LOS analysis results.

**Table T-3:
Bicycle Priority Network Level of Service (LOS) Standard**

LOS	Within Bicycle Priority Network
	Bicycle facility as indicated in the Street Design Guidelines
	Provides a lower-level facility than recommended in the Street Design Guidelines
	No bicycle facility provided

Map T-8: Existing Bicycle Level of Service



Pedestrian Conditions

Most of the City’s 145.3 miles of pedestrian facilities are sidewalks. Other facilities include the Bonneville Power Administration (BPA) Trail and recreational trails through

park facilities. Map *T-9* shows existing sidewalks on the pedestrian priority network identified in Map *T-6*. Local roads are omitted from this map for clarity.

Federal Way's pedestrian network provides a greater level of connectivity to retail centers than the current bicycle network, although many residents do not find walking to retail centers a pleasant experience due to the high volume and high speeds of traffic on arterial corridors. Also, the State of Washington permits the use of sidewalks by bicyclists unless prohibited in the City. Currently, Federal Way has restrictions for bicycles on sidewalks in the City Center area.

Map T-9: Existing Pedestrian Facilities



Pedestrian Level of Service




Building on the Bicycle and Pedestrian Priority Network (see *Map T-6*), *Table T-4* (*Pedestrian Priority Network Level of Services*) establishes the level of service standard for pedestrian facilities in Federal Way. The Pedestrian LOS is for the Pedestrian Priority

Network, roadways outside of the Priority Network are not included in the Pedestrian LOS standard. The best level of service for walking, indicated in the green row, would provide the proposed facilities exactly as shown in, or with greater separation than, the Street Design Guidelines. The yellow level of service, which meets the basic needs for safe walking around the City, requires sidewalks or shoulders protected by raised curbs on one side of all the streets called out along Pedestrian Priority Areas. Incomplete or missing pedestrian facilities along Pedestrian Priority Areas would fall into the red category and not satisfy the City’s level of service for walking. *Map T-10* shows the Existing Conditions Pedestrian LOS analysis results.

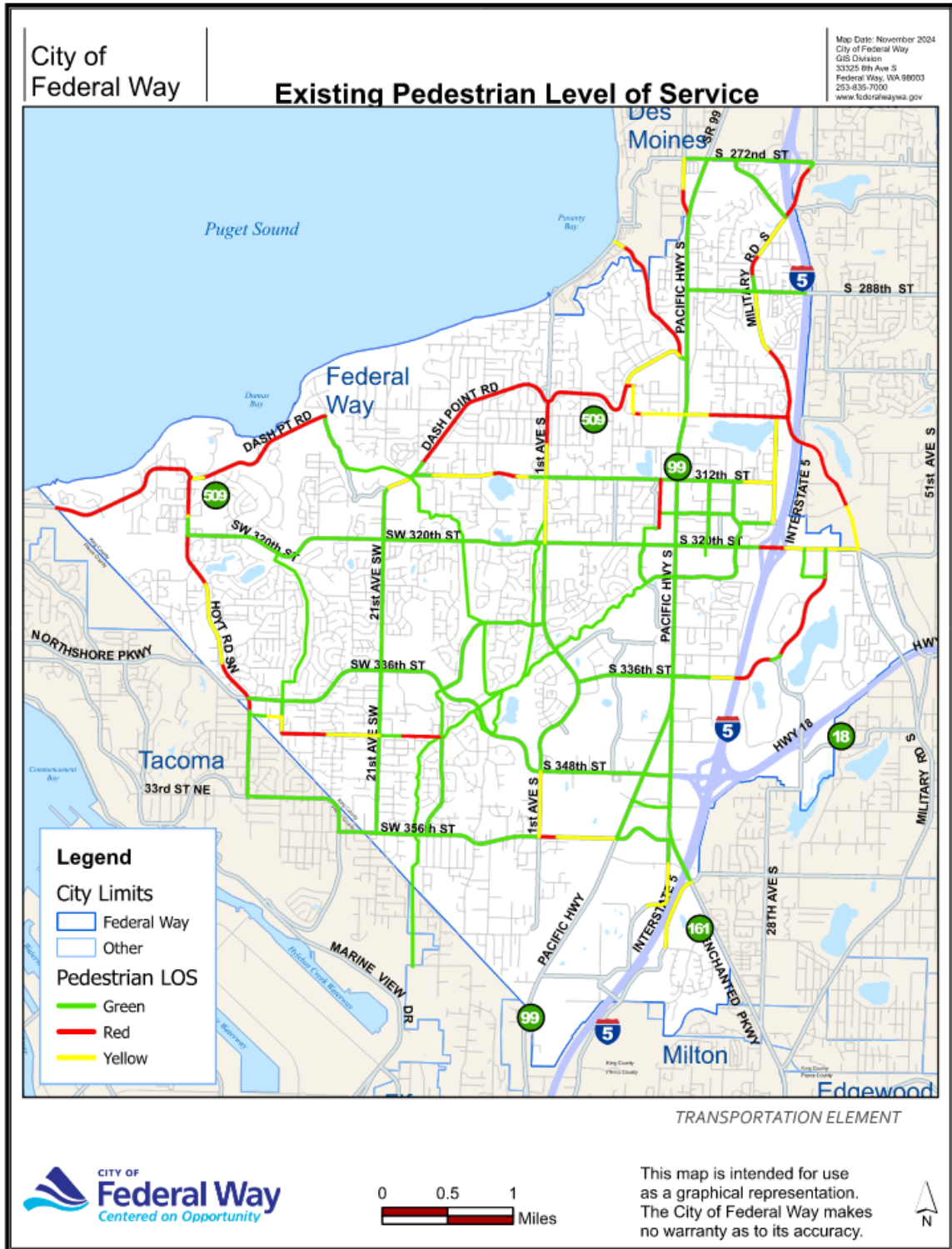


In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown, at busier transit stops, and within half-mile of schools, the City is looking to provide enhanced crossings at regular intervals. The City has installed Rectangular Rapid Flashing Beacons (RRFBs) at midblock locations to improve pedestrian crossing throughout the City.

**Table T-4:
Pedestrian Priority Network Level of Service (LOS)**

LOS	Within Pedestrian Priority Network
	Pedestrian facility as indicated in the Street Design Guidelines
	Provides a lower-level facility than recommended in the Street Design Guidelines
	No pedestrian facility provided

Map T-10: Existing Pedestrian Level of Service



**Figure T-7:
Federal Way Transit Center**



Public Input and Preferences

Public input was considered in the development of the proposed bicycle and pedestrian facility networks and also informed the development of goals and objectives. The following results were collected:

- When trips are less than one mile, residents are more likely to walk.
- People are more apt to bike than walk if a trip is between one and five miles.
- Most residents will drive once trips exceed one mile.
- People who walk in general do so more frequently than those who bike.
- Most people walk or bike for exercise, followed by shopping or errands for walkers, and work commute for cyclists.
- The lack of facilities and/or their condition are the primary detractors for people walking and biking more.

Transit

Public transit service is provided to area residents by a combination of fixed-route, express, dial-a-ride, and subscription bus services. King County Metro serves the City directly, while Pierce Transit buses provide connections from the Park and Ride lot on I-5 at South 320th and Federal Way Transit Center to Tacoma and Puyallup. Sound Transit serves the Federal Way and Star Lake Park and Ride lots with regional express buses between SeaTac and Lakewood, and between Seattle and Puyallup. Amenities supporting transit patronage include Park and Ride lots and waiting-area shelters. The Federal Way School District and King County’s Multi-Service Center also provide special, local area bus services.

Locally and nationally, public transit services, ranging from local buses to regional rail, are witnessing increased attention. Despite declining transit ridership in the late 1980s and early 90s, these services are being viewed at the regional, state, and federal levels as essential to meet public travel needs. Many people with low incomes or special mobility

needs depend on transit. The City of Federal Way supports the provision of viable transit services as a component in a multimodal transportation system.

Coupled with carpooling and van pooling, improved transit service is viewed by the City of Federal Way as essential to providing area residents with mobility options in the future. Unlike road services however, the City is constrained by state law and federal regulations in its ability to provide these alternatives. The City's involvement with the provision of transit services is indirect—through such efforts as supportive land use planning (to generate sufficient transit patronage) and roadway design features (to accommodate transit and other high occupancy vehicles). The City's planning process has focused on development of a transit-supportive environment, including improved pedestrian and bicycle access to transit. Public Works projects anticipate enhanced regular route, local bus service, and the future implementation of a regional light rail system.

Expansion of regional transit and HOV systems is critical to the achievement of VISION 2050, which guides the Regional Transportation Plan. Federal Way's vision, which includes a City Center with surrounding commercial and residential land uses, is enhanced by both an improved regional bus system and a rail system. Local circulation routes will also be essential. The Federal Way plan has been structured with primary emphasis on locations that can become transit centers. In the interim, transit centers will be focused at Park and Ride lots. The Federal Way Link Extension (FWLE) is currently under construction for service to City Center, and is expected to open in 2026. More information on the light rail extension to Federal Way is available in Chapter 7.

In Federal Way there are 14 regular, express, and DART service routes that serve Federal Way. About four percent of work trips in Federal Way are made by transit, which is comparable to other suburban areas in King County.

The majority of service is provided to park and ride facilities where many of Federal Way's transit riders access transit. Routes into the neighborhoods of the City are oriented to the higher density areas where there is lower auto ownership and greater reliance on transit.

Under a demonstration project, Metro instituted Dial-A-Ride Transit (DART) service to portions of the City in 1992. Today, DART service follows a flexible fixed-route transit to provide service to patrons who may not live or work along the regular fixed routes. *Map T-11* and *Table T-5* show Existing Transit Routes and ridership in Federal Way as of Fall 2023.

Map T-11: Existing Transit Routes



**Table T-5:
Active Transit Routes as of Fall 2023**

Route Number	Route Description	Weekday Service	Peak Hour Frequency	Weekend Service	Weekend Frequency	2023 Avg. Weekday Ridership*
King County Metro Routes						
177	Federal Way to Downtown Seattle	Peak Hour Only	30 minutes	N/A	N/A	100
181	Twin Lakes P&R to Green River College	All Day	20 minutes	All Day	30 minutes	1700
182	Northeast Tacoma to Federal Way	All Day	30 minutes	All Day	60 minutes	400
183	Federal Way to Kent	All Day	30 minutes	All Day (Sat Only)	30 minutes	1000
187	Twin Lakes to Federal Way	All Day	40 minutes	All Day	60 minutes	400
A Line	Tukwila to Federal Way	All Day	10 minutes	All Day	15 minutes	7900
DART 901/903	Federal Way to Twin Lakes	All Day	60 minutes	All Day	30 minutes	300
Sound Transit Routes						
574	Lakewood to SeaTac	All Day	30 minutes	All Day	30 minutes	1700
577	Federal Way to Seattle	All Day	15 minutes	All Day	60 minutes	800
578	Puyallup to Seattle	All Day	20 minutes	All Day	60 minutes	1300
586	Tacoma to University District	Peak Hour Only	30 minutes	N/A	N/A	200
Pierce Transit Routes						
402	Meridian to Federal Way	All Day	60 minutes	All Day	60 minutes	-
500	Commerce St Station to Federal Way	All Day	60 minutes	All Day	45 minutes	-
501	Milton to Federal Way	All Day	60 minutes	All Day	60 minutes	-




* Sound Transit Ridership is average daily ridership, including weekends
 * Pierce Transit ridership data is not available

Transit Level of Service

Federal Way’s transit level of service is based on the passenger amenities provided at transit stops along Transit Priority Corridors. The transit level of service is determined using a transit agency's policy for the types of passenger amenities provided at transit stops based on the number of passengers accessing the stop. Where more than one transit agency accesses a transit stop, the highest level of amenity provision should be considered the standard. Optionally, the level of service for transit priority corridors could be expanded to consider pedestrian access and the quality of transit service.

The City can achieve the green level of service standard by having over 80% of transit stops meeting amenity minimums along transit priority corridors. The yellow standard, which the City will adopt as its minimum target, can be achieved with more than 60% of transit stops meeting minimum amenity provisions. Transit Priority Corridors with less than 60% of transit stops meeting the minimum amenity provision would fall into the red category and not satisfy the City’s level of service for transit. Federal Way’s measurement of transit level of service is summarized in *Table T-6 (Transit Priority Corridor Level of Service)*.

**Table T-6:
Transit Priority Corridor Level of Service (LOS)**

LOS	Measurement*	Pedestrian Access (Optional)	Quality of Service (Optional)+
	More than 80% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving stops	All day frequent service; adequate parking at park-and-rides and stations
	More than 60% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving some stops	Peak period service; insufficient parking at park-and-rides and stations
	Less than 60% of transit stops meet amenity minimum provisions	General lack of sidewalks and pedestrian crossing opportunities	N/A

* Amenities include bus stop shelter, bench, flag post, and/or concrete waiting area; these amenities are determined based on the number of people using a transit stop as defined by a transit agency.

+ Consider the adequacy of parking provided at park-and-rides and transit stations

Local Transit Service Development

Most transit service to and from Federal Way is oriented toward downtown Seattle. Historic, radial expansion of the system from the downtown is one reason for this. More significant is that density, congestion, and parking costs have kept transit competitive in the downtown Seattle market.

While transit routes exist within Federal Way neighborhoods, the existing street layout, with its many cul-de-sacs and dead-end streets, is not always conducive to transit use. Buses cannot run along every residential street. They usually operate on collector and arterial streets; thus residents often have to walk several blocks to reach a route. Research has shown that when potential patrons must walk over half a mile, many will not use transit.

Because of the distance between residences and bus stops, and frequent express-type service to Park and Ride lots, many transit users travel to the three Federal Way lots near I-5. Peak hour occupancy at the Park and Rides has fallen since 2019, and as of 2023, most Park and Ride lots have significant available capacity during peak hours. WSDOT constructed a new 600-space Park and Ride lot at 21st SW at SW 344th Street, and Metro constructed another Park and Ride lot at Pacific Highway South and South 276th Street. Sound Transit also constructed a City Center Transit Center with a 1,200 stall parking structure, with 500 additional stalls being added in preparation for light rail service, connecting to an HOV direct access ramp to I-5 via South 317th Street.

In considering future land use and transportation alternatives for the City, a balance must be sought between creating transit compatible land uses and providing system access from park and ride facilities and stations.

Regional Transit System

In November 1996 and November 2016, voters within areas of King, Pierce, and Snohomish Counties approved funding for a Regional Transit System including light rail, commuter rail, and regional express bus services, including funding the Federal Way light rail extension. VISION 2050 and the Regional Transportation Plan, adopted by the Puget Sound Regional Council, and the Countywide Planning Policies for King County call for a high capacity transit (HCT) system linking urban centers and supported by other travel modes.

High-capacity transit is defined as various types of transit systems operating on an enhanced facility (such as fixed guideway, dedicated right-of-way, priority lane, or freeway/express facility) that is designed to carry a large number of riders at higher speeds than conventional transit. HCT may include a mix of commuter rail, light rail, express bus services and facilities and/or other high capacity transit technologies, plus other associated transit improvements that tie local/regional transit services to each other and to other travel centers.

Today, King County Metro's RapidRide A-line provides frequent bus service between Tukwila International Boulevard Station and the Federal Way Transit Center generally along International Boulevard and Pacific Highway (SR 99). Based on 2023 ridership data, the A Line has an average weekday ridership of 7,900, as summarized in *Table T-5*. The City worked closely with Metro on the development of supportive capital infrastructure such as transit lanes, transit signal priority, and stations.

The Federal Way Link Extension project, currently under construction, will extend light rail from an Angle Lake Station at South 200th Street in SeaTac to Kent/Des Moines and is expected to be open by 2026. The 7.8-mile extension includes three stations in Kent/Des Moines near Highline College, South 272nd Street, and the Federal Way Transit Center. All three stations add parking for a total of 3,200 spaces along the route.

The projected ridership of this project is expected to be approximately 29,000 to 34,000 daily riders by 2026.

Implementing the regional transit system will require an array of City efforts in the coming decades. Priorities include City participation in detailed system design, preservation of right-of-way, and station area planning, along with other needs to be identified as the system progresses.

Dial-a-Ride Transit (DART)

As noted above, this service was introduced by Metro in 1992. Dial-A-Ride service is demand activated by the users. Users originally phoned in and van service was provided within two hours. Unlike regular route service, only the area being served was defined, not the routes. DART is a fixed-route transit service operated in King County under contract with Hopelink, using smaller transit vehicles (pictured at right) with the flexibility to perform a limited number of off-route deviations upon request. DART may also go off route to pick up and drop off passengers within a defined service area.



Paratransit Service

In addition to the service program for general-purpose travel, Metro has embarked on a significant program to improve services for persons who cannot use regular route bus service. This program has been developed to meet the requirements of the Americans with Disabilities Act (ADA) of 1990. It provides high quality public transportation service to eligible customers.

People with limited resources who are either 65 or older or who have disabilities (age 14 and over) may qualify for Paratransit. Called ACCESS Transportation, Paratransit service currently provides door-to-door transportation Monday through Friday. Monthly and annual pass stickers are available as well. Key elements to Metro's Paratransit Plan are the provision of:

- Supplemental service in Western King County within $\frac{3}{4}$ of a mile on either side of regular route service;
- Next-day reservations up to 14 days in advance, with trips scheduled seven days a week;
- Fares held to the same level as one-zone regular bus fares; and
- Scheduled service to be the same as the nearby, regular routes.

Freight and Goods

Decisions that impact the street and highway system can impact the movement of freight and goods. This can affect the economic competitiveness of local and regional businesses. Washington has one of the most trade-dependent economies in the country.

More than 60 percent of freight in the state is transported using trucks. Today, Federal Way depends on trucks and motorized vehicles for deliveries.

The City's development standards help assure the provision of adequate on-site facilities for freight delivery such as loading docks; loading zones; the width, frequency, and location of driveways; the turning radius at intersections for curbs; and pavement standards to carry heavy vehicles such as trucks and buses. Other City actions include the restriction of oversized vehicles on roads and bridges that cannot support heavy vehicle weights or size, and the designation of truck routes. Many of these actions are echoed by regional and state activities. In addition to this, Washington aims to provide options and recommendations to address issues related to limited truck parking and rest area shortages.

Local Level Needs and Opportunities

Federal Way displays a unique set of circumstances for freight and goods movement. While extensive truck and rail-oriented development has not taken place in Federal Way, freight and goods movement, primarily by trucks passing through the City, impacts roadway operations.

Situated between the major urban centers of Tacoma and Seattle, the Federal Way planning area has four primary arterials carrying freight traffic:

- Military Road, the original arterial through the City, is designed to accommodate heavier freight and goods vehicles. This road no longer carries large numbers of pass-through truck traffic, but provides local access for truck deliveries to established neighborhoods.
- Highway 99 was used as a primary truck route through the area until the interstate system was developed in the 1960s and 70s. Today, SR 99 provides a distribution function, mostly for delivery purposes, but also affording access to regional facilities such as the US Postal facility just west of Pacific Highway near South 336th Street. SR 99 also provides freight trucks an alternate route to I-5.
- Today, the major roadways for freight and goods movement into and through the area are provided by I-5 and SR 18 (between SR 99 and SE Auburn-Black Diamond Road). This section of SR 18 is a major commuter and freight route, and provides regional connections to several corridors and freeways. As the regional economy has grown, the volume of truck traffic along these highways has increased. Today, the highest concentration of regional truck traffic passes through Federal Way's section of the I-5 corridor.

Within the City, continued growth of local truck traffic is anticipated. Densification of the urban core, along SR 99 and South 320th, as well as the South 348th corridor, will lead to increased truck trips.

- Street design standards and road classifications will assure that new and rehabilitated facilities are built to appropriate standards. These efforts are coordinated with the City of Federal Way Truck Route as illustrated in *Map T-12 (Existing Truck Routes)*, which depicts existing truck routes.

Map T-12: Existing Truck Routes



Transportation System Management (TSM)

Transportation System Management (TSM) focuses on optimizing use of the existing systems' travel capacity. The concept first originated in the mid-1970s with the U.S. Department of Transportation. Since that time, it has been applied in a host of different

ways in cities and metropolitan areas around the country. More recently, the 1991 Federal Transportation Act (ISTEA) expanded the vision of Transportation System Management introducing the term Congestion Management Systems.

The focus of Transportation System Management is to identify ways to manage the transportation system (usually streets and highways, from a local agency perspective) to achieve local objectives such as improving safety, reducing delay for system users, providing information to travelers and improving the reliability of transportation. Transportation System Management activities can include new construction, but they typically modify an existing facility. Many of these activities are strategies that include coordination with other transportation agencies. These activities can be grouped into the following categories:

- Geometric Improvements
- Access Management
- Signalization Improvements
- Capacity Enhancements
- Integrated Corridor Management
- Traffic Incident Management
- Event Planning
- Road and Weather Management

Not all Transportation and System Management (TSM) strategies are appropriate for a city to undertake. The more popular and successful ones are listed in *Table T-7 (TSM Strategies Applicable to Federal Way)*.

**Table T-7:
TSM Strategies Applicable to Federal Way**

Strategy	Low or None	High
<i>Geometric Improvements</i> -Channelization -Bus Turnouts -Exclusive Turn Lanes -Intersection Widening		✓ ✓ ✓ ✓
<i>Signalization Improvements</i> -New Signals -Signal Removal -Coordination -Timing/Phasing Optimization -Monitoring - Adaptive Signal Timing - Advanced Traffic Signal Performance Measures	✓	✓ ✓ ✓ ✓ ✓ ✓
<i>Access Management</i> -Turn Prohibitions -Restrictive Mediums -Driveway Consolidations/Removal		✓ ✓ ✓

Strategy	Low or None	High
-Signing		✓
<i>Capacity Enhancements</i> -Arterial Frontage Roads -Railroad Over-Crossings -Intersection Grade Separation - Addition of Turn Lanes	✓ ✓ ✓ ✓	
<i>Integrated Corridor Management</i> - Develop plans to manage parallel corridors for all users		✓
<i>Traffic Incident Management</i> - Implement quick clearance goals for traffic incidents - Safety and incident management training for emergency responders		✓ ✓
<i>Event Planning</i> - Response plans for planned special events (festivals, sporting events etc.) -Response plans for emergencies (major crashes, Haz Mat)		✓ ✓
<i>Road and Weather Management</i> - Implement field devices to measure road and weather conditions. -GPS on snowplows and de-icer trucks to improve situational awareness and routing -Reporting road and weather conditions to the public		✓ ✓ ✓

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) are a subset of TSM strategies. ITS is a combination of field devices and communication systems designed to help manage congestion, enhance safety, and inform travelers of multiple travel options. Examples of Intelligent Transportation Systems active in the Federal Way area include:

- Closed Circuit Television (CCTV) Cameras
- Changeable Message Signs (CMS)
- Ramp Metering Systems (RMS)

- Traffic Monitoring Station (TMS)
- Highway Advisory Radio (HAR) & Extinguishable Message Signs (EMS)
- Roadway weather Information Systems (RWIS) Map CF-2 Fiber Optic (FO) Systems
- Advanced Traffic Controller (ATC)

The City of Federal has updated its plan in 2024. This updated Plan is included in Appendix T-A.

Transportation Demand Management (TDM)

Transportation demand management (TDM) refers to activities that help people use the transportation system more efficiently. The Puget Sound Regional Council’s VISION 2050 requires the identification of transportation system management and demand management programs and strategies.

Appendix T-B, Table B-2 summarizes the various transportation demand management alternatives by their functional grouping and potential effectiveness, implementation difficulties, and expected cost effectiveness. Fortunately, several of the more effective options are within the purview of the City. While many of these transportation demand management strategies will need to be implemented and managed by the private sector, Federal Way can provide the infrastructure needed to support such strategies, such as transit and HOV lanes and expanded bicycle and pedestrian networks.

PSRC’s VISION 2050 identified basic strategies that overlap with those presented in *Appendix T-B*. These strategies include:

- Telecommuting Programs
- Parking Management and Pricing
- Flexible Work
- Shuttle Services
- Ridesharing Programs
- Traveler Information, Public Relations, and Marketing
- ITS Technology, such as a data management system and communication tools

Commute Trip Reduction

Federal Way is required by the State to provide a Commute Trip Reduction (CTR) plan. This plan applies to employers with more than 100 employees. It provides a framework for reducing the proportions of drive alone commute trips and vehicle miles traveled per employee by affected employers in the City’s jurisdiction, major employment installations, and other areas designated by the City with local major employers to customize strategies and programs to most effectively reduce the number of drive-alone trips employees make.

Federal Way currently has 8 worksites affected by the Commute Trip Reduction (CTR) law.

3.4 FUTURE TRANSPORTATION VISION

Federal Way envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways. This chapter describes Federal Way's vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this plan, most of the improvements are focused on the development of a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some of the roadway improvements are needed to meet the City's vehicular level of service (LOS) standard, many of the future improvements could focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users, and meet multimodal level of service (LOS) standards.

The layered network was introduced in the existing conditions section, along with auto, bicycle, pedestrian, and transit LOS standards. This section provides a system for prioritizing modal travel by corridor, the process for forecasting future travel demand, and the process employed to prioritize projects.

Future Travel

Travel can be described in terms of the purpose of the trip and the trip beginning and end points. Federal Way exhibits a wide variety of travel purposes. Trips cover all modes of travel such as walking, bicycling, driving, and taking transit.

To help predict future travel, transportation professionals develop models that are typically city-specific, but coordinated with the regional vision and model. The models were used to estimate existing and future traffic volumes within the Federal Way planning area. The model can also be used to estimate demands for various modes of travel, including auto, carpool, and transit.

There is a fairly consistent relationship between the number of trips produced each day and the density of residential dwelling units. Depending on the density of the area and other factors, it is possible to forecast the total number of trips produced in an area. In a similar fashion, employment densities can be used to forecast person trips attracted to an area. Each parcel of land generates traffic based on its type of use and intensity of development. The evening peak hour is a modeling standard, since it usually is when the highest demand occurs.

The Growth Management Act (GMA) requires that the Transportation Element supports the land uses envisioned in the Comprehensive Plan. Thus, an important component of the work was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Federal Way's transportation network. The following is a description of the travel demand modeling process:

- *The Modeling Tool:* As a part of the Comprehensive Plan update, Federal Way updated the city-focused travel model adapted from the latest version of the Puget Sound Regional Council (PSRC) Trip-Based Travel Model. This model forecasted traffic volumes during the evening commute hour (highest volume hour between 4pm and 6pm) along many of Federal Way's key streets and

intersections. This tool provides a reasonable foundation for developing year 2018 and 2044 forecasts, as the underlying land use assumptions have been updated to match the land use forecasts for the current Comprehensive Plan.

- *Estimate Land Use Growth in the City:* As a part of the Comprehensive Plan update, the City is planning for expected growth in housing units and employment over the next 20 years through 2044 consistent with county-adopted growth targets. Based on growth estimates from PSRC and review by City staff, Federal Way is preparing for over 46,000 households and more than 53,000 jobs (within current City limits) by 2044. The City then allocates the growth throughout Federal Way based on adopted zoning, observed development patterns, and other City policies. The same growth assumptions contained in the Land Use Chapter were used for the Transportation Chapter. Neighboring cities are assumed to develop in a pattern consistent with VISION 2050 and King County Countywide Planning Policies.
- *Capture Regional Growth Patterns:* Other communities throughout the region are going through this very same process, based on direction from PSRC. Because travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Federal Way's streets. One of the primary advantages of basing the Federal Way model on the PSRC Trip-Based Travel Model is that all regional growth assumptions are naturally consistent with PSRC estimates.
- *Translating Land Uses into Trips:* The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). Traffic analysis zones can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each traffic analysis zones (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.
- *Model Refinements:* The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, travel patterns were refined to reflect existing driver preferences, including recognizing the relative attractiveness of principal and minor arterials over minor collector and local residential streets with significant traffic calming features.

Project Prioritization

Project Prioritization is part of the process associated with implementing projects in the order most needed. Because the total estimated cost of all identified network improvements is substantial, it is unrealistic to expect that all of the improvements will be implemented in the near term. Therefore, it is important to establish a strategy for moving forward. The project prioritization process is a tactical effort to determine the sequence of events to meet strategic goals, as summarized in the Transportation Improvement Program (TIP). To assist City staff, elected officials, and citizens in making potentially difficult near-term decisions, this plan uses a modal focus to evaluate project

prioritization and then links each project back to Federal Way’s transportation goals. The process for prioritization is described below:

Project Prioritization Step One: Layered Network

All projects are considered as part of the layered network and ranked. This reduces double-counting for level of service improvements and for meeting concurrency, and ensures that the appropriate project modal elements are being considered. The equally-weighted project prioritization measures used to prioritize projects are summarized as follows:

- *Concurrency Requirement:* The project is needed to maintain the proposed multimodal level of service and/or concurrency. Projects that provide improvements for more than one mode would receive higher scores. This includes projects along walking, bicycling, and transit priority areas, and improving roadway conditions.
- *Level of Service Improvement:* The project reduces vehicle delay or enhances the quality of the facility (modal specific) based on the adopted level of service standards. Projects that provide the improvements described in the street standard guidelines would receive higher scores.
- *Safety:* The project enhances a safety concern. Projects that enhance safety would receive higher scores.
- *Severity:* The project enhances a safety concern with a history of severe collisions. Locations with severe or increased severity collisions would receive higher scores.
- *System Efficiency:* The project includes transportation system management elements, including those described in the Intelligent Transportation Systems (ITS) plan. Projects that improve the travel of non-drive-alone trips, including transit, would receive higher scores.
- *Ease of Implementation:* The project is evaluated using engineering judgment to consider the likely scope elements of the project, such as right-of-way acquisition, overall project cost, and sensitive areas impacts. Projects that are easier to implement or have multi-jurisdictional support would receive higher scores.
- *Community Support:* The project has been identified as having community support. Projects that exhibit positive community support would achieve higher scores.
- *Freight:* The project would have an impact on an identified freight route. Projects that enhance freight travel would receive higher scores.

Project Prioritization Step Two: Achieving Goals

After each ranked project list is created, projects are evaluated by their relationship to the six overarching transportation goals based on a weighting completed by City staff. Projects that meet more goals would achieve higher scores.

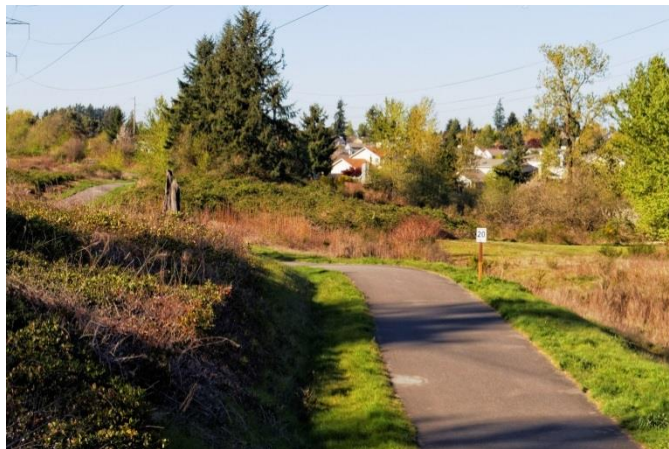
Project Prioritization Step Three: Cost / Benefit

A cost/benefit weighting is used to analyze how well a project performs as part of the layered network and achieves the citywide transportation goals related to the anticipated cost to Federal Way of the project. Projects with a good benefit/cost ratio would receive higher scores.

Process for Modal Integration

The bicycle and pedestrian LOS standards, described in the existing conditions section, are based on the bicycle and pedestrian Priority Network. The bicycle and pedestrian LOS standards were considered in developing the Transportation Improvement Plan (near-term) and Capital Improvement Program (long-term). To refine the project prioritization, it is recommended that the Priority Network selection criteria be employed. The Priority Network selection criteria would encourage bicycle and pedestrian projects that align with the Priority Network, shown in *Map T-6*. This priority network is also used as part of the multimodal level of service.

**Figure T-8:
Bonneville Power Administration (BPA) Trail**



Modal Networks

The transportation vision for Federal Way is a multimodal, integrated transportation system where the focus is on user choice and safety. Still, system needs and future projects are best understood at the modal level. This section summarizes the future transportation vision for roadways, walking, bicycling, and transit, and identifies 2044 Future LOS for each mode. During the prioritization process, projects were identified that contained multimodal elements.

Street and Highway System

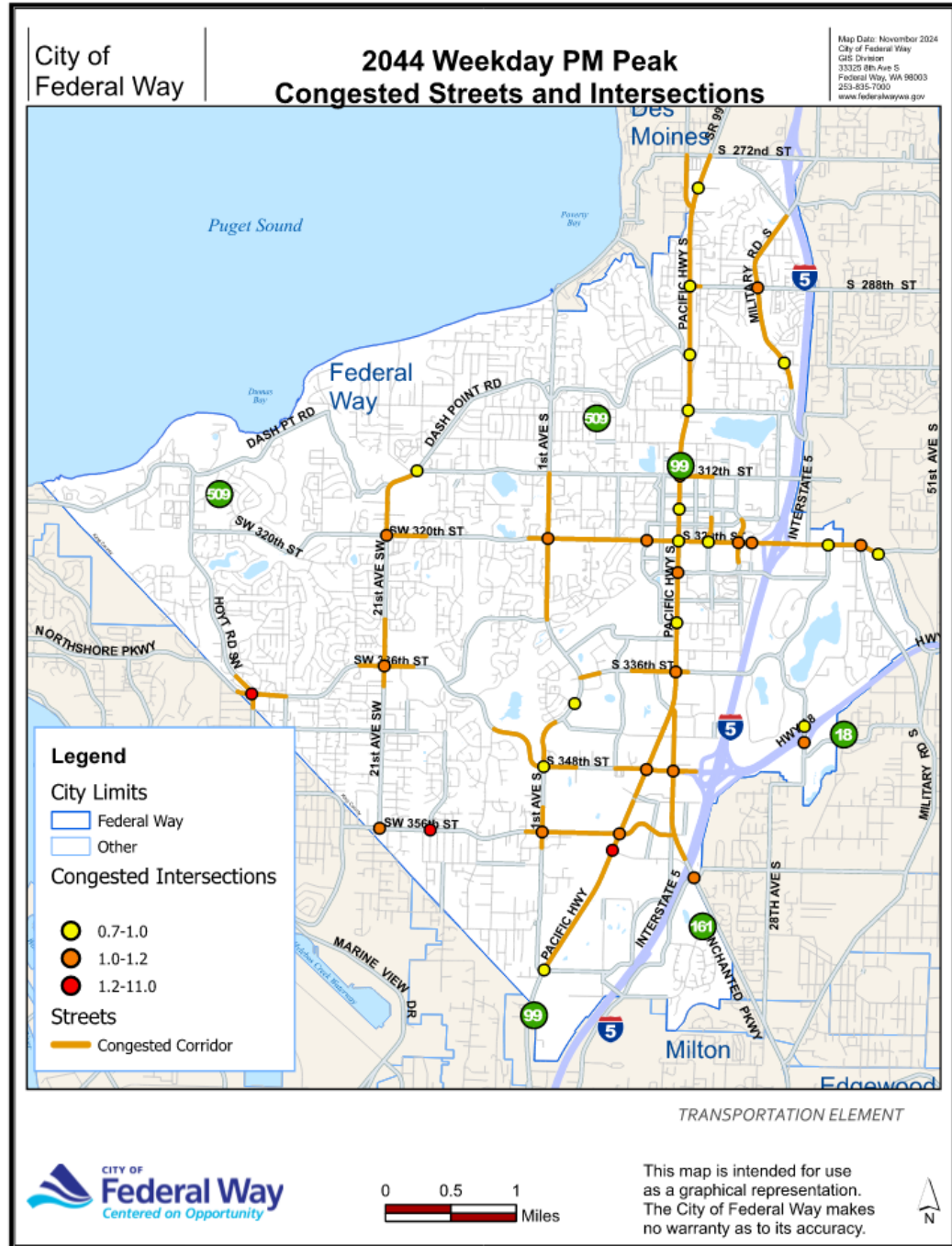
Nearly every street in Federal Way's roadway network is used by residents and workers at some point each day to access their homes, jobs, and other destinations. Many of these streets are local streets and do not see significant traffic volumes throughout the day.

Similarly, goods movement and delivery vehicles use some corridors frequently while other streets see only the occasional local delivery.

The auto LOS standards described in the Existing Conditions section were used to develop the future roadway improvements, which have been incorporated into the City's *Street Design Guidelines*.

Map T-13 illustrates intersections that are expected to exceed a volume-to-capacity ratio of 0.9 during the PM peak hour in 2044. The highlighted corridors are expected to see queues and delay during the PM peak hour in 2044.

Map T-13: 2044 Weekday PM Peak Congested Streets and Intersections



Future State Actions

The City’s transportation plan is in compliance with the WSDOT’s direction and vision. The transportation plan for Federal Way relies on the State in the following action areas:

- HOV system completion on I-5 and other freeways.

- Implementation of the State System Plan. This plan identifies, in priority order, the need for maintenance, preservation, safety, economic initiatives, environmental retrofit, and mobility (capacity) improvements. The latter may not be fully funded and may therefore affect the implementation of the following WSDOT projects:
 - HOV access improvements, primarily I-5 medians.
 - Interchange improvements for I-5 from SR 18 to SR 161.
 - SR 509 extension from Burien along the western and southern sections of SeaTac Airport south to I-5.
 - The SR 509 extension north from Tacoma to the new SR 167 connection on I-5 at Fife.
- Continued improvements to monitoring, with possible provision of information systems regarding travel conditions.
- Right-of-way acquisition for rail and the above improvements before construction.
- The addition of park and ride lots and added capacity for existing ones.
- SR 18 improvements east of SR 99.
- Advanced vehicle identification (AVI) on SR 99 to provide transit priority.

Traffic Safety

When considering transportation improvements, enhancements to traffic safety must be considered. Collision information for the past five years is reviewed for intersections and street segments to determine areas that could benefit from safety enhancements. These safety issues can be addressed by implementing the following measures:

- Identify high collision locations on an annual basis, and identify projects to enhance safety at these locations.
- Implement access management measures to reduce turning conflicts in high collision corridors.
- Enforce intersection sight distance standards to remove vision obstructions on the corners of intersections and at driveways.
- Where supported in residential areas, install traffic calming measures.
- Educate the public through project open houses and press releases on safety benefits of transportation projects.
- Increase enforcement of traffic laws, particularly laws pertaining to behaviors that cause the most severe and highest frequency of crashes.

Regional Growth Center Mode Share Goal

For its regional growth center (RGC), Federal Way is required to develop mode split targets that align with the policy goals of planning these areas to be more compact and accessible for walking, biking, and transit modes. The following is a summary of and envisioned future mode split targets for commute trips within Federal Way’s City Center Regional Growth Center.

- SOV – 70%

- HOV – 13%
- Walk and Bike – 4%
- Transit – 13%

The non-SOV mode shares reflect the City’s goal of accommodating travel by all modes and prioritizing transportation investments within the RGC. These mode share goals also informed the travel modeling performed for this plan to ensure that transportation infrastructure investments align with forecasted travel demand.

High-Occupancy Vehicle (HOV)

HOV enhancements within the Federal Way planning area will consist of signal priority treatments, exclusive lanes, increased park and ride opportunities, and other improvements to be identified as demand increases. These latter improvements can include separate (preferential) access lanes or roadways. This means utilizing HOV lanes on highways and arterial streets wherever practical, if transit and carpool movements can be enhanced, and optimizing the occupancy rate to move the most people possible.

Non-Motorized

The Bicycle and Pedestrian Priority Network, shown in *Map T-6*, along with the existing conditions bicycle and pedestrian level of service analysis (Maps T-8 and T-10, respectively), were used to identify priority non-motorized projects.

Improved walking and biking conditions will improve transportation choices, safety, and mobility for citizens who do not have access to a car. It may also have an overall benefit to residents’ health.

Walking

Pedestrian facilities proposed are largely new sidewalk sections. The location of the proposed new sidewalk sections was largely influenced by information the Federal Way School District maintains on recommended walking routes to elementary schools and priority walking and bicycling areas. Establishing safe and convenient walking routes enables more children to walk to school which improves student health and potentially saves the School District transportation costs where bus routes can sometimes be reduced when safety deficiencies are corrected.

A more complete pedestrian network also can support Federal Way’s business centers. With better sidewalk connections, residents who live close to business centers may choose to make more trips by foot. Once a person gets in a car, it is easier to decide to drive far away for that cup of coffee or small errand. Making it easier and more pleasant to walk encourages more localized shopping decisions in a community and supports economic development.

Bicycling

The proposed bicycle facilities consist of a variety of facility types that are dependent on the existing configuration and function of the City’s roadways. Where possible, bike lanes are proposed, but these popular solutions are limited in Federal Way where there

are few cross-town connections and lots of competition for pavement width with virtually all motor vehicle traffic being necessarily funneled into these few corridors.

Implementing the Proposed Bicycle and Pedestrian Plan Network

The resources necessary to implement this vision are well beyond what is immediately available to the City. Therefore, moving forward with development of the network will require further review and possibly some difficult decisions in establishing priorities for the near term.

Planning Level Cost Estimates

Plans should prepare planning-level cost estimates for the bicycle and pedestrian facilities proposed in this plan. These estimates are general in nature and useful for determining the relative scale of investment that will be necessary to implement all the identified facilities. The planning-level cost estimates do not take into consideration all the unique physical characteristics of each roadway segment.

Prioritization Criteria

Given the high total estimated cost of all proposed improvements, a prioritization strategy is crucial. It would be unrealistic to expect that all improvements will be implemented in the near term. The criteria for prioritizing projects include the potential for active transportation, connection to existing facilities, and safety considerations. These criteria will guide the selection of projects to ensure the most critical and beneficial improvements are addressed first. In implementing the prioritization criteria, the City can choose to weigh certain criteria more heavily than others.

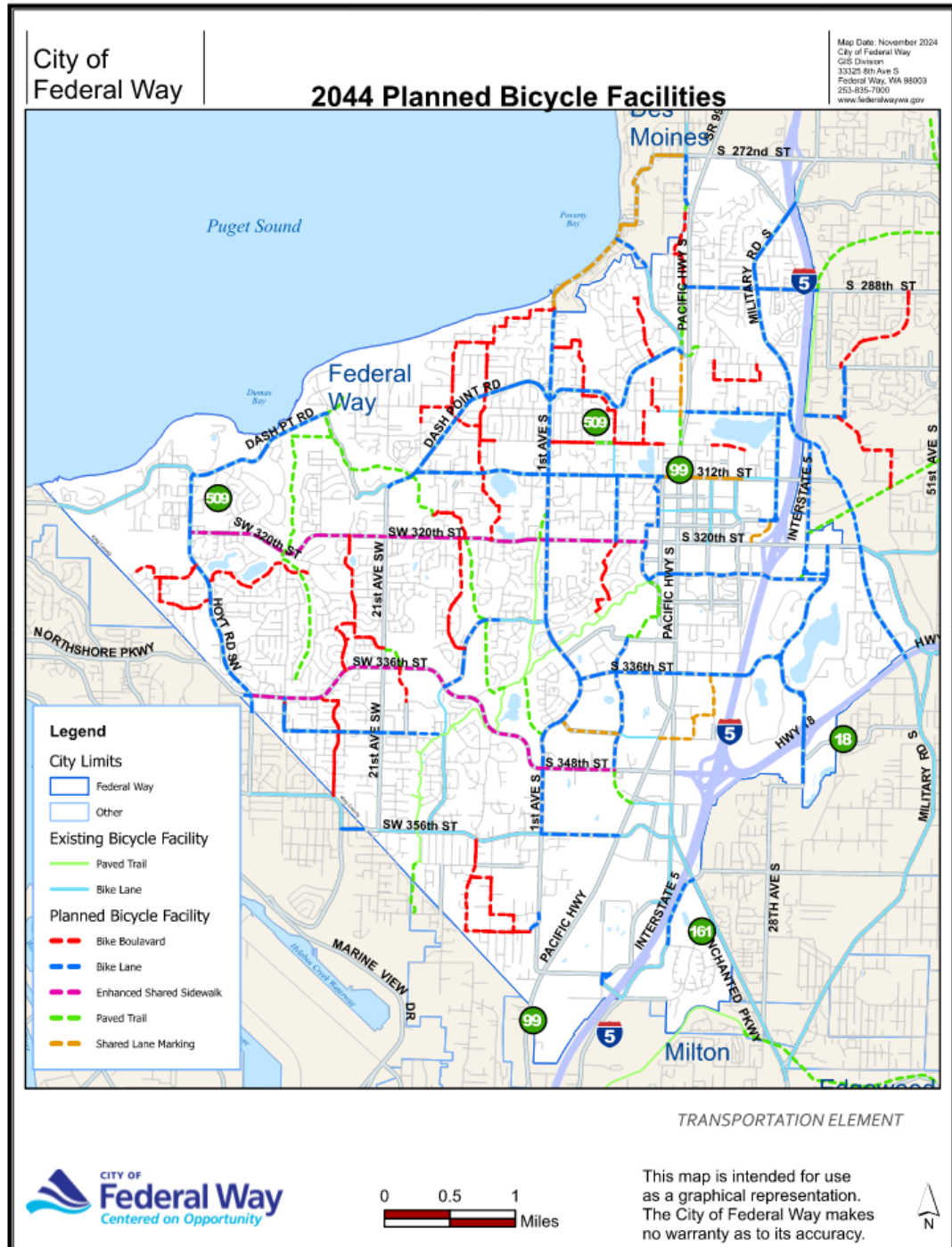
Proposed Facility Networks

Maps T-14 and *T-15* summarize the future bicycle and pedestrian facilities, respectively. As with the proposed future location of planned roadways, the intended future location of planned pedestrian and bicycle facilities may ultimately be subject to minor modifications, so long as the functionality and intent of the planned improvements remains unchanged. The following pedestrian and bicycle facility types are proposed.

- *Bike Boulevard (also called Greenways):* Low-volume and low-speed (typically residential) streets that have been optimized for bicycle travel. Bicycle Boulevard treatments can be applied at several different intensities.
- *Bike Lane:* Marked space along a length of roadway designated with paint for the exclusive use by bicyclists. If there is space available, some bike lanes can be buffered with a wider (a minimum two-foot) pavement marking.
- *Enhanced Shared Sidewalk:* Shared bicycle and pedestrian facility adjacent to, but separated from, the roadway. Designed to function similar to a shared use path.
- *Paved Trail:* These provide a desirable facility and recreational trips, particularly for novice riders and for cyclists of all skill levels preferring separation from traffic. Shared use paths generally provide new travel opportunities.

- *Shared Lane Marking:* Also called “sharrows,” shared lane markings are pavement markings used to indicate shared space for bicyclists and motorist on low volume streets that do not have room for bike lanes.

**Map T-14:
2044 Planned Bicycle Facilities**



Map T-15: 2044 Planned Pedestrian Facilities



Citizens indicated the greatest preference for facilities separated from vehicles or having clearly designated pavement area exclusively for bikes. However, the opportunities for designated bicycle lanes and separate shared use facilities are limited or expensive. As a result, bicycle boulevards are a key element of building a complete bicycle network in Federal Way.

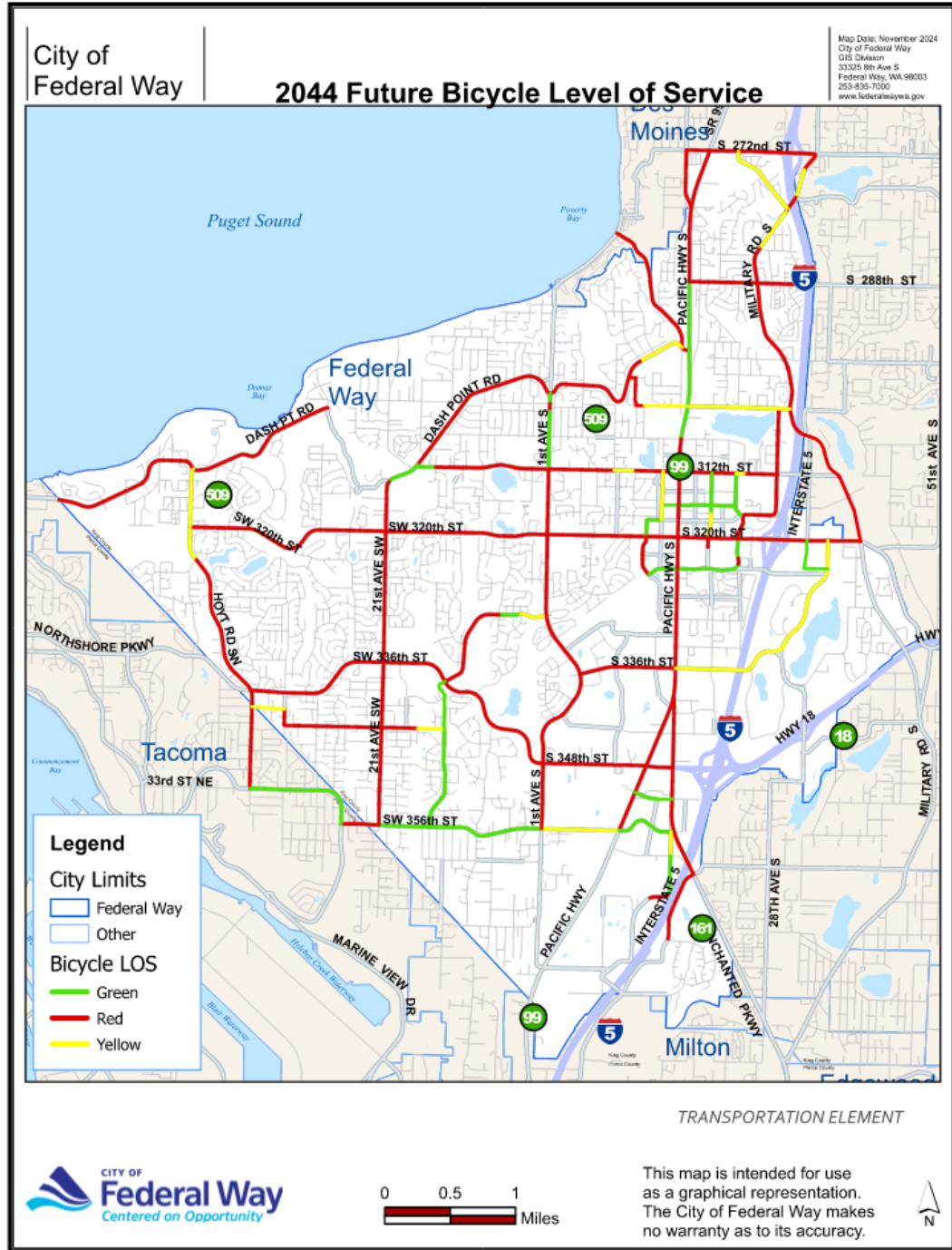
Due to limited resources, the development of the walking and bicycling network will require further review and establishment of priorities for the near term. The following 2024 planning level estimate costs were developed to help determine the relative scale of investment that will be necessary to implement all of the identified facilities. A summary of projects costs to complete the walking and bicycling layered network is presented in *Table T-8 (Non-Motorized Improvement Costs)*.

**Table T-8:
Non-Motorized Improvement Costs**

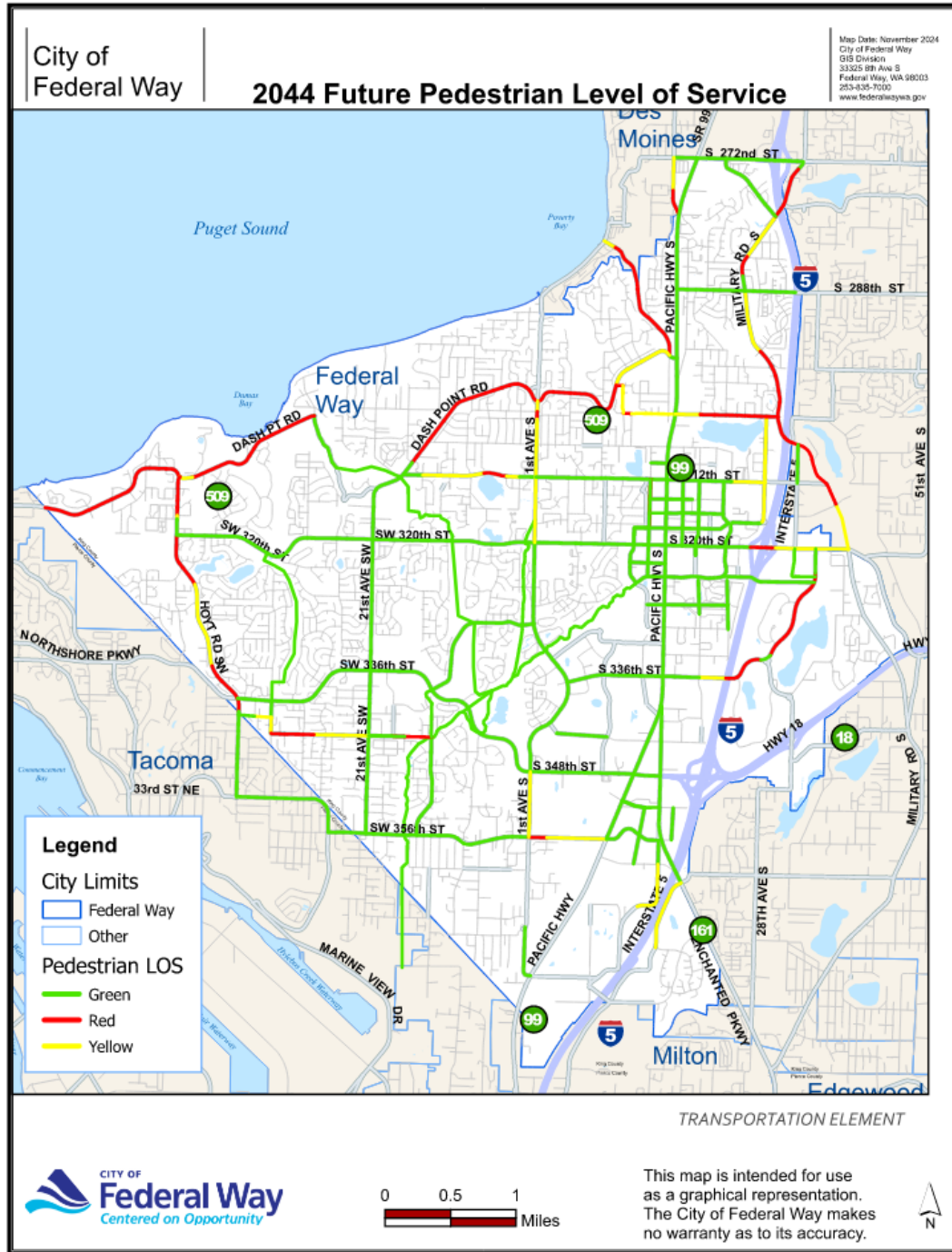
Facility Types	Estimate Costs
Sidewalk Network	\$62 million for facilities on 61 miles roadway (approx. 320,000 linear feet)
Trail network	\$21 million for facilities on 16 miles (84,000 linear feet)
Bicycle Network	\$57 million for facilities on 71 miles of roadway (374,000 linear feet)
Crossing Modifications	\$4 million for modifications at 21 intersections along 320th and 348th/Campus Drive.

With the projects from *Map T-14* and *Map T-15*, *Map T-16* and *Map T-17* show the 2044 Future Conditions for Bicycle and Pedestrian Level of Service, respectively.

Map T-16: 2044 Future Bicycle Level of Service



Map T-17: 2044 Future Pedestrian Level of Service



Transit

While the City itself does not operate transit, corridors that are welcoming to transit and have appropriate supportive amenities can encourage residents and employees to use transit. This could lead to additional service hours from transit providers such as King County Metro, Pierce Transit, and Sound Transit. The Transit Priority Corridors

identifies the corridors that the City should focus their efforts on and is shown in *Map T-18 (Transit Priority Corridors)*. The City can enhance transit use by offering:

- Street lighting
- Safe routes for accessing transit stops
- Transportation System Management approaches to enhance transit speed and reliability

Map T-18: Transit Priority Route



Centers

Chapter 7 of the Comprehensive Plan addresses the Regional Growth Center and Countywide Growth Center in Federal Way. Federal Way is expecting two future Link Light Rail stations: the Federal Way Link Extension (FWLE) Federal Way Downtown

Station (located west of 23rd Avenue S and north of S 320th Street) scheduled to begin operations in 2026, and the Tacoma Dome Link Extension (TDLE) station (located west of Enchanted Parkway S and either north or south of S 352nd Street), anticipated in 2035. The Centers surrounding the Light Rail stations will focus on transit-oriented development with dense housing, land uses, and multimodal connections. Details regarding the planned streets and multimodal connections in the Centers are available in Chapter 7.

Freight and Goods

With the enhancement of neighborhood centers, truck deliveries may increase as consumer activity shifts to these areas. While localized neighborhood intrusion is unlikely, isolated cases can be managed using traffic calming techniques. Where pavement, bridge, and neighborhood traffic management systems, or planned land uses indicate that roadways cannot handle truck traffic, designated truck routes will be adopted to protect existing investments and assure continued quality of life.

To accomplish effective planning and management of freight and goods movement in the area, traffic monitoring (volume counts) will include vehicle classification, allowing the patterns of use to be better understood. Another technique that can be employed to assure adequate consideration of truck needs is the involvement of those industries and businesses generating the traffic in roundtable discussions.

Regional Activities

The only trucking center in Federal Way is Ernie's Center on SR 99 at South 330th Street. This facility caters to the movement of freight and goods by offering fuel. Looking toward the future, several regional road projects may affect freight and goods movement through the area.

Perhaps one of the most significant regional improvements is the SR 167 completion project, which will add a new connection to I-5 in Fife. Construction began in 2022, and the final stage of construction is expected to be complete in 2029. The current industrial development in the area of the Port masks the growing importance of the Green River Valley, both as a transportation corridor and as a generator of freight and goods movement. Increasing accessibility to the SR 167 corridor will provide an alternate route for truck-based freight and goods movement.

The SR 509 completion project began construction in 2022. This route will open an alternate route to the Port of Seattle's international freight facilities, as well as provide access to the airport industrial complex. To the extent that this new route's design considers impacts to I-5, SR 99, and the local street system in Federal Way, it will increase traffic on I-5 through Federal Way which will cause greater diversion to SR 99 and other City streets.

Other long-range actions that will affect freight and goods movement in this north/south corridor include Intelligent Traveler Service (ITS) – with improved (truck) vehicle identification, and commuter rail service in the Green River Valley. Intelligent Traveler Service features will be incorporated into the “high tech,” I-5 corridor being designed under the state DOT's Venture Program. Advanced communication systems will allow better detection of slow-downs, accidents, and even hazardous vehicles moving through

Federal Way, which certainly affect the City’s local residents traveling these regional facilities.

To the extent that Commuter Rail service in the Valley can avoid impacting freight and goods movement, it is viewed as a positive step in the direction of providing high capacity transit to the south end of the region. Care must be taken to avoid forcing a shift in cargo carrying capacity from rail to truck in the south county corridor. Highway commuter needs warrant keeping this “traffic” on rails.

Consistent with the requirements set at the federal level, PSRC and WSDOT are focusing increased efforts towards understanding freight and goods movement and identifying solutions to problems faced by local, regional, state, and international shippers. PSRC’s VISION 2050 calls for a safe, efficient, and reliable transportation system for the movement of people, goods, and services. PSRC’s VISION 2050 highlights freight-related considerations for local jurisdictions to consider in future planning, including:

- Safety and mobility considerations as population and freight needs grow simultaneously.
- Maintenance and preservation of major freight corridors as heavy truck traffic increases.
- Increase in door-to-door deliveries with small and medium trucks may put strain on the space available to accommodate deliveries.

Transportation System Management

Transportation Systems Management (TSM) focuses on optimizing use of the existing systems travel capacity. Its focus is to identify ways to manage the transportation system (usually streets and highways, from a local agency perspective) to achieve local objectives such as improving safety, reducing delay for system users, providing information to travelers and improving the reliability of the transportation system.

Intelligent Transportation Systems

Federal Way outlines their approach for future transportation system management in their Intelligent Transportation Systems (ITS) plan. These plans define the application of technology to address transportation problems such as congestion, safety, and mobility. The City has completed the Traffic Management Center (TMC) and will create a secondary Satellite Management Center in conjunction with an enhanced Emergency Management Center. The plan provides a framework to complete gaps in the communication network, install traffic monitoring capabilities, increase staff resources, and increase collaboration with the following entities:

- WSDOT
- King County
- Transit Agencies (King County Metro Transit, Pierce Transit, Sound Transit)
- Adjacent Cities
- Valley Communications (“ValleyCom”)
- Participants of the City of Federal Way Emergency Operations Center

As the ITS program grows to include more technology and extended interagency coordination, the Public Works Department that oversees and operates these projects will

periodically update the ITS Master Plan, included in *Appendix T-A*, and evaluate changing needs and technology. The plan documents current needs and provides a strategic plan for completing proposed ITS projects and programs.

Commute Trip Reduction (CTR) Plan

The City's Commute Trip Reduction (CTR) plan and Transportation Demand Management (TDM) strategies should be updated to reflect new legislation and to be aligned with PSRC's Regional Transportation Demand Management (TDM) Action Plan. The goal of the Federal Way CTR plan is to achieve a drive-alone rate (DAR) of 63% in the 2025-2029 timeframe. Building upon the success of the existing commute trip reduction program, the City strives to meet the goals of the plan for the future by working in partnership and coordination with other agencies and employers.

Commute Trip Reduction (CTR) Recommendations

The following recommendations are made for Commute Trip Reduction (CTR):

- Encourage voluntary expansion of the CTR Program to employers of less than 100 employees as funding allows. The encouragement by employers may be as diverse as subsidized bus passes, carpool space priority, bike racks, shower facilities, van pools, carpool information access, telecommuting, variable work hours, etc.
- Facilitate enhancements to the HOV System. This may include the acquisition of property for HOV lanes, construction of arterial HOV lanes on City arterials and State highways, and priority treatments for buses at traffic signals. At the very least, opportunities to support improved access to the state system of HOV lanes should be identified and supported.
- Increase density of land uses and encourage a mix of uses to locate near bus routes, park and ride lots, and transit centers through the adoption of the FWRC and its supporting zoning. This policy is vital to the creation of a regional bus and rail system and will also be an effective way to reduce traffic congestion and air pollution.
- Enhanced pedestrian and bicycle access and security in the City Center, neighborhood shopping areas, and multifamily nodes.
- Improve pedestrian and bicycle access to bus routes and transit centers. This can be a requirement of subdivision, development, and redevelopment. The City may need to acquire easements and construct trail connections. Development incentives could be granted for providing such amenities that are pedestrian, bike, and transit friendly.
- While bicycle, pedestrian, and bus transit services and facilities may be desirable for other reasons; they should not be looked on as highly cost-effective strategies to the exclusion of those actions listed above.

3.5 NEAR-TERM & LONG-TERM PROJECTS

This chapter presents the Capital Improvement Program (which includes near-term and long-term) which forms the basis of this Transportation Element. Collectively, the capital

improvements add up to over \$1.4 billion in transportation projects to be constructed over the next few decades.

The long-term Capital Improvement Program list (1-20+ years) reaches out to, and potentially beyond, the 2044 year time horizon and represents important projects that tend not to have identified funding or are only necessary to address future growth.

The Capital Improvement Program was developed to create a transportation system that realizes Federal Way’s ultimate transportation goals:

- *Goal 1:* Maintain and enhance mobility through a safe, balanced, and integrated transportation system.
- *Goal 2:* Enhance community health and livability through pedestrian, bike, and transit transportation improvements that are regionally connected.
- *Goal 3:* Ensure Federal Way’s future transportation network decisions are consistent with the City’s land use vision and plan.
- *Goal 4:* Develop and implement transportation systems management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system.
- *Goal 5:* Be an active partner with outside agencies and groups to achieve Federal Way’s transportation vision.
- *Goal 6:* Preserve, maintain, and expand the lifespan and usefulness of Federal Way’s existing transportation infrastructure.

With these goals in mind, as well as completing the layered network, the respective project lists were developed.

The full list of projects that the City would like to complete during the 20 year planning horizon (including the 6 year projects) are shown in *Table T-9 (Capital Improvement Program – 2024 to 2044)* and illustrated in *Maps T-19A-C (2024-2044 Capital Improvement Plan)*. While all of these projects would help complete the layered network and realize the City’s transportation vision, many are deemed to be longer-term.

**Table T-9:
Capital Improvement Program (CIP) Street and Intersection Projects –
2024-2044**

Project Number	Project Description	Cost (2024 \$1,000)
	Capital Project List	
07-03	30th Ave S @ S 288th St: Install signal or roundabout	512
10-01	Military Rd S @ Camelot: Roundabout	1,763
07-07	1st Ave S @ S 308th St: Install signal or roundabout	512
00-02	28th Ave S @ S 312th St: Add SB right-turn lane (11)	831
98-34	21st Ave SW @ SW 320th St: Add WB left-turn lane, interconnect to 26th Ave SW (9)	7,815
07-06	1st Ave S @ SW 301st St: Install signal or roundabout	1,015

Project Number	Project Description	Cost (2024 \$1,000)
	Capital Project List	
16-12	11th Pl S @ S 320th St: Add 2nd NB left-turn lane	859
16-20	S 320th St @ 20th Ave S: Add 2nd left-turn lanes EB, WB (5)	3,618
07-14	23rd Ave S @ S 320th St: Add SB left-turn lane, NB thru and right-turn lanes	11,027
02-01	City Center Access (Phases 1 and 2): S 320th St @ I-5 Bridge Widening: Add HOV lanes through interchange, reconstruct SE quadrant of interchange to realign ramps (1a & 1b)	120,186
16-15	SR 99 @ S 324th St: Add 2nd left-turn lanes NB, SB, and NB right-turn lane	3,866
16-19	1st Ave S @ S 328th St: Install raised median, improve access at 328th (4)	2,403
16-16	21st Ave SW @ SW 336th St: Add 2nd left-turn lanes NB, SB, and SB right-turn lane	3,866
16-17	S 336th St: SR 99 - 20th Ave S: Widen to 5 lanes, add 2nd left-turn lanes EB, WB @ SR 99	4,714
93-07c	21st Ave SW: SW 344th St - SW 356th St: Widen to 5 lanes, add 2nd SB right-turn lane @ 356th	27,412
10-01	S 373rd St @ SR99: Add Signal or roundabout or two-way left-turn lane	5,273
16-01	SR 99 @ S 288th St: Add NB right-turn lane	573
98-15	Military Rd S: S 288th St - S 304th St: Widen to 5 lanes	29,706
16-02	Military Rd S @ S 288th St: Add 2nd left-turn lanes and right-turn lanes eastbound and westbound	2,947
98-01	S 304th St @ SR 99: Add left-turn lanes on 304th	1,842
94-24	14th Ave S: S 312th St - S 316th St: Ring Road extension	6,932
01-05	SR 99 @ S 312th St: Add 2nd NB left-turn lane (6)	8,497
16-09	SR 99 @ S 312th St: Add 2nd left-turn lane EB, WB, and WB right-turn lane	2,148
16-10	23rd Ave S: S 316th St - S 317th St: Add NB lane	859
93-08	S 316th St: SR 99 - 11th Pl S: Ring Road extension	10,503
16-11	8th Ave S @ S 320th St: Add left-turn lanes NB, SB	614
99-02	S 320th St @ 1st Ave S: Add 2nd left lanes all legs, WB, SB right-turn lane, widen 1st Ave S to 5 lanes to S 316th St (15)	11,225
16-13	S 324th St Interchange: Extend 5-lane minor arterial to 32nd Ave S	170,491
98-32	13th Pl S: S 330th St - S 332nd St: Extend 3 lane collector	6,077
16-18	16th Av S @ S 341st Pl: Add signal	512
16-25	16th Ave S: S 344th St - S 348th St: Add SB auxiliary lane (21)	6,576
05-03	Weyerhaeuser Wy S @ S 344th Wy: Install roundabout (16)	2,233
92-22	1st Ave S: S 348th St - S 356th St: Widen to 5 lanes, add 2nd SB right-turn lane @ 356th	9,137
92-18a	S 356th St: SR 99 - SR 161: Widen to 5 lane, bike lanes, sidewalks (13)	7,309

Project Number	Project Description	Cost (2024 \$1,000)
	Capital Project List	
93-09	1st Ave S: S 366th St - SR 99: Extend 2-lane road, signal or roundabout at SR 99	9,564
92-14	Military Rd S: S Star Lake Rd - S 288th St Widen to 5 lanes, sidewalks, and illumination	44,915
07-01	S Star Lake Rd @ 25th Dr S: Install signal or roundabout	512
10-01	S Star Lake Rd: @ Military: Add right-turn lane on S Star Lake Rd	1,282
02-04	SR 18 @ SR 161: Add 3rd thru lane NB, SB. 3rd left-turn lane NB, SB	15,467
05-01	SR 509 @ 4th Ave S: Install roundabout	1,079
94-10b	SR 509: 9th Pl S - 16th Ave S: Widen to 5 lanes, signal at 9th Pl S	11,140
98-05	S 324th St: SR 99 - 23rd Ave S: Widen to 5 lanes	13,367
92-20	47th Ave SW @ SW 320th St: Signalize (10)	654
97-01	SW 336th Wy / SW 340th St: 26th Pl SW - Hoyt Rd SW: Signal Coordination	358
98-07	SW 336th Wy / SW 340th St: 26th Pl SW - Hoyt Rd SW: Widen to 5 lanes (12)	27,642
98-10a	SW 344th St: 12th Ave SW - 21st Ave SW: Extend 3-lane principal collector with bike lanes, sidewalks (3)	12,875
98-10c	10th Ave SW @ SW Campus Drive: Add SB right-turn lane (2)	1,557
98-13	SW 344th St & 35th Ave SW: 21st Ave SW - SW 340th Street: Bike lanes, sidewalks	15,657
16-23	Citywide: Traffic signal modifications (18)	1,158
16-24	Citywide: Implement Adaptive Traffic Control System (22)	5,910
16-21	Citywide Pedestrian Safety: Install mid-block crossing treatments (28)	4,401
01-03	SR 509 @ 26th Pl SW: Add WB left-turn lane	1,288
14-01	Weyerhaeuser Wy S: S 336th St - 33rd Pl S: Widen to 5 lanes	3,580
92-23	S 304th St: SR 99 - 28th Ave S: Widen to 3 lanes	14,584
16-03	SR 509 @ SW 301st St: Install compact roundabout	915
16-14	S 324th St: 11th Pl S - SR 99: Widen to 5 lanes	2,292
07-12	6th Ave SW @ SW 320th St: Install signal or roundabout	512
07-18	Military Rd S @ S 328th St: Install signal or roundabout	512
92-06b	S 356th St: 1st Ave S - SR 99: Widen to 5 lanes	21,539
98-20	S 312th St: 1st Ave S - 14th Ave S: Widen to 5 lanes	36,389
16-07	SR 509 @ SW 312th St: Add 2nd WB left-turn lane	1,145
05-04	S 312th St @ 18th Ave S: Install signal	512
98-17	S Star Lake Rd: S 272nd St - Military Rd S: Widen to 3 lanes (see 10-1) for intersection improvement	11,815
98-39	1st Ave S: SW 301st St - SW 312th St: Widen to 3 lanes	14,853
98-24	Hoyt Rd SW: SW 320th St - SW 340th St: Widen to 3 lanes	15,276
93-07a	21st Ave SW: SW 312th St - SW 320th St: Widen to 5 lanes	15,662
16-04	SR 509 @ SW 308th St: Install roundabout	1,705

Project Number	Project Description	Cost (2024 \$1,000)
	Capital Project List	
16-05	SR 509 @ SW 306th St/12th Av SW: Install roundabout	1,705
16-06	SR 509 @ 16th Ave SW: Install roundabout	1,705
16-08	8th Ave SW @ SW 312th St: Install roundabout	1,705
94-11	S 308th St: 5th Pl S - 8th Ave S: Extend 2-lane street	2,455
07-13	SR 99 @ S 320th St: Add NB right-turn lane	3,652
98-23	47th Ave SW: SR 509 - SW 318th St: Widen to 3 lanes	6,377
98-14	S 288th St: Military Rd S - I-5: Widen to 5 lanes	14,620
94-10a	SR 509: 1st Ave S - 9th Pl S: Widen to 3 lanes	19,805
94-17	SR 509: 1st Ave S - 16th Ave SW: Widen to 3 lanes	37,808
05-02	City Center Couplet: S 316th St/S 324th St: 11th Pl S - 23rd Ave S: Restripe for clockwise couplet	1,024
07-02	SR 99 @ S 288th St: Add EB left-turn lane	1,433
07-15	25th Ave S @ S 320th St: Add 2nd EB left-turn lane, NB right-turn lane	16,469
98-18	28th Ave S: S 304th St - S 317th St: Widen to 3 lanes	20,795
98-57	SR 509: 30th Ave SW - 47th Ave SW: Widen to 3 lanes	23,765
98-58	SR 509: 47th Ave SW - West City Limits: Widen to 3 lanes	29,706
07-19	1st Wy S @ S 336th St: Add 2nd SB left-turn lane	9,330
98-30	10th Ave SW @ SW 334th St: Signalization or roundabout	512
98-26	S 320th St @ 5th Ave S: Signalization	512
00-07	S 348th St @ 9th Ave S: Add 2nd SB left-turn lane	2,947
92-12	4 Av S: S 312 St - S 316 Pl: improve vertical alignment	40,509
95-02	S 312th St: 23rd Ave S - 28th Ave S: Widen to 3 lanes	9,451
98-31	SW 356th St @ 13th Wy SW/14th Ave SW: Signalization	512
07-16	Military Rd S @ S 320th St: Add 2nd NB left-turn lane	7,119
98-29	SW 320th St @ 11th Ave SW: Signalization	512
14-02	SR 509 @ 30th Ave SW: Install roundabout	1,278
98-28	SW 320th St @ 7th Ave SW: Signalization	512
98-19	S 308th St: 8th Ave S - 14th Ave S: Install curb, gutter, sidewalks	6,752
92-11	SW Campus Dr: 1st Ave S - 7th Wy SW: Widen lanes/sidewalk	2,626
00-16	SR 99 @ Spring Valley Montessori School: Add NB left-turn lane	8,838
95-20	Military Rd S: S 320th St - SR 18: Widen to 3 lanes	48,610
24-009	SW 340th St: 37th Ave SW - City Limits: Widen to 5 lanes	3,650
24-010	SW 340th St: 31st Ave SW - 37th Ave SW: Widen to 5 lanes	6,465
24-011	21st Ave S @ S 320th St: Install traffic signal	1,190
24-012	Citywide: Install variable lane use control signs	1,085
24-013	SW 344th St @ 27th Ave SW: Construct compact roundabout	699

Project Number	Project Description	Cost (2024 \$1,000)
	Capital Project List	
24-014	Citywide: High Friction Surface Treatment Application	4,121
24-015	S 332nd St: 13 Pl S - SR 99: Extend S 332nd St from 13 Pl S to SR 99	1,300
24-016	Citywide: Local Road Safety Plan	500
Subtotal Street and Intersection Projects		1,126,021

Non-Motorized Capital Projects		
Project Number	Project Description	Cost (2024 \$1,000)
00-06b	S 314th St: PVR Wy S - 23rd Ave S: Add sidewalks and streetlights (23)	3,570
98-41	1st Ave S: S 292nd St - S 312th St: Shoulder improvement (24)	4,057
16-30	S 336th St: SR 99 - 20th Ave S: Add sidewalk north side (25)	809
16-27	SR 509: 11th Pl S - 16th Ave S: Install sidewalk on south side (27)	1,791
98-39	9th Ave S: S 332nd St - S 348th St: Widen for Bike Lanes	19,805
98-42	S Park & Ride Trail: SR99 @ 352nd - S 348th @ 9th: Extend Trail	1,891
24-017	SW King County Regional Trail Plan: Plan to connect trails to adjacent cities	300
16-21	Citywide Pedestrian Safety: Install mid-block crossing treatments (28)	4,401
24-018	Citywide RRFB Upgrades: Replace median-mounted RRFB's with mast arm mountings	853
24-019	Federal Way Transit Center: Pedestrian Access Improvements	1,024
24-020	S 312th St: Steel Lake Park - 28th Ave S: Install sidewalk and streetlights on south side	771
24-021	City Center Access - BPA Trail Extension: Construct multi-use path between Celebration Park and Federal Way Transit Center	7,217
24-022	Pacific Hwy S Trail - 16th Ave S (S 288th St to S 308th St): Construct multi-use path	3,678
24-023	Pacific Hwy S Trail - 16th Ave S (SR 509 to S 308th St): Construct multi-use path	2,347
24-024	Pacific Hwy S Trail - S 288th St to S 272nd St: Construct multi-use path	11,000
24-025	S 288th St: Military Rd S - 34th Ave S: Restripe to 3 lanes with bike lanes, improve pedestrian facilities	911
24-026	S 288th St: 16th Ave S - 34th Ave S: Restripe to 3 lanes with bike lanes, improve pedestrian facilities	2,681
24-027	FWHS - City Center Greenway: S 308th St / 20th Ave S: Greenway improvements	538
24-028	Citywide: Local Improvement District Non-Motorized Improvement Program	2,267
24-029	S 320th St Grade Separation: Conceptual design and feasibility analysis to lower S 320 St in City Center	300
24-030	28th Ave S: S 312th St - S 308th Ln: Install sidewalk and streetlights on east side of 28th Ave S and south side of S 308th Ln	3,150
Subtotal Non-Motorized CIP		73,362

Maintenance and Preservation		
Project Number	Project Description	Cost (2024 \$1,000)
24-001	Overlay Citywide	105,800
24-002	Street Vegetation Management	4,200
24-003	Street Operations and Maintenance	80,000
24-004	ADA Retrofits	8,620
24-005	Intelligent Transportation System (ITS) and Traffic Signal Replacements	21,780
24-006	Traffic Maintenance (Signs, markings, signals, ITS, and streetlights)	16,500
24-007	Electricity for signal and streetlights	9,500
24-008	Demand Management Program	2,000
Subtotal Maintenance and Preservation		248,400
Total City Expenditures		1,447,783

3.6 FINANCING & IMPLEMENTATION

Provision of transportation facilities and services requires the timing of new projects to meet the needs of the community. At the same time, existing facilities must be maintained and the public’s investment protected, maximizing the life of the infrastructure. The purpose of this section is to describe various strategies available to the City to implement the preferred transportation and land use plan.

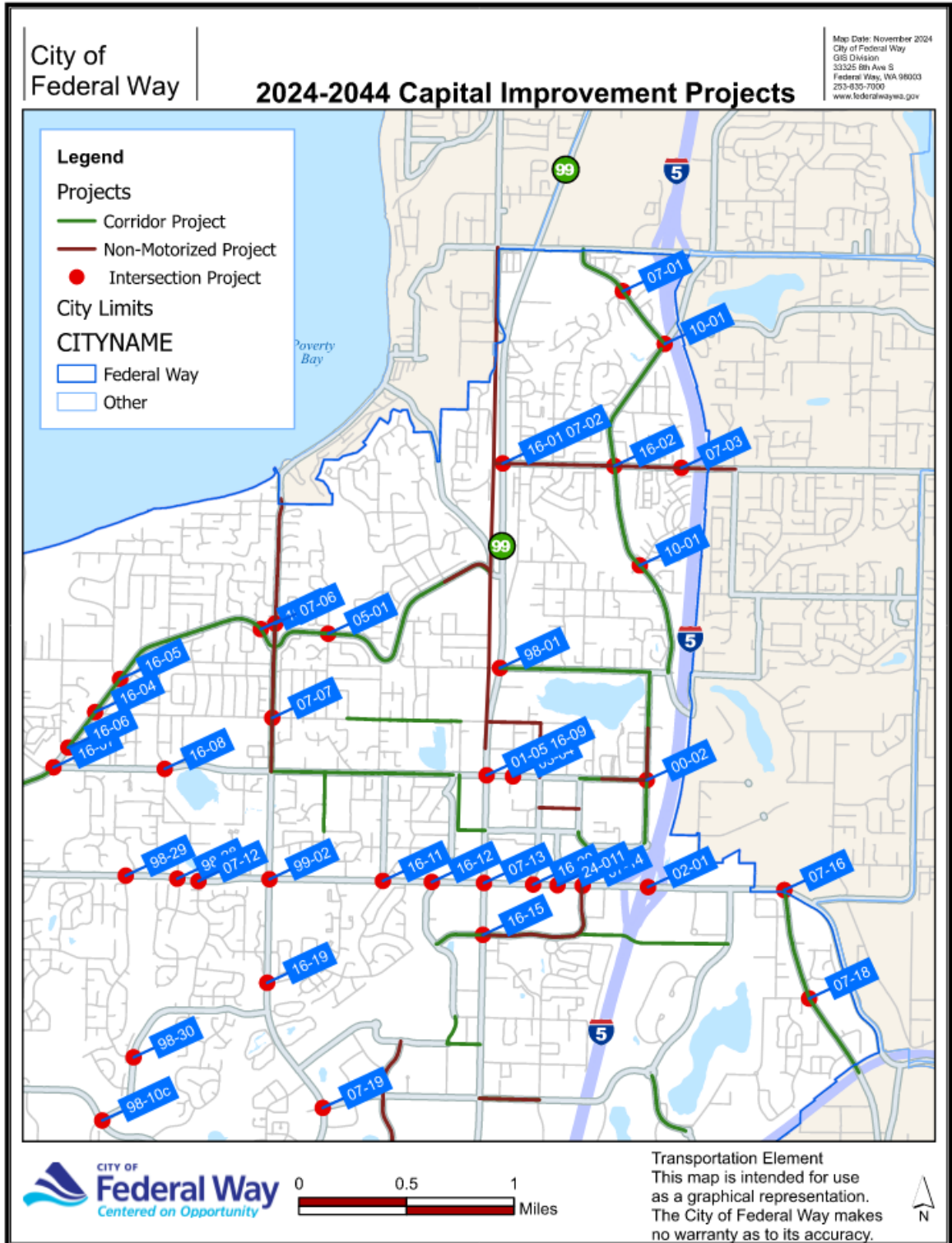
The preferred plan proposes a balanced investment among modes of travel, providing mobility options and increasing the commitment to travel by transit, ridesharing, bicyclists, and pedestrians.

The implementation plan for Federal Way focuses on the next six-year time period within which to forecast needs and to identify reliable options for transportation funding.

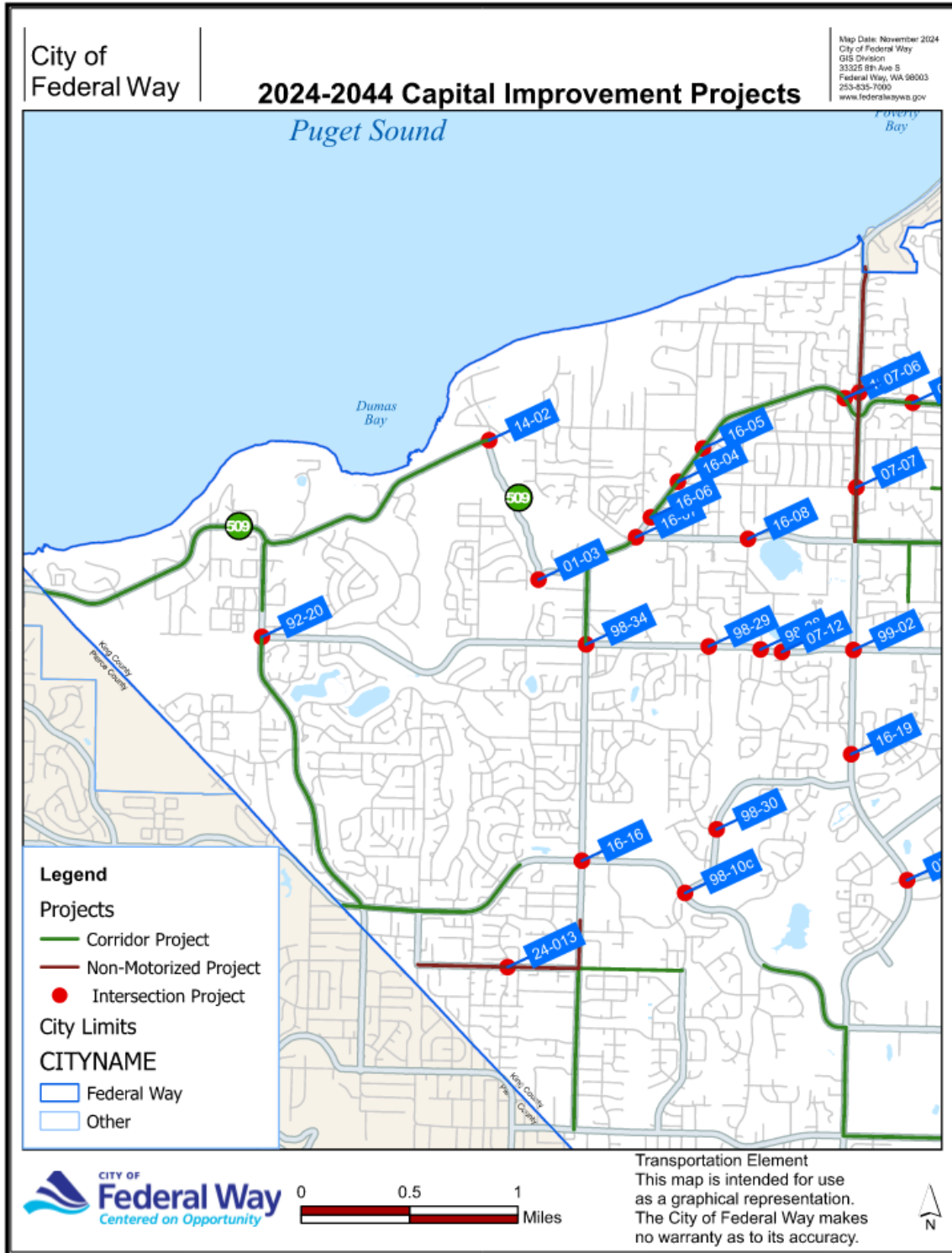
Financing

The purpose of a transportation financing strategy is to develop an adequate and equitable funding program to implement transportation improvements in a timely manner. Without adequate funding the transportation plan cannot be implemented in an efficient and cost-effective manner. The financing program recognizes various user groups and modes.

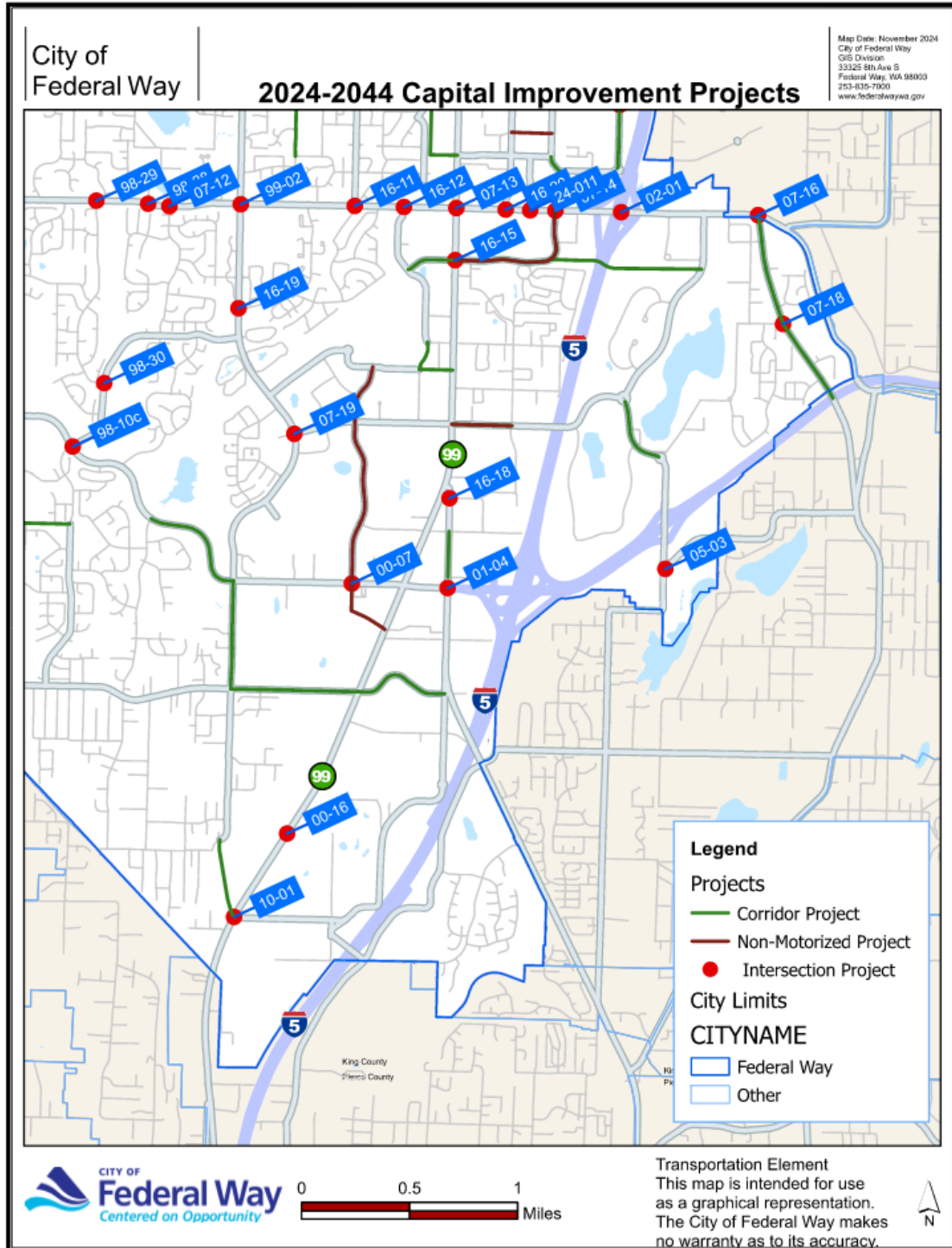
Map T-19A 2024-2044 Capital Improvement Projects



Map T-19B: 2024-2044 Capital Improvement Projects



Map T-19C: 2024-2044 Capital Improvement Projects



Funding sources are not fixed and require annual review and reprogramming. Where non-City funds are sought, the City's projects may be competing for limited funds. Without attention to financing requirements, the operation, maintenance, and expansion of the transportation system will not occur in a timely fashion.

Estimates of Revenue

The last four years (2021 to 2024) of financial revenues were reviewed. *Table T-10* presents annual revenue estimates for six existing sources of revenue for transportation capital improvements for the City of Federal Way. Each source of revenue has a low estimate, a high estimate, and the average of the two.

**Table T-10:
Estimates of Specific Revenue by Sources 2021-2024 (\$ Millions)**

	Source of Revenue	Low Estimate (\$)	High Estimate (\$)	Average (\$)
1.	Federal Grants – Annual Average	1.5	3.1	2.3
2.	State Grants - Annual Average	1.8	3.6	2.7
3.	Motor Vehicle Fuel Tax	0.4	0.7	0.5
4.	Road/Street Maintenance	0.1	0.2	0.2
5.	Traffic Mitigation	1.4	2.8	2.1
6.	Transfer from Other Sources such as Real Estate Excise Tax and Community Development Block Grants	7.0	14.0	10.5
	Total: Existing Annual Revenue for Capital	12.2	24.4	18.3
	Total: 20-year Revenue for Capital	244	489	367

The estimate of each of the existing revenue sources listed in *Table T-10* is described below in *Existing Revenues for Transportation Capital Projects*, with existing revenue sources numbered 1 through 6.

Existing Revenues for Transportation Capital Projects

1. Federal Grants – Annual Average (net of Committed Grants)

The estimate is based on the annual average of \$3.1 million of federal grants received by the City since 2021. The low estimate of \$1.5 million is based on 50 percent of the historical average, while a high estimate of \$3.1 million is based on 100 percent of the historical average. The average of these values is \$2.3 million.

2. State Grants – Annual Average (net of Committed Grants)

The estimate is based on the annual average of \$3.6 million of state grants received by the City since 2021. The low estimate of \$1.8 million is based on 50 percent of the historical average, while a high estimate of \$3.6 million is based on 100 percent of the historical average. The average of these values is \$2.7 million.

3. Motor Vehicle Fuel Tax

The Street Fund was established to account for the receipt and disbursement of state levied unrestricted motor vehicle fuel taxes, which must be accounted for in a separate fund. The Street Fund is used primarily for ongoing operating and maintenance expenses of the street system. However, the City transfers a portion of the Street Fund money to

the City's capital improvement program (CIP) for transportation projects. The estimate is based on the annual average of \$708,000 received by the City since 2021. A low estimate of \$354,000 is based on 50 percent of the historical average. The high estimate of \$708,000 is based on 100 percent of the historical average. The average of these values is \$531,000.

4. Road and Street Maintenance

The Street Fund funds ongoing operations and maintenance of the Federal Way street system. Since 2021, an annual average of \$225,000 has been allocated from this fund. A low estimate of \$113,000 is based on 50 percent of the historical average. The high estimate of \$225,000 is based on 100 percent of the historical average. The average of these values is \$169,000.

5. Traffic Impact Fee Funds

Federal Way assesses traffic impact fees for new developments through the adopted traffic impact fee program. The City has collected an annual average of \$2.8 million in TIF fees since 2021. A low estimate of \$1.4 million is based on 50 percent of the historical average. The high estimate of \$2.8 million is based on 100 percent of the historical average. The average of these values is \$2.1 million.

6. Transfer from Other Sources

Federal Way also uses funds from other sources, such as real estate excise taxes (REET) and community block grants, to fund many types of infrastructure improvements, including transportation projects. This estimate is based on an average of \$14 million transferred from other sources since 2021. A low estimate of \$7 million is based on 50 percent of the historical average. The high estimate of \$14 million is based on 100 percent of the historical average. The average of these values is \$10.5 million.

Future Revenues for Transportation Capital Projects

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for Federal Way contains a variety of projects that would cost approximately \$1.4 billion over 20 years. *Table T-11* summarizes the costs of the major types of transportation investments by type. The Transportation Element focuses on capital projects that will help the City achieve its mobility goals. The plan also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

**Table T-11:
Costs of Federal Way Transportation Element (20+ years)**

Project Type	Description	Total Cost (\$ Millions)
Intersection and Street	Traffic signals and roundabouts	1,126
Non-motorized	Sidewalks, trails, bike lanes, and downtown investments	73
Maintenance	Overlay and pavement repair, lighting, signal operations, snow removal	248
	Total	1,447

*Costs denoted in millions

It is worthwhile to note that average annual funding for transportation (including maintenance) in the City of Federal Way has averaged around \$18 million in recent years. Revenues include those from outside sources and grants, general city funds, real estate excise taxes, impact fees, and gas tax receipts. The City aggressively pursues federal and state funding sources for transportation projects in order to maximize the use of City funds to maintain City streets and fund improvements to streets that would not fare well in grant-funding selection criteria.

Based on the data in *Table T-10 (Estimates of Specific Revenue by Sources 2021-2024)* the City’s existing revenue sources could generate between \$244 and \$489 million over the next 20 years.

The comparison of revenues to costs indicates that the City will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the 20-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue:
 - Proceeds from General Obligation Bonds
 - Creation of Local Improvement Districts
 - Reciprocal impact fees with adjacent jurisdictions
 - Business license fee per employee
- The City can explore the feasibility and likely revenue amounts from these or other sources as the plan is implemented over the next several years.
- Lower the level of service standard, and therefore reduce the need for some transportation improvements.

Note that the City could also weigh changing the land use element to reduce the amount of development planned (and thus reduce the need for additional public facilities). However, overflow from congested freeways would be likely to congest City arterials regardless.

Transit Funding

Operating funding for transit services primarily comes from local (regional) sales tax revenues, farebox revenues, and in the case of Sound Transit, a Motor Vehicle Excise Tax. Capital funding primarily comes from federal grants. One of King County Metro's priority investments in ridership recovering from losses due to the pandemic. Transit ridership is still down following travel pattern disruptions of the COVID-19 pandemic. Metro is working to bring service back towards pre-pandemic levels to increase ridership and bring reliable service to the region.

3.7 GOALS & POLICIES

Federal Way's transportation vision is an aspirational statement that expresses the type of transportation system Federal Way will have by the year 2044 or, in many cases, much earlier. Federal Way envisions a transportation system that serves all users and modes of travel by offering a safe and well-maintained network of walkways, bicycle facilities, intersections, and roadways that conveniently connect residents, workers, and visitors to public transportation, downtown Federal Way, and other major destinations.

The following goals further define the vision, while policies express how the goals will be achieved.

Goal

T G1 *Maintain and enhance mobility through a safe, balanced, and integrated transportation system.*

Policies




T P1.1 Reduce reliance on drive alone trips by prioritizing and implementing supportive local-level transit, high occupancy vehicle (HOV), and non-motorized improvements for pedestrians and bicycles.

T P1.2 Develop a transportation system that achieves the following level of service (LOS) metrics:




- Vehicles at signalized intersection will experience a 1.2 v/c ratio or lower
- Vehicles at unsignalized intersection will experience a 1.0 v/c ratio or lower
- Facility completeness as described in the following pedestrian, bicycling, and transit priority areas level of service tables

**Table T-12:
Level of Service (LOS) for Pedestrian, Bicycle, and Transit Corridor Priority**




Pedestrian Priority Area LOS

LOS	Within Pedestrian Priority Area Network
	Pedestrian facility as indicated in the Street Design Guidelines
	Provides a lower-level facility than recommended in the Street Design Guidelines
	No pedestrian facility provided

Bicycle Priority Area LOS

LOS	Within Bicycle Priority Area Network
	Bicycle facility as indicated in Street Design Guidelines
	Provides a lower-level facility than recommended in the Street Design Guidelines
	No bicycle facility provided

Transit Priority Corridor LOS

LOS	Measurement*	Pedestrian Access (Optional)	Quality of Service (Optional)+
	More than 80% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving stops	All day frequent service; adequate parking at park-and-rides and stations
	More than 60% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving some stops	Peak period service; insufficient parking at park-and-rides and stations
	Less than 60% of transit stops meet amenity minimum provisions	General lack of sidewalks and pedestrian crossing opportunities	N/A

The Street Design Guidelines are provided in Appendix T-A.

* Amenities include bus stop shelter, bench, flag post, and/or concrete waiting area; these amenities are determined based on the number of people using a transit stop as defined by a transit agency.

+ Consider the adequacy of parking provided at park-and-rides and transit stations

T P1.3 Identify the improvements and strategies needed to fully implement the City’s Layered Network and meet the level-of-service requirements for transportation.

T P1.4 Allow improvements to vehicle throughput only where they enhance traffic and pedestrian safety, improve high capacity transit and HOV facilities, improve bike and pedestrian mobility, or reduce air pollution.

T P1.5 Enhance breadth of mobility options using the existing footprint of the roadway and technological advancements.

- T P1.6** When widening roadways, safety improvements shall be considered and implemented to compensate for added level of stress from additional traffic lanes and/or speeds.
- T P1.7** Employ traffic calming measures in neighborhoods through context-sensitive design where traffic volumes and speeds consistently exceed reasonable levels and as set forth in the adopted Neighborhood Traffic Safety Program.
- T P1.8** Improve safety on residential streets by:
- Reducing street widths while maintaining on-street parking.
 - Increasing separation between sidewalks and streets.
 - Reducing design speeds to discourage speeding.
 - Limiting the length of straight streets to discourage speeding.
 - Traffic calming.
 - Other actions approved by Public Works.
- T P1.9** Reduce crash rates and extend capacity of major roadways through the use of Access Management improvements.
- T P1.10** Develop incident response timing plans for major roadways.
- T P1.11** Coordinate with transit agencies to provide convenient non-motorized access to transit facilities.
- T P1.12** Discourage the use of road facilities by vehicles carrying hazardous materials and those with weight, size, or other characteristics that would be injurious to people and property in the City.
- T P1.13** Identify transportation programs and strategies for security and emergency responses.
- T P1.14** Maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience.
- Classify streets as Freeway, Principal Arterial, Minor Arterial, Principal Collector, Minor Collector, or Local Street.
 - Ensure that complete street principles are applied in a context-sensitive way.
- T P1.15** Continue to enhance the City’s Layered Network by using the following methods:
- Require dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development or where shown on the Future Roadway Network;
 - Request donations of rights-of-way to the public;
 - Purchase rights-of-way in accordance with State laws and procedures; and
 - Acquire development rights and easements from property owners.
- T1.16** Prioritize transportation projects considering concurrency, safety, multimodal enhancements, environmental impacts, and cost effectiveness. Social equity should be a key factor in selecting transportation investments.

Goal

- T G2** *Enhance community health and livability through pedestrian, bike, and transit transportation improvements that are regionally connected.*

Policies

- T P2.1** Through subarea planning, with the cooperation of transit service providers, connect neighborhoods to regional mass transit through appropriate designs and services.
- T P2.2** Prepare, promote, and provide for an enhanced, high-capacity, regional transit system by maintaining and enhancing area residents' mobility and travel options to high capacity transit centers.
- T P2.3** Make accommodations for any improvements, whether public or private, to provide for future high-capacity transit needs without major redevelopment.
- T P2.4** Foster phased improvements that expand transit services in time to meet the demand for these services.
- T P2.5** Work with transit agencies to ensure amenities such as shelters, benches, bicycle racks, lighting, and information kiosks are incorporated in the design and improvement of appropriate transit facilities.
- T P2.6** Encourage non-motorized improvements that minimize the need for residents to use motorized modes by extending the existing non-motorized system and providing:
1. Safe and comfortable access to activity centers and schools;
 2. Linkage to transit, park & ride lots, and school bus networks;
 3. Completion of planned pedestrian/jogging or bicycle trails;
 4. Designation of a network of streets that can safely and efficiently accommodate bicycles; and,
 5. Extension of sidewalks to all streets.
- T P2.7** Facilitate a safe school walking routes program, and, where possible, make capital budget decisions that support such a system.
- T P2.8** Provide a one-mile grid of bicycle facilities connecting major activity centers, recreational facilities, and schools.
- T P2.9** Incorporate pedestrian and bicycle features as design elements in the City Center as reflected in the Federal Way Comprehensive Plan Vision and City Center Street Design Guidelines.
- T P2.10** Include sufficient area in rights-of-way for bike lanes, sidewalks, and landscaped medians to provide separation from motorized traffic and enhanced aesthetics.
- T P2.11** Acquire access paths between existing developments, cul-de-sacs, public facilities, business areas, and transit followed by trail construction to improve

non-motorized circulation. Require the same for all new developments or redevelopments to the extent allowed by law.

- T P2.12** Require developers to mitigate the impact of the development on the City’s transportation system by constructing bike lanes, trails, and sidewalks where they would interface with the existing system to the extent allowed by law.
- T P2.13** Promote self-enforcing design standards that minimize pedestrian, cyclist, and vehicle conflicts.
- T P2.14** Establish a connected system of pedestrian, bicycle, and transit ways that are integrated into a coordinated regional network.
- T P2.15** Establish a funding program that prioritizes the most critical non-motorized improvements first.
- T P2.16** Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

Goal

- T G3** *Ensure Federal Way’s future transportation network decisions are consistent with the City’s land use vision and plan.*

Policies

- T P3.1** In partnership with adjacent communities and other agencies, implement cost-effective transportation demand management strategies that provide options and flexibility for employers and all users of the transportation system.
- T P3.2** Enhance traffic circulation and access with closer spacing of through streets, where feasible, and limit the area to be served by a single access point commensurate with planned density.
- T P3.3** Determine street classifications by balancing travel needs with changing right-of-way uses and neighborhood character.
- T P3.4** Protect existing, and acquire future, right-of-way consistent with functional classification cross-section (transit, rail, bike, and pedestrian) needs.
- T P3.5** Require developments to dedicate right-of-way as needed for development commensurate with the impacts of the development. At a minimum, setback limits shall be used to assure that buildings are not placed within the right-of-way required for planned transportation facilities. Right-of-way dedication shall be commensurate with a development’s impact to the existing and planned transportation system.
- T P3.6** Design arterial roadways to fit with the planned character of areas (context sensitive design) they pass through.

- T P3.7** Enhance the viability of regional and local transit service by establishing design standards for streets that move transit, pedestrians, and cyclists in the City Center.
- T P3.8** Establish land use policies and fees necessary to evaluate for and clean contamination of soils and the environment surrounding fuel pumping stations as they are phased out.
- T P3.9** Update parking requirements established in FWRC to consider appropriate regulations considering the provision of electric vehicle parking in new development.
- T 3.10** Coordinate with local utilities agencies to transition the City’s existing internal combustion motor inventory to electric vehicles, and establish rates and capital improvements necessary to support the electric grid’s increased demand for electricity to fuel automobiles.

Goal

- T G4** *Develop and implement transportation systems management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system.*

Policies

- T P4.1** In partnership with adjacent communities and other agencies, implement cost-effective transportation demand management strategies that provide options and flexibility for employers and all users of the transportation system.
- T P4.2** Encourage employers to institute complementing Transportation System Management actions to those undertaken by the City.
- T P4.3** Work toward City and regional mode split goals in partnership with Commute Trip Reduction (CTR) affected employers.
- T P4.4** Incentivize public/private programs that stimulate transit, carpool, and vanpool use.
- T P4.5** Continue to implement traffic signal coordination projects as the primary component of a TSM program. As funds permit, monitor traffic operations to ensure efficient timing of traffic signals.
- T P4.6** Maintain a mechanism for public comments and requests related to traffic monitoring and other areas for proposed transportation enhancements.
- T P4.7** Develop and maintain a regular data collection and monitoring program.

Goal

- T G5** *Be an active partner with outside agencies and groups to achieve Federal Way’s transportation vision.*

Policies

- T P5.1** Coordinate with neighboring jurisdictions to develop a fair and consistent means of addressing the impacts of growth and development between jurisdictions without undue administrative burden.
- T P5.2** Continue to cooperate with regional and local transit providers to develop facilities that make transit a more attractive option.
- T P5.3** Work with the transit agencies, WSDOT, King County, and other partners to pursue funding for HOV improvements that complement transit and non-transit HOV facilities and park and rides within Federal Way.
- T P5.4** Strategically use public and private investment to complement the multi-modal vision of the plan, including “matching” improvements to supplement the efforts of other agencies to provide HOV and transit facilities.
- T P5.5** Coordinate with other agencies and stakeholders to pursue funding for pedestrian and bicycle amenities.
- T P5.6** Support well-designed regional transportation projects that will preserve the movement of people and goods on I-5 and state routes.
- T P5.7** Involve major generators of area freight and goods movement in discussions to identify their needs and priorities as part of improvement programming; including access to regional marine facilities.
- T P5.8** Coordinate with local businesses and organizations, and historically underrepresented populations, to provide feedback on regional and local transportation issues and on transport needs and opportunities related to all modes of transportation.
- T P5.9** Coordinate development of the non-motorized system with surrounding jurisdictions and regional system extensions.
- T P5.10** Develop a program to create portions of the non-motorized system through public-private partnerships.

Goal

- T G6** *Preserve, maintain, and expand the lifespan and usefulness of Federal Way’s existing transportation infrastructure.*

Policies

- T P6.1** Ensure cost-effective maintenance of transportation facilities under the City’s jurisdiction, including non-motorized facilities.
- T P6.2** The maintenance and preservation of existing travel infrastructure shall take precedence over major street improvement projects that expand system capacity.

- T P6.3** Construct capacity enhancements only where congestion is most severe and where lower cost improvements cannot correct deficiencies; these capacity enhancements will be developed to be as competitive as possible for obtaining grants.
- T P6.4** Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.



Appendix T-A

INTELLIGENT TRANSPORTATION SYSTEMS (ITS) MASTER PLAN

August 27, 2024

1. INTRODUCTION

Intelligent Transportation Systems (ITS) are defined as the application of technology to address transportation problems such as congestion, safety, and mobility. In the Puget Sound Region, substantial investments in ITS have been made by cities and counties and the Washington State Department of Transportation (WSDOT). The City of Federal Way has an ever-expanding communication network with plans to expand a robust Traffic Management Center (TMC) and a secondary Satellite Management Center. This document provides a plan to complete gaps in the communication network, install traffic monitoring capabilities, increase staff resources, and increase collaboration with the following entities:

- WSDOT
- Puget Sound Regional Council (PSRC)
- King County
- Transit Agencies (King County Metro Transit, Pierce Transit, Sound Transit)
- Adjacent Cities
- Valley Communications (“ValleyCom”)
- Participants of the City of Federal Way EOC

As the ITS program grows to include more technology and extended interagency coordination, the Traffic Division that oversees and operates these projects will periodically update the ITS Master Plan and evaluate changing needs and technology. This plan documents these current needs and provides a strategic plan for completing proposed ITS projects and programs.

PLAN OVERVIEW

This ITS Master Plan is organized into the following chapters:

- **The Current Transportation Environment:** This chapter discusses the current transportation environment in Federal Way includes the roles and responsibilities of various groups who are involved with operating and maintaining the transportation systems and roads as well as other agencies that are considered stakeholders for the development of the Federal Way ITS program.
- **Review of Plans and Anticipated Regional Projects:** Existing reports and plans were reviewed to gain an understanding of transportation issues and planned projects in Federal Way. These documents include:
 - Transportation Element of the Comprehensive Plan
 - 2024 - 2029 six-year Transportation Improvement Plan (TIP)
 - 20-year Capital Improvement Plan
 - Destination 2030 (PSRC), and
 - Vision 2050 (PSRC)
- **ITS Existing Conditions and Needs Assessment:** This chapter provides an overview of the systems in place today and an identification of implantation needs for problem locations (corridors, intersections, etc.) that may have applicable ITS solutions.
- **Concept of Operations:** The concept of operations establishes the roles and responsibilities between organizations, and the level of information sharing among those organizations.
- **ITS Master Plan Projects List:** This chapter provides a project list based upon identified needs and the Concept of Operations.

2. CURRENT TRANSPORTATION ENVIRONMENT

Federal Way is the fifth largest city in King County and the 9th largest in the State of Washington, with a 2023 population of approximately 100,000 people. The city limits encompass 22.5 square miles with 292 centerline miles of paved streets. Interstate five (I-5) bisects the city running north and south, State Route (SR) 99 runs parallel to I-5. State Route 509 connects southwest Pierce County with SR 99 in the northern portion of Federal Way. SR 161 and SR 18 also service Federal Way connections to north, south, east, and west of the city.

Economically the area employs approximately 29,000 people with the major employers being the DaVita, World Vision, City of Federal Way, and St Francis Medical Center. Origin-destination studies show the major arterials as access to I-5 for work-based trips as well as carrying through-traffic from north and south of Federal Way commutes. The City has completed major investments into the roadway network and Park & Rides, which includes widening SR 99 and adding five core lane-miles of HOV lanes as well as additional HOV lane-miles on S 348th Street (access to SR 18). Construction of the Sound Transit Station was completed in 2006 with direct access to I-5.

2.1 ITS PROGRAM STAKEHOLDERS

Within Federal Way, the Traffic Division of Public Works conducts planning, design, operations, and maintenance of the existing traffic signal interconnect system. These functions shall remain the same for the future ITS system in the City. The division regularly coordinates with other City and non-City agencies. The following are considered key stakeholders for both the existing and future programs.

- **WSDOT Northwest Region:** WSDOT is responsible for the operation and maintenance of I-5 while Federal Way maintains and operates the other state routes within the city. WSDOT monitors roadway conditions via their many traffic cameras, and the Northwest Region operates a Traffic Systems Management Center (TSMC) located in North Seattle. WSDOT allows Federal Way to access video feeds or images from the City TSMC. The TSMC monitors, detects and responds to traffic incidents and shares information with the Washington State Patrol (WSP) via a direct link to WSP's Computer Aided Dispatch (CAD) system. WSDOT also posts real-time traveler information messages on their website as well as statewide 511 systems, which is a telephone traveler information system that provides customized road reports and other information based upon a traveler's location. Today, WSDOT has fiber optic systems along S 320th Street, SR 161, and SR 99 entering the City of Kent. Federal Way's planned program connects to these extension areas.
- **King County Road Services:** King County Road Services division has an active ITS program with an ACTRA centralized signal control system, a Traffic Control Center (TCC) in downtown Seattle, and a multi-phase ITS Strategic Plan. Other agencies adjoining the City of Federal Way deploy the same type of software or employ King County.
- **City of Auburn:** Federal Way shares its boundaries with the Potential Annexation Areas (PAA) of King County which border Auburn's recently annexed areas. Auburn operates and maintains a TMC. Federal Way's concept master plan would connect to this system.
- **City of Kent:** The City of Kent shares a north boundary with Federal Way. There is a planned Kent ITS network connection along S 272nd Street to connect to ValleyCom

Dispatch and Auburn's TMC. ValleyCom Dispatch is the regional 911 communications dispatch center.

- **King County Transit Speed and Reliability:** King County Metro's Speed and Reliability Division works with local jurisdictions to deploy Transit Signal Priority (TSP). TSP is currently being deployed within Federal Way on the main transit corridors of SR 99 and S 320th Street.
- **Sound Transit and Pierce Transit:** Both transit agencies serve Park & Rides within Federal Way. Sound Transit provides regional transit connections to areas north and south of Federal Way. Pierce Transit provides service to and from the City of Tacoma area to the south of Federal Way. Real-time traffic information will be provided at Park & Ride facilities to provide commuters and drivers valuable decision-making information.
- **Federal Way School District:** The Federal Way School District is headquartered next to the City Hall. The intent of this stakeholder partnership is to share data for transportation services and emergency management personnel, which dispatches to all schools within Federal Way.
- **Emergency Management:** The Federal Way Emergency Operations Center (EOC) is also located at City Hall, with a secondary command center at the South King Fire and Rescue station near 1st Ave S and S 320th Street. This ITS Plan includes a satellite TMC at the South King Fire and Rescue station. The Fire Department is dispatched via ValleyCom Dispatch located in Kent. The Fire Department responds to incidents across the city and along freeways from several fire stations. The City's arterials are the main routes used by the Fire Department, and Opticom emergency vehicle signal preemption is installed at the signalized intersections on these routes. Other operation members of the EOC are Lakehaven Utility District, Puget Sound Energy, and representatives from St. Francis Hospital.
- **Law Enforcement:** The Federal Way Police Department is located in the same building as Public Works and assists in staffing the EOC. The FWPD operates the "Safe Cities" project, which includes 80 pan-tilt-zoom cameras located in Federal Way's City Center. Integrating the "Safe Cities" video monitoring system with the TMC is an opportunity to leverage existing ITS resources to improve traffic management capabilities.

3. REVIEW OF PLANS AND ANTICIPATED REGIONAL PROJECTS

3.1 REVIEW OF PLANS

The ITS Master Plan is intended to integrate with other local and regional planning efforts.

- **Federal Way Comprehensive Plan - Transportation Element:** The goal of the Federal Way Transportation Element is to provide a balanced multi-modal transportation system that will support land use patterns and adequately serve existing, and future, residential and employment growth within the City. This Transportation Element of the Comprehensive Plan comprises a set of framework transportation policies to support Federal Way's land use vision and a more detailed and technical plan for implantation of the framework policies. The Transportation Element coordinates transportation projects with other relevant projects in adjacent jurisdictions and the region. Concurrent with this ITS plan update, Federal Way has updated the Comprehensive Plan integrating new policy framework consistent with the Puget Sound Regional (PSRC) Vision 2040

document. The ITS Master Plan is intended to fold into the Transportation Element of the Comprehensive Plan.

- **6-Year Transportation Improvement Plan (TIP) 2024 - 2029:** The TIP is updated annually and is part of the overall Capital Improvement Program for the City. It includes prioritized project descriptions and projected funding for transportation improvements. TIP projects are evaluated and programmed based on the following criteria:
 - Concurrency Requirement
 - Level of Service Improvement
 - Collision Rate Improvement
 - Collision Severity Rate Improvement
 - HOV Supportive
 - Non-Motorized Supportive
 - Community Support
 - Air Quality
 - Ease of Implementation
 - Benefit/Cost Ratio

ITS projects do not have a dedicated funding source, so incorporating ITS elements into programmed TIP projects is an important strategy to expand the program capabilities. The 2024-2029 TIP includes construction of new traffic signals, implementation of adaptive signal timing and detection upgrades but does not explicitly include ITS communication elements.

- **Puget Sound Regional ITS Architecture:** The Puget Sound Regional ITS Architecture was updated in 2008 and provides a framework for ensuring institutional agreement and technical integration for the implementation of individual ITS projects, or groups of ITS projects. The Regional ITS is a federally mandated planning document that provides a framework for the integrated deployment of ITS within the Puget Sound Region. Since Federal Way is part of the Puget Sound Regional ITS Architecture, the City is not required to develop a separate regional architecture. However, as funding applications for new projects are developed, the City will need to self-certify that it has met the Federal requirements for ITS Architecture compliance.
- **PSRC Destination 2030 and Vision 2050:** The PSRC's Destination 2030 Transportation Improvement Plan carries several projects sponsored by Federal Way. The ITS Master Plan identifies projects that can be folded into the regional program. An example of the projects would be fiber network connections with CCTV sharing capabilities incorporated into existing projects, HOV queue jump lanes, future Transit Signal Priority, Incidence Response Programs, and the TMCs, both main and Satellite.

3.2 ANTICIPATED REGIONAL PROJECTS

WSDOT has planned projects in the Federal Way area as well as in the transportation network that affects the City roadway network. The work being done through these projects represent opportunities to expand ITS infrastructure.

- **SR 167 Extension, Tacoma to Edgewood (interchange near MP 139):** Improvements include new construction of a freeway segment. The SR 167 Extension is a critical missing link in the state's highway network. Its completion is expected to improve safety and reduce congestion along local roads and freeways in the surrounding area. Construction is currently unfunded.

- **Roundabout at SR 161/S. 356th/16th Ave S.:** Construction of a roundabout at a complex intersection. The project may require ITS elements to ensure effective operations.
- **I-5 SR 509 Corridor Completion and Freight Improvement Project:** When finished, SR 509, the South Airport Access roadway, and new I-5 lanes/improvements, will become a key component within the Seattle and south King County transportation network. When considered in conjunction with the planned Alaskan Way Viaduct improvements, this project provides a critical north-south corridor alternative to I-5 through Seattle and South King County.

4. ITS EXISTING CONDITIONS AND NEEDS ASSESSMENT

4.1 EXISTING ITS SYSTEM

- **Central Signal System:** Traffic signal communication consists of six pairs of copper wire and fiber optic interconnections and ethernet is used to connect individual cabinets with TACTICS, the City's central signal system. The City manages operations at 87 signalized intersections within city limits, five of these are WSDOT's signals and three are King County's. Twelve of the signals are not interconnected to the traffic signal management system.
- **Signal Priority:** Transit Signal Priority (TSP) has been implemented along several corridors in coordination with King County Metro Transit and Peirce Transit. King County Metro is planning for TSP on the 320 corridor from SW 21st to the East City Limits which will impact nine traffic signals.
- **Real-time Traffic Monitoring:** WSDOT is employing a program called "Traffic Busters" which was implemented in 2008. The program goals are to proactively manage traffic congestion using an ITS network that connects across agencies, shares equipment across agencies, provide a complete regional traffic signal communications link (C2C), and provide a website for agreements and contracts. Twenty-two agencies are connected to this system.

The "Traffic Buster" System Architecture is as follows:

- Access to 1 gigabit synchronous backbone
- 100 Mbps (megabit per second) agency connection to the backbone
- Private network with a sub-network for agency use
- Share Cameras 10 at a time (MPEG4 encoders)
- See cameras 4 at a time (MPEG4 decoders)
- PC terminal and software as needed
- IP network for C2C connections
- Phase 1 provides: Regional network camera coordination
- Phase 2 provides: Regional data collection, signal coordination, and incident management plans

4.2 NEEDS ASSESSMENT

The transportation needs and problem locations identified by Traffic Division staff generally fall within the areas of Traffic Management for mobility and safety, Emergency Management, Special Event Management and Road Maintenance. Incident management is also considered

part of Traffic Management, with an incident considered to be a planned or unplanned event that results in traffic congestion, versus an emergency being a major catastrophe that results in an activation of the ECC.

Traffic Management: The deployment of a robust TMC and Satellite TMC will enable many opportunities for centralized control of future ITS field devices. In order for the City to maximize the return on the TMC investment, there is a need for devices that can provide a high level of real-time traffic monitoring and congestion management. The replacement and supplementation of in-pavement loop detectors with video detection at key intersections can provide enhanced traffic data while reducing maintenance costs. Cameras that provide automated traffic counts would provide important data for signal timing plans. Additions of Pan-Tilt Zoom (PTZ) traffic cameras and greater access to WSDOT freeway cameras will also provide significantly enhanced real-time monitoring capability. The procurement of fixed and/or portable Dynamic Message Signs at the interchange access to the City at SR 18 and S 320th Street, as well as at key locations along the major corridors of SR 99, SR 161, SR 18, SR 509, are needed for providing en-route information to travelers. These signs could also be used for any construction notifications for impacts to main travel ways.

The Traffic Division has noted these key traffic and safety needs:

- Coordinate with WSDOT, King County, and other cities to address management of incidents on I-5 and SR 99. Additionally, explore techniques to handle congestion on the City arterials due to incidents and special events. This may include development of “action plan sets” – predefined signal coordination plans that are designed to provide high-capacity throughput on detour routes.
- Continued fiber optic system installation as well as bringing all signalized intersections online. Include 24-count fiber on all signal capital projects.
- Replace existing 6-pair fiber with fiber optic.
- The City has implemented a Traffic Management Center (TMC) and 1.0 Full-Time Equivalent (FTE) is dedicated to the TMC. To support the expanded real-time monitoring of traffic conditions, additional TMC staff would be required. In order to provide coverage during morning or afternoon peak periods, emergencies, and special events, additional staffing would be required. An additional FTE might be required for this duty to cover the required time periods.
- Continue the shared use agreement with the Police Department to share Safe City surveillance equipment.
- Continue to explore ways to make Transit Signal Priority more effective and reliable.
- Continue implementation of adaptive control traffic signal control strategies, which adjust traffic signal timing in real-time.
- Speed Monitoring and speed feedback signs on curves with a crash history.
- Improved safety and visibility at school and pedestrian crossings.
- Leverage adaptive signal timing software and the initial implementation of Automated Traffic Signal Performance Measures (ATSPM) to download and archive traffic volume data.
- Real-time traffic conditions data broadcast to the public similar to WSDOT and the City of Bellevue’s traffic flow maps.

Emergency Management: Over the past few years there have been discussions with Emergency Management promoted by the Federal Way Traffic Division (support to EOC) regarding ITS needs for enhancing traffic/emergency management. The following are highlights of the discussed needs to support the EOC via an ITS:

- Development of a citywide emergency response plan coordinated with an ITS system.
- Access to a TMC and Satellite TMC functioning with the EOC to include traffic camera images, or video feeds, signal system workstation, and access to weather and traffic sensor data from existing and future devices.
- Pre-defined signal timing plans for major incidents such as earthquakes, floods, and HAZMAT spills. Timing plans would also be needed to accommodate traffic incidents on I-5 and events that affect I-5 in Tacoma and Seattle.
- The EOC could also receive information and notifications of snow plowing and other road maintenance activities.
- A procedure by which the EOC could request specific messages to be sent on the Dynamic Message Signs.

Road Maintenance: The Federal Way Streets Division manages road maintenance. The Streets Division has installed four in-roadway weather stations. This benefits the Streets Division by improving the ability to detect standing water, and snow and ice conditions from the field.

Additionally, the Streets Division has installed Opticom in its fleets of snowplows and sanders. This reduces the chances that a plow will need to stop at a red light and improves efficiency of snowplow operations. It also ensures that sand and de-icer materials are applied at steady rates as the impact of starting and stopping can impact application and safety.

5. FEDERAL WAY CONCEPT OF OPERATIONS

As the City moves forward with implementation of their ITS program, it is necessary to consider how the various City divisions and departments will work together with key stakeholders to most effectively accomplish their goals and objectives as a roadway service provider. A Concept of Operations identifies two things:

1. The roles and responsibilities that an agency and partners have in deploying and operating ITS projects and programs.
2. The electronic information exchanges that need to occur between the agencies.

The previous sections of this report present the Federal Way ITS program in terms of identified needs, existing and planned projects. This Concept of Operations section is intended to provide a view as to how Federal Way would operate on a day-to-day basis with a fully functional ITS program in place. It helps establish the roles and responsibilities for operations and the maintenance of equipment, and also the levels of electronic information and device control sharing among partners. Effectively, the Concept of Operations guides how information is electronically gathered and manipulated by each agency and how that is shared across the agencies to the benefit of all. Because the Concept of Operations defines information sharing links between agencies, it is also a requirement between two agencies that wish to send streaming video to each other, compared to two agencies who simply wish to share traffic volume data.

The Concept of Operations is intended to be forward thinking to support the current and new projects that will be identified in this ITS Master Plan. In addition, by identifying electronic linkages between agencies necessary for sharing information and video images, the Concept of Operations begins to define requirements for the communications infrastructure that will be needed to support future projects. However, the City's Concept of Operations must blend with the Puget Sound Regional ITS Architecture developed through the Puget Sound Regional Council (PSRC), which includes a Concept of Operations from a regional perspective. A more detailed analysis from Federal Way's perspective is warranted as part of this Master Plan development work.

5.1 APPROACH TO DEVELOPING THE CONCEPT OF OPERATIONS

This section provides the recommended Concept of Operations for the City of Federal Way. In developing a Concept of Operations, it is recognized that relationships between agencies embody two main components:

- 1) What roles and responsibilities does each agency play in the relationship, and
- 2) What kinds of information are shared. Seven types of roles or responsibilities are used to describe agency-to-agency relationships. They are listed as follows from the lowest to the highest level of interaction:

- **Consultation:** One party confers with another party, in accordance with an established process, about an anticipated action and then keeps that party's information about actions taken.
- **Cooperation:** The parties involved in carrying out the planned and/or project development processes work together to achieve a common goal or objective.
- **Coordination:** The comparison of the transportation plans, programs, and schedules of one agency with related plans, programs, and schedules of other agencies, and adjustment of plans, programs and schedules to achieve general consistency.
- **Information Sharing:** The electronic exchange of data and device status information between parties for the purpose of coordinated responses, planning, and analysis.
- **Control Sharing:** The ability, through operational agreements, to allow for one party to control another party's field devices to properly respond to incident, event, weather, or traffic conditions.
- **Operations:** One party fully operates field equipment of a second party, typically because the second party does not have this capability and contracts for the service.
- **Maintenance:** One party maintains the equipment for a second party.

Along with these seven roles and responsibilities are associated information types that are typical for agency-agency exchange. Five primary types of electronic information exchanges are identified:

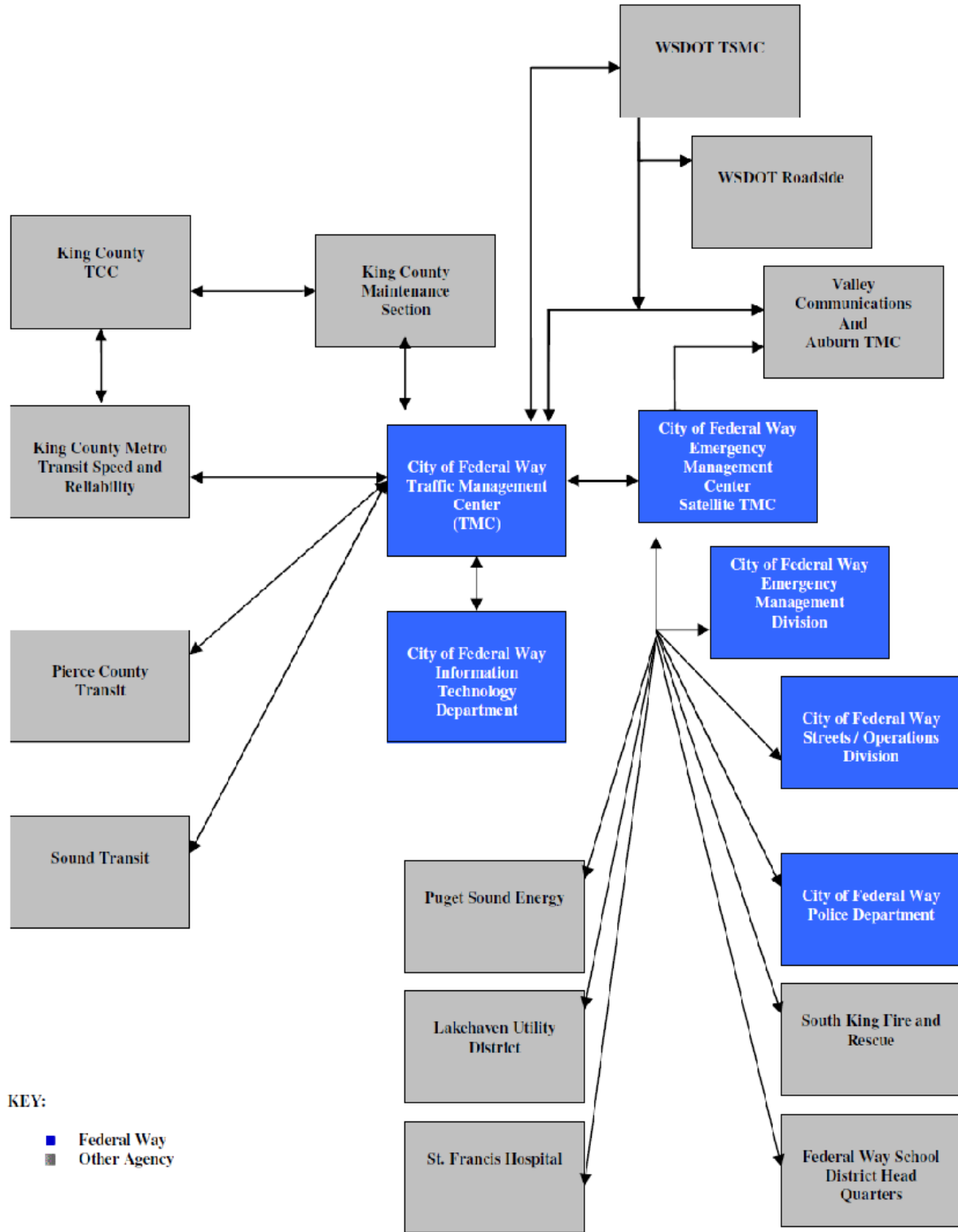
- **Video:** The dissemination of live video and still images from one party's field cameras to another's via email, web page, or ftp site.
- **Data:** The dissemination of data from one party to another party. Data can include but is not limited to, traffic data, weather data, parking data, transit data, etc.

- **Command:** The ability for one party to control field devices. Command can include but is not limited to, changing DMS messaging, changing traffic signal timing, camera control, etc.
- **Request:** The ability for one party to solicit either data or request a change, such as DMS messaging or signal times, from another party.
- **Status:** The ability for one party to monitor field devices, and receive such information as current signal timing/response plan, current message sets, etc.

A diagram representation of these relationships for Federal Way is provided in FIGURE 1 on the next page, the roles and responsibilities of these entities in the Federal Way ITS Program are described below:

- **City of Federal Way TMC:** The TMC would operate the city's centralized signal system and monitor the conditions on the city arterials and freeways. The TMC also coordinates and shares other agency data and monitored conditions.
- **City of Federal Way EOC:** The Federal Way EOC would receive direct communications from the TMC and the satellite TMC. This data share would be in the form of camera images via the intranet and/or email notifications for a web page or ftp site. Cameras would provide a view into traffic, weather, and/or emergency issues. The satellite TMC would provide backup access to the City Hall location. The EOC would also have the ability to request that a particular message be placed on the future DMS or traveler information web page, and the ability to have a subset of participants in this program to effectively manage direction of the operations with:
 - City of Federal Way Streets / Operations Division
 - City of Federal Way Police Department
 - South King County Fire and Rescue
 - Federal Way School District Head Quarters
 - Puget Sound Energy
 - Lakehaven Utility District
 - St. Francis Hospital
- **Valley Communications and Auburn TMC:** As mentioned earlier, the Valley Communications Center is the hub for all 911 communications in South King County located in the City of Kent. At the north boundaries of Federal Way on S 272nd Street, the City of Kent plans a fiber optic connection through to Valley Communications. Federal Way would be able to connect to this system at S 272nd Street @ SR 99. Federal Way envisions a partnership with the Regional fiber consortium to connect to this system and carry this system to the City of Auburn's TMC. This vision of partnership would include all the Federal Way EOC operations support, the City of Kent, the City of Auburn, WSDOT, and the participants of all operations of Valley Communications. Data sharing would include traffic conditions and emergency response messages through cameras via intranet and/or email. Through the Federal Way EOC, messages would be able to be sent out to future DMS with traveler information and/or emergency notification instructions.

**FIGURE 1: CONCEPT OF OPERATIONS
INFORMATION SHARING, DATA, AND VIDEO FLOW CONCEPT**



WSDOT Roadside: As mentioned previously, WSDOT would provide Federal Way with viewing access to some of their I-5 cameras and newer technology for the “Traffic Busters” program. In turn, Federal Way could share its cameras with conditions on S 320th Street, SR 99, SR 509, SR 161, and SR 18.

- **WSDOT TSMC:** WSDOT and Federal Way would have a center-to-center connection that would be in operation. The “Traffic Buster” WSDOT program plans to connect fiber optics to WSDOT hub at I-5 just south of S 320th Street. Federal Way envisions that this would allow future camera viewing internal to Federal Way along arterials that parallel the freeways and ramp terminals. Adding ramp terminals to this system would promote access to the central system of both agencies and coordinate traffic with the ramp terminal queues mitigating backups on and off of I-5.
- **King County Maintenance and King County TCC:** Federal Way would data share camera images and/or traffic data with King County Maintenance. King County contracts with Federal Way for maintaining traffic signals. This process would effectively manage signal issues with a shorter response time. King County Maintenance shares traffic data and monitoring with the King County Traffic Control Center (TCC). Both agencies would be able to share information with the Federal Way TMC. King County has expressed a desire to operate a regional transportation data warehouse that could be used to “power” regional traveler information systems, such as a regional arterial traffic flow map. If the data warehouse is developed, Federal Way would like to share data through that channel.
- **King County Metro Speed and Reliability:** The Speed and Reliability Division of Metro, which works with local cities to deploy Transit Signal Priority, has expressed a need for the technology. Currently, Metro has no automated way of knowing what happens at the intersection beyond the driver’s request. TSP equipped signals in Federal Way may be unnecessarily pre-empted without the traffic information of the downstream signals. Deploying this information would assist both Metro and the City to manage traffic conditions effectively. Additionally, Metro buses would have the capability to give travel times on routes to effectively measure needs and promote accomplishments in signal coordination with the ITS.
- **Pierce Transit and Sound Transit:** Both agencies operate within Federal Way. Setting up data stations at the Park & Rides where Federal Way TMC would post traveler information would empower not only drivers but also transit users through the region. Data sharing would be terminals showing traffic conditions and alternative routes that are available and routes to avoid.

6. FEDERAL WAY ITS PROJECT DESCRIPTIONS

The Concept of Operations and needs identified by stakeholders, combined with other factors over the years, guided the development of potential projects for the City of Federal Way. Factors that influence the selection of projects include the following:

- “Trouble Spots”, defined as mobility and safety issues, and key intersections on the arterial network
- Gaps in existing and planned ITS deployments
- Locations of key centers, including transportation, event, and employment centers
- Transit corridors
- Communications infrastructure
- Projects identified by stakeholders as future or currently unfunded projects
- Opportunities for coordination between City departments and other regional agencies

Future Projects

- CAV Plan
- EV Plan - for their own fleet?
- Freight - dilemma zone
- Parking management?
- Red light running
- Expanding adaptive system into the annexed area

6.1 TRAFFIC MANAGEMENT

Traffic Management projects include those that use ITS to improve safety and reduce congestion through roadway surveillance, monitoring, data collection/collection improvements, traffic flow improvements, and incident response.

TM-1: Vehicle Detection Expansion Project

Description:

This is an ongoing program. Implementation of the ITS Master Plan sets goals, structure, and organization in place for this project. This project would develop a decision-making framework for the selection of detection technology and location to support the City's goals such as the operation of SCOOT (adaptive signal system), TACTICS (central signal system), or count stations. These could include video detection, radar detection, or "counting" loops installed at midblock and/or at intersections to provide data that can be used to supplement traffic management and congestion monitoring. When supplemented with a robust communications network, real-time data from in-pavement or vehicle video detectors can be used to determine the level of congestion along a roadway. This information can be utilized to adjust signal timing at the TMC as well as share with the public as traveler information.

TM-1 would be an ongoing program to expand and upgrade video detection and signal controller upgrades across the City via programmed CIP projects implemented when those segments have other projects. Additionally, the replacement of, or supplementation to, in-pavement loops at critical intersections with video detection cameras and communications infrastructure to provide data and video images back to the TMC can be accomplished as standalone projects or in conjunction with projects. Video detection is the preferred approach where feasible for most intersections, however, "counting" loops may be more appropriate at some locations, as well as strategic placement of pan-tilt-zoom camera. Software support is included with the Communications Plan.

Justification:

Depending on the size of an intersection, video detection is slightly higher in initial costs than in-pavement loops. Maintenance requirement costs for video detection are lower than in-pavement loops. Video detection and pan-tilt-zoom cameras provide enhanced, readily available traffic data as well as the benefit of immediate access.

Dependencies:

This project could be deployed independently; through a CIP project, or in tandem with the Communications Plan and Automated Traffic Counts projects.

Stakeholders:

City of Federal Way
Travelers
Transit Agencies
Local and State Government Transportation Departments and EOC's

Estimated Costs:

Approximate costs of a full program over 20 years for a city-wide program at an estimated 80 signals, video detection, pan-tilt-zoom cameras, counting loops, and controller conversions would be ~\$10,000 per intersection and miscellaneous mid-block locations, as determined by the engineering analysis.

A program would be approximately \$450,000 for every 6 years.

Assumes 80 intersections	80	\$ 10,000.00	\$ 800,000.00	
30 mid blocks and/or ramp terminals	30	\$ 10,000.00	\$ 300,000.00	
LS controller upgrades	1	\$ 75,000.00	\$ 75,000.00	
				\$ 1,175,000.00
Design costs @ 15%			\$ 176,250.00	\$ 176,250.00
Construction Management Costs @ 15%			\$ 176,250.00	\$ 176,250.00
Total contract estimate				\$ 1,527,500.00

TM-3: Concept of Operations for Roundabout

Location: SR 161, S 356 St, 16th Ave. S.
Description: WSDOT is constructing a roundabout at the intersection of SR 161, S 356, 16th Ave. South. The complex geometry may require metering to ensure the roundabout functions as intended over its design life. A Concept of Operations will be required to determine how the metering system functions. Additionally, pan-tilt-zoom cameras will be required to monitor the roundabout, including queueing.
Justification: Determines the operating parameters for a new roundabout.
Dependencies: WSDOT construction project.
Stakeholders: City of Federal Way Travelers Transit Local and State Government Transportation Departments and EOC's
Estimated Costs: \$250,000 for development of ConOps.

TM-4: Dangerous Curve Warning System

Description:

The City has identified several sharp curves that can be hazardous to motorists traveling too fast. This project would install radar speed detection and flashing dynamic message signs to alert drivers. Identified locations would be evaluated citywide.

This project could initially be deployed at a single location as a demonstration project using a speed radar trailer.

An alternative treatment is high friction surfaces at curves with high crash frequency. The City has identified 17 problematic curves and has received grant funding to install high friction surfaces at six of these types of curves. After implementation of the high friction surfaces, a review of crash data could show if additional ITS based countermeasure would be practical.

Justification:

Reduce crashes, particularly fatal and serious injury crashes.

Dependencies:

Funding.

Stakeholders:

City of Federal Way
Travelers

Estimated Costs:

\$200,000.00 for 20 signs.

TM-5B: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>21st Ave SW @ SW 344 St. to SW 356th St</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects six signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$585,000.00 for 3,900 feet at \$150/ft.</p>

TM-5C: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>9th Ave S @ S 336th to 13th Place @ 336th (Project is in Design and Funding Identified)</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects two signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$ 240,000.00 for 1,600 feet at \$150/ft.</p>

TM-5E: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <ol style="list-style-type: none">1. S 312th St: SR99 to 23rd Ave S2. 23rd Ave S: S312th St to S 317th St <p>(The project is scheduled for construction in 2024.)</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects six signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <ol style="list-style-type: none">1. \$345,000.00 for 2,300 feet at \$150/ft.2. \$270,000.00 for 1,800 feet at \$150/ft.

TM-5F: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>23rd Ave S: S 320th St to S 322nd St</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects two signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$120,000.00 for 800 feet at \$150/ft.</p>

TM-5G: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>S 320th St: I-5 NB Ramps to Military Rd S</p> <p>(The project is designed and funding has been identified for construction.)</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects six signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$450,000.00 for 3,000 feet at \$150/ft.</p>

TM-5J: Fiber interconnect (Signal Interconnections)

Location: S 356th St: 21st Ave SW to SR99
Description: <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects three signals with improved technology.</p>
Justification: <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
Dependencies: <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
Stakeholders: <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
Estimated Costs: <p>\$1,470,000.00 for 9,800 feet at \$150/ft.</p>

TM-5K: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>21st Ave SW: SW 312th St to SW 320th St</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects three signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$495,000.00 for 3,300 feet at \$150/ft.</p>

TM-5L: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>S 312th St: SR509 to 8th Ave S</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects three signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$405,000.00 for 2,700 feet at \$150/ft.</p>

TM-5M: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>SR 509: SW 312th St to 8th Ave SW</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects one signal with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$646,200.00 for 4,300 feet at \$150/ft.</p>

TM-5N: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>SW 320th St: 47th Ave SW to 21st Ave SW</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects two signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$1,260,000.00 for 8,400 feet at \$150/ft.</p>

TM-50: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>SW 340th St/ SW 336th Wy: Hoyt Rd to 21st Ave SW</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects two signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$885,000.00 for 5,900 feet at \$150/ft.</p>

TM-5P: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>S 288th St: Military Rd. to 45th PI S</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects five signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$915,000.00 for 6,100 feet at \$150/ft.</p>

TM-5Q: Fiber interconnect (Signal Interconnections)

<p>Location:</p> <p>Military Rd S: 31st Ave S to S 272nd St</p> <p>(A portion of this segment will be constructed in the 2024 construction season.)</p>
<p>Description:</p> <p>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</p> <p>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</p> <p>This project segment interconnects four signals with improved technology.</p>
<p>Justification:</p> <p>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</p> <p>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</p>
<p>Dependencies:</p> <p>Funding.</p> <p>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</p>
<p>Stakeholders:</p> <p>City of Federal Way Travelers Transit All bordering agencies and WSDOT</p>
<p>Estimated Costs:</p> <p>\$120,000.00 for 800 feet at \$150/ft.</p>

TM-5R: Fiber interconnect (Signal Interconnections)

Potential Annexations Areas (PAA) from King County:

1. S 360th St: Milton Rd S to Military Rd S
2. Military Rd S: S 360th St to S 320th St
3. S 321st St: Peasley Canyon Rd to 51st Ave S
4. 51st Ave S: S 321st St to S 316th St

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.

These project segments install new traffic signals and interconnect the major roadways of the Federal Way PAA signals with improved technology.

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding and Cost Benefit.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way
Travelers
Transit
All bordering agencies and WSDOT

Estimated Costs:

1. \$1,305,000.00 for 8,700 feet at \$150/ft.
2. \$2,115,000.00 for 14,100 feet at \$150/ft.
3. \$336,750.00 for 2,245 feet at \$150/ft.
4. \$243,000.00 for 1,620 feet at \$150/ft.

TM-6: Event Management Plan

Description:

Directing traffic during both planned and unplanned events is a major traffic management issue. This project would develop a plan and “technology toolkit” for congestion management during planned events in, and outside of, the city. The technologies could include portable devices such as dynamic messaging systems (DMS) to direct vehicles to available parking, camera, and detection that could be installed in advance on an as-needed basis. Events that occur are Regional and National Events such as events at the Aquatic Center, the Triathlon, and at Enchanted Parkway.

Justification:

Traffic disruptions during major events impact emergency management response and public access to events.

Dependencies:

Funding.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

King County Road Services

Organizations who could help develop the scenarios that the event management plan would address

Estimated Costs:

Estimate includes plan development and mobile DMS and wireless camera units.

Total estimated budget costs: \$100,000.00

TM-7: Communications Plan

Description:

This project would develop a detailed ITS Communications Plan for Federal Way to link up the City's future ITS deployment. The Plan would identify options for accessing existing communications infrastructure as well as building new communications infrastructure to support existing ITS deployments and recommended projects identified in the ITS Master Plan. As one example, the Communications Plan would consider new fiber being installed as part of the Federal Way School District relocation and routed to Park & Rides.

The Communications Plan would identify other key needs of transferring information, address alternative communication approaches, and provide order of magnitude of cost estimates.

Justification:

Ensures efficient utilization of existing and planned communication infrastructure.

The structured expansion of the City's communication network is vital for access to real-time information from devices such as vehicle detectors and cameras.

Dependencies:

None, this project is recommended for early deployment.

Stakeholders:

City of Federal Way
Travelers
Transit
All bordering agencies and WSDOT
King County Road Services

Estimated Costs:

Cost for deployment and development of a citywide communications plan.

Total estimated budget costs: \$75,000.00

TM-8: Advance Warning at Traffic Signals

Description:

This project would develop a methodology and plan for implementing advance-warning signage at traffic signals with high-speed approaches. The project will examine different methods for dilemma zone protection at the ramps from I-5 at SR 18 and 99W at 356th. Low-cost solutions for dilemma zone protection will be implemented such as truck extensions.

Justification:

Reduces the risk of fatal and serious injury crashes.

Dependencies:

Communications and advanced traffic controllers are required to be in place.

Stakeholders:

City of Federal Way
Travelers
WSDOT

Estimated Costs:

Cost for deployment and development of a citywide communications plan.

Total estimated budget costs: \$75,000.00

6.2 EMERGENCY MANAGEMENT

Emergency Management Projects include those that would improve Federal Way's ability to provide a coordinated response to a major disaster, either manmade or natural. The City has a finalized Emergency Plan in place.

EM-1 : Center to Center Communications with the Federal Way EOC and Satellite communications for TMC

<p>Description:</p> <p>The Federal Way Emergency Operations Center is housed within City Hall along with the TMC. There is a second command center at the South King Fire and Rescue station near 1st Ave S and S 320th Street. Both locations serve as a center for local agencies to coordinate responses and manage a major emergency. Federal Way Public Works has been assigned a seat at the EOC, which is activated in situations such as earthquakes, terror threats, and other situations.</p>
<p>Justification:</p> <p>Expanded access to WSDOT video and data, in the spirit of regional coordination. Contribute to improved data sharing between regional centers.</p>
<p>Dependencies:</p> <p>TM2 - WSDOT Video Access Upgrade.</p>
<p>Stakeholders:</p> <p>City of Federal Way All bordering agencies and WSDOT King County Road Services King County Emergency Management WSDOT</p>
<p>Estimated Costs:</p> <p>Cost for deployment and development of a Satellite TMC for the EOC.</p> <p>Total estimated budget costs: \$250,000.00</p>

6.3 MAINTENANCE

Maintenance projects are those that would provide weather and road conditions monitoring for increased efficiency of road maintenance operations.

6.4 TRAVELER INFORMATION

Traveler information provides for the dissemination of roadway information collected by the TMC to reach travelers both pre-trip and en route so that they may make informed travel decisions.

TI-1: Regional Traveler Information

<p>Description:</p> <p>The King County ITS Strategic Plan has identified projects to provide regional arterial traveler information via the internet. This project should provide the communications link and processing capabilities to automatically share information from Federal Way's ITS systems, such as traffic flow data and camera images, to the King County regional system and/or the City web site, or public access cable channel.</p>
<p>Justification:</p> <p>This project would maximize the return on investing in ITS such as communications, traffic camera images, and vehicle detection by providing information to the broadest possible audiences.</p>
<p>Dependencies:</p> <p>Federal Way ITS Project Arterial Flow Map would provide useful information that could be distributed through additional channels.</p> <p>Regional agreement must be reached on traveler information concept, including commitment from one agency to provide the central data warehouse.</p>
<p>Stakeholders:</p> <p>City of Federal Way King County General Public Access Cable Channel WSDOT</p>
<p>Estimated Costs:</p> <p>Costs include integration and web/cable TV interfaces.</p> <p>Total project cost that includes engineering, construction administration, and contingencies \$150,000.00</p>

6.5 TRANSIT

Transit projects are transit projects that interface with the City's transportation infrastructure, such as traffic signals.

TR-1: Pierce County Transit Signal Priority - 500 Route

Description: This project would implement transit signal priority on the 500 Route to the Transit Center.
Justification: Improves transit reliability and on-time performance.
Dependencies: ConOps for TSP to coordinate with the City's signal.
Stakeholders: City of Federal Way Pierce County Transit Travelers WSDOT
Estimated Costs: The costs would be borne by Pierce County Transit.

APPENDIX T-B: Transportation System Management Review Summaries

This Appendix includes a summary of Intelligent Traveler Systems (ITS) applications and an evaluation of transportation demand management strategies in Federal Way.

Table B-1 provides a summary of the main categories of ITS application, their relative applicability in Federal Way, and the degree of impact each might have on the City's vision and plan.

Table B-1. Intelligent Traveler Systems (ITS) Applications in Federal Way

ITS CATEGORY	EXAMPLE APPLICATION AREA	DEGREE OF CITY CONTROL	IMPACT TO VISION
Public Transit	Monitoring of Transit Operations	→	→
	Automatic Fare Payment	↘	→
	Dynamic Ridesharing	→	→
	✓ HOV Lanes & Parking	↗	↗
	✓ HOV-Signal Priority	↗	↗
	HOV-Automated Highways	→	→
	✓ Employer-Based TDM Initiatives	→	↗
	Vehicle Guidance & Control	↘	→
	Road Use Pricing	→	→
	Ferry Management	N/A	N/A
Traveler Information	Traveler Information Databases	→	↗
	Trip Planning (Pre-trip)	↘	↗
	Trip Guidance En Route	↘	→
	Vehicle Monitoring & Warning Systems	↘	↘
Traffic Management	Incident Detection & Management	→	→
	✓ Traffic Network Monitoring	↗	↗
	Communication Systems	→	→
	✓ Traffic Control Systems	↗	↗
	Construction Management	→	→
Freight & Fleet Management	Route Planning & Scheduling	↘	→
	Vehicle & Cargo Monitoring	↘	↘
	Regulatory Support	↗	→
	Internodal Port Transfers	N/A	N/A
Other Services	Emergency Service System Mgt.	↗	→
	Enforcement Services	↗	→
	Traveler Safety/Security	→	→
	Air Quality Monitoring & Pricing	↘	→

↗ - High/Positive

→ - Somewhat/Possibly

↘ - Low/Questionable

✓ - Pursue

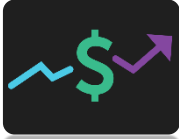
Table B-2 provides a summary of the analysis of the various TDM alternatives by their functional grouping and potential effectiveness, implementation difficulties, and expected cost effectiveness. Fortunately, several of the more effective options are within the purview of the City. While many of these TDM strategies will need to be implemented and managed by the private sector, Federal Way can provide the infrastructure needed to support such strategies, such as transit and HOV lanes and expanded bicycle and pedestrian networks.

Table B-2: Evaluation of TDM Strategies

Evaluation Criteria for Transportation Demand Management (TDM) Strategies	Potential Effectiveness	Implementation Difficulties	Incremental Cost	Who Pays			
				Taxpayers	Users	Employers	Municipality
PUBLIC MODE SUPPORT MEASURES							
Public Education and Promotion	Increases the effectiveness of other strategies up to 3%	None	Low-medium	✓		✓	✓
Area-wide Ride matching Services	0.1-3.6% VMT reduction	None	Low			✓	✓
Transit Services	Up to 2.5% VMT reduction	Ongoing competition for public funds	Medium-high	✓	✓	✓	
Vanpool Service	Up to 8.3% commute VMT reduction	High fares compared to transit; finding riders & drivers	Medium		✓	✓	
Transit and Vanpool Fares	Up to 2.5% regional VMT reduction	Competition for public funds; equity concerns	Medium	✓	✓	✓	
Non-Motorized Modes	0-2% regional VMT reduction	Minimal for low cost actions; great for high cost actions	Low-high	✓	✓	✓	
HOV Facilities	Up to 1.5% VMT reduction & .2% trip reduction	High cost; public acceptance	Medium-high	✓			
Park and Ride Lots	0-0.5% VMT reduction	None	Medium-high	✓			
EMPLOYER BASED TDM MEASURES							
Monetary Incentives	8-18% trip reduction at site	Tax implications for some subsidies	Low-medium			✓	
Alternative Work Schedules	As much as a 1% regional VMT reduction	Employee or management reluctance	Low			✓	
Commute Support Programs	0.1-2.0% regional VMT reduction	None	Low			✓	
Guaranteed Ride Home	Unknown	Liability concerns of employers	Low		✓	✓	

Evaluation Criteria for Transportation Demand Management (TDM) Strategies	Potential Effectiveness	Implementation Difficulties	Incremental Cost	Who Pays			
				Taxpayers	Users	Employers	Municipality
Parking Management	20-30% site reduction in SOV trips	Employee opposition	Low to revenue producing		✓	✓	
Facility Amenities	Minimal alone	Space; local zoning requirements	Low to revenue producing			✓	
Transportation Management Associations	6-7% commute trip reduction*	Funding and political support required	Low-medium			✓	✓
*These results are from pre CTR experiences. A broader range of effectiveness would be expected in the presence of CTR legislation.							
PRICING STRATEGIES							
Gasoline Tax Increases	4-10% regional VMT reduction	Public resistance; legislative action; travel alternatives required	Revenue producing		✓		
VMT Tax	0.1-11% regional VMT reduction	Public resistance; legislative action; travel alternatives required	Revenue producing		✓		
Congestion Pricing	Up to 5% regional VMT reduction	Public and political resistance; travel alternatives required; technical and enforcement difficulties	Revenue producing		✓		
Parking Tax	1-5% regional VMT and trip reduction	Legislative action; negative public sentiment; opposition from private sector	Revenue producing		✓	✓	
TELECOMMUNICATIONS STRATEGIES							
Telecommuting	Up to 10% commute VMT reduction	Prevailing corporate culture	Low			✓	
Advanced Telecommunications	Moderate to high	Untested, unproven concepts	Low-high	✓	✓		
LAND USE STRATEGIES							
Development Impact Mitigation	Varies with mitigation requirements	Landowner and developer resistance	Low to medium		✓	✓	
Mixed Land Use/Jobs Housing Balance	VMT reductions up to 10%	Public resistance; slow rate of effective change	Low to medium	✓	✓		✓
Transit-Oriented and Pedestrian Friendly Design	Increase in transit, bike, and pedestrian trips	Requires design review; developer resistance	Medium to high	✓		✓	✓

Evaluation Criteria for Transportation Demand Management (TDM) Strategies	Potential Effectiveness	Implementation Difficulties	Incremental Cost	Who Pays			
				Taxpayers	Users	Employers	Municipality
Residential Density Increases	VMT reductions of up to 10% per household	Public and developer resistance to required densities	Medium to high	✓			
Employment Center Density Increases	SOV work trip reductions of up to 50%	Large increase in density often required to realize significant change	Medium to high	✓		✓	
Parking Management	1 to 5% region-wide VMT reduction	Local council action required; public/retailer resistance; enforcement issues	Low		✓	✓	
On-Site Amenities	Unknown; probably reflects effectiveness of mixed use development	Requires policy changes, public, and private inertia are barriers	Low to medium	✓			
POLICY & REGULATORY STRATEGIES							
Trip Reduction Ordinances	.1 - 4% regional VMT reduction	Legislative action required; resistance to expanded regulation	Low-medium	✓		✓	✓
Restrict Access to Facilities and Activity Centers	2.8-10% VMT reduction	Political will to face public opposition	Low to high	✓			
Support New Institutional Arrangements	Unknown	Require strong advocacy, public, & private support	Low to high	✓			
Increase HOV lanes to 3+	Possible 1.5% reduction	Legislative action needed; public resistance	Low	✓			
Parking Restrictions	1-5% trip reduction	Public, developer resistance	Low			✓	



CHAPTER FOUR ECONOMIC DEVELOPMENT

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4.0 INTRODUCTION & VISION

Introduction

Economic development is the creation of wealth from which community benefits are realized. It is more than a jobs program, it is an investment in growing the local economy and enhancing the prosperity and quality of life for all residents. Economic development is a concerted effort on the part of the City to influence the direction of private sector investment toward opportunities that can lead to sustained economic growth. Sustained economic growth can provide sufficient incomes for the local labor force, profitable business opportunities for employers, and tax revenues for maintaining infrastructure to support continued growth. There is no alternative to private sector investment as the engine for economic growth, but there are many public initiatives that can support and encourage investments where the community feels they are needed most.

Federal Way recognizes five primary approaches to enhance local economic development. They are:

- Business Retention and Expansion – providing support and assistance to existing businesses.
- Business Attraction – attracting new business to the City.
- New Business Creation – encouraging the growth of new businesses.
- Placemaking – investing in community assets, inspiration, and potential with the intention of creating public spaces that promote people's health, happiness, and well-being.
- Tourism – according to the World Bank, tourism is estimated to contribute approximately 10 percent of global gross domestic product (GDP), and is the largest contributor to employment worldwide.

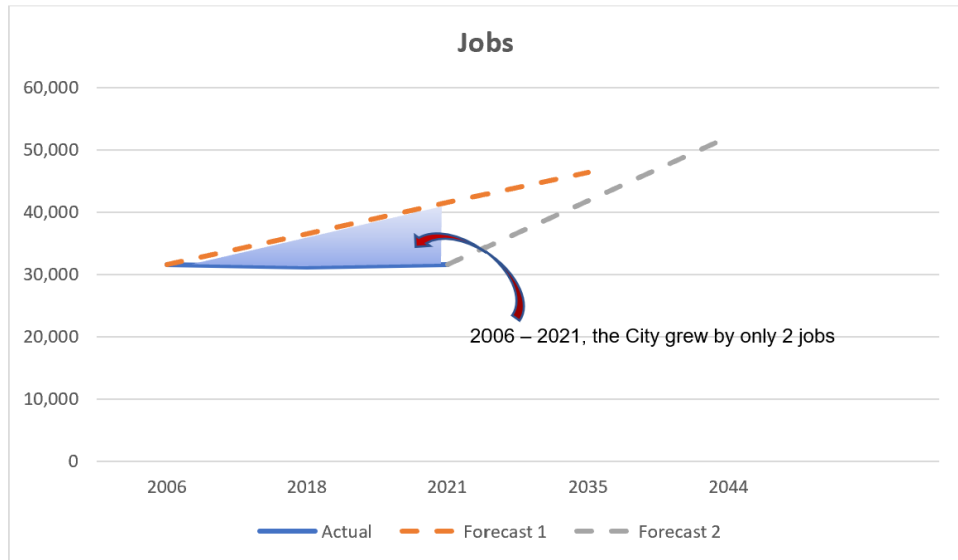
Vision

The City produces solutions to attract and retain businesses, jobs, and investments, along with improving the tax base and enhancing the quality of life in Federal Way.

4.1 EMPLOYMENT

The City's Comprehensive Plan is required to be consistent with the Growth Management Act (GMA), Puget Sound Regional Council goals and policies of Vision 2050, and the King County Countywide Planning Policies (CPPs). As part of the planning process, the City is given growth targets for housing and employment for the next 20 years. These targets are forecasts that are given to each county from the Washington Office of Financial Management. King County then goes through a process to allocate the county totals to the cities and unincorporated parts of the county. For the previous growth period (2006-2035), Federal Way was forecast to grow by 14,268 jobs. The forecast for the 2024-2044 period is 20,460. The 2006 to 2018 forecast growth and actual growth of new jobs is illustrated in Figure ED-1.

**Figure ED-1:
Employment Growth Target**



Sources: Job Growth – WA ESD, GMA Targets – King County.

**Table ED-1:
Employment Growth Target**

	Actual	Forecast 1 (2006-2035)	Forecast 2 (2024-2044)
2006	31,616	31,616	
2018	31,148	36,588	
2021	31,618	41,560	31,618
2035		46,352	41,848
2044			52,078

Sources: Job Growth – WA ESD, GMA Targets – King County.

Much of the reason for the lack of increase in employment over the previous planning cycles is due to the exodus of the Weyerhaeuser corporate headquarters from Federal Way to Seattle. Although there have been some recent employment gains (notably: DaVita, Smith Brothers, Pape, and All-City Fence), the City will need to reassess its strategies moving forward if it expects to reach its target of growing over 20,000 new jobs in the City over the next 20 years.

Analyzing the current clusters of jobs in the City (Table ED-2), Healthcare, Education, and Retail are the top three employment sectors currently found in the City.

**Table ED-2:
Employment Sectors**

Industry	Jobs	% of Total
Healthcare & Social Assistance	5,511	17%
Educational Services	5,169	16%
Retail Trade	3,808	12%
Government	3,304	10%
Accommodation & Food Services	3,224	10%
Arts, Entertainment, Recreation	2,745	9%
Administrative & Support	1,147	4%
Management	1,032	3%
Finance & Insurance	1,022	3%
Construction	1,001	3%
Professional, Scientific & Tech Services	935	3%
Wholesale Trade	645	2%
Real Estate	635	2%
Other	1,440	5%
Total	31,618	100%

Source: WA ESD

4.2 BUSINESS RETENTION & EXPANSION

Business Retention & Expansion (BRE) is an economic development strategy that promotes business growth, capital investment, and job creation by connecting local business owners with the resources they need to stay, grow, and succeed in the City. Although BRE tends to fall in the shadow of business attraction, BRE is more effective at addressing fundamental growth and sustaining a healthy local economy. This is due to a larger percentage of local businesses forming the economic base over relocating businesses, the local economy being driven mainly by existing business, and the cost of retaining an existing business being much less (5 to 25 times less) than attracting a new business. BRE is therefore the backbone of the City’s economic development strategy.

BRE in practice requires proactively connecting with existing businesses to understand and respond to their needs. Those connections identify issues and provide increased opportunities to help existing businesses expand or, if they are at risk of closing or relocating, stay open and remain in the community. Too often the sudden closing of a long-time business surprises residents and local officials alike who assume a business is doing fine simply because the doors remain open each day.

4.3 BUSINESS ATTRACTION

When Weyerhaeuser moved its corporate headquarters (HQ) to Seattle in 2014, Federal Way lost its largest employer and approximately 1,500 jobs (Seattle PI). The campus was sold to IRG and warehousing/distribution facilities have since been built on a portion of the property. The City would like to see another major employment activity reoccupy the former HQ building. The original building is pictured below.



Source: Honda

Trying to attract a new corporation to locate its corporate headquarters in the City, whether to the HQ building or another location, is resource intensive and competitive. “Evidence suggests that Fortune 500 corporations tend to grow and stay in place, while smaller companies are more likely to make a headquarters move. But every year, a few major companies make the news with a headquarters announcement such as Boeing’s move to Chicago.” (Whittaker Associates) A focused and targeted approach is needed to identify and generate potential business investment leads. Generally-accepted steps for successful business attraction efforts include:

1. Economic Development Website
2. Community and Economic Development Brand
3. Develop a List of Companies to Target
4. Contact Prospective Investors
5. Maintain Relationships with Prospective Investors

Although the City currently has an Economic Development page within the City’s existing website, the Economic Development Department is reviewing and analyzing competitor cities’ websites to inform the development of a new website with appropriate data for site selectors and businesses seeking to relocate to Federal Way. In addition to refreshing the City’s webpage, Steps 2-5 are being built into a sustainable strategy which the Economic Development department will execute in order to compete with other communities for landing relocating businesses.

4.4 NEW BUSINESS CREATION

New business creation is an entrepreneurial approach to economic development that seeks to grow the local economy from within. Its premise is that local entrepreneurs and microbusinesses create the companies that bring new wealth and economic growth to a region in the form of jobs, increased revenues, and a vibrant local business sector. New business creation seeks to focus on growing and nurturing start-up and small local businesses.

To support the entrepreneurial community, a network of resources and partners is being built to provide access to tools, knowledge, and experience that students and

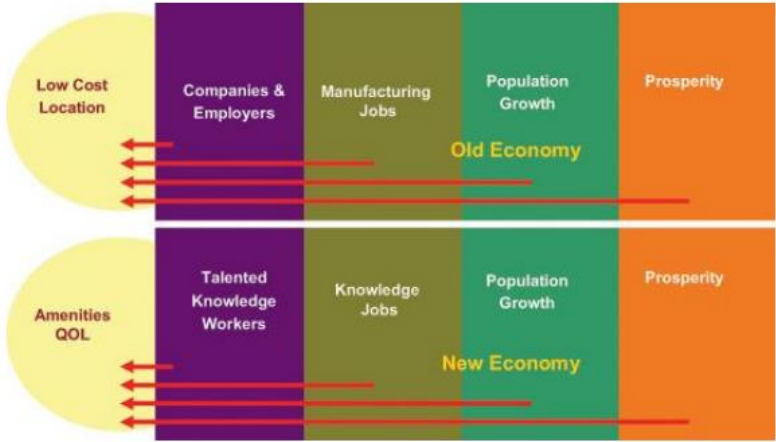
entrepreneurs need to go from idea to working business in a successful, sustainable manner. Building an ecosystem that provides access to knowledge and experience, finance and funding opportunities, as well as low-cost space is vital to the success of entrepreneurial start-up businesses.

4.5 PLACEMAKING & SISTER CITY COORDINATION

As the global economy has evolved with an increasing number of technology-based and knowledge-sector jobs, cities have redeveloped their economic development strategies from solely focusing on transportation access, low costs, tax incentives, etc., to including the attraction of multi-generational talent by becoming desirable places to live. (Source: Michigan State University, 2015). Because workers are mobile and in high demand, they often decide to live and work in communities with a high quality of place.

“Communities across the country are under pressure to identify the trends, tools and tactics that will help retain existing workers and attract new talent to help ease employer hiring challenges and demonstrate capacity to attract new investment. Talent continues to prioritize quality of life as an initial motivating factor causing them to begin to consider relocation, indicating that ‘The Great Reflection’ — the effect of the pandemic upending our traditional notions of work and life — has had lasting impacts. Now more than ever, talent is prioritizing the ability to live (and afford) a full life outside of work over the ‘hustle culture’ of the past.” (Development Counsellors International)

**Figure ED-2:
Structural Change in Sources of Prosperity and Place Success**



Source: EDRP, International Economic Development Council “Place Matters”

According to recent studies of 25- to 34-year old, college-educated workers, the following factors were considered as part of their decisions to move and seek new employment:

Elements of Quality Places:

- Mixed uses
- Public spaces
- Broadband
- Multiple mobility options
- Multiple housing options
- Preservation of historic structures
- Community heritage
- Arts, culture, creativity
- Recreation & entertainment
- Green spaces

Source: International Economic Development Council, 2017.

Some key roles of the Economic Development department in the development of placemaking in the City are: providing leadership in sharing the City’s placemaking vision with local, regional and national stakeholders and partners; strengthening the City’s brand in BRE; workforce development and tourism promotion; and facilitating or initiating real estate development projects.

As provided through demographic information presented in the Introduction and Community Services chapters, Federal Way is growing in its diversity. Due in part to its growing diversity, the City’s sister cities program is growing. The program has a long-standing history within the community, and the relationships forged through the sister cities’ program contribute to placemaking efforts through the impact from cultural resources, partnerships, and the resulting enhanced sense of place. These international relationships also open Federal Way to new opportunities in community building, diplomatic relationships, civic engagement, cultural exchange, and new businesses. The City’s current sister cities are:

- Donghae, South Korea
- Hachinohe, Japan
- Rivne, Ukraine

4.6 TOURISM

According to the Washington Tourism Alliance, in 2019 (prior to declines directly resulting from the COVID-19 pandemic), Washington State had a total of 110 million annual visitors, with direct visitor spending totaling \$21.9 billion. On average, visitors spent \$60 million per day in Washington State. Tourism has been long regarded as a vibrant and somewhat simple economic development tool. Visitors arrive, spend money on food, retail shopping, accommodations, and attractions, and then return home. To capitalize on this revenue-generating activity, the City is working to understand why people are visiting Federal Way and how to increase the number of these visitors.

Although excursions and local adventures such as hiking through the West Hylebos Wetlands Park or visiting Dash Point State Park represent a valuable tourism activity, understanding what brings people to stay in a hotel in the City is also a good way to better understand why people are visiting Federal Way. A 2021 study, funded by the City (*Proposed Federal Way Hotel*, HVS Consulting & Valuation), identified the hotel stays in Federal Way were comprised of Commercial (business travelers) at 43%, Groups (family reunions, sporting or entertainment events, company trainings, etc.) at 24%, and Leisure (those visiting or passing thru the area) at 33%.

Based on the study cited above, business travel represents the largest group of hotel stays in Federal Way. These travelers chose Federal Way either because of businesses located in the City, or those located in nearby communities. The sector that represented the lowest

proportion of hotel stays were groups visiting the City for some family, work, or event activity. To increase tourism in the City, this sector could be targeted by hosting additional sporting events, festivals, etc.

The following notable attractions are currently existing tourism assets that draw people to Federal Way:

Wild Waves and Enchanted Village

The largest theme park in western Washington, Wild Waves offers a variety of rides and amusements. The water park includes river rides, a maze of water slides, a wave pool, and more. Enchanted Village, the theme park section of Wild Waves, has an array of rides for families, kids, and thrill seekers. All summer long, visitors can stop by the Enchanted Village Stage for special entertainment like live magic and mad science experiment shows.

King County Aquatic Center

The Weyerhaeuser King County Aquatics Center was constructed for the 1990 Goodwill Games. It has hosted US Olympic Diving Team Trials, NCAA championships, PAC-12 conference championships, USA Swimming Winter National championships, and Speedo Junior National championships.

Celebration Park

The facility includes: batting fields with evening lights; bleachers; restroom and concession building; a total of eight soccer and baseball fields with evening lights; a children's play structure; trails; pathways connecting to the BPA Trail System; and parking for 493 vehicles.

Pacific Bonsai Museum

One of only two museums in the United States solely dedicated to bonsai, and one of only a handful of bonsai museums worldwide, Pacific Bonsai Museum maintains a collection of 150 bonsai that are among the finest examples of bonsai anywhere in the world. The collection is also the most geographically diverse bonsai collection in the United States, with trees from Canada, China, Japan, Korea, Taiwan, and the United States.

Rhododendron Species Botanical Garden

The Rhododendron Species Botanical Garden is home to the largest collection of Rhododendron species in the world. Visitors experience a diverse botanical collection in a forest of Douglas fir, western red cedar, hemlock, and other native plants. The garden is also home to beautiful companion plants, including the famous Himalayan blue poppies, camellias, magnolias, Japanese maples, and many rare plants.

PowellsWood Garden

Combines a lush pleasure garden and native woodland within a roughly 40-acre nature preserve.

Dumas Bay Centre & Knutzen Family Theatre

Dumas Bay has three light-filled meeting and banquet rooms, each with stunning views of Puget Sound and the Olympic Mountains, plus a few interior meeting rooms for groups or breakouts. For overnight stays, there are 68 bedrooms plus one fully contained suite. Built in 1998, the theatre provides a venue for professional theatre and the symphony. The theatre seats 234 and has shown plays, musicals, and music performers.

The Performing Arts and Event Center (PAEC)

The Federal Way Performing Arts & Event Center represents a new caliber of event space in South King County. It boasts state-of-the-art acoustics, two audience floors totaling an over 700 seat capacity, removable orchestra shell, chorus risers, and marley dance floor.

Dash Point State Park

At nearly 400 acres with over 3,300 feet of saltwater shoreline, Dash Point State Park is the ideal location for outdoor fun. This park with camping and nearby trails gives visitors access to hiking, fishing, picnicking, and swimming. Dash Point has unobstructed views of Puget Sound and offers visitors the chance to observe the marine life of the Pacific Northwest.

4.7 GOALS & POLICIES

This section contains the goals and policies of the Economic Development Chapter of the Comprehensive Plan.

Goal

ED G1 *Support an equitable and strong local economy with opportunities for all to prosper.*

Policies

ED P1.1 Support existing employers and the addition of new targeted employers that contribute to the diversity of the City's employment base and support other industries in the City.

ED P1.2 In conjunction with the local business community, including the Chamber of Commerce and cultural and ethnic community groups, actively pursue living-wage employers to support the local economy.

ED P1.3 Develop an environment that fosters respect for all individuals and groups and promotes equitable employment opportunities.

ED P1.4 Ensure that local economic development programming is inclusive, accessible, culturally appropriate, and serves the diverse community.

Goal

- ED G2** *Help attract, expand, and retain businesses, jobs, and investments that provide employment, support the changing demographics of the City, and enhance income opportunities for Federal Way residents.*

Policies

- ED P2.1** Promote the continued diversification and sustainability of the local economy and expand employment opportunities for residents.
- ED P2.2** Establish and execute business, investor, and developer attraction programs to maintain active economic development pipelines.
- ED P2.3** Conduct regular business outreach and create programs to support business needs identified by such outreach.
- ED P2.4** Support organizations and programs that provide technical assistance to businesses.
- ED P2.5** Develop sales and promotion programs to educate and sell Federal Way as a city to live, work, and play in.
- ED P2.6** Support and promote businesses that cater to the changing demographics of the City.

Goal

- ED G3** *Invest in placemaking spaces and community amenities to help attract businesses to Federal Way.*

Policies

- ED P3.1** Actively work to facilitate joint public/private funding of infrastructure and public spaces.
- ED P3.2** Develop Downtown with a mix of uses such as the Performing Arts and Event Center (PAEC), public parks, and a mix of residential, local retailers, office, educational, and civic uses.
- ED P3.3** Support the City of Federal Way's Sister City Program to build cultural and employment ties with Sister City communities.

Goal

- ED G4** *Promote Federal Way as a business-friendly community.*

Policies

- ED P4.1** Continue to pursue aggressive public safety programs designed to protect residents, businesses, and their investments.

- ED P4.2** Continue to provide a business-friendly tax structure as well as regularly researching and developing additional business incentives.
- ED P4.3** Continue to manage an economic development webpage that promotes business and development opportunities within the community; provides an interactive database of information of value to site selectors, businesses, and developers; and provides connections to the Federal Way Chamber and other business-oriented local resources.
- ED P4.4** Promote and support local businesses and locally-produced goods and services.
- ED P4.5** Continue to develop local, regional, and national marketing programs to actively change and improve the perception of Federal Way.

Goal

- ED G5** *Ensure educational and training opportunities exist to align with future job growth.*

Policies

- ED P5.1** Encourage and support entrepreneurship opportunities and the growth of local microbusinesses.
- ED P5.2** Establish programs to build workforce pipelines between businesses and educational institutions.

Goal

- ED G6** *Emphasize redevelopment that transforms the City from a suburban bedroom community to a diverse jobs-rich urban center.*

Policies

- ED P6.1** Continue to utilize design guidelines to enhance the urban environment in order to retain and attract businesses and residents.
- ED P6.2** Continue to implement high-quality urban design standards for these areas.
- ED P6.3** Work with commercial property owners to understand their goals and needs; and collaborate on visioning and future redevelopment of their properties.

Goal

- ED G7** *Encourage and support the development of recreational and cultural facilities and/or events that will bring visitors to Federal Way, and attract new residents.*

Policies

- ED P7.1** Support and facilitate local cultural and regional recreational activities.
- ED P7.2** Encourage the expansion of existing, and development of new, multi-purpose facilities to host cultural and recreational activities, and continue to work with lodging providers in order to increase the number of visitors to Federal Way, thus increasing visitor spending.
- ED P7.3** Recognize a well-built environment with civic amenities helps attract the talented workers who will sustain economic growth.

Goal

- ED G8** *Encourage cooperative partnerships to address the economic resilience of the City.*

Policies

- ED P8.1** Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide employment opportunities.
- ED P8.2** Continue to market the community for, and encourage development of, businesses in the high-tech sector. This effort will include exploration of regulatory and/or financial incentives to attract high-tech businesses and collaboration with regional communities, businesses, and local institutions of higher education to promote Federal Way and South King County.
- ED P8.3** Actively encourage redevelopment of the City Center and the creation of a vibrant downtown.
- ED P8.4** Work with the local real-estate community to market and promote vacancies in the office buildings in West Campus.
- ED P8.5** Explore innovative financing techniques to encourage desired redevelopment.
- ED P8.6** Support investment in educational, technical, and vocational programs that enhance the local skilled workforce.
- ED P8.7** Create opportunities for local entrepreneurs to learn from and engage with business development organizations including local and federal programs.
- ED P8.8** Strengthen Federal Way's regional reputation and existing economic base through development of the City as a healthcare innovation hub or healthcare continuum city. This entails diversifying the existing healthcare industry through tangential and supportive businesses such as: medical supply chain, medical schools, aging in place services, medical tech, and workforce education.

ED P8.9 Continue to assess regional, state, and national priorities and initiatives to find areas of synergy and opportunities to strengthen the City’s economic base against economic downturns.

ED P8.10 Maintain industry memberships and participate in industry organizational events to ensure Federal Way is recognized as a strong economic partner both regionally and nationally.

Goal

ED G9 *Enhance the economic future of the community by encouraging the creation of new housing and jobs that provide a livable wage and reduce income disparity.*

Policies

ED P9.1 Diversify the economic base by encouraging living wage jobs while preserving and enhancing the strong retail base.

ED P9.2 Facilitate development opportunities for diverse housing options and active mixed-use neighborhoods to attract an educated and talented workforce.

Goal

ED G10 *Implement infrastructure projects that support new and existing business and that reinforce the City Center’s position as the heart of the community.*

Policies

ED P10.1 Establish and promote economic development activities in the City Center to work towards being recognized as a regional economic center and lifestyle destination.

ED P10.2 Use capital facility funds to promote economic vitality in those areas designated for economic development, concentrations of employment, or mixed-use.

Goal

ED G11 *Work with Federal Way property owners, educational institutions, businesses, and future businesses, to provide jobs for the next generation.*

Policies

ED P11.1 Support opportunities for employee training and higher education opportunities in Federal Way.

ED P11.2 Consider opportunities to partner with local human service organizations in providing employment training programs and job fairs for unemployed or under-employed workers.

- ED P11.3** Support and participate in regional economic development planning with the public and private sectors.
- ED P11.4** Partner with community agencies and organizations to address income equity and employment opportunities within the local economy.

Goal

- ED G12** *Promote a comprehensive approach working with City departments and business owners to strengthen the City’s business districts as clean, walkable, safe, and attractive environments.*

Policies

- ED P12.1** Maintain a business climate that supports the retention and expansion of the City’s economic base.
- ED P12.2** Promote infrastructure projects that enhance the City’s quality of life and business climate.
- ED P12.3** Collaborate with and educate City departments, property owners, and business owners on economic development goals and initiatives in order to gain support. This includes local, regional, national, public, private, and/or non-profit entities.
- ED P12.4** Establish four business districts in the City (north, south, east, west) to create a sense of business community, brand, and personality. The districts will serve as a way to convene businesses at a more neighborhood level and disseminate or collect information.

Goal

- ED G13** *Explore models for expediting the permitting process for targeted projects to improve permitting timelines and predictability for applicants.*

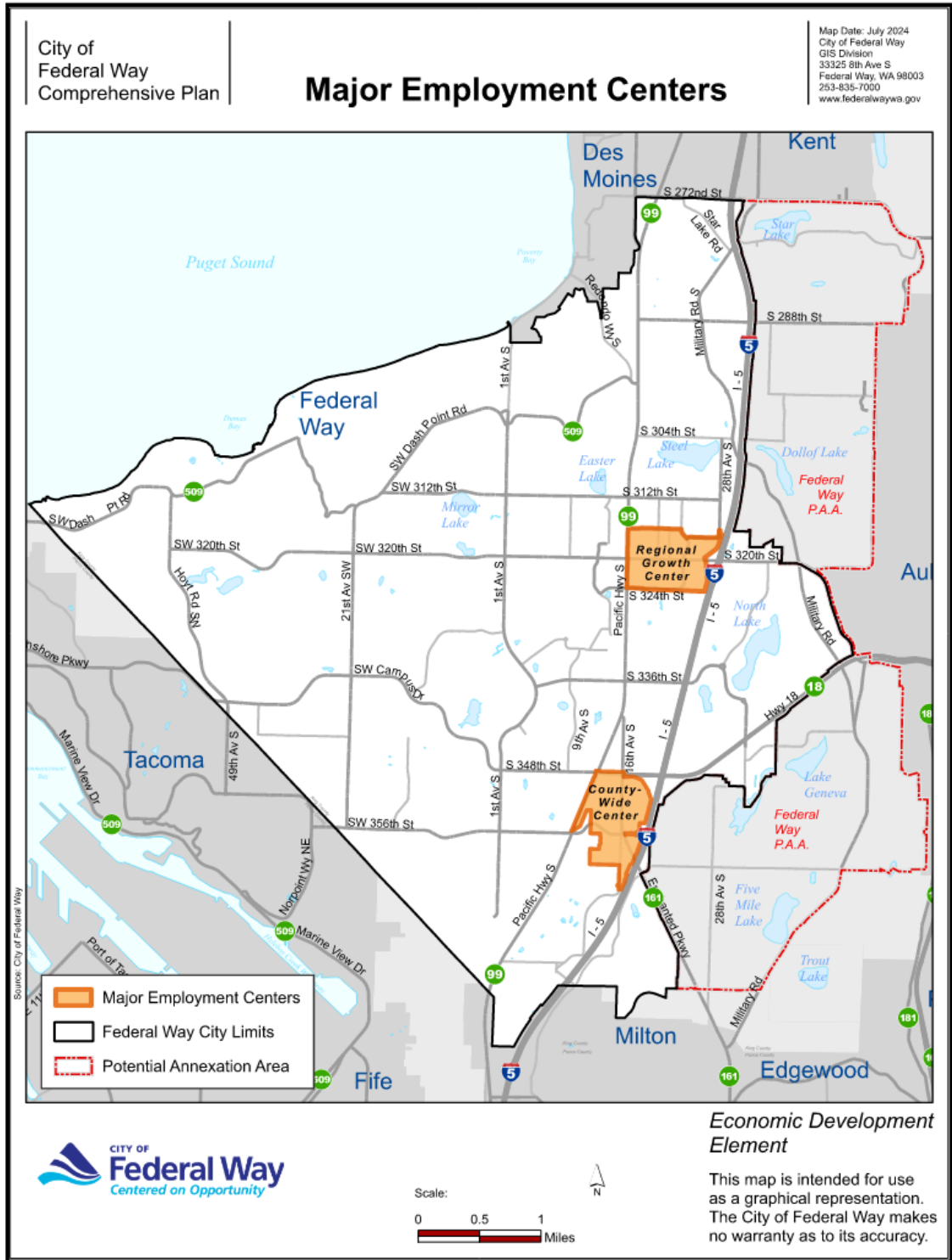
Policies

- ED P13.1** Continue to implement a streamlined permitting process to reduce the upfront costs of locating businesses or redeveloping businesses in the City and seek ways to make the process more applicant-friendly.
- ED P13.2** Implement zoning and provide financial incentives that encourage prioritized development consistent with comprehensive and subarea plans, and orderly, phased growth.

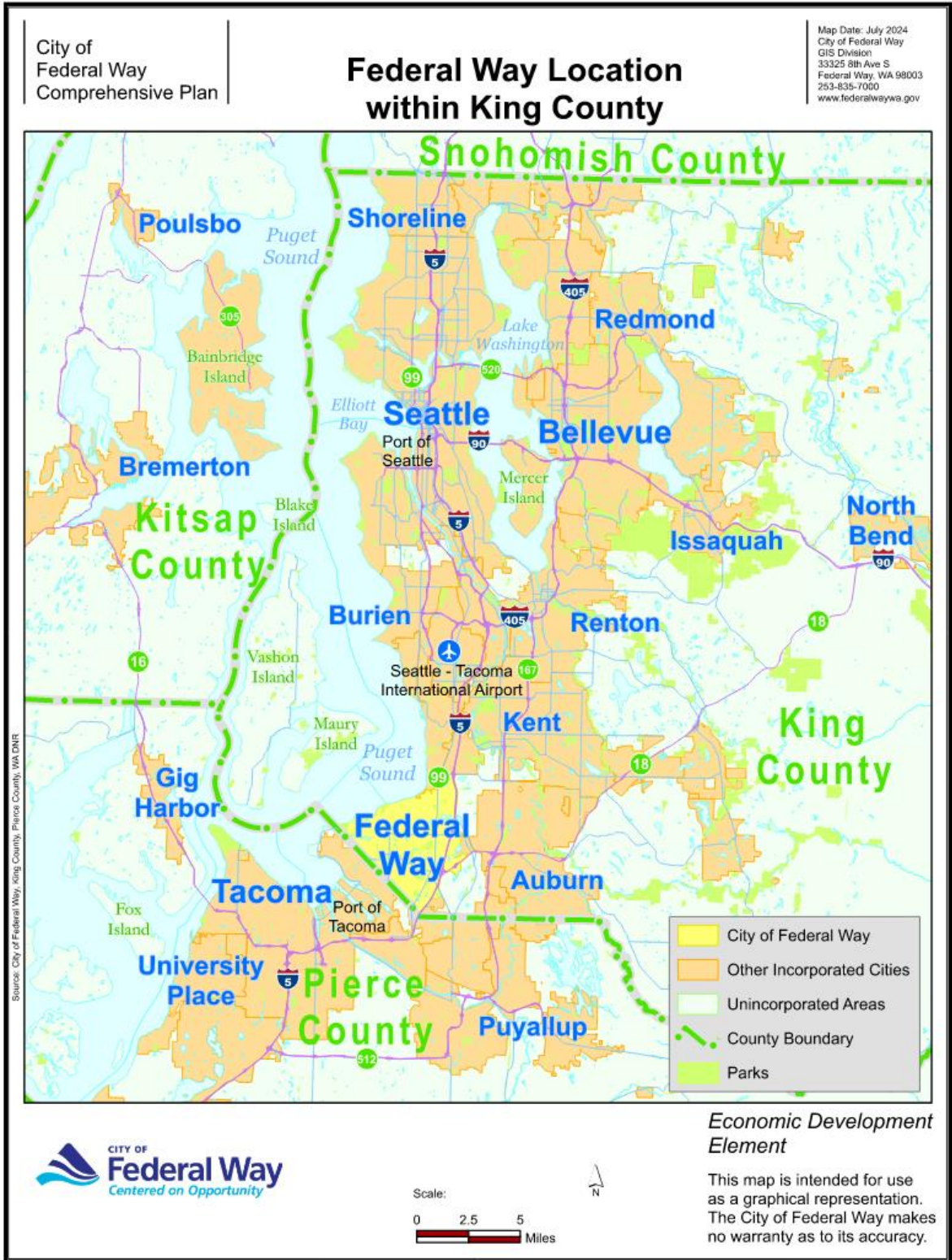
4.8 MAPS

The Major Employment Centers Map (Map ED-1) graphically displays the portions of the City where employment concentrations should occur. Map ED-2 illustrates Federal Way’s location in the 4-county region.

Map ED-1 Major Employment Centers



**Map ED-2
Federal Way Location within King County**





CHAPTER FIVE HOUSING

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5.0 INTRODUCTION & VISION

Introduction

The Housing Chapter addresses the City's need to promote a diverse housing supply, meet Growth Management Act (GMA) requirements, and preserve the existing housing stock in Federal Way by encouraging and supporting a mixture of housing types, maintaining residential neighborhood stability and character, and providing opportunities that will assist in the development of affordable and special needs housing. The City must plan for the addition of 11,260 new housing units by 2044.

Information in the Housing Chapter is based on the Supplementary Housing Report, which is adopted by reference herein as the same now exists or is hereafter amended. The Supplemental Housing Report provides detailed context and analysis of existing and future housing needs for the City of Federal Way and is foundational to the policy direction provided in this chapter.



Source: City of Federal Way

The Housing Chapter is connected to and works in tandem with many other Comprehensive Plan chapters such as the Land Use, Centers, Transportation, Community Services, and Economic Development chapters, which each affect housing within the City in various ways. For example, the Land Use Chapter determines the location and densities of housing; transit-oriented development (TOD) goals and policies that support a multimodal transportation system are outlined in the Transportation Chapter; and ensuring a sufficient and desirable housing supply is essential for serving a diverse and growing workforce that propels economic development priorities within the City.

While the City of Federal Way does not build or provide housing to residents directly, it can facilitate an environment that encourages housing production in a variety of typologies and affordability levels. The availability of diverse housing choices for all income groups and populations is essential to a stable, healthy, inclusive, and thriving community.

Vision

Federal Way is a dynamic and inclusive community where housing growth is aligned with regional targets, regulatory barriers are minimized, and a diverse range of housing options are available to all. Residential growth promotes community development and increases the quality of life for Federal Way's existing and future residents.

5.1 HOUSING IN FEDERAL WAY

Federal Way is a city with a variety of housing assets that make it a desirable place to live. As the City grows, it is unquestionable that housing will play a key role in the success of the City. Housing is more than simply shelter, housing is one of the distinctive physical assets of a community. Housing combines to form neighborhoods, and neighborhoods combine with other uses and places to form community. The following sections present various metrics and indicators that are necessary to better understand whether sufficient housing quantity and diversity is present in the City.

Existing Housing

While the City has long-benefited from relatively lower housing costs compared to many other parts of King County, rapid job and population growth coupled with a tight supply of housing across the region has resulted in sustained high demand for housing and increasing prices. Housing availability currently and into the future is an urgent and growing challenge in the county and in Federal Way.

Housing Stock

According to the April 1, 2023, Washington State Office of Financial Management (OFM) estimates, there were 38,079 housing units in Federal Way. Of this total, 20,647 were single-family homes, 16,068 were multi-family residences, and 1,364 were mobile homes.

Nearly 80 percent of the Federal Way's current housing supply was built between the 1960s and 1990s – and therefore is 35-65 years old. Since City incorporation, residential development in Federal Way has generally fallen into two categories: single-family homes and larger apartment complexes. Middle housing, such as duplex/triplex/fourplex and similar housing typologies are distinctly absent in the City. This lack of housing diversity means Federal Way lacks a complete spectrum of housing options to meet the variety of housing needs in the community.



Source: Zillow

Housing Conditions

For the most part, the housing stock in Federal Way is in good condition. The City has a very low concentration of substandard housing, which is typically found in older urban or distressed areas. However, houses in poor condition do exist in Federal Way in isolated locations.

The King County Assessor's Office provides information related to housing construction quality, which is a good indicator of housing condition. The Assessor's data indicates an overall housing stock of average-to-better quality. There are a few areas; however, where clusters of buildings have lower quality rankings.

A small portion of residences in the City lack complete living facilities common to most housing. The most prevalent housing element missing is telephone service availability, followed by complete kitchen and plumbing facilities.

Housing Cost and Affordability

Market forces such as supply and demand, mortgage interest rates, construction costs, and regional investment factors influence the cost and affordability of housing. Over the last 23 years, the median home value in Federal Way increased by over 230 percent. In 2000, the median home value in Federal Way was \$167,700 and by 2023, the median home value exceeded \$554,200. These median home values represent the value of new home listings as well as resales of the existing and aging housing stock. The price for new construction in the City is substantially higher (listings on Realtor.com for 3/28/24 ranged from \$691,950 to \$1,500,000) than that of the existing housing stock.

Similar to home ownership offerings, average rents in Federal Way have also significantly increased. Between 2015 and 2023, the average rent for Federal Way increased by 75 percent. As of July 2024, the average rent for Federal Way was \$2,007 a month for a 2-bedroom/2-bath apartment, based on over 20 listings provided by Zillow.



It is estimated that of the approximately 38,000 housing units in Federal Way, 8% are subsidized affordable housing units and 48% are not regulated or subsidized, and instead are naturally occurring affordable housing (NOAH).

Subsidized and regulated affordable housing is housing that is income-restricted and generally exists as a result of government intervention, public subsidy, and/or regulation, as opposed to purely market generated housing. Subsidized and regulated affordable housing projects can often service segments of the community not solely identified by affordability, such as age-restricted housing like senior housing, or special needs housing for individuals and households with disabilities or chronic health conditions.

NOAH represents unsubsidized and unregulated housing that remains affordable due to factors including age, location, amenities, and building condition, rather than income or government restrictions. Given that this type of housing is not protected, residents in these housing units face risk of displacement should these housing units be replaced with more expensive housing; be renovated resulting in higher rental costs; or simply be subject to higher rents due to demand in the City. For residents living in these housing units, there may be no other affordable option available in the City.

Housing-related Demographics

Overall Population Information

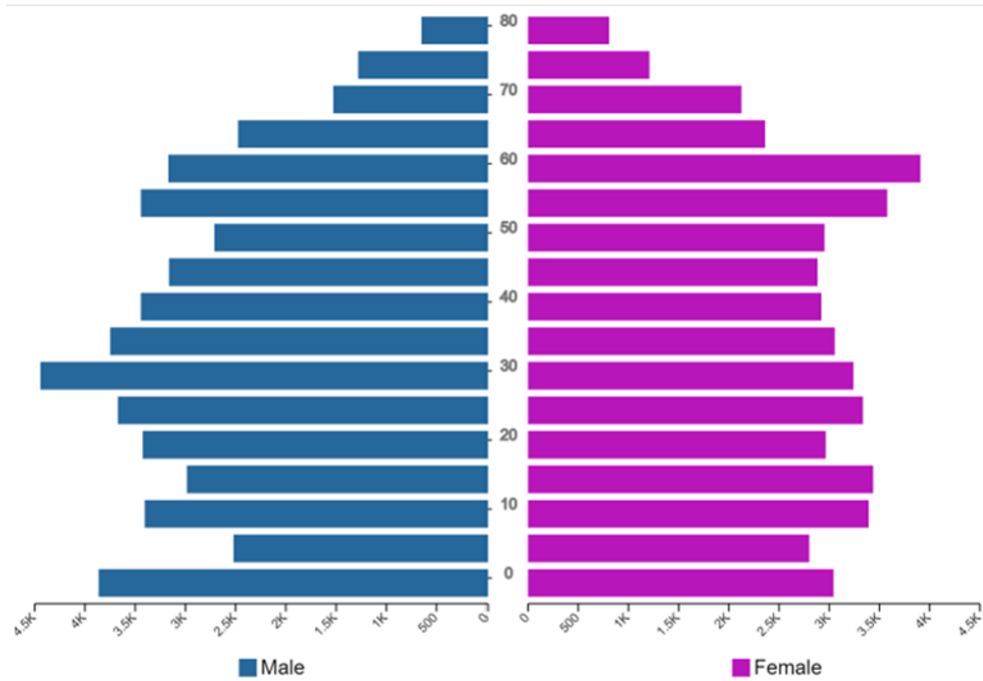
According to the Washington Office of Financial Management 2024 data, Federal Way had a population of 102,500, reflecting an increase of approximately 14 percent since 2010. However, Federal Way's population growth has slowed since the 1980s, when its population doubled. According to the U.S. Census, from 1990 to 2000, Federal Way grew approximately 23 percent. This was greater than King County's growth rate of 15 percent, but less than some of its neighboring cities. Between 2000 and 2010, Federal Way's growth slowed to 7.3 percent, compared to King County at 11.2 percent.

Current City demographics show the growing community reflects increasingly diverse and global demographics with more than one in four residents born outside of the U.S. Citywide, 16.9 percent of the population identifies as Hispanic or Latino, over 17 percent of residents as Black or African American, and nearly 15 percent as Asian, all adding to the diverse cultural fabric of the community. As the City's demographics continue to evolve and underdeveloped areas begin to infill, the City will need to accommodate a wider variety of housing types, including mixed use housing, live/work units, and transitional housing to accommodate the needs of the community.

Population by Age

The age of a city's population is an important indicator of housing need. Different types of housing are needed at various stages of life. The distribution of population by age in the City is illustrated in Figure H-1.

**Figure H-1:
Population by Age & Gender**



Median Age
Male: 36.5
Female: 38.8
Total: 37.4

Source: US Census 2020

As illustrated in Figure H-1, the City has a solid distribution of population from young children to adults over 60. These statistics reflect a city with many young families and individuals, many of whom may need rental housing as well as first-time homeowner opportunities. Residents between the ages of 25 and 35 represent the majority of potential starter households. The presence of entry-level homes for this existing and future population is necessary if they are to remain in the community. Typically, first time homebuyer opportunities are in the form of smaller single-family homes, townhouses, and condominiums. Smaller-sized housing units are needed not only by this younger population, but by seniors as well. Seniors often desire smaller and more affordable housing, both owned and rented, in order to minimize or eliminate yard work/housework and to expend less of their fixed incomes for housing. These types of housing units are also ideal for the growing number of single person households, as well as for many of the rising number of single-parent headed households, regardless of age.

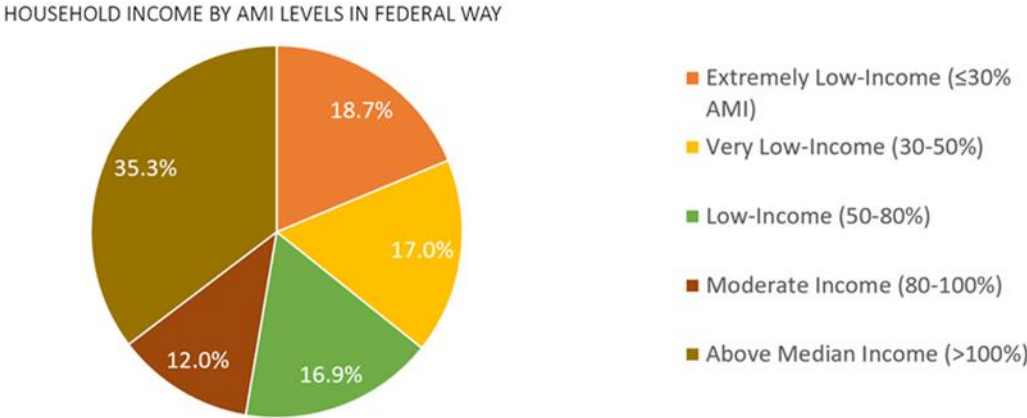
Household Incomes

Understanding the range of household incomes in a community is also important to understanding what various households can afford to pay for housing, and influences how a community must appropriately plan to meet future housing needs. The United States Department of Housing and Urban Development (HUD) annually calculates the Area Median Income (AMI) and provides income thresholds by household size. Calculations

of the AMI are assigned by Metropolitan Statistical Areas (MSA) with Federal Way belonging to the Seattle-Bellevue MSA. The AMI represents the midpoint of an area's income distribution.

Income levels in Federal Way vary widely; with 35.3 percent of households earning above the Area Median Income (AMI), while a significant number of households fall into lower income categories. This statistic reflects the economic diversity within the community as well as the significant difference between incomes in Federal Way compared to incomes in other jurisdictions in the Seattle-Bellevue MSA. Figure H-2 illustrates the percentage of households by income level within the City.

**Figure H-2:
Federal Way Income by AMI**



The connection between race and income is a key factor in explaining racial disparities in the housing industry. In Federal Way, 42 percent of both White and Asian households make above AMI compared to only 25 percent of Black or African American, 16 percent of Hispanic or Latino (of any race), and 22 percent of Pacific Islander households, reflecting a significant racial disparity in incomes, which correlates to disparities in housing choices.

Housing Cost-Burdening

Housing cost-burden refers to the condition in which a household is paying more for housing than it can afford based on income. The supply and affordability of housing in the local housing stock relative to incomes and household size sets the parameters for measuring whether a household is housing cost-burdened. The thresholds for determining cost-burdening are as follows:

- Not cost-burdened includes households paying less than 30 percent of their household income on housing costs.
- Cost-burdened (30-50 percent) includes households paying between 30 percent and 50 percent of their household income on housing.
- Severely cost-burdened (>50 percent) includes households paying more than 50 percent of their income on housing costs.

Housing costs often take a bigger bite out of a household's income than the recommended 30 percent. When a household commits more than 30 percent of their family income to housing, there is less income available for food, healthcare, school, and other family expenses. In Federal Way, approximately 37 percent of households are cost-burdened.

For higher income households, the impact of being cost-burdened may not be felt as acutely, as higher income households may still have enough income left over to pay for other necessities and perhaps even some luxuries. Lower income households, however, are disproportionately negatively impacted by housing cost-burdening, as the remaining percentage of income not tied to housing represents a significantly smaller amount of money to pay for other necessities compared to a higher income household with the same degree of cost-burdening.

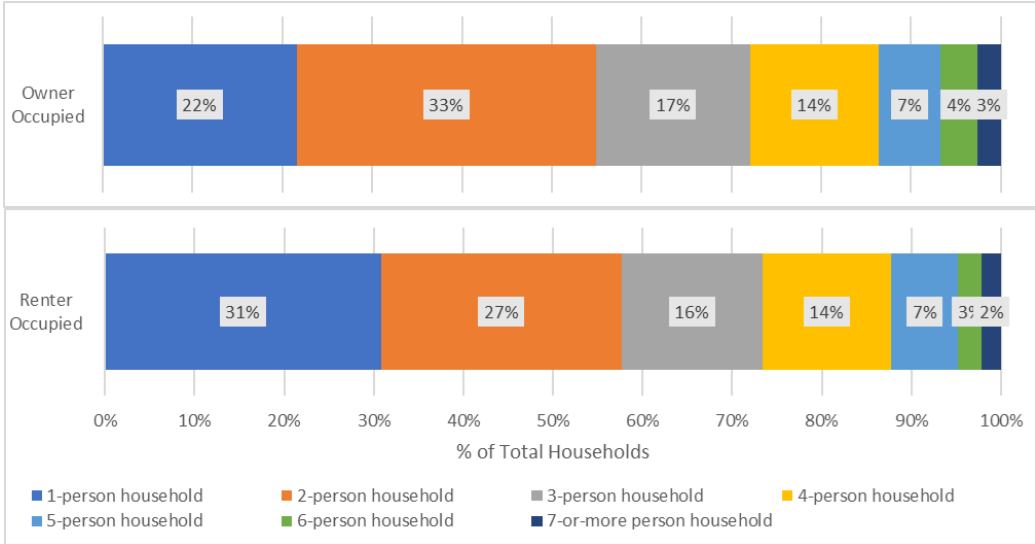
The rates of cost-burdened or severely cost-burdened households differ substantially depending on whether the household rents or owns their home. Renter-occupied households are nearly twice as likely to be cost-burdened or severely cost-burdened compared to owner-occupied households.

Disparities among rates of cost-burdening are also apparent when disaggregated by racial and ethnic group. When considering overall cost-burdening, White and Other Race households are the least likely to be cost-burdened at 34 percent. Conversely, Black or African American households are most likely at 50 percent.

Household Size

Federal Way has an average household size of 2.75 persons per household (Figure H-3), a slightly larger average household size than King County, whose average household size is 2.44. However, as with most cities, Federal Way consists predominately of one- and two-person households.

**Figure H-3:
Percentage of Households by Size & Tenure**



The relatively large average household size can be attributed in part to the diverse population of the City. It may also indicate some misalignment between housing need and availability. Among immigrant populations, it is common for living arrangements to be intergenerational, consisting of three or more generations in one household. Additionally, the lack of affordable and available housing can result in overcrowding, as people struggle to afford households large enough to comfortably house their family. Overcrowding is defined by HUD as having more than one person per room in a housing unit. In Federal Way overcrowding is significantly more prevalent among renters than owners.

Housing Tenure

Household tenure refers to whether a household is owner or renter occupied. Homeownership is highly desirable for many Federal Way households. Currently, a slight majority of households in Federal Way own their home at 54.8 percent, although this percentage has declined slightly over the past few years. Homeownership rates vary significantly by race and ethnicity; Asian and White households are most likely to own with a homeownership rate of 69 percent each, while Hispanic or Latino and Black or African American households are more likely to rent with homeownership rates of 37 and 25 percent, respectively.

Special Needs Populations

Special needs populations are composed of individuals with physical and mental disabilities, seniors, veterans, individuals with mental illness, individuals with chronic and acute medical conditions, individuals with chemical dependency, survivors of domestic violence, and adult, youth, and families who are experiencing homelessness. The private housing market, for the most part, does not meet the housing and service needs of these groups, especially for low-income households within special needs populations. Special needs populations have diverse housing needs; some groups require special needs housing for a limited time while others require it permanently.

The City is home to residents with disabilities, representing 11.6 percent of the non-institutionalized population. The type and prevalence of disabilities vary, with the greatest numbers reporting mobility and cognitive challenges. Stable housing to best serve special needs populations relies on two key factors: affordability, and the availability of supportive services. The type and number of supportive services required varies by population and by individuals within each population.

5.2 HOUSING PRIORITIES

Federal Way's housing ranges from residential estates on large lots to more urban multi-story apartments, with a variety of single-family and multifamily housing types in between. Consistent with the City's *Housing Action Plan* and the goals and policies of this chapter, the City seeks to:

1. Increase housing supply
2. Increase housing choices for all
3. Support & facilitate special needs & affordable housing
4. Improve housing stability
5. Support regional coordination

Increase Housing Supply

As the Puget Sound Region continues to grow, Federal Way will need to be able to accommodate new residents through accommodating at least 11,260 additional housing units through zoning and City policies and implementing actions identified in this chapter. Increasing the supply of housing units in the City is imperative to being able to accommodate this growth and has a direct impact on the cost for housing and the livability of the City.

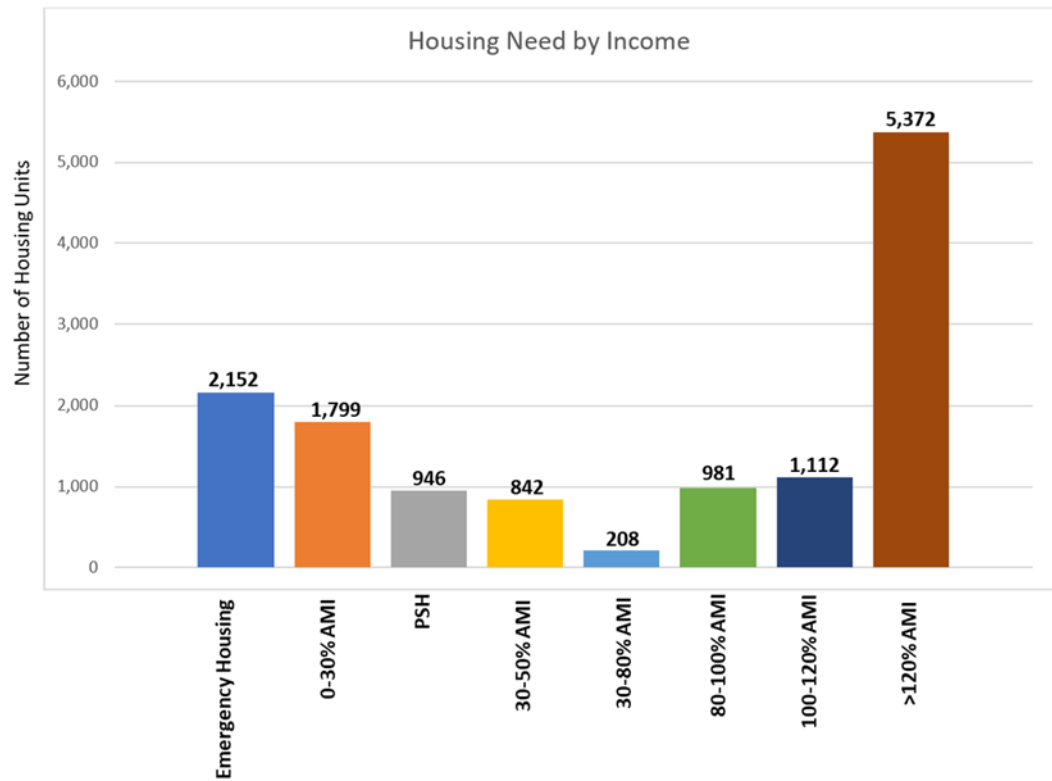
With sufficient land capacity to accommodate the City's housing need by 2044, it is important that zoning, development regulations, and processes do not create unintended barriers to market rate and affordable housing production. For residential developers, delays and a lack of permitting predictability represent real barriers. A commitment by the City to identify, monitor, and resolve or lessen existing barriers to residential production is an adaptive and responsive approach to keeping up with changing trends and demands in the housing market. Without such a commitment, lagging housing supply met with continued high demand will continue to negatively impact Federal Way residents.

Increase Housing Choices For All

Demographic data (see Chapter 1 Introduction and data provided in Section 5.1 of this chapter) shows Federal Way is becoming increasingly diverse, but past discriminatory housing and land use practices have led to current inequitable outcomes in housing. Significant disparities among groups in housing tenure, cost-burdening, income, and neighborhood demographics persist today. The Housing Chapter aims to address these disparities and repair harms caused to marginalized and underserved communities to better meet the housing need of all in the community.

Beginning with the 2024 periodic update, the City has been required to show that it is providing housing options for the entire population of the City. As illustrated in Figure H-4, the 11,260 total housing units of growth the City needs to plan for was disaggregated by income band.

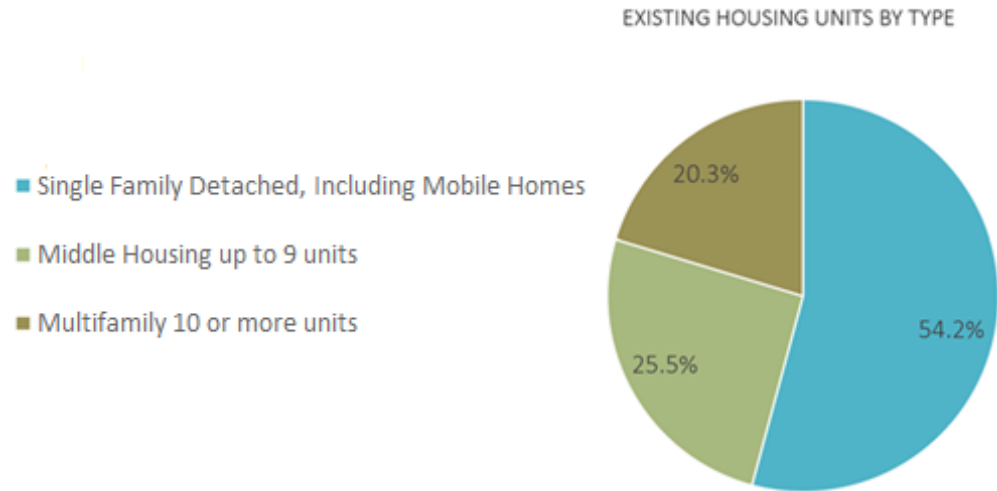
**Figure H-4:
Housing Need by Income**



As illustrated by Figure H-4, the city needs new housing affordable at all identified income levels, from 0% AMI to over 120% AMI. Since there is no single housing type missing that will meet the housing needs, the City must take a comprehensive look at all tools available to boost housing production to the benefit of all residents of the City.

Federal Way’s recently-built housing stock provides a narrow range of housing choices and does not fully reflect the range of housing options that could be built and that likely will be needed in the future.

**Figure H-5:
Existing Housing by Type**

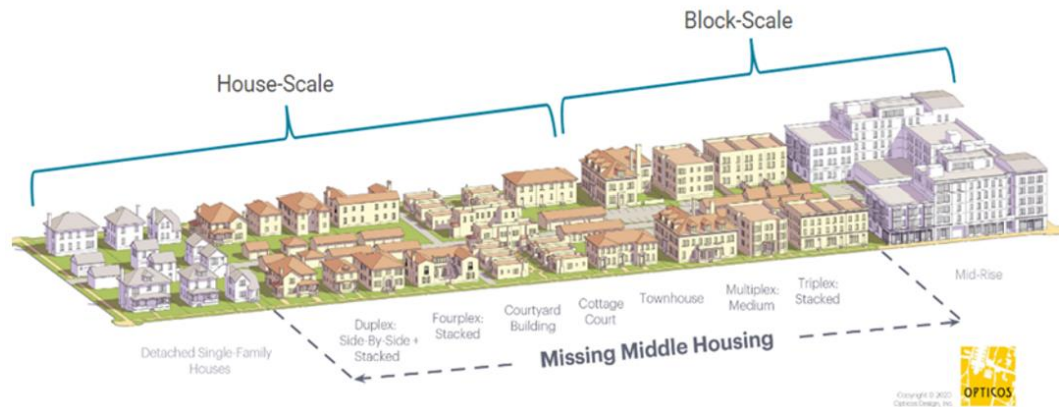


As illustrated in Figure H-5, Federal Way’s housing is currently mostly comprised of single-family, detached housing. During the next 20 years, diversification of housing types and costs will help to bridge this gap through increased opportunities for attached dwelling units like duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhomes, stacked flats, courtyard apartments, and cottage housing around the City.

This type of housing has been referred to as “missing middle” housing. Missing middle housing refers to housing types that fall somewhere in between a single-family home and a mid-rise apartment building. Missing middle housing can help the City increase the availability of less expensive housing types and support vibrant, walkable neighborhoods, while gently increasing neighborhood density. These housing types are an important component of a diverse housing stock, contributing to more inclusive neighborhoods.

Historically in the United States, these housing types were more common. For example, many neighborhoods in older cities, like New York, Philadelphia, and Boston, are characterized by a collection of historic row homes. Today, these homes are “missing” from the housing stock due at least in part to the implementation of regulatory frameworks that emphasize either single-family development or larger multifamily development, with little allowance for housing types that fall in the middle of the spectrum. Similar efforts to facilitate the construction of accessory dwelling units, infill residential development, as well as transit-oriented housing will be part of the City’s approach to increasing housing options.

**Figure H-6:
Missing Middle Housing Options**



Another way to facilitate more diverse housing options is to reexamine the processes and regulations surrounding the subdivision of property for residential uses. Subdivision regulations in Federal Way have been relatively untouched since the City incorporated in 1990. It is time to relook at the Subdivision Code to ensure land is used efficiently, that the regulations reflect current safety needs, and that they permit and encourage the reasonable integration of new housing types in existing neighborhoods to expand options for all residents.

Homeownership is an important mechanism for building and securing household wealth and for creating investment in the community. The barriers to homeownership are multi-faceted and not unique to Federal Way, but they still profoundly affect the community. Homeownership requires financial means, including a stable income and savings for a down payment, putting it out of reach for many households especially those with lower-incomes or that suffer from high rates of cost-burdening. Creating opportunities for new condominium construction, as was achieved through the development agreement with Trent on the TC-3 properties, adds options for ownership at a lower price point than traditional single-family detached housing.

Households that do not come from a tradition of homeownership due to immigration status or systemic inequities are more likely to lack the experience and access to the resources needed to successfully own a home, such as building and repairing credit, application processes and procedures, and mortgage lending. Addressing the barriers to homeownership and increasing homeownership opportunities are important for supporting equity and community-building in Federal Way.

Support & Facilitate Affordable & Special Needs Housing

As illustrated by Figure H-4, Federal Way must plan for 3,795 housing units below 80% AMI. Increasing the supply of income-restricted housing and accessing federal and regional financial resources to support affordable housing will be key to providing sufficient affordable housing in the City in the future. Federal Way utilizes a portion of its federal Community Development Block Grant (CDBG) dollars to help fund needed housing and support services. In coordination with neighboring cities, Federal Way pools

funds through the 1406 Sales Tax Funds to increase housing and implement effective housing policies and programs to meet future housing needs. In addition, the City has enacted a Multifamily Tax Exemption program and Inclusionary housing requirements to help bring more affordable housing to Federal Way.

Another way that the City can support housing that is both affordable and meets the special needs of the community is by ensuring an adequate amount of land is zoned to facilitate housing options such as emergency shelter and housing, permanent supportive housing, transitional housing, senior housing, and single-room-occupancy housing throughout the City. Since the private housing market mostly targets those earning middle and upper incomes, the City should explore other incentives or requirements for developers to build housing affordable to those with less financial resources. Other programs that could be considered could include: impact fee waivers, parking requirement reductions, and requiring affordable housing in conjunction with transit-oriented development.

Even with City incentives, cost-conscious development regulations, and predictable permitting procedures, it is impossible for the private housing market to meet the affordable housing needs of very low-income households without significant financial contributions from governments, non-profit organizations, or corporate entities. Substantial capital development subsidies, as well as rent subsidies, are needed to create residences for those needing housing below 50% AMI.

Special needs populations are a subset of affordable housing residents. They are composed of individuals with physical and mental disabilities, seniors, veterans, individuals with mental illness, individuals with chronic and acute medical conditions, individuals with chemical dependency, survivors of domestic violence, and adult, youth, and families who are homeless. The private market, for the most part, does not meet the housing and service needs of these groups, especially if they are low-income. The need for housing and services is independent of a person's income; however, most who are disabled on a permanent basis, due to the limitations of their disability, usually become very low-income.

Special needs populations and their needs are diverse. Some groups require special needs housing for a limited time and others on a permanent basis. Two examples of housing needed on a permanent basis are group homes for developmentally disabled adults and apartments with supportive services for the chronically mentally ill. The type of housing that is needed on a temporary basis includes confidential shelters and transitional housing for victims of domestic violence, supportive housing for pregnant teens, and emergency shelters and transitional housing for the homeless.

Special needs populations require two major ingredients to ensure a stable housing situation: 1) very low cost housing; and 2) supportive services. The type and number of supportive services required varies by population and by individuals within each population. The City can help encourage an adequate supply of special needs housing by ensuring that its codes and regulations do not create barriers to the provision of special needs housing.

Improve Housing Stability

Housing instability contributes to high levels of stress as well as difficulty securing and maintaining employment. A number of the goals and policies found in this chapter are either directly or indirectly working toward improving housing stability. By increasing housing choices and committing resources to affordable and special needs housing, the City is working to minimize housing instability.

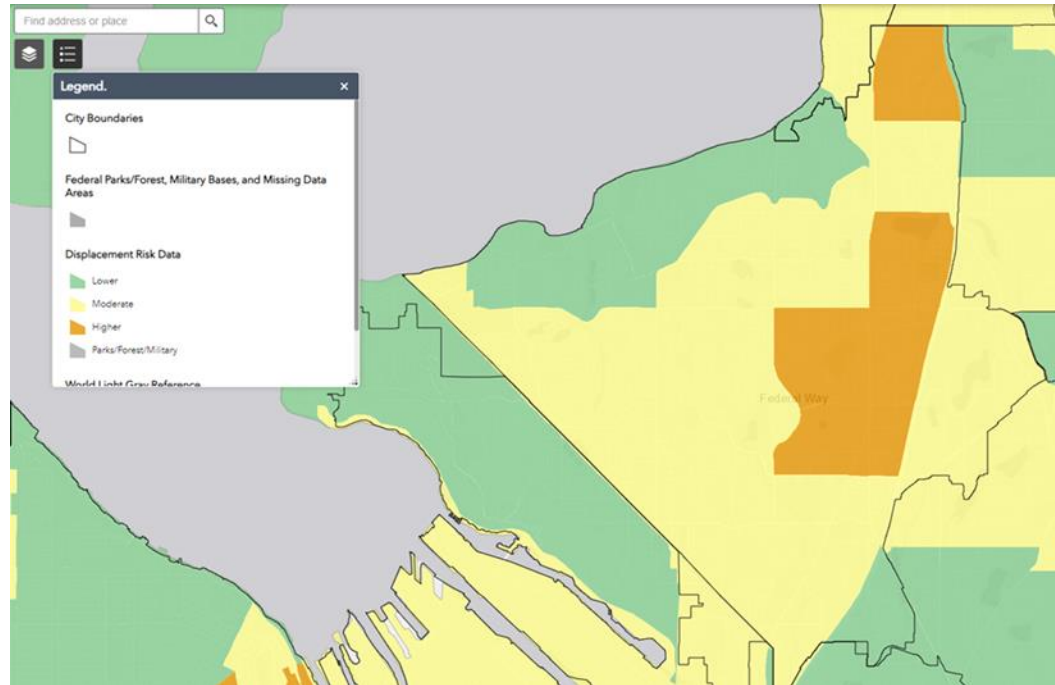
Displacement is the process by which a household is forced to move from its residence, neighborhood or community because of conditions beyond their control. Displacement includes the following:

- Physical displacement: Households are directly forced to move for reasons such as eviction, foreclosure, natural disaster, or deterioration in housing quality.
- Economic displacement: Households are compelled to move by rising rents or costs of home ownership like property taxes.
- Cultural displacement: Residents are compelled to move because the people and institutions that make up their cultural community have left the area.

Puget Sound Regional Council (PSRC) developed a displacement risk mapping tool for the 4-county area they serve. Map H-1 provides results for Federal Way. The area from S 348th Street to S 320th Street, I-5 to 1st Avenue S and S 320th Street to S 304th Street, and Pacific Highway South to I-5, have been identified as areas at higher risk for displacement.

Investing in and implementing strategies to prevent or minimize the risk of displacement is vital for maintaining the socio-economic diversity and stability of the community. Displacement disrupts community ties and impacts local economies.

Map H-1: PSRC Map of Displacement Risk



A majority of Federal Way’s existing housing stock serves incomes below 80 percent AMI and is an essential contributor to the City’s housing landscape, providing affordable options to low-income households. However, only 15.4 percent (3,347 units) of the housing affordable to low income households in the City are income restricted and/or regulated affordable housing.

The remaining 18,343 units of affordable housing in the City are naturally occurring and unregulated. These NOAH housing units face challenges given there are no protections in place to retain affordability and therefore the affordability of these units in the future is heavily influenced by supply and demand as well as other market forces. Because the majority of the City’s affordable housing stock is naturally occurring and dependent on market realities rather than governmental protections, Federal Way’s current affordable housing stock is highly vulnerable.

As the City looks to increase stability of housing throughout the community overall, there need to be actions taken to focus on equitable outcomes, ensuring that race, ethnicity, and other factors do not predict an individual’s housing outcomes. Racially disparate impacts may exist where policies, practices, rules, or other systems currently in place result in a disproportionate effect on one or more racial groups. Addressing inequities relating to housing in the City will help improve stability and reduce displacements.

Support Regional Coordination

The City recognizes that most of the housing issues found in Federal Way are common to King County, Seattle, and the other suburban jurisdictions in Western Washington. In order to ensure that this regional housing need is addressed effectively, and to help

eliminate duplications of effort, the City should continue to coordinate with the King County Consortium, South King County Housing and Homelessness Partnership (SKHHP), other relevant regional entities, and other South King County cities when developing policies and funding housing and housing-related services and programs. The goals and policies of the Housing Chapter put forward the City’s commitment to work with other jurisdictions or entities to develop a coordinated, regional approach to address local and regional housing needs.

5.3 GOALS & POLICIES

The following section establishes goals and policies for providing, preserving, and enhancing housing in Federal Way. These goals and policies provide a framework from which to develop implementation strategies and work programs. The purpose of these goals and policies is to provide housing opportunities to all segments of the population; provide housing options that improve quality of life; attract new residents; provide new options for existing residents; and improve the desirability of Federal Way as a place to live.

Goal

H G1 *Support housing growth consistent with regional targets.*

Policies

H P1.1 Amend development regulations to remove or lessen regulatory and financial barriers to housing construction and facilitate a diverse range of housing forms that expand housing choice, are land use efficient, and are inclusive to community needs.

H P1.2 Periodically monitor, analyze, and evaluate residential development and displacement to determine progress toward meeting regional targets at all income bands.

H P1.3 Work with Master Builders Association of King and Snohomish Counties (MBAKS) and other housing development partners to facilitate growth in housing supply and improve the City’s job-housing ratio.

H P1.4 Continue efforts to streamline permitting processes.

H P1.5 Continue to use objective design guidelines to ensure that new and infill housing supports the general aesthetics of the community.

Goal

H G2 *Diversify housing supply typology, size, renter/ownership options, and affordability levels at urban densities to maximize the accessibility to public transit investments.*

Policies

- H P2.1** Adopt and implement Transit Oriented Development strategies designed to encourage dense residential development and diverse pedestrian-oriented uses close to transit stations.
- H P2.2** Offer incentives and flexibility to developers to create walkable, mixed-income communities that foster social inclusivity and diversity in regionally recognized centers.
- H P2.3** Continue to pursue public-private partnerships in high opportunity areas with transit access.
- H P2.4** Increase capacity for and promote greater diversity of housing types to bridge the gap between detached single-family and dense multifamily.

Goal

- H G3** *Expand and protect opportunities for homeownership citywide.*

Policies

- H P3.1** Consider monitoring and investigating threats to supply of homeownership opportunities such as short term rentals and home sales to for-profit institutions.
- H P3.2** Work with property developers to include ownership opportunities in residential and mixed-use development projects.
- H P3.3** Encourage innovative homeownership models in a variety of settings, styles, sizes, and affordability levels throughout Federal Way.
- H P3.4** Lower barriers and promote access to affordable homeownership for extremely low-, very low-, and extremely low-income households.
- H P3.5** Where appropriate, reduce minimum lot sizes to permit the construction of smaller detached single-family houses on smaller lots.

Goal

- H G4** *Collaborate and build connections with populations most disproportionately impacted by past housing policies.*

Policies

- H P4.1** Evaluate and consider the potential economic and social impact that City policies, development regulations, and zoning may have on the cost of housing for those vulnerable to displacement.
- H P4.2** Prioritize expanding access to neighborhoods of choice and reducing disparities by ensuring equitable distribution of housing options across the City,

particularly in historically underserved communities and areas affected by exclusionary practices.

- H P4.3** Invest in and maintain partnerships with communities most impacted by racially exclusive and discriminatory land use and housing practices (Black, Indigenous, and other People of Color households) to achieve more equitable housing outcomes.
- H P4.4** Maintain and expand community partnerships to support the allocation of dedicated funding to address racial and other disparities in access to housing and neighborhoods of choice.
- H P4.5** Promote and enforce fair housing policies and practices so that every person in the City has equitable access to and opportunity to thrive in their communities of choice, regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.

Goal

- H G5** *Promote housing options that are appropriate for all stages of life and inclusive of residents with disabilities.*

Policies

- H P5.1** Encourage development of housing that is appropriate for multi-generational families, including expanding opportunities for accessory dwelling units (ADUs), middle housing, family-sized apartments, senior housing, and special needs housing.
- H P5.2** Increase housing supply, particularly for those with special housing needs, including the elderly, mentally ill, victims of domestic abuse, and persons with physical, developmental, and/or behavioral health disabilities.
- H P5.3** Conduct regular assessments to identify gaps in specialized housing provision and adjust policies and/or regulations accordingly.

Goal

- H G6** *Encourage and incent the development of affordable housing and mixed income projects, providing for a range of housing opportunities affordable to households with moderate, low, and very low incomes.*

Policies

- H P6.1** Promote fair housing access to all persons without discrimination.
- H P6.2** Maintain sufficient land supply and adequate zoning within the City to accommodate Federal Way’s housing needs for permanent supportive housing and emergency housing.

- H P6.3** Continue to require a portion of new housing on sites of significant size to be affordable to households at a level not provided otherwise by the private market, while continuing to incent developers for providing this affordable housing. Prioritize the creation of units serving the income bands with the greatest need for new housing units.
- H P6.4** Ensure that any new affordable housing required by the City or publicly funded remains affordable in the long term.
- H P6.5** Explore federal, state, and local resources to assist in financing affordable housing development. Advocate for increased resources from the State Housing Trust Fund. Encourage expansion of home ownership options through such means as first time home buyer programs, housing cooperatives, lease-purchase ownership, and other housing models.
- H P6.6** Consider delaying, deferring, or exempting affordable housing from development fees, concurrency requirements, payment of impact fees, offsite mitigation, and other development expenses that do not compromise environmental protection or public health, safety, and welfare concerns, or constitute a nuisance.
- H P6.7** Consider options for locally financing affordable housing and prioritizing public support and resources for housing for very low incomes.
- H P6.8** Support nonprofit affordable housing organizations during all stages of siting, project planning, and permitting.
- H P6.9** Support tax law amendments that provide relief to owners of affordable and special needs housing.
- H P6.10** Advocate for tax law reform that encourages even and proportionate distribution of affordable housing on a countywide basis.

Goal

- H G7** *To the extent possible, preserve the existing supply of housing and promote housing stability. Take steps to help ensure Federal Way’s housing stock is safe, habitable, and maintained over the long term.*

Policies

- H P7.1** Develop a system and methodology for how to best monitor, identify, and track unregulated affordable housing for the purposes of long-term preservation.
- H P7.2** Identify low-income and very low-income housing units that may be lost due to redevelopment or deteriorating housing conditions and develop strategies that seek to preserve these units.
- H P7.3** Support the long-term preservation of naturally occurring affordable housing and income-restricted affordable housing with expiring affordability covenants by pursuing partnerships with nonprofits, housing authorities, SKHHP, and

other organizations to preserve such housing through methods such as acquisition.

- H P7.4** Continue to support and enhance programs that provide financial assistance to promote the repair, revitalization, and rehabilitation of residential structures that have fallen into disrepair. Advocate for state and federal funding to support these programs.
- H P7.5** Seek opportunities to apply for funding when it becomes available for the purpose of preservation of existing housing stock.
- H P7.6** Continue to allow manufactured home parks throughout the City as they provide affordable renter and homeownership opportunities. Evaluate opportunities for further protection of such parks.
- H P7.7** Provide resources to residents to ensure neighborhood properties are kept clean and tidy.

Goal

- H G8** *Work to help keep people in their homes and limit economic, physical, and cultural displacement.*

Policies

- H P8.1** Explore opportunities for implementing community preference allowing housing developments to prioritize certain applicants when leasing or selling units in communities at high risk of displacement, and/or right to return policies for displaced residents.
- H P8.2** Work with property owners and management companies to provide additional advanced notice of rent increases and lease non-renewals or terminations.
- H P8.3** Provide language assistance services for those facing displacement.
- H P8.4** Explore opportunities to provide assistance in retrofitting existing housing to meet tenants' changing needs.
- H P8.5** Consider the development and funding of a relocation assistance program for households that are at risk of displacement.

Goal

- H G9** *Coordinate and integrate the City's housing efforts and programs with regional housing efforts and with local housing and service providers.*

Policies

- H P9.1** Work with other King County jurisdictions to ensure that affordable housing is equitably distributed across jurisdictions and not concentrated in less affluent cities and communities.

H P9.2 Establish effective links with King County and other SKHHP cities to assess need and create housing opportunities for low-income and special needs households, and develop housing programs that address issues common throughout the region.

H P9.3 Support regional efforts to reduce homelessness.



CHAPTER SIX

CAPITAL FACILITIES

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6.0 INTRODUCTION & VISION

Introduction

The Capital Facilities chapter addresses public facilities and services necessary to support Federal Way’s planned growth. The City of Federal Way is expected to add 11,260 new housing units and 20,460 new jobs between the years 2019 and 2044. This growth will stimulate the local economy and support and maintain a diverse and vibrant community. But it will also generate a corresponding demand for new public services and facilities, including stormwater management, transportation improvements, new parks, and other community facilities, schools, water and sewer utilities, and fire facilities. These new facilities, and the financial implications they will have for Federal Way and its citizens, are the subject of this chapter.



Vision

Capital facilities in Federal Way provide safe and reliable urban services that accommodate the City’s expected growth, respond and adapt to unexpected changes and needs, and position the City to achieve its 20-year vision and growth management priorities. Capital Facilities are provided through seamless and efficient collaboration and communication, both internally within the City and in partnership with outside agencies and special districts.

6.1 FUNDING CAPITAL FACILITIES

Level of Service

A level of service (LOS), per WAC 365-196-210, is “an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Level of service standards are synonymous with locally established minimum standards.” In short, it is the amount and quality of services and facilities that a community wants. For example, the LOS for a parks system is usually described in terms of the number of acres of parkland per 1,000 people. If a community has a strong desire for a quality parks system, it may establish a higher LOS standard for itself. However, higher levels of service are more expensive to acquire, develop, operate, and maintain. As a result, the community may be forced, for financial reasons, to accept a lower LOS.

Adopting a LOS for all of the services and facilities the City provides helps it: 1) evaluate how well it is serving existing residents; and 2) determine how many new facilities will have to be constructed to service new growth and development.

Levels of service are addressed for different capital facilities in the following plans:

- Transportation Chapter of Federal Way Comprehensive Plan
- Federal Way 2021 Surface Water Management Comprehensive Plan
- Federal Way Parks, Recreation and Open Space (PROS) Plan
- Federal Way Public Schools 2024 Capital Facilities Plan
- Lakehaven Water and Sewer District Comprehensive Water System Plan
- Lakehaven Water and Sewer District Comprehensive Wastewater System Plan

Concurrency

In addition to mandating that a Capital Facilities chapter be included in comprehensive plans, the GMA also introduced the concept of concurrency. Concurrency, per WAC 365-196-210, means that “adequate public facilities are available when the impacts of development occur, or within a specified time thereafter.”

Concurrency has two levels of applicability. The first is at the planning level and refers to all services and facilities, over the long term, at the citywide scale. Planning level concurrency is addressed in this chapter. Planning level concurrency inventories all existing facilities and services, establishes a LOS standard for each, estimates new facility requirements to accommodate projected growth, and develops a financing plan that identifies the revenues necessary to pay for all the new facilities. If the necessary revenues are not available, then the jurisdiction fails the planning level concurrency test and must take appropriate action. Those actions include lowering the LOS standard, raising taxes, restricting growth, or a combination of these actions. This chapter satisfies the planning level concurrency requirement as outlined in the GMA.

The second level of concurrency analysis is project specific and only required for transportation facilities. Specifically, the GMA (RCW 36.70A. 070(6)) states:

“...local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.”

That same section goes on to say that “concurrent with the development” means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. The City adopted a Transportation Concurrency Management System, which became effective January 1, 2007.

Although project level concurrency is only required for transportation system facilities, WAC 365-196-840(1)(c) states that, “With respect to facilities other than transportation facilities, counties and cities may fashion their own regulatory responses and are not

limited to imposing moratoria on development during periods when concurrency is not maintained.”

Impact Fees

Local jurisdictions planning under the GMA are authorized to assess impact fees for development activity as part of financing for public facilities, such as parks, transportation, and schools. The fire district also has a direct impact on their level of service based on growth and thus, is working both locally and legislatively to ensure that they also secure additional revenue sources to offset the impacts to service directly related to growth.

Impact fees must be based on an adopted capital facilities plan. In addition, the collected fees must be used for projects that are reasonably related to and will reasonably benefit the development paying the fees. The fees must also be used within a specified time from the date they were collected or returned to the payee. Impact fees may be imposed for system improvement costs previously incurred to the extent that new growth and development will be served by the previously constructed improvements, provided they not be imposed to make up for any system improvement deficiencies. To impose an impact fee program, the City must have a plan in place to make up any existing system deficiencies.

As of 2024, Federal Way has adopted the ability to charge Parks, School, and Traffic Impact Fees.

Funding/Financing

Federal Way has worked to provide the highest LOS possible without raising taxes. However, the City continually seeks options to fund capital facilities and the associated maintenance and operations costs.

If the City decides to generate additional revenues to fund capital facilities, there are several sources available.

- **Ongoing revenue:** The City levies taxes and collects other revenues in the City’s general fund on an annual basis. Current taxing revenues include property taxes, sales taxes, utility taxes, and a real estate excise tax (REET). Ongoing funds can be used for either capital facilities, debt service, or maintenance and operations. The City also charges impact fees, which can be used only for more limited purposes. New taxes could include business and occupation tax or employee tax, additional taxes from a Tax Increment Financing area, and/or a business improvement area tax.
- **One-time funds:** Funds that the City cannot count on having available on an annual basis. These funds include state and federal transportation, parks and stormwater management grants, and the sale of real property. One-time funds may be used only for one-time spending. For example, the City proposed two bond issues to finance capital facilities in 1995 and voters approved a permanent utility tax to pay for the maintenance and operations costs associated with new capital facilities. The City currently has the following General Obligation bonds as of the end of 2023:

**Table CF-1:
General Obligation Bonds (12/2023)**

Bond	In Millions
Community Center Bond	\$7.125
SCORE Bond	\$9.335
PAEC (LTGO)	\$3.035
PAEC (Sect. 108)	\$1.917

6.2 SURFACE WATER

Inventory of Existing Facilities

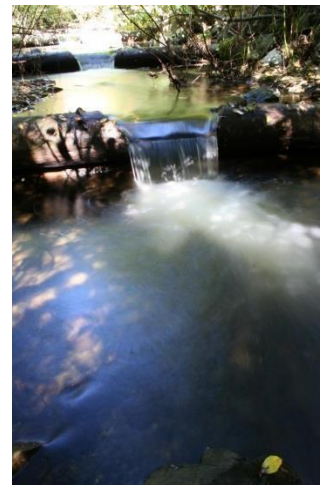
Natural Systems

The City of Federal Way drains to five major drainage basins: the Hylebos Creek, Lower Puget Sound, Green River, and Mill Creek basins. The Hylebos Creek Basin consists of the East and West Hylebos sub-basins divided geographically in the vicinity of the Interstate 5 alignment. The Lower Puget Sound Basin consists of the Dumas Bay, Joe’s Creek, Lakota Creek, Cold Creek, Redondo Creek, Central Puget Sound, Poverty Bay, Lower North Puget Sound, and Browns-Dash sub-basins. Map CF-2 shows the planning area boundary and major drainage basin boundaries. Map CF-2 shows the major features of the natural system. The natural systems have been reviewed on a sub-basin level. This sub-basin information is contained in the City’s *2021 Surface Water Management Comprehensive Plan and 2023 West Hylebos Stormwater Management Action Plan*.

Man-Made System

The City maintains a comprehensive GIS inventory of storm drainage assets in the City (available for download from the City’s website). Map CF-2 shows existing regional facilities, storm drain trunk lines, and streams. Based on the latest available data, public storm drain assets include:

- Over 386 miles of storm drainage pipe
- Over 91 miles of open channels and ditches
- Over 21,735 junction structures (catch basins, manholes, flow splitters, etc.)
- 271 outfalls
- 165 bioswales facilities
- 19 coalescing plate filters
- 48 dispersal trench facilities
- 299 stormwater ponds
- 99 stormwater filter vaults
- 388 stormwater vaults or tanks



The City has made a significant number of improvements to the manmade system since incorporation in 1990. Many of the projects completed to date corrected existing localized flooding problems. During the comprehensive plan update in 2005, the City was transitioning to a regional system for surface water flow control (detention/retention).

Regional facilities were constructed as capital projects based on existing and planned roads, land use, and zoning in the contributing watershed, and developments were able to buy into storage capacity in the facilities if they provided stormwater quality treatment on-site prior to releasing to the regional system. At present, flow control has shifted to an on-site approach due to increased regulatory requirements from the state and federal level as part of the National Pollutant Discharge Elimination System (NPDES) permit for discharges from Small Municipal Separate Storm Sewers (MS4s). Municipal stormwater permits have become more stringent and both flow control and water quality facilities are required on-site at new development and re-development sites. The NPDES permit also requires new development and re-development to utilize Low Impact Development (LID) techniques where feasible. Additional regulatory information is discussed in the current *Western Washington Phase II Municipal Stormwater Permit* and the *King County Surface Water Design Manual (KCSWDM)*.

System Capacity

All new facility construction uses the following design standards based on the 2021 KCSWDM core requirements and the 2021 City of Federal Way Addendum to the KCSWDM, outlined as follows:

- 25-year peak flow conveyance capacity for storm drains
- 25-year peak flow conveyance capacity for culverts
- 25-year peak flow conveyance for ditches and channels
- Tiered duration standard for flow control (see core requirement #3 in *KCSWDM*)

Based on current design requirements and data on existing facilities, the City identifies deficiencies and the most cost-effective ways to resolve them. The existing facilities inventory and design requirements also allow the City to plan for new facilities that will be needed to accommodate growth and development outlined in the Land Use Chapter. Additional surface water system information is discussed in the 2021 Surface Water Management Comprehensive Plan.

Forecast of Future Needs

The City bi-annually updates a detailed six-year capital facilities plan. The plan identifies projects, prioritizes them, estimates the cost, and re-examines the utility rate structure to ensure that there is sufficient funding available over the next six years to construct these projects. See the *2021 Surface Water Management Comprehensive Plan* for more information.

Locations and Capacities of Future Facilities

See the 2021 Surface Water Management Comprehensive Plan for the latest and most complete locations and capacities of future stormwater facilities. As noted earlier, these projects address existing system deficiencies as well as the new facilities that will be needed to accommodate projected growth.

Finance Plan

The City has created a surface water utility to manage stormwater drainage, prevent flooding, and improve water quality. The City charges property owners an annual surface

water fee, which, for commercial properties, is based upon the amount of impervious surface on the property and for residential properties is a fixed fee per parcel. These fees, along with any outside grant monies, provide the revenues that pay for new capital facilities projects, and operation and maintenance of the surface water system. Additional information regarding the annual surface water rate structure is available in Federal Way Revised Code Chapter 11.45.

Projects are scheduled based on anticipated revenues, taking perpetual replacement into account. The capital facilities Table 5-1 in the 2021 Surface Water Management Comprehensive Plan indicates project scheduling based on available funding and priority ranking. The City bi-annually updates the capital facilities plan to add, remove, reschedule, or reprioritize projects as needed. The 2021 Surface Water Management Comprehensive Plan includes the capital facilities plan.

6.3 TRANSPORTATION

The GMA requires that local jurisdictions prepare a transportation chapter as part of their comprehensive plan. The GMA also authorizes jurisdictions to assess impact fees for transportation system improvements that are necessary to offset the traffic impacts created by new development. In order to assess impact fees, the capital facilities plan must include the list of transportation improvements and associated costs that necessitate the payment of impact fees. FWCP Chapter 3, “Transportation,” includes complete background, levels of service, inventory, forecast of future needs, proposed locations and capacities, and financing plans for transportation capital facilities. Existing and future expected facilities from Transit agencies, including Sound Transit Link Light Rail extensions in Federal Way, are addressed in the Transportation and Centers Chapters. The expectation of future light rail service in Federal Way’s City Center and South Station has been a significant factor informing the city’s 20-year growth assumptions and planning across several Comprehensive Plan chapters.

6.4 PARKS AND RECREATION

Parks and Recreation capital facilities planning information is found in FWCP Chapter 14, “Parks and Recreation,” with complete details found in the Parks, Recreation and Open Space (PROS) Plan. Chapter 14 and the PROS plan include complete background, levels of service, inventory, forecast of future needs, proposed locations and capacities, and financing plan for parks and recreation capital facilities. Capital facilities planning information for some of the larger parks-managed facilities are found in the next section on “Community Facilities.”

6.5 COMMUNITY FACILITIES

Significant community investments have been made since the City’s incorporation to implement the community’s vision for Federal Way. In addition to the investments in the surface water, transportation, and parks, the City also acquired and improved community facilities to house City operations and provide space for community gatherings and recreation. The following subsections describe all community facilities where the public gathers for events or recreation, municipal facilities with office space for conducting government operations, Parks and Public Works maintenance facilities, and an overview

of future community facility needs. With the exception of certain Parks and Recreation buildings, most parks facilities are not inventoried in this section since they are addressed in the PROS Plan.

Community Gathering Facilities

Dumas Bay Centre

The City acquired Dumas Bay Centre (a conference and retreat facility) in 1993. Strong local support for community recreation and arts activities translated into the City Council's adoption of a 2% For the Arts ordinance to provide funding for arts in public places in 1994, and the construction of the 234-seat Knutzen Family Theatre in 1998, which is located at the Dumas Bay Centre.

Community Center

The City completed construction of a 72,000 square foot Community Center in 2007. The facility houses Recreation and Cultural Services staff, and includes athletic and community facilities suitable for a wide variety of events and programs.



Performing Arts and Events Center

The City of Federal Way Performing Arts and Event Center (PAEC) opened in 2017. This 44,000 sq. foot, 700 seat facility provides year-round space for performances, events, conferences, and meetings.

Municipal Facilities (General Government, Police, and Court Operations)

City Hall

City hall, which consolidates most City administrative offices, police, and the municipal court in one facility, was acquired in 2003. In addition to the City Hall parcel, the City also acquired two vacant lots to the north which is the location of the Police Evidence facility and overflow parking for the city hall/municipal court.

Other Police Facilities

Federal Way Police Department currently leases three substations. Since 2015, there has been an agreement between Balli Road, LLC and the Police Department for the use of approximately 1,500 square feet of office space, identified as the Federal Way Police Department Downtown Substation, located across the street from the Federal Way Transit Center. The space is used primarily by the traffic and the special operations unit. The location of the Downtown Substation strategically enhances patrol operations and visibility, but was also necessary because of the limited office space at the main station at city hall.

In the next 10 years, the Police Department will require additional 10,000 square feet or more to accommodate anticipated growth.

In 2018, due to unsustainable financial obligations, the City of Federal Way discontinued its ownership/partnership relationship via interlocal agreement with South Correction Entity (SCORE), but the City still utilizes SCORE for inmate housing on a contract basis. This change in relationship structure resulted in significant financial savings for the City.

Maintenance Facility

The Parks and Public Works maintenance facility is located at 31132 28th Avenue South. The entire site is 4.1 acres with 4,110 square feet of office and work space and 172,000 square feet in fenced storage space. The structure was originally constructed as a Fire Station and subsequently acquired by the City. The current shop area is where the fire engines were stored.

Parks Maintenance operates seven days a week, two shifts per day. The space needed for the maintenance operations includes crew quarters (including an area for daily time cards, breaks, and crew meetings/training, etc.), as well as a locker room. Public Works streets and surface water maintenance operations have similar needs for office space; operating Monday through Friday, year-round, one shift per day. Both Parks and Public Works maintenance operations tend to intensify during the summer months.

The City has outgrown the existing facility. As of late 2024, construction was underway on a new Joint Operations and Maintenance Facility for the City’s Parks, Public Works, Community Development, and Police Departments; anticipated to open in 2026.

Public Parking Facility

Since entering into a development agreement with Trent Development for development of the Town Center-3 (TC-3) site, the City anticipates a shortage of parking for the PAEC, both now and in the future. The City needs to acquire additional land to replace the parking that will be eliminated as part of property development.

Public Parking Facility Recommendation

Purchase property and construct approximately 350 new parking spaces to benefit the PAEC and visitors to Downtown.

Summary of Existing Facilities and Future Needs

Existing Facilities

**Table CF-2:
Summary of Existing Community Facilities**

<i>Building Name</i>	<i>Own/ Leased</i>	<i>Use</i>	<i>Sq. ft.</i>
City Hall	Own	City operations not otherwise listed	88,085
Police Evidence	Own	Police evidence room	6,000 sq. ft

<i>Building Name</i>	<i>Own/ Leased</i>	<i>Use</i>	<i>Sq. ft.</i>
Police Substations (3 total)	Leased	Downtown substation, near transit center, motorcycle officers work there. 30900 Pacific Highway South is the PHS substation, used for physical exercise and report-writing. The Commons sub, mall-assigned officers work there.	Unknown sq. footage
Federal Way Community Center	Own	Community recreation center with gym, pools, indoor track, climbing wall, senior lounge, pre-school, and educational classrooms, day care, arts and crafts program, and multipurpose room with kitchen. Recreation staff offices.	59,720 sq. ft
Steel Lake Annex	Own	Office space currently used by the Federal Way Historical Society; leased from the City by the Historical Society.	2,030 sq. ft.
Steel Lake Maintenance Shop	Own	Maintenance operations, outdoor equipment and material storage	4,472 sq. ft. maintenance shop and office building. There are also three portable buildings, totaling appx. 2000 sq. ft, on the west side of Steel Lake Park used as temporary office space and quarters for parks maintenance crews.
Celebration Park Maintenance Building	Own	Grounds equipment and sporting equipment	2,044 sq. ft.
Dumas Bay Centre (DBC)	Own	Public park, meeting/banquet/ overnight lodging	47,214 sq. ft. – 6 meeting rooms, 70 overnight rooms, 12 acre park ground
Knutzen Family Theater (at DBC)	Own	234 seats performing arts theatre and rehearsal room	
Miscellaneous Outdoor Storage	Leased	Street maintenance material and park equipment storage	10,000 material storage 2,000 equipment storage
Miscellaneous Indoor Storage	Leased	Spare office equipment/facility parts/ records	260 sq. ft. 2,160 cubic ft. boxes stored offsite in a document storage facility

Future Facilities

The City has identified a number of facilities to help deliver services more efficiently and adjust to the changing demographics of the community in the future. These projected needs are beyond the City’s ability to fund within the six-year planning horizon.

However, in order to keep the community’s vision alive, this Chapter purposely does not

exclude any of these community projects. The City Council will periodically review and prioritize these projects and provide funding when available. A description of these facilities with a summary list is provided below and in Table CF-3

Joint Operations and Maintenance Facility

The new facility will expand the site of the existing Operations and Maintenance Facility.

Downtown Parking

Purchase property and construct approximately 350 new parking spaces to benefit the PAEC and visitors to downtown.

City Hall

Conduct a needs analysis to evaluate the current utilization of city hall. Included in this study will be a forecast for when the City should either build a new city hall; lease additional space to accommodate growth; or build an expansion to the existing building.

Police Department

Federal Way Police Department anticipates needing another 10,000 sq. ft. of office space by approximately 2040.

**Table CF-3:
Future Community Facility Needs**

Facility Type	Approximate Date	Approximate Size	Approximate Cost
Downtown Parking	2028	350-375 spaces	\$15 million
City Hall	2040	120,000 sq. ft.	\$100 million
Operations & Maintenance Facility	2026	60,000 sq. ft.	\$53 million
Additional Police Department Office Space	2040	10,000 additional square feet	Likely part of City Hall

Financing Plan

The City updates its capital improvements program every other year in conjunction with its biennial budget process. These updates reflect new project priorities and funding availability.

While it may be desirable to deliver these facilities to the community as soon as possible, the City’s projected revenues may not be able to support both their construction and required operating and ongoing maintenance in the near term. Such public facilities may depend on future private or voter-approved funding sources.

As of late 2024, the new Joint Operations & Maintenance Facility and associated frontage improvements are funded from bond proceeds, Surface Water Management Fund, Transportation capital improvement funds, Police Fund, utility funds and other funding sources. This approximately 60,000 sq. ft. facility is expected to open in 2026.

6.6 SCHOOL FACILITIES

The Federal Way Public School (FWPS) District includes the City of Federal Way, portions of incorporated City of Kent, City of Des Moines, City of Auburn, City of Algona, City of Milton, and unincorporated areas of King County to the east of Interstate 5. The District provides educational programs to all students who live in the school district service area, whether they live in Federal Way, Kent, Des Moines, Auburn, Algona, Milton, or unincorporated King County. A school outside the Federal Way City limits may provide service to students who live within the City limits and vice versa.

The FWPS Capital Facilities Plan provides complete background, levels of service, inventory, forecast of future needs, proposed locations and capacities, and financing plan for school facilities.

6.7 WATER SYSTEMS

This section primarily summarizes the water system operated by the Lakehaven Water and Sewer District (Lakehaven) including information from the District's most recently adopted Comprehensive Water System Plan while providing up-to-date information where warranted.

Two other purveyors provide water service within Federal Way City limits. Tacoma Public Utilities, specifically Tacoma Water, serves an area on the west side of the Federal Way and the Highline Water District serves a small portion of the north side of Federal Way. For comparison, Lakehaven provides service to over 20,000 accounts in Federal Way, while Tacoma Water has approximately 3,200 active accounts, and Highline Water District has 263 active accounts in Federal Way.

Map CF-3 shows the service areas of Lakehaven, Tacoma Water, and Highline as water service providers in Federal Way.

Some of the information in this section is based on the most recent (2016) Lakehaven Comprehensive Water System Plan.

Inventory of Existing Facilities

The locations of the Lakehaven's wells, storage, and other major components of the distribution system are provided in the Water Plan. The water system includes approximately 450 miles of water mains, 25 production wells, 12 storage tanks, and connection to the Second Supply Project (SSP), which provides surface water from the Green River. The average annual daily demand during the years 2020 through 2022 was 9.68 million gallons-per-day (MGD). The facilities are described in the following sections.

Second Supply Project (SSP)

Lakehaven is a partner in the SPP (Green River water source) with Tacoma Water, City of Kent, and Covington Water District. Lakehaven's share of the project provides a water right capacity of up to 12.6 MGD. Due to operational considerations, stream flows, and water quality, the SSP is estimated to provide approximately 7.6 MGD on an annual basis.

Lakehaven is accessing the pipeline at three flow control facilities provided at strategic locations along its route through the greater Federal Way area. These facilities allow Lakehaven to receive water from and send water to the SSP.

Water Quality

Lakehaven's status with respect to regulated drinking water contaminants covered by the WAC 246-290 and anticipated water quality regulations is summarized in Section 10, "Water Quality," of the Water Plan. Regulations that have prompted treatment of the District's groundwater supplies include the Lead and Copper Rule, Iron and Manganese Regulations, Arsenic Rule, and the Surface Water Treatment Rule (due to distribution of surface water obtained from the SSP). To maintain optimized corrosion control in the distribution system (per the Lead and Copper Rule), Lakehaven adjusts the pH of groundwater pumped from Well Sites 10/10A, 15/15A, 18, and 19/19A. Lakehaven has installed water filtration treatment systems at Well Sites 9, 17/17A/17B, 19/19A, 20/20A, 21, 22/22A/22B, 23/23A, 29, and Well 33 for the removal of iron and manganese. Arsenic is removed from Wells 19 and 21.

In 2006, the Long Term 2 Enhanced Surface Water Treatment Rule, regulated by the U.S. Environmental Protection Agency (EPA), required unfiltered surface water utilities to plan for and provide water treatment to protect against waterborne parasites such as cryptosporidium (a protozoan that can cause gastro-intestinal illness in humans). After significant analysis and evaluation, Tacoma Water, Lakehaven, Covington Water District, and the City of Kent agreed to design and construct a surface water filtration facility for the Green River supply to meet the new EPA compliance requirements. The Green River Filtration Facility was completed and began operation in 2015. In addition to meeting the federal surface water treatment rules, the filtration facility will also remove turbidity and potential algae that can degrade the reliability and aesthetic quality of the water from the Green River.

Storage Facilities

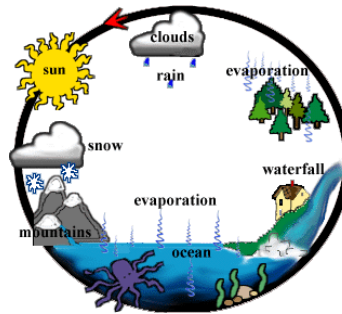
Lakehaven's water system was evaluated during the most recent Water Plan update using extended-period simulation modeling to evaluate the storage draw-down during fire flow events and to evaluate storage equalization during multiple-day periods of maximum day demand conditions. The storage analysis model is summarized in Section 9, "System Analysis," of the 2016 Water Plan. In general, Lakehaven has a robust water system with redundant supply, large volumes of storage, and adequate, reliable pumping.

Water Conservation Measures

Lakehaven is committed to implementing aggressive water conservation measures to reduce per capita water consumption. These include programs such as public information campaigns, an inclining block water rate structure to reduce peak day consumption, winter-summer water rate adjustments to reduce summer consumption, and a "wet-month average" sewer rate structure.

Lakehaven will be also working with the City to introduce water conservation measures by amending the zoning and building codes. These measures include a requirement for

low flow showerheads and toilets, utilizing species for landscaping with reduced irrigation needs, and use of reclaimed water for irrigation.



Transmission/Distribution System

The results of computer modeling have found the transmission and distribution pipeline network to be very robust. Of particular note is that the fire insurance rating for South King Fire improved from Class 3 to Class 2 in 2004 and currently remains at Class 2. The majority of Lakehaven is served by this fire agency. Approximately forty percent of the score for the rating process is based upon available water supply. This rating improvement is a significant accomplishment, as the new classification is on par with the rating held in Seattle and Bellevue, the only other departments to hold a Class 2 rating (no fire agency in Washington holds a Class 1 rating). The pipeline network is continuing to be expanded through developer extension projects undertaken by land development activity.

Emergency Interties

Lakehaven has eight emergency interties with adjoining systems of other utilities. Emergency interties allow Lakehaven to buy or sell water with adjoining utilities in an emergency and provides enhanced system reliability. Lakehaven has three emergency interties with the City of Tacoma's water system, three emergency interties with Highline Water District's water systems, one emergency intertie with the City of Milton's water system, and one emergency intertie with the City of Auburn.

Forecast of Future Needs

The Water Plan estimates future need by analyzing existing water demand (measured consumption plus unaccounted-for/non-revenue water loss) patterns on a daily, seasonal, and yearly basis. Lakehaven breaks down the water demand values on an "equivalent residential unit" (ERU) basis, which is essentially the amount of water used by an "average" family residing in an "average" single family residence situated within Lakehaven's water service area, if used uniformly over the year. The six-year district-wide average of measured unit consumption, including unaccounted for water, between 2006 and 2011 was 231.55 gallons per day (gpd) per ERU and ranged between 257 gpd per ERU in 2006 to 208 gpd per ERU in 2011. For planning purposes, Lakehaven conservatively used 248 gallons per day per ERU. Population and employment growth projections converted to ERU's are then utilized to estimate future water demands. Utilizing a conservative methodology that disregards the impact of Lakehaven's water conservation efforts, the Water Plan estimated average day demands would increase from 11.43 MGD in 2014 to 14.3 MGD in 2034.

Lakehaven is the water provider for both of Federal Way’s centers including City Center and South Station. The City’s growth assumptions for its centers have been shared and discussed with Lakehaven to factor into the update of Lakehaven’s Comprehensive Water System Plan. Water infrastructure in both centers can generally accommodate planned growth with infrastructure upgrades. The City expects to coordinate closely with Lakehaven to ensure future water service needs are met for both centers and citywide.

Expanded and Improved Facilities

Lakehaven has programmed a number of system improvements to maintain and expand the existing water system. These improvements are summarized below.

Groundwater Resources

Lakehaven is continuing to pursue its OASIS (Optimization of Aquifer Storage for Increased Supply) project, under the ASR (Aquifer Storage and Recovery) concept. The OASIS feasibility study determined that the Mirror Lake Aquifer can be used to store up to approximately 9.4 billion gallons of water filled over the winter from excess water supply and withdrawn it over the drier summer months for water supply purposes.

Combining funding from its wastewater utility, Lakehaven is also pursuing its Water Reuse/Reclamation Program, utilizing wastewater suitably treated at the Lakota Wastewater Treatment Plant, conveyed through a separate pipeline system, and utilized for beneficial purposes, such as augmenting groundwater supplies.

Second Supply Pipeline

Improvements continue to be implemented at the Howard Hanson Dam on the Green River in order to expand storage behind the dam. This will help mitigate the seasonal variation in available water by increasing in-stream flows during the drier parts of the year.

Water Quality

The implementation of a filtration facility on the Green River water supply conveyed by the Second Supply Project completed in coordination with the SSP partners in 2015.

Transmission/Distribution System

Long-term improvements to the transmission and distribution pipeline network are recommended in the Water Plan. Significant investments are also contemplated to relocate existing pipelines that will conflict with infrastructure resulting from street improvement projects undertaken by other agencies within Lakehaven’s water service area.



Finance Plan

A utility undertakes a capital program for many different reasons, including: expanding the capacity of its systems, maintaining the integrity of existing systems, and addressing regulatory requirements. Lakehaven is required to develop its own Water Plan and to support regional decisions on population growth and land use.

Lakehaven has identified several significant capital improvement projects in its Water Plan. The scheduling of these projects is included in the Lakehaven's most recent Capital Improvement Program (CIP) that is developed and approved annually.

The District has access to sufficient funds that can be utilized for operation and maintenance of its existing facilities, and for pursuing capital projects. In addition, the District has depreciation, interest income, assessment income, and connection charge monies that it can utilize for funding the CIP. Additionally, Lakehaven can also borrow money or adjust rates, if necessary, to best meet the needs of its customers.

Lakehaven has utilized a very conservative approach in budgeting for the CIP by utilizing the growth projections developed by each of the land use jurisdictions located within Lakehaven's service area. Lakehaven will provide facilities as required to support growth within its service area. The schedule and project costs will be updated annually through Lakehaven's budget and capital improvement program process.

6.8 SEWER SYSTEMS

This section primarily summarizes Lakehaven, including the district's most recently adopted System Plan (Wastewater Plan), while providing up-to-date information where warranted. Lakehaven's sewer area is located in the southwest portion of King County, including the unincorporated areas east of the existing City limits of Federal Way.

Midway Sewer District provides sewer service to a small area on the north end of Federal Way's City limits. As of 2023, Midway Sewer District has 9 business connections, 7 single-family connections, as well as connections to two multifamily complexes and one mobile home park in Federal Way.

Map CF-3 shows the service areas of Lakehaven and Midway Sewer Districts. Some of the information in this section is based on the 2017 Wastewater Plan.

Inventory of Existing Facilities

The sanitary sewer system is comprised of three major components: the trunk collection system, the pump station system, and the wastewater treatment and disposal system. The trunk system collects wastewater from drainage basins and conveys it to the treatment facilities, primarily by gravity flow. In areas where the use of gravity flow is not possible, pump stations and force mains are used to pump the sewage to a location where gravity flow can be used. The locations of the major components are provided in the Wastewater Plan.

The existing collection system operated and maintained by Lakehaven consists of approximately 340 miles of sanitary sewer pipe, 28 pump stations, six siphons, and two

secondary wastewater treatment plants, namely the Lakota Wastewater Treatment Plant and the Redondo Wastewater Treatment Plant. The system has been constructed over a number of years, as dictated by development trends in the area. The system is currently divided into six primary basins and 40 smaller sub-basins. The wastewater generated within the two largest basins, Lakota and Redondo, flow to Lakehaven's wastewater treatment plants. The remaining four basins currently discharge to the other utilities for treatment and disposal, as mentioned above.

Lakehaven currently has the capacity in all the major components of the system to accommodate the existing demand for sanitary sewer service.

Forecast of Future Needs

Population forecasts are based on the adopted land use plans of the various jurisdictions within which Lakehaven operates. The population figures are presented by drainage basin to allow for evaluation of the system and consideration of future improvement alternatives.

An estimated 7,500 on-site wastewater disposal systems are in operation within Lakehaven's corporate boundary. It is anticipated that sewer service will be extended to these "unsewered" areas as on-site systems become less viable to maintain and/or when new development requires public sewers.

The average base daily flow tributary to Lakehaven's two wastewater treatment plants, excluding infiltration and inflow (I & I), is currently estimated at 6.71 MGD and is expected to increase to nearly 9.06 MGD by 2030, and nearly 17.24 MGD at full development. Peak hourly flows tributary to Lakehaven's two wastewater treatment plants, including I & I, are currently estimated at 30.3 MGD, and are expected to increase to nearly 45.75 MGD by 2030, and 67.11 MGD at full development.

Hydraulic capacity at both wastewater treatment plants is estimated to be available up to the original design peak hour capacities of 22.0 MGD for Lakota and 13.8 MGD for Redondo.

Lakehaven is the wastewater provider for both of Federal Way's centers including the Regional Growth Center at the City Center and the Countywide Growth Center in the South Station area. The City's growth assumptions for its centers have been shared and discussed with Lakehaven to factor into the update of Lakehaven's Comprehensive Wastewater System Plan. Wastewater infrastructure in both centers can generally accommodate planned growth with infrastructure upgrades. The City expects to coordinate closely with Lakehaven to ensure future wastewater service needs are met for both centers and citywide.

Expanded and Improved Facilities

Lakehaven has completed construction on the rehabilitation and lengthening of the Redondo Wastewater Treatment Plant's outfall pipeline that discharges treated wastewater into Puget Sound. The old biosolids dewatering equipment was replaced with new, more efficient equipment to help reduce operating costs. Lakehaven is pursuing many other projects to improve the performance of the facilities (energy conservation, water quality, biosolid quality, reduced maintenance, etc.). Combining funding from its

water utility, Lakehaven also has long-range plans for its Water Reuse/Reclamation Project, utilizing wastewater suitably treated at the Lakota Wastewater Treatment Plant, conveyed through a separate pipeline system, and utilized for beneficial purposes, such as augmenting groundwater supplies.

Additional new and expanded sewer facilities are planned to divert existing flows currently being conveyed to other utilities for treatment to its own treatment facilities (new Pump Station No. 44 and expanded Pump Station No. 33b). On-site emergency generators are now in place at other existing pump stations (Pump Stations No. 12, 37 and 41) to allow their continuous operation during a commercial power outage. Lakehaven is continuing to approve new pressure sewer collection systems as an alternative to gravity systems to provide sewer service availability to residents in established neighborhoods, particularly those around lakes.

Finance Plan

A utility undertakes a capital program for many different reasons, including: expanding the capacity of its systems, maintaining the integrity of existing systems, and addressing regulatory requirements. Lakehaven is required to develop its own Wastewater Plan and to support regional decisions on population growth and land use. Lakehaven has identified several significant capital improvement projects in its Wastewater Plan.

The scheduling of these projects is included in Lakehaven's most current Capital Improvement Program (CIP) that is developed and approved annually.

Lakehaven has access to sufficient funds that can be utilized for operations and maintenance of its existing facilities, and for pursuing capital projects. In addition, Lakehaven has depreciation, interest income, assessment income, and connection charge monies that it can utilize for funding the CIP. Additionally, Lakehaven can borrow money or adjust rates, if necessary, to best meet the needs of its customers.

Lakehaven has utilized a very conservative approach in budgeting for the CIP by utilizing the growth projections developed by each of the land use jurisdictions located within the district's service area. Lakehaven will provide facilities as required to support growth within its service area. The schedule and project costs will be updated annually through Lakehaven's budget and capital improvement program process.

6.9 FIRE FACILITIES

This section summarizes the South King Fire Strategic Bridge Plan with an updated full Strategic Plan scheduled to take place in 2025. South King Fire (SKF) provides service to the City of Federal Way, the City of Des Moines, and the surrounding unincorporated areas. In September of 2005, the Des Moines Fire Department merged with the Federal Way Fire Department. The result of this merger created the name of South King Fire & Rescue. In 2023, the board of fire commissioners approved a name change to the present name of South King Fire.

The total population in SKF's service area is approximately 160,000 residents. Services include fire suppression, fire prevention (building inspection and public information), emergency medical, hazardous materials responses, public education, emergency

management, and rescue emergencies (special operations). SKF has a contract with the City of Federal Way and Valley Communications for the provision of emergency 911 communications, wherein they act together with the City as a part owner of Valley Communications. The SKF Strategic Bridge Plan identifies improvements that are necessary to maintain existing service standards and to meet the needs of future residents and businesses.



SKF provides fire suppression services to the City. In order to do this, SKF has adopted a Level of Service (LOS) standard.

- Each emergency fire response typically includes a minimum of 19 trained and equipped firefighters and apparatus commensurate with the emergency (a standard response of three engines, one ladder truck, an aid car, and two command vehicles are sent on all structural incidents).
- Each emergency medical response should include a minimum of one response vehicle and three fully-equipped and fully-trained crew members on a responding engine company, or two crew members on an aid car (either an engine or an aid car, or a combination of both, may be sent on the response depending upon the severity).
- SKF provides a full building inspection for fire code compliance.

SKF currently provides service that is generally consistent with its adopted LOS standards.

SKF also depends on having adequate water pressure available in fire hydrants to extinguish fires. The department works with Lakehaven, Highline Water District (in the City of Des Moines), and other water utilities within its corporate limits, to ensure that adequate “fire flow” is always available. Lakehaven Water and Sewer District’s Water System Plan analyzes “fire flow” rates available at different points in its water system, and programs improvements to the water system to ensure that sufficient water is available for fire suppression.

Emergency Medical Services

Emergency Medical Services (EMS) responds to 911 calls and provides field services. This service is currently paid for by property taxes, however, a new funding mechanism is being proposed which is discussed in another section. EMS is provided at a marginal cost to the fire department as fire facilities are utilized to provide this service to the community.

Inventory and Capacity of Existing Facilities

SKF has two major types of capital facilities. One is fire stations and the other is capital investment in equipment, and, in particular, fire engines. The department's fire stations are shown at the following address: <https://wa-southkingfire2.civicplus.com/Facilities?clear=False>



Forecast of Future Needs

In 2013, call volumes exceeded 16,000 for the year. By 2023, the call volume exceeded 25,000 calls which increased demand on resources. The challenge for SKF will be to manage fixed-cost investments, such as new stations, and to be flexible in its ability to meet fluctuating call volumes.

Location and Capacity of Expanded or New Facilities

SKF operates out of nine facilities, seven of which are response stations, with the remaining two constituting a training facility and fleet housing, facilities, and logistics warehouse. Two of the stations are located within the City of Des Moines, two stations lie within unincorporated King County, and the remainder are located within the City.

SKF is considering the need for an additional fire station in the future to be located in the southern end of the City. SKF anticipates that the calls for service in the south end and the downtown core of the district will continue to grow. As a result of the anticipated growth in calls for service, an additional station will likely be needed to maintain acceptable response times.

Any new fire station should be able to accommodate today's staffing, while also accommodating the future departmental and community needs for the next 25 years including appropriate living and sleeping quarters.

SKF does not presently have a timeline for the construction of any new fire station, as it would require a voter-approved bond issue for funding. Additionally, SKF has a need for two major station remodels. One such remodel is the station located at approximately 316th and 1st Avenue South. The second is the training facility located at 14th Avenue SW and 312th Street.

Funding Plan

SKF has established a capital reserve fund for the systematic replacement of all capital equipment. These reserves were funded from the annual revenues of the department.

In SKF's annually adopted budget, capital projects are identified. This capital projects list is updated based on completed projects and changing priorities.

Additionally, SKF is seeking to receive a more stable funding source within the community, which directly affects its level of service. This is being sought both locally and legislatively, as fire districts have to manage growth much like schools and other public facilities. A stable funding mechanism needs to be implemented which ensures SKF can maintain its level of service and no longer be dependent on property tax rates.

6.10 GOALS & POLICIES

Goal

CF G1 *Regularly update Capital Facilities Plans to implement the FWCP by coordinating urban services, land use decisions, level of service standards, and financial resources with a fully funded schedule of capital improvements.*

Policies

- CF P1.1** Provide needed public facilities and services to implement the FWCP.
- CF P1.2** Support and encourage joint development and use of community facilities with other governmental or community organizations in areas of mutual concern and benefit.
- CF P1.3** Emphasize capital improvement projects that promote the conservation, preservation, redevelopment, and revitalization of commercial, industrial, and residential areas in Federal Way.
- CF P1.4** Reference capital facilities plans and future amendments prepared by other special districts that provide services within the City to support implementation of the FWCP. These plans must be consistent with the FWCP.
- CF P1.5** Reference the annual update of the Federal Way Capital Improvement Program for parks/recreation, surface water management, and the Transportation Improvement Program to support implementation of the FWCP.
- CF P1.6** Protect investments in existing facilities through an appropriate level of funding for maintenance and operations.
- CF P1.7** Maximize the use of existing public facilities and promote orderly compact urban growth.

Goal

- CF G2** *Meet current needs for capital facilities in Federal Way, correct deficiencies in existing systems, and replace or improve obsolete facilities.*

Policies

- CF P2.1** Give priority consideration to projects mandated by local, state, and federal law.
- CF P2.2** Give priority consideration to subsequent phases of phased projects when phase one is fully funded and under construction.
- CF P2.3** Give priority consideration to projects that renovate existing facilities and preserve the community's prior investment or reduce maintenance and operating costs.
- CF P2.4** Give priority consideration to projects that correct existing capital facilities deficiencies, encourage full utilization of existing facilities, or replace worn out or obsolete facilities.
- CF P2.5** Give priority to projects where leveraged monies such as grants and low interest loans can be used.

Goal

- CF G3** *Provide capital facilities to serve and direct future growth within Federal Way as it further develops.*

Policies

- CF P3.1** Provide the capital facilities needed to serve the future growth anticipated by the FWCP.
- CF P3.2** Coordinate efforts between the Public Works and Parks Departments in the acquisition of and planning for public open space, recreation, public education, and stream preservation within the Hylebos Basin. Departments may combine resources as appropriate to increase project efficiencies and success rates in pursuit of grant opportunities.
- CF P3.3** Give priority consideration to projects needed to meet concurrency requirements for growth management.
- CF P3.4** Plan and coordinate the location of public facilities and utilities in advance of need.
- CF P3.5** Continue to implement a concurrency management system which permits project approval only after a finding is made that there is capacity available in the transportation system sufficient to maintain the adopted level of service standard.
- CF P3.6** Coordinate the provision of urban services to ensure that areas identified for

growth are accompanied with the maximum possible use of existing facilities and cost-effective service provisions and extensions while ensuring the protection and preservation of resources.

- CF P3.7** Coordinate future economic activity with planning for public facilities and services.
- CF P3.8** Consider public/private partnerships to leverage structured parking in association with City Center development or redevelopment, in fulfillment of comprehensive plan vision and goals.
- CF P3.9** Require connection to sanitary sewer service where sewer service is available and where connection would not result in harm to environmental critical areas.

Goal

- CF G4** *Provide adequate funding for capital facilities in Federal Way to ensure the FWCP vision and goals are implemented.*

Policies

- CF P4.1** Manage the City of Federal Way's fiscal resources to provide needed capital improvements. Ensure a balanced approach to allocating financial resources between: 1) major maintenance of existing facilities; 2) eliminating existing capital facility deficiencies; and 3) providing new or expanding existing facilities to serve new growth.
- CF P4.2** Use Capital Facilities Plans to integrate all of the community's capital project resources including grants, bonds, general funds, donations, impact fees, and any other available funding.
- CF P4.3** Ensure that long-term capital financing strategies and policies are consistent with all the other FWCP chapters.
- CF P4.4** Pursue funding strategies that require new growth and development to pay its fair share of the cost of facilities that are required to maintain adopted level of service standards.
- CF P4.5** Promote a more efficient use of all public facilities by enacting interlocal agreements which facilitate joint maintenance and operations of those facilities.
- CF P4.6** Use the following available contingency strategies should the City be faced with capital facility funding shortfalls:
 - Increase revenues by selling general obligation bonds, enacting utility taxes, imposing impact fees, and/or raising property tax levy rates.
 - Decrease level of service standards to a level that is more affordable.
 - Decrease the cost of a proposed facility by changing or modifying the scope of the project.
 - Decrease demand for the service or facilities by establishing a moratorium

on development, focusing development into areas where facility capacity is available, or changing project timing and/or phasing.

- CF P4.7** Aggressively pursue grants or private funds when available to finance capital facility projects.
- CF P4.8** Maximize the usefulness of bond funds by using these monies to the greatest extent possible as matching funds for grants.
- CF P4.9** In the event that anticipated funding falls short of meeting existing and/or anticipated needs for any capital facilities, the City expects to reassess and revise the following, as needed:
 - Comprehensive plan land use designations
 - Funding alternatives; and/or
 - Level of service standards.

Goal

- CF G5** *Ensure that Federal Way Capital Facilities Plans are current and responsive to the community vision and goals.*

Policies

- CF P5.1** Monitor the progress of Capital Facilities Plans on an ongoing basis, including the completion of major maintenance projects, the expansion of existing facilities, and the addition of new facilities. Evaluate this progress with respect to trends in the rate and distribution of growth, impacts upon service quality, and FWCP direction.
- CF P5.2** Review, update, and amend capital facilities plans in accordance with state update requirements. Respond to changes in the rates of growth, new development trends, and changing City priorities, budget, and financial considerations. Make provisions to reassess the FWCP periodically in light of evolving capital facilities plans. Take appropriate action to ensure internal consistency of the chapters in the plan.
- CF P5.3** Continue to coordinate with other capital facility and service providers to ensure that all necessary services and facilities are provided prior to or concurrent with new growth and development.
- CF P5.4** Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.

Goal

- CF G6** *Manage the Surface Water Utility in a manner that makes efficient use of limited resources to address the most critical problems first, and which expresses community values and priorities.*

Policies

- CF P6.1** The utility shall continue to have a role in developing and implementing regional, state, and federal surface water policies and programs and, in doing so, shall seek to:
- Achieve the City’s environmental goals.
 - Contain utility ratepayer costs.
 - Ensure state and federal requirements are achievable.
 - Maintain local control and flexibility in policy/program implementation.

The utility’s role in developing and implementing regional, state, and federal surface water policies and programs will include:

- Influencing legislation through lobbying and written and verbal testimony during formal comment periods.
- Participating in rule making.
- Reviewing technical documents.
- Serving on advisory committees and work groups.
- Participating in multi-jurisdictional studies and basin planning.
- Entering into cooperative agreements with neighboring and regional agencies to accomplish common goals as appropriate and necessary.

- CF P6.2** The utility’s funds and resources shall be managed in a professional manner in accordance with applicable laws, standards, and City financial policies.

- CF P6.3** The utility shall remain a self-supporting enterprise fund.

- CF P6.4** The utility Capital Improvement Program (CIP) will provide funding for the following types of projects:
1. Projects addressing flood control problems.
 2. Projects needed to meet water quality policies.
 3. Projects needed for renewal/replacement or additions to current infrastructure and facilities.
 4. Projects necessary for resource protection and stewardship.

- CF P6.5** To the extent of funding limitations, the CIP shall be sustained at a level of service necessary to implement cost effective flood control mitigation; meet water quality policies; maintain system integrity; provide required resource stewardship and protection; and meet federal, state, and local regulations.

- CF P6.6** The utility will continue to strive to minimize the use of loans to fund necessary capital improvements, and will generally operate on a “pay-as-you-go basis.” However, low interest loans (i.e. Public Works Trust Fund) and/or grants will be used to leverage local funds when feasible.

- CF P6.7** Rates shall be set at the lowest level necessary to cover utility program expenses, meet levels of service identified in the 2021 Surface Water Management Comprehensive Plan Update, meet debt coverage requirements, and sustain a reserve balance consistent with these policies on a long-term basis.

- CF P6.8** Utility rates shall be evaluated bi-annually and adjusted as necessary to achieve utility financial policy objectives.
- CF P6.9** Utility rates will allocate costs between different customer classes on an equitable basis.
- CF P6.10** The utility rate structure will be based on a financial analysis considering cost-of-service and other policy objectives, and will provide adjustments for actions taken under approved City standards to reduce related service impacts.
- CF P6.11** Rates shall be uniform for all utility customers of the same class throughout the service area.
- CF P6.12** Rate assistance programs may be provided for specific low-income customers.
- CF P6.13** The utility's annual budget and rate recommendations shall provide funding for the following reserve components:
 1. A working capital component based on 17 percent of the current year's budgeted operating and maintenance expenses. Under no circumstances shall a budget be submitted for a planned drop in reserves below this level.
 2. An emergency/contingency component to cover excessive costs resulting from unexpected catastrophic events or system failures. Based on historical utility experience, this amount will be set at \$500,000, which is the estimate of the net cost of emergency services to be paid from rate resources, excluding any potential reimbursements that may be received from Federal Emergency Management Act grants, the City's General Liability Fund, or other external revenue sources.

Goal

- CF G7** *Ensure planning and siting for all capital facilities is conducted in an environmentally sound, socially equitable, and inclusive manner.*

Policies

- CF P7.1** Inform the siting or expansion of essential public facilities or facilities of regional importance using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.
- CF P7.2** Work toward more affordable and equitable access to public facilities throughout Federal Way, with a particular focus on identifying coverage gaps and supporting increased access by historically marginalized and disproportionately burdened communities.
- CF P7.3** Consider climate change, economic, equity, and health impacts when supporting the siting and building of essential public services and facilities.

- CF P7.4** Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.
- CF P7.5** Identify opportunities for water reuse and reclamation by high-volume non-potable water users such as parks, schools, and golf courses, and require where feasible.

6.11 APPENDIX

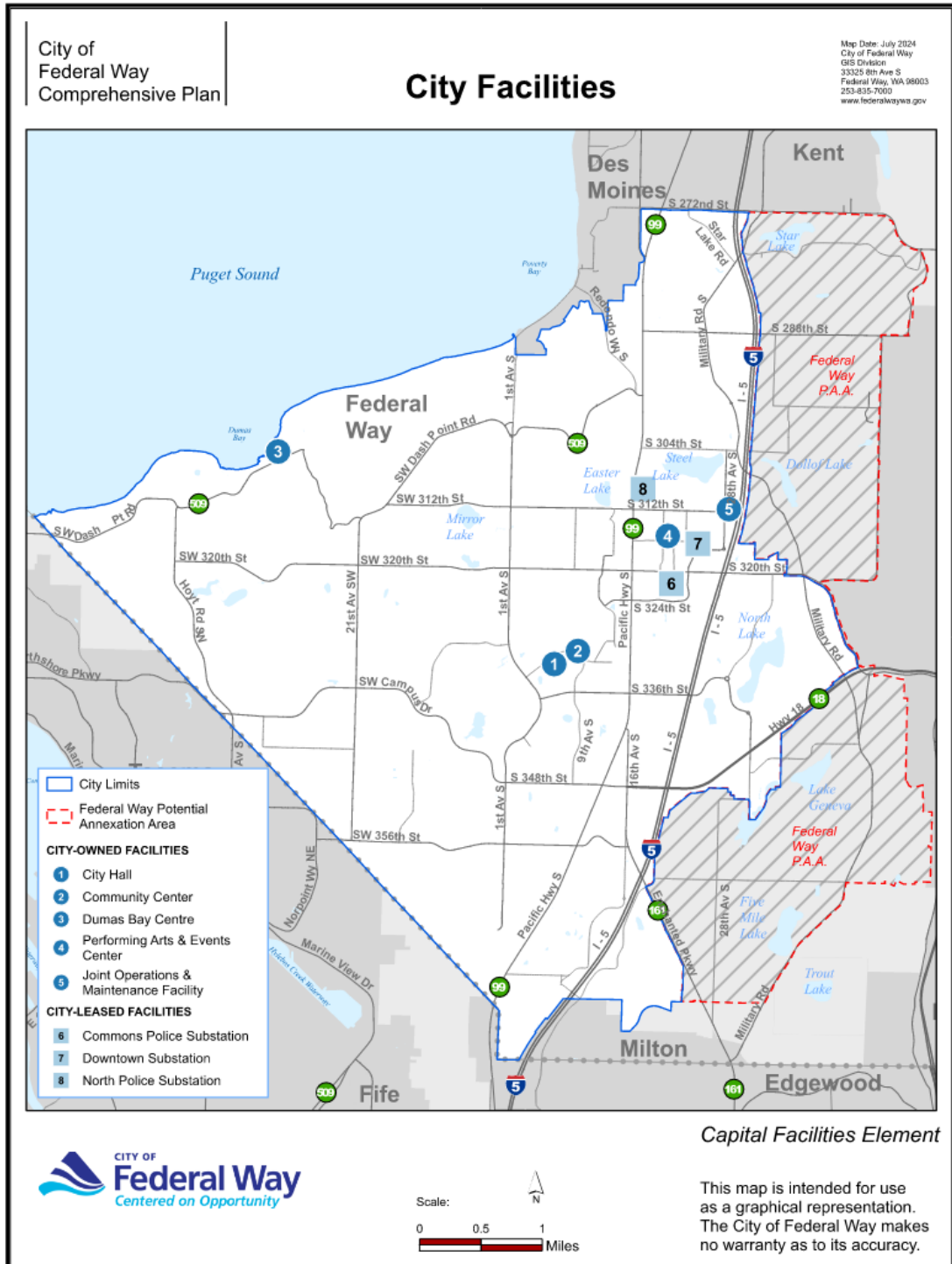
Plans Incorporated by Reference

The following plans, developed for the operations of different City programs and external agencies, are incorporated by reference into the Capital Facilities chapter as they now exist or are hereafter amended:

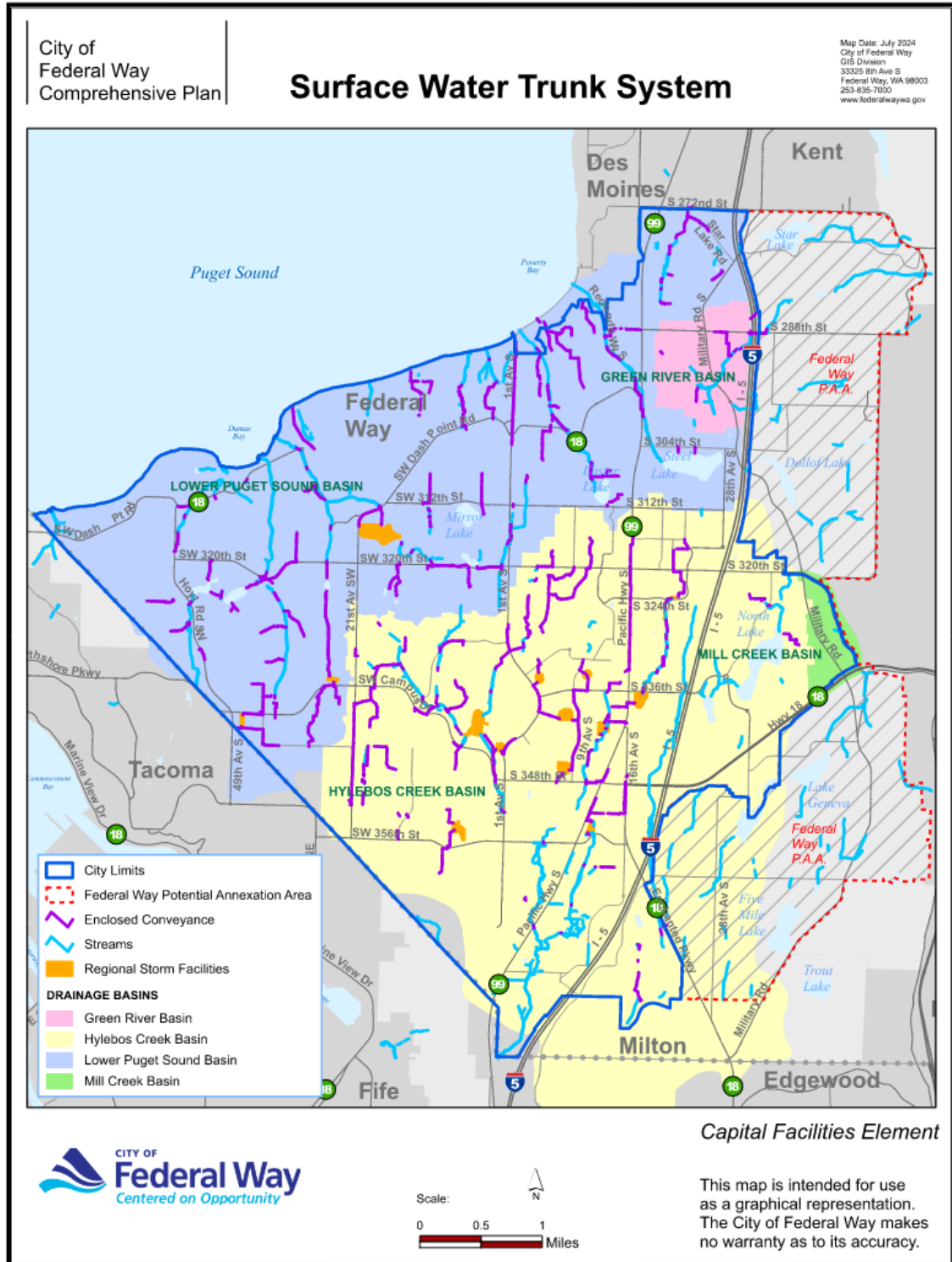
1. Federal Way 2021 Surface Water Management Comprehensive Plan
2. Federal Way Parks, Recreation and Open Space (PROS) Plan
3. Federal Way Public Schools 2024 Capital Facilities Plan
4. Lakehaven Water and Sewer District Comprehensive Water System Plan
5. Lakehaven Water and Sewer District Comprehensive Wastewater System Plan
6. South King Fire Strategic Bridge Plan
7. South King Fire Capital Improvements Program

6.12 MAPS

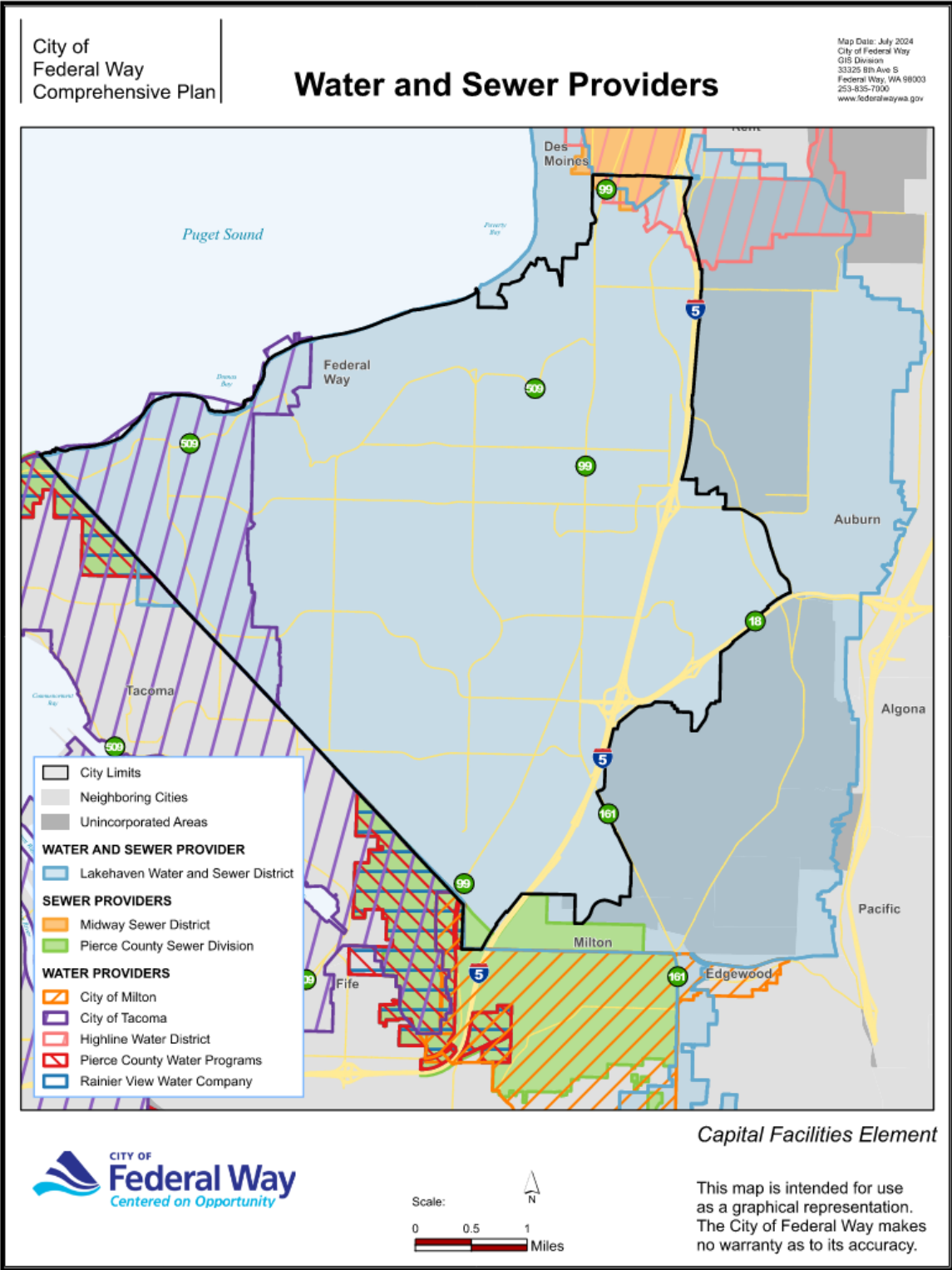
Map CF-1: City Facilities



Map CF-2: Surface Water Trunk System



Map CF-3: Water and Sewer Providers





CHAPTER SEVEN

CENTERS

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7.0 INTRODUCTION & VISION

Prior to the 2024 Periodic Update of the Comprehensive Plan, Chapter 7 of the 2015 Comprehensive Plan (City Center) served as both a chapter of the Comprehensive Plan and a subarea plan for the City Center, the City’s Regional Growth Center. The Regional Growth Center was established in 1994. In 2021, King County conditionally approved a Countywide Growth Center designation for the area around the future South Station light rail station, generally south of South 348th Street and between I-5 and Pacific Highway South.

The addition of the Countywide Growth Center offered an opportunity for the City to expand this Comprehensive Plan chapter to focus on the common attributes of the two Centers, while also highlighting the distinguishing traits of the Regional Growth Center and the Countywide Growth Center. While the centers are focused on growth through development and redevelopment of underutilized and vacant property, the neighborhoods are also characterized by areas that complete their functionality, but are unlikely to contribute to growth: protected lands (e.g. critical areas,) and public lands or similar properties (e.g. schools, libraries, parks, community facilities). These areas are often located near centers but are not officially within the boundaries of the official growth center designations. Therefore, though the focus of this chapter is on the two growth centers, the descriptions, goals, and policies also concern and apply to the areas adjacent to and surrounding the centers, which both provide context for the centers, and are relevant to their character and function.

The 2015 Comprehensive Plan Chapter 7 has been preserved as a separate document and plan that serves as the Regional Growth Center’s Subarea Plan, for use in future refinements of the Regional Growth Center. In 2024, the City Council also approved a subarea plan for the South Station Subarea. The two subarea plans provide additional details, background information, and support for the visions, goals, and policies in this chapter.

Introduction

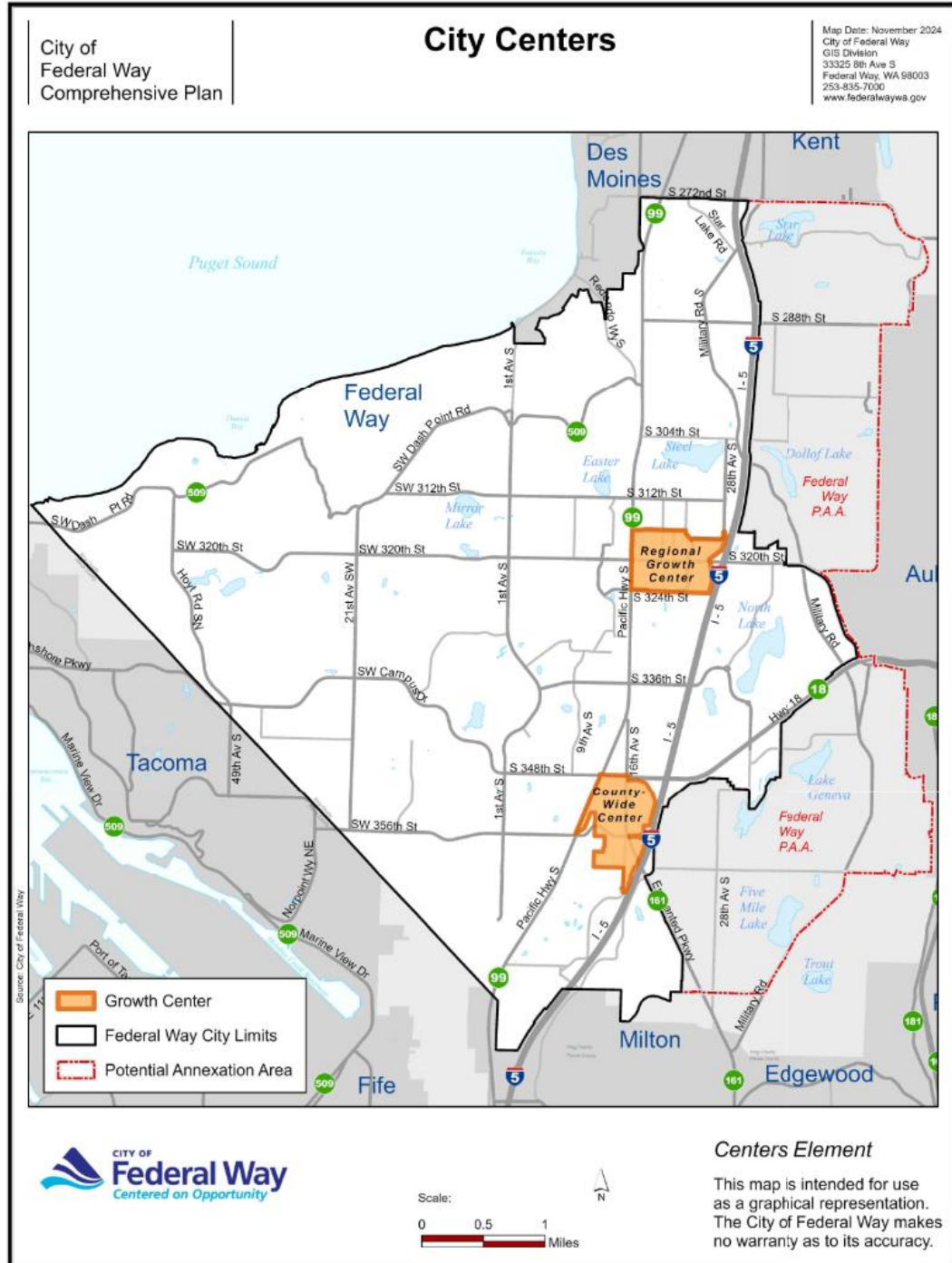
Sound Transit is extending the light rail 1 Line both to the north and south of Seattle to complete connectivity in the Puget Sound. For the south sound area, this includes the Federal Way Link Extension and the Tacoma Dome Link Extension. As a result, Federal Way is expecting two future Link Light Rail stations:

- *Federal Way Downtown Station* is the southernmost station of the Federal Way Link Extension (FWLE), located west of 23rd Avenue S and north of S 320th Street). It is scheduled to begin operations in 2026.
- *South Station* (provisional name) is the northernmost station of the Tacoma Dome Link Extension (TDLE) and the southernmost station in King County, proposed to be located west of Enchanted Parkway S and either north or south of S 352nd Street. It is anticipated that operations will begin in 2035.

The Comprehensive Plan envisions that the majority of housing and employment growth in the City will occur in the areas surrounding the future stations. In recognition of this anticipated growth and the significant infrastructure investments that both stations represent, the City sought and obtained designation of the area surrounding the north

station as a Regional Growth Center (RGC) by the Puget Sound Regional Council (PSRC), and the area surrounding the south station as a Countywide Growth Center (CGC) by King County.

Map C-1: City Centers



The two future light rail stations form a pair of centers for the City that together will ensure Federal Way is strategically positioned to attract new businesses, target residential development, and spur economic growth in the surrounding neighborhoods. The transit-oriented centers will be defined by vibrant, dense, amenity-rich, walkable neighborhoods proximate to the light rail stations, bus service, and the area's existing retail centers.

Vision

Federal Way's Centers are urban neighborhoods and vibrant activity hubs where jobs, housing, shopping, and recreational opportunities are plentiful. The City's two centers are distinct; the RGC is denser and has higher activity levels than the CGC. The two centers are further distinguished by unique placemaking, architectural identity, and community spaces. Both centers consist of mid-rise, mixed-use buildings, and are anchored by light rail stations. Together, the centers represent the location of the majority of housing and employment growth in the City, prioritize pedestrian- and bicycle-friendly mobility, provide welcoming streetscapes, and offer diverse transit options.

7.1 CENTERS FRAMEWORK

The Centers Chapter, along with similar planning efforts for centers in neighboring jurisdictions, plays a significant role in addressing western Washington's growth management as well as the assignment of regional transportation funds to areas of concentrated growth. The Centers Chapter contains both goals and policies generally applicable to both centers, as well as goals and policies specific to each of the two distinct centers located in Federal Way, the Regional Growth Center and the Countywide Growth Center.

At both the regionwide and City level, focusing growth in centers supports the use of mass transit and reduces the need for and dependency on single-occupancy vehicles, contributing greatly to the region's greenhouse gas emission reduction goals.

Compliance with Regional Requirements

Centers are designated by the Puget Sound Regional Council (PSRC) and King County to facilitate the Regional Growth Strategy for more inclusive, equitable development, as outlined in PSRC's Vision 2050 plan and the King County Countywide Planning Policies. Centers are envisioned as compact, walkable areas that lessen congestion, make efficient use of urban land, and create attractive neighborhoods with excellent access to jobs, housing, and amenities.

Regionally, centers play a vital role in accommodating future housing and employment growth. Consistent with VISION 2050, centers are expected to accommodate 65% of the region's population and 75% of the jobs. The City likewise anticipates that the bulk of its residential and job growth will be located in the two centers. More information regarding the existing and planned housing units and jobs for each center can be found in their respective sections below.

This chapter provides an overview of the relationship of the Centers Chapter to the overall Comprehensive Plan, and addresses many key issues related to centers, including provisions for regional transit and how to encourage compact growth. Other centers-related issues such as how to protect the environment, further develop the City’s multimodal transportation system, and build a successful parks, recreation, and open space network are addressed in other chapters of the Comprehensive Plan. More specifically, the centers-related topics are discussed in the following chapters of the Comprehensive Plan:

**Table C-1:
Supporting Comprehensive Plan Chapters**

Location in Comprehensive Plan	
Ch 3	Transportation
Ch 6	Capital Facilities
Environmental Critical Areas:	
Ch 8	Natural Environment
Ch 10	Shoreline Master Plan
Ch 13	Climate Change & Resiliency
Ch 14	Parks and Recreation & PROS Plan

7.2 CENTERS GOALS & POLICIES

Federal Way’s two centers are purposely distinct from each other but at the same time have many things in common. Both are targets for the majority of the City’s future housing and employment growth and will represent the densest development areas in the City. Accordingly, many of the goals and policies are equally applicable to both centers and their respective surrounding areas.

Goal

C G1 *Focus a majority of the City’s future employment and residential growth in centers and promote the creation of healthy, walkable, compact, and equitable transit-oriented neighborhoods that maintain distinct character, local culture, and identity.*

Policies

- C P1.1** Establish land use policies and development regulations that concentrate compact, urban growth for efficient use of land.
- C P1.2** Plan for compact centers with diverse commercial, retail, and community services that serve existing and future residents and employees.
- C P1.3** Plan for densities in the area surrounding high-capacity transit stations that maximize the benefits of public transit investments and are consistent with applicable center criteria. Provide incentives for multifamily residential development and consider offering incentives to promote new and/or redeveloped commercial uses.

- C P1.4** Require urban-style development and redevelopment, including buildings facing the street, routes clearly connecting building entries with sidewalks or primary pedestrian routes, parking behind or under buildings with active uses, mixed-use developments including ground floor activating uses, and community spaces with recreational amenities for all ages and abilities.
- C P1.5** Encourage housing opportunities in commercial/residential mixed-use settings. Promote housing opportunities close to employment, recognizing nearby residential properties' role in the success of the economic center, consistent with the vision.
- C P1.6** Plan for the efficient utilization of land by maximizing the use of land for people rather than cars and creatively combining functions so land is used thoughtfully and purposefully.
- C P1.7** Promote infill development at appropriate densities and intensities, consistent with applicable center criteria.
- C P1.8** Coordinate with local tribes, adjacent jurisdictions, and transit agencies in center planning.
- C P1.9** Ensure that mixed-use development in the centers incorporates community amenities that enhance the character of the surrounding residential and commercial areas, including amenities designed to reduce heat absorption and promote improved physical, mental, and social health.
- C P1.10** Adopt design standards, parking requirements, and/or incentives to encourage the construction of buildings and facilities that:
 - Enhance the existing or desired urban character of the centers while ensuring that each center has a distinct identity
 - Provide for multimodal transportation
 - Encourage infill development
 - Foster green building practices
 - Promote a healthy community.
- C P1.11** Support the transformation of key underutilized lands, particularly large properties, to higher-density, mixed-use projects to implement the centers vision and to enhance adjacent neighborhoods.
- C P1.12** Streamline development standards and regulations for residential, commercial, and public projects to provide predictability to the development community and facilitate redevelopment.
- C P1.13** Identify, protect, and enhance local assets, landmarks, natural views, and landscapes that contribute to the identity and character of Federal Way and each center's distinct identity. Where appropriate, designate areas for protection such as the existing Mount Rainier view preservation overlay in downtown Federal Way.
- C P1.14** Coordinate with Sound Transit to foster housing and/or mixed-use development on surplus transit land and above proposed parking garage(s).

- C P1.15** Coordinate with Sound Transit to address uses below the elevated tracks to the extent feasible to ensure the area is not a “no-man’s land,” but an integrated part of each center. Consider incorporating retail, landscape, public gathering space, art, active uses, etc.

Goal

- C G2** *Plan for adequate infrastructure, amenities, and services for centers to meet growth expectations and promote a high quality of life for all current and future residents and employees.*

Policies

- C P2.1** Ensure that adequate utility, transportation, parks, civic, placemaking, and other infrastructure is provided to accommodate future growth.
- C P2.2** Work with transit agencies to coordinate land use and infrastructure plans to reduce demand and need for single occupancy vehicles, thereby reducing transportation-generated greenhouse gas emissions.
- C P2.3** Coordinate land use and infrastructure plans so that public and community-serving uses are located in centers to serve both centers and other Federal Way residents, employees, and visitors.
- C P2.4** Prioritize public investment in centers.
- C P2.5** Use public-private partnerships to meet community needs, promote public health and well-being, provide access to opportunity, and enhance the quality of life for residents and visitors.
- C P2.6** Design public buildings, infrastructure, and spaces that contribute to a sense of community, identity, and place, and achieve community development objectives.
- C P2.7** Ensure the long-term stability, sustainability, and resiliency of centers.
- C P2.8** Identify and employ appropriate funding tools and opportunities to develop necessary infrastructure to attract and promote Federal Way’s centers as a destination for employment and residential growth.
- C P2.9** Work with infrastructure providers to incorporate art and decorative elements into designs as a way to contribute to the identity of each center.

Goal

- C G3** *Facilitate pedestrian and non-motorized mobility within the centers through highly-connected street networks, attractive streetscapes, and building design.*

Policies

- C P3.1** Establish urban street and streetscape standards that create right-of-way configurations and amenities that serve the public realm and support pedestrian and bicyclist use by producing a safe, encouraging, and welcoming environment for walking and bicycling. Consider adopting Streetscape Master Plans for each center to establish distinct neighborhood identities.
- C P3.2** Establish walkable block sizes and a grid network to promote a pedestrian-oriented environment. The pedestrian network will be safe, direct, easy to use, and connected.
- C P3.3** Establish center-specific building and site design standards to achieve pedestrian friendly, transit-oriented development, and encourage innovative site design.
- C P3.4** Enhance connectivity between existing surrounding neighborhoods and each center via amply-sized walking, bicycling, and transit routes.
- C P3.5** Plan and implement street networks that reduce superblocks, to provide a high degree of connectivity and encourage walking, bicycling, transit use, and safe routes to and from public schools.
- C P3.6** Collaborate with the Federal Way Arts Commission and neighborhood groups to identify opportunities to incorporate public art within each center and reinforce their distinct identities.

Goal

- C G4** *Foster equitable, inclusive, and sustainable urban development practices in the City's centers to ensure the well-being and prosperity of all community members.*

Policies

- C P4.1** Conduct inclusive engagement to identify and address the diverse needs of the community as the City develops its centers. The inclusive engagement should include not only the residents and employees of the centers, but also the community as a whole as members of the broader community will also use centers for accessing transit, community-serving amenities, and economic activities.
- C P4.2** Reduce disparities in access to opportunities that may be created in the City's centers by using inclusive community outreach and engagement.
- C P4.3** Identify potential physical, economic, and cultural displacement of marginalized residents and business in centers, and use a range of strategies to mitigate displacement impacts. Preserve existing affordable housing near existing and future transit where possible and practical.

- C P4.4** Promote inclusive housing options and increase choices in residences for growing families, seniors desiring to age in place, young professionals, and other groups not served by existing housing trends. Expand the supply and typologies of housing by providing a range of dwelling configurations, unit sizes, tenures, and affordability levels.
- C P4.5** Integrate health and well-being into appropriate local planning practices and decision-making processes.
- C P4.6** When identifying and planning for public spaces, amenities, and cultural features, ensure they are accessible and inclusive so they serve the diverse community and reinforce the distinct identity of each center.

7.3 REGIONAL GROWTH CENTER (RGC)

Introduction & Vision

During a series of community workshops held in 1992 and 1993, Federal Way residents helped to develop a “vision” for Federal Way’s future. With the support of the residential and business community, Federal Way nominated itself to contain an urban center/regional growth center. Nominations were reviewed by the Growth Management Planning Council (GMPC), which confirmed the Federal Way City Center Core as an urban center (original name)/regional growth center (current name) in 1994. The vision for Federal Way’s City Center further evolved following the rapid growth and diversification of the community in the decades following incorporation in 1990, prompting a recent evolution in defining downtown and continued work necessary for establishing this area as the civic hub and destination for the community and the region.

Vision

The RGC, with downtown at its heart, is the dynamic and thriving core of the City. As the densest neighborhood in the City, it also has the broadest range and balance of uses to create a financial, retail, business, residential, service, entertainment, and civic hub. Safe, convenient, and attractive pedestrian- and bicycle- networks connect transit throughout, and to and from, the center. Hallmarks of the RGC’s urban environment are cultural amenities, lush landscaping, parks, plazas, and public art installations. Community events that celebrate local community identity and diversity and provide support to local businesses and people are also essential to the RGC’s character.

Components of the Regional Growth Center (RGC)

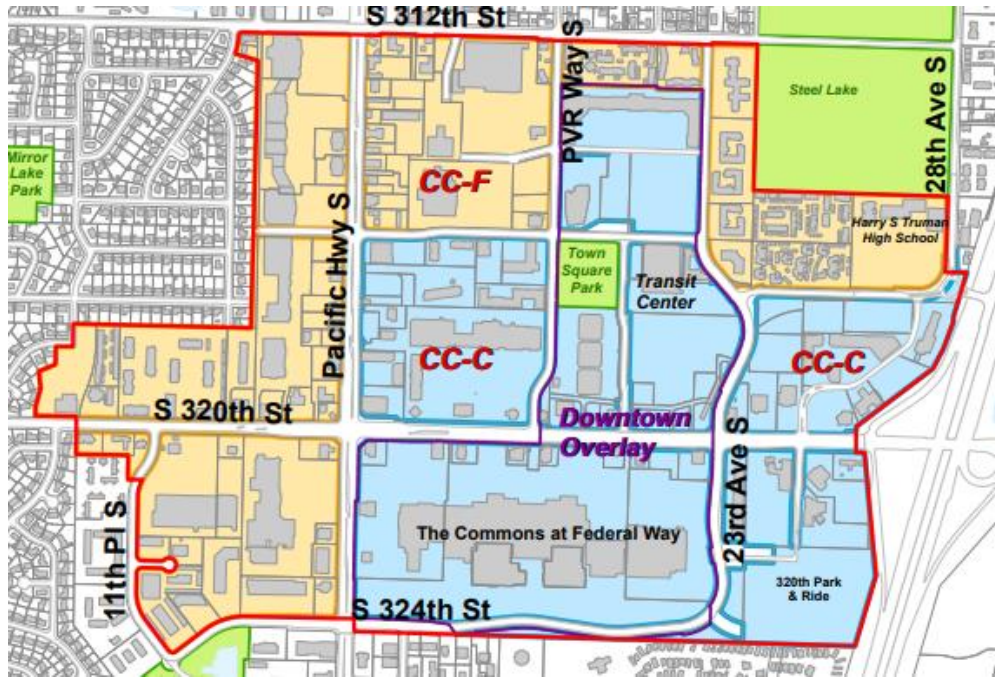
As identified in the Introduction, each center has a geographic area which has received official designation as well as a contextual area that contributes to it as a complete neighborhood. The RGC has several elements which are considered a part of, or closely related to, the RGC. These are:

- **RGC:** The designated boundary officially approved by the Puget Sound Regional Council (PSRC). Although Federal Way has only one RGC, there are many RGCs in the Puget Sound area. RGCs must meet certain criteria and are

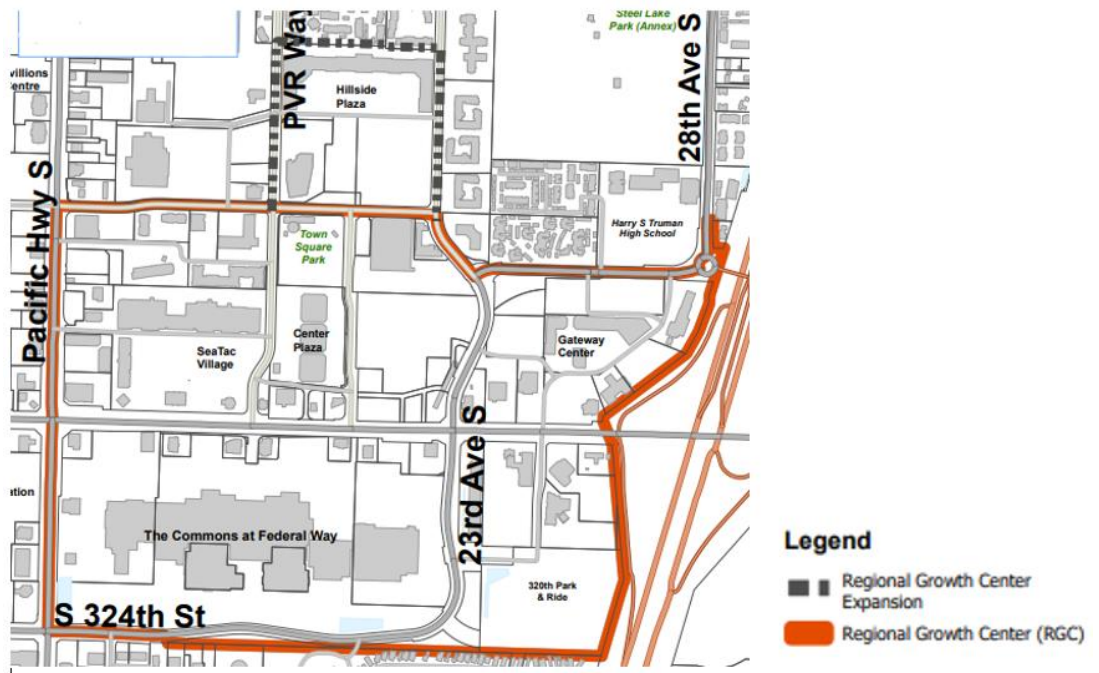
eligible for grants and other incentives. The City's RGC contains approximately 200 acres.

- RGC Expansion: This area contains 20 additional acres, which has not been officially designated as an RGC, but which is considered by the City closely related to purpose of the RGC. These properties are TC-3 and Hillside Plaza. The City will seek this area's designation as an official part of the RGC in 2025.
- City Center – Core (CC-C): The heart of the City as established through zoning allowing the most dense and intense uses. This zone applies to both the RGC and RGC Expansion areas.
- City Center – Frame (CC-F): This zone surrounds the CC-C zone and acts as a transition zone from the density and intensity of CC-C to the residential or lower intensity commercial outside of and encircling the City Center.
- Downtown Overlay: A set of architectural and site design standards applied to a limited area within the City Center – Core zone; additionally, the Downtown Overlay applies to only portions of the RGC and the RGC Expansion.

**Map C-2:
CC-C, CC-F, Downtown Overlay**
(See full map at Map C-9)



**Map C-3:
RGC, RGC Expansion**
(See full map at Map C-8)



Role of RGC

Federal Way envisions that the RGC and its context is, and will continue to be, the primary center of the City. The prominence of the RGC is due in large part to its existing significant employment, shopping, and civic activities, and will only increase once the first light rail station opens for service in the City in 2026. The role of the RGC is to support the regional growth strategy by accommodating, along with the CGC discussed below, much of the City's 20-year housing and employment allocation. The RGC and its context embodies a balanced approach to residential growth and economic development, requiring significant additional residences and employment growth to achieve the vision.

Federal Way's economic development strategy relies on a strong and identifiable urban center. An important step in meeting this vision is achieving sufficient critical mass to produce lively street activity, support specialty businesses and cultural/entertainment facilities, and capitalize on the regional public investment of the Federal Way Downtown Station.

The City is committed to the vision of the RGC and its context, and has played an active role in setting the stage for achieving the dynamic thriving hub the Federal Way community and residents of the region desire. It has done this by taking initial steps in transforming the City Center into a true downtown for the community with cornerstone elements aimed at defining the City Center, including civic elements. Over the past decade, the City has provided the following significant investments:

- 2014 – four-acre Town Square Park. (Location: RGC, CC-C)
- 2017 – The Performing Arts & Entertainment Center (PAEC). (Location: RGC Expansion, CC-C)
- 2019 – Town Square steps. (Location: RGC Expansion, CC-C)

The City also purchased additional property (Town Center 3, or TC-3) adjacent to the PAEC in 2014 with an intent to further shape the City Center and expand the RGC. In 2024, the City approved a development agreement for this property which provides for development of a 1-acre plaza and four mixed-use buildings. Once the expansion of the RGC is approved, TC-3 will be located within the RGC.

Land Use

Most of Federal Way's City Center – Core has been designated as an RGC and consists of 200 acres. In 2023, the City Center – Core designation was increased by 20 acres via ORD #23-976 to include City of Federal Way owned property TC-3, and privately-owned Hillside Plaza, located immediately to the north of TC-3. All these properties are within the identified RGC Expansion area. With the adoption of the Comprehensive Plan, the City will work to officially expand the RGC through an application to the PSRC in 2025.

The RGC and its context is presently characterized by typical suburban style strip mall development consisting of mostly retail and services with only 263 multifamily housing units included in the area. (The numbers below in Table C-2 reflect the units present in 2024: 63 units in the TAZs (Traffic Analysis Zones) analyzed in 2018 as well as a 200-unit senior housing project constructed in 2020.) Currently, Town Square Park is the only publicly-owned open space within the RGC; however, there are easily accessible open

space and recreational opportunities nearby, on the edge of the CC-F zone, such as the BPA trail to the southwest and Steel Lake Park to the northeast.

A key element of VISION 2050 and the CPPs (Countywide Planning Policies) is to focus growth in dense walkable mixed-use centers. The City took steps in 2023 to update its development regulations for this area following work conducted for the City by Heartland LLC and in advance of executing the development agreement for TC-3. These new standards in the CC-C zone include the requirement for parking to be placed in structures and include minimum densities and intensities for properties as they redevelop. These purposeful changes are intended to push redevelopment to a more urban form, shifting the future land use composition and transforming this area with higher-density, commercial, residential, and mixed-use development, as well as civic, social, and cultural uses.

**Table C-2:
RGC Growth Targets ↓**

	Existing Conditions	Net Growth †	Zoned Development Capacity §	Total Planned for 2044
Population ‡	164	13,806	14,869	13,114
RGC	164	9,790		9,463
RGC expansion	0	4,016		3,815
Housing Units	63 *	4,804	5,733	5,120 *
RGC	63	3,586		3,649
RGC expansion	0	1,471		1,471
Employment	3,096 *	7,338	19,933	10,434 *
RGC	2,953	6,642		9,595
RGC expansion	143	696		839

↓ The City expanded the CC-C zoning and will request approval for the expansion of the RGC to match the CC-C zoning. Geographically, RGC + RGC expansion = CC-C zone.

‡ Population is calculated using the City’s average household size of 2.73 persons per household, multiplied by the number of housing units, minus a 5% vacancy rate, i.e. households.

* These numbers are generated using TAZ-level housing and employment estimates. The TAZs’ geography matches the boundaries of the RGC and RGC Expansion.

† Net Growth is calculated by subtracting “Existing Conditions” from the “Total Planned for 2044.”

§ Zoned Development Capacity is from the Buildable Lands Report for the CC-C. CC-C = RGC + RGC Expansion.

Based on the existing conditions data in Table C-2, the RGC has 15 activity units¹ per acre.² The planned activity units are determined by applying the current average household size to the planned units. The planned activity units for a Regional Growth Center should be at least 60. By 2044, Federal Way plans for the RGC to grow by 4,804 housing units, and 7,338 jobs. As a result, Federal Way RGC projects 107 activity units per acre³ by 2044, which would meet PSRC’s planned unit targets.

¹ Activity unit is a term used by the PSRC to indicate the density of activity in an area, by combining both jobs and residents in a single measurement. The Activity Units for the RGC are calculated including the RGC expansion area.

² 15 = [(3,096 existing jobs + 164 existing population) / 220 acres]

³ 107 = [(10,434, total planned jobs + 13,114 total planned population) / 220 acres]

Housing

Within the RGC there are two residential projects with a total of 262 units. Senior City, constructed in 2010, contains 62-units, of which 61 units are income and age restricted apartment units serving populations 62 years and over with incomes at or below 50% AMI. Traditions at Federal Way, built in 2020, is a 200-unit income restricted development of which 198 units are age-restricted apartments serving 55 years and over with incomes at or below 50% AMI. The TC-3 development agreement approved in 2024 and located in the RGC Expansion includes development entitlements for 1,600 residential units, which can be constructed over the buildout period of 30 years (2024-2054).

Economy

Since incorporation of the City in 1990, the City Center has been dominated by the retail and service industries, lacking the employment diversity present elsewhere in the City. In 2022, 62 percent of employment in the RGC was in the service industry, 35 percent in the retail sector, and 2 percent in the financial, insurance, and real estate sectors as reflected in Table C-2.

**Table C-3:
RGC Jobs by Sector**

Sector	Citywide Jobs	Citywide Percentage	RGC Jobs	RGC Percentage
Construction / Resources	1,654	5.5%	0	0%
Finance, Insurance & Real Estate	2,456	8.2%	60	2%
Manufacturing	363	1.2%	0	0%
Retail	4,694	15.6%	979	35%
Services	15,413	51.2%	1,704	62%
Wholesale, Transportation & Utilities	1,646	5.5%	10	0%
Government	1,701	5.6%	1	0%
Public Education	2,187	7.3%	0	0%
Total	30,115	100.0%	2,767	100%

As a way to further facilitate the redevelopment of the City Center, the City adopted a 25-year Tax Increment Area (TIA) in 2024; see Map C-4 below. The revenue from this TIA will fund public projects predominantly in the City Center. This additional public investment, coupled with the private investment from developers will fuel significant economic growth through the next planning period.

Map C-4: Adopted TIA Area



In addition, the TC-3 development agreement, located in the RGC Expansion and approved in 2024, allows the following non-residential use entitlements over its 30-year buildout: 50,000 sq. ft. of retail, 175,000 sq. ft. of office, 170,000 sq. ft. of entertainment, and 175 rooms and 50,000 sq. ft. of accessory uses associated with lodging.

Downtown

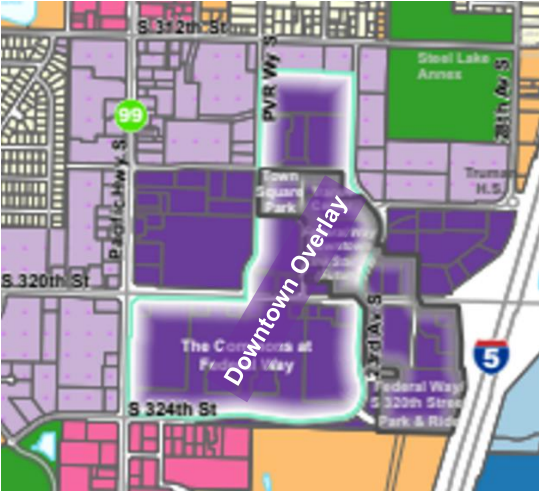
The public outreach that led to the 2024 Periodic Update of the Comprehensive Plan uncovered two main themes: 1) the community believed a strong downtown was important for the success of the City; and, 2) there was no clear idea where the downtown was located. The Mayor appointed a Downtown ad hoc City Council committee to work with staff to incorporate the comments from the community and develop the geographic boundaries of downtown. In addition, the committee crafted the City downtown vision and regulations that would shape its growth. The Mayor then appointed a Community Space Advisory Committee to discuss whether the City should include a city hall and community space building in its downtown. The recommendation from the Committee was presented to the City Council.

Defining Downtown

The City Council approved an overlay (aqua and white outline on Map C-5) for the downtown and enacted architectural standards for the area, designed to make the downtown a visually distinct part of the City. The City Council also adopted a view

protection overlay (green/dark grey outline on Map C-6), ensuring views of Mount Rainer from the PAEC would remain unaffected by future redevelopment.

**Map C-5
Downtown Overlay**



**Map C-6
Mt. Rainier Overlay**



Remaining Work

Although the initial steps have been taken, the City must stay committed to its vision for the transformation of this area. Conversations remain ongoing over several key questions regarding the downtown, including:

- 1. Whether the City should consider the addition of a new community building in the downtown.
- 2. Whether the City should consider the relocation of city hall to downtown.

3. How to get pedestrians and bicyclists conveniently and safely across S 320th Street.
4. How to replace the parking on TC-3 for the PAEC that will be replaced by development.
5. How to transform the existing street grid to make it less vehicle-dominant.

7.4 RGC GOALS & POLICIES

Though Federal Way’s two centers share many of the same goals and policies as each other, they are also purposely distinct. The following goals and policies are intended to define the RGC and its context. See end of chapter for STREETS and POTENTIAL LOCATION OF PEDESTRIAN/BICYCLE ROUTES, *MAPS: C-3 & 5*.

Goal

- C G5** *Create an identifiable Regional Growth Center that serves as the social, cultural, and economic focus of the City.*

Policies

- C P5.1** Monitor and track performance of Downtown Architectural Overlay regulations to establish a clear downtown boundary that fosters a sense of place.
- C P5.2** Update the RGC Subarea Plan to ensure it is achieving the Plan’s vision as subarea conditions evolve over time and are better understood.
- C P5.3** Update the RGC boundary to include the RGC Expansion area in the RGC.

Goal

- C G6** *Make the City Center an inclusive hub for community gatherings, local entrepreneurship, and cultural celebrations to promote civic pride and foster a strong sense of identity and belonging among residents, businesses, and visitors in the City’s hub.*

Policies

- C P6.1** Promote diversity of publicly- and privately-funded recreational and cultural facilities throughout the City Center, including the PAEC. Promote partnerships between the City and other agencies, private organizations, and individuals to develop and meet the needs of the community for these types of facilities.
- C P6.2** Foster partnerships between the City, private sector, and community organizations to facilitate community-oriented events, festivals, and cultural activities in the downtown that bring residents and visitors together and contribute to downtown vibrancy.

- C P6.3** Provide entrepreneurial opportunities for local businesses to offer both permanent and temporary services in RGC. Temporary business opportunities could include food truck corrals or pop ups, and storefront displays in empty spaces.

Goal

- C G7** *Preserve natural assets, such as views from civic buildings and uses like the Performing Arts and Events Center, for the enjoyment of the community.*

Policies

- C P7.1** Monitor and track performance of the Mt. Rainier view preservation overlay to ensure protection of scenic vistas.
- C P7.2** Continue to ensure effective transitions between frame area development and nearby lower-intensity development.

7.5 COUNTYWIDE GROWTH CENTER (CGC)

Introduction & Vision

The Tacoma Dome Link Extension (TDLE) future Sound Transit Light Rail Station is proposed to be located in the southern portion of Federal Way and is scheduled to open and serve the regional community by 2035. In order to leverage this public investment in regional transportation, the City applied for and was successful in obtaining a Countywide Growth Center (CGC) candidate designation. The City’s application was reviewed by King County and garnered a positive recommendation by the Growth Management Planning Council to PSRC in 2021. The CGC candidacy designation requires the City to plan for the CGC.

The CGC is contained within the South Station Subarea. The subarea includes both the CGC as well as additional nearby properties and uses that make a complete neighborhood but which will not accommodate additional growth or redevelopment, such as Todd Beamer High School, Brooklake Historic Community Center & Park area, and the Blueberry Farm. The boundary of the subarea was reviewed through a public process in 2022.

In 2024, the City council approved the South Station Subarea Plan (Subarea Plan) which establishes the long-range vision for the area surrounding the future TDLE station. The South Station Subarea Plan is the result of a broad, targeted, and intentional community engagement process that ensured historically-excluded and marginalized communities were meaningfully included. Public discussions emphasized creating opportunities for expanding housing choices; mitigating displacement pressures; preserving historic buildings and spaces; ensuring the mobility network considers all modes of transportation; and planning for an inclusive and inviting neighborhood that will foster cohesion and provide access to essential services and amenities. At the heart of the subarea and the CGC is the transit-oriented development (TOD) District, which will surround the future light rail station and be the focus of the first phase of implementation.

Vision

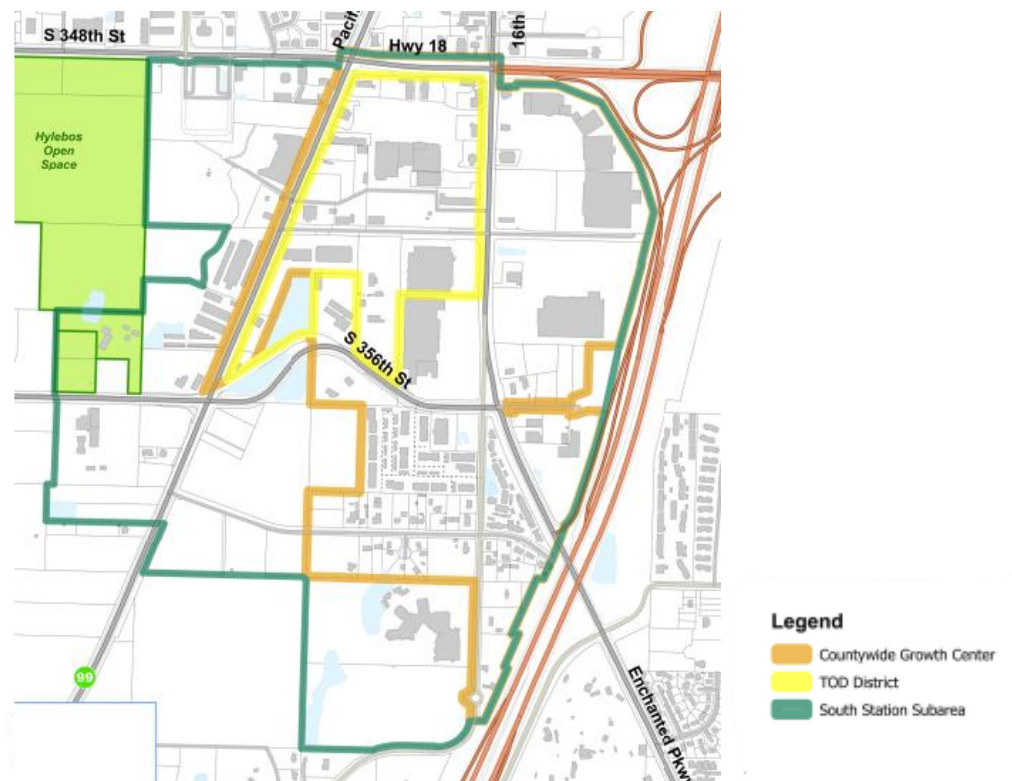
The Countywide Growth Center (CGC) is the City's second designated Center and will develop differently than the RGC. Within the South Station Subarea, the CGC will be the focus of development and redevelopment, providing new residential, commercial, and employment opportunities in a livable, walkable, and thriving neighborhood. At its core the CGC will be a new transit-oriented development district surrounding the new light rail station. The CGC will be bordered by protected natural areas as well as contain ample green spaces and parks within it. The area will feature a safe network of multimodal streets and trails that enhance connectivity and mobility for all throughout the subarea and to and from the future light rail station.

Components of the Countywide Growth Center (CGC)

As presented in the introduction to this chapter, each center consists of an area which has received official growth center designation as well as the contextual area around it that contributes to a complete neighborhood. The CGC has several elements which are considered a part of, or closely related to, the future South Station area. These are:

- **CGC**: The designated boundary conditionally approved by PSRC in 2021. Although Federal Way has only 1 CGC, there are many CGCs in King County. CGCs must meet certain criteria and are eligible for grants and other incentives. The City's CGC contains approximately 212 acres.
- **South Station Subarea**: The South Station Subarea includes important elements that contribute to a complete neighborhood but which are unlikely to contribute to growth as the property is prevented from or unlikely to redevelop. These areas include protected lands and public property (see the Introduction to this chapter for examples).
- **TOD District**: The TOD (transit-oriented development) District is located within the CGC and is anticipated to be the primary focus of development activity and the first area that updated Development Regulations will apply to, which will allow more density and intensity of land uses.

**Map C-7:
CGC, Subarea, TOD District**
(See full map at Map C-12)



Role of CGC

The role of the CGC and the South Station Subarea is to provide another transit-oriented center in the City surrounding the northernmost light rail station in the Tacoma Dome Link Extension project. The CGC is intended to complement rather than compete with the RGC and Downtown. As the names indicate, the RGC has regional significance to the regional transportation network and growth strategy, whereas the CGC has countywide significance. Nevertheless, the CGC will serve as a significant location for future population and employment growth, resulting in the creation of a thriving and vibrant urban neighborhood. The role of the CGC is to support the countywide growth strategy by accommodating, along with the RGC discussed above, much of the City’s 20-year housing and employment allocation.

Notably, this area of Federal Way will, over time, undergo substantial transformation. Originally planned for industrial and truck-oriented uses, the area around the CGC consists of many of the City’s big-box retail stores and industrial uses. The vision for both the CGC, and the larger South Station Subarea around it, is to provide new urban-style residential, commercial, and employment opportunities in a livable and thriving neighborhood.

Land Use

The CGC is defined by State Route 18 (S 348th St) on the north, Pacific Highway South along the west, Interstate 5 along the east, and Spring Valley conservation open space and Todd Beamer High School to the south. The CGC is approximately 212 gross acres in area.

The CGC contains a diverse mix of single family, multifamily, industrial, office, bulk retail, restaurant, and service uses. Approximately 39% of the proposed CGC area (approx. 62 acres) is vacant or redevelopable. Prominent businesses within the area include Home Depot, Lowes, Costco, and Jet Chevrolet – these businesses and associated properties are not anticipated to be redeveloped anytime in the near future.

**Table C-4:
CGC Growth Targets**

	Existing Conditions	Net Growth †	Zoned Development Capacity	Total Planned for 2044
Population ‡			6,906	
Subarea	1,267	3,418		4,685
CGC	1,261	3,418		4,679
Housing Units			2,539	
Subarea	464 *	1,252		1,716 *
CGC	462	1,252		1,714
Employment			6,992	
Subarea	2,174 *	897		3,071 *
CGC	1,953	780		2,733

* These numbers are generated using TAZ-level housing and employment estimates. In some cases, the TAZs expand slightly beyond the Subarea to include protected lands, which are unlikely to meaningfully alter these numbers.

‡ Population is calculated using the City’s average household size of 2.73 persons per household, multiplied by the number of housing units minus a 5% vacancy rate, i.e. households.

† Net Growth is calculated by subtracting “Existing Conditions” from the “Total Planned for 2044.”

Based on the existing conditions data in Table C-3, the CGC has 15 activity units⁴ per acre.⁵ The planned activity units are determined by applying the current average household size (2.73) to the planned units. The planned activity units for a CGC in King County is 30.

By 2044, Federal Way plans for the CGC to grow by 1,252 housing units and 897 jobs; as a result, the CGC projects 37 activity units per acre by 2044, which would meet King County’s activity unit targets.⁶

⁴ Activity unit is a term used by the PSRC to indicate the density of activity in an area, by combining both jobs and residents in a single measurement.

⁵ 15 = [(1,953 existing jobs + 1,1,267 existing population) / 212 acres]

⁶ 37 = [(3,071 planned jobs + 4,685 planned population) / 212 acres]

Housing

Within the CGC, there are currently 453 housing units. Among these units, approximately 30 are single-family homes, most of which were built between the 1970s and 1990s and are located on large parcels. The remaining 423 units are comprised of two multifamily developments:

- Crosspointe Apartments: a multifamily housing development with 130 units built in 1990.
- Park 16 Apartments: a 293-unit complex built in 2014 that serves households earning 60 percent of AMI or below. Park 16 offers a wide variety of unit sizes ranging from 1bed/1bath to 5bed/3bath.

Economy

Similar to trends citywide, employment opportunities within and near the CGC are primarily service industry jobs. A large portion are concentrated in retail, services, and health care.

Construction, warehousing, and other industrial uses make up a small portion of the total employment, but these sectors occupy a large land area within the CGC. Contractor yards, manufacturing plants, vehicle services stations, and storage facilities dominate the employment landscape along Pacific Highway and the area north and south of South 352nd Street. These sectors and industries have low employment density as much of the property is devoted to storage and vehicle parking/maneuvering.

Notable large employers such as Costco, Lowes, and Home Depot are within the CGC, while St. Francis Hospital and Walmart are located north of the CGC and the Subarea.

7.6 CGC GOALS & POLICIES

Though Federal Way's two centers share many of the same goals and policies as each other, they are also purposely distinct. The following goals and policies are intended to define the CGC and its Subarea. See end of chapter for STREETS and POTENTIAL LOCATION OF PEDESTRIAN/BICYCLE ROUTES, *MAPS: C-4 & 6*.

Goal

- C G8** *Create an identifiable Countywide Growth Center and South Station Subarea that serves as a secondary center for the City by planning for and realizing an urban, mixed use, multimodal neighborhood that achieves the CGC criteria and supports the South Station Subarea Plan vision.*

Policies

- C P8.1** Adopt revised development regulations and land use designations for the South Station Subarea. Land uses and regulations should be the same as or similar to the RGC. The CGC should also have its own architectural guidelines and/or overlay.

- C P8.2** Discourage the expansion of existing low density/intensity uses while recognizing that these potentially non-conforming uses may choose to remain in the South Station area for the foreseeable future.
- C P8.3** Track and update the revised development regulations and land use designations to determine if they are achieving the subarea’s vision and responding to shifts in market conditions, evolving legislation for transit-oriented areas, and unanticipated changes within the area.
- C P8.4** Periodically assess and update the South Station Subarea Plan to ensure it is achieving the Plan’s vision as subarea conditions evolve over time and are better understood.
- C P8.5** Consider the benefits of a feasibility study for reusing the City’s stormwater pond to jointly meet stormwater needs and serve area park/plaza needs.
- C P8.6** Consider a phased implementation of the streetscape master plan for the South Station Subarea: first for the Transit-oriented development (TOD) District and then for the subarea.

Goal

- C G9** *Promote a diverse and thriving economy with new employment opportunities.*

Policies

- C P9.1** Support entrepreneurship and small businesses by reducing regulatory barriers, promoting the adaptive reuse of vacant buildings, and encouraging innovative uses that meet community needs and stimulate economic activity.
- C P9.2** Implement strategies to attract and retain businesses that provide living wage jobs and support high-density employment sectors.
- C P9.3** Support various activities and events that aim to boost commercial opportunities within and around the CGC and subarea.
- C P9.4** Work to minimize impacts to existing businesses and property owners by Sound Transit, either through displacement by the station or tracks, or from construction impacts. This work includes assisting businesses find another location in the City; advocating for early acquisition for displaced businesses where appropriate; and potentially including mitigation measures in the Development Agreement with Sound Transit to address this policy.

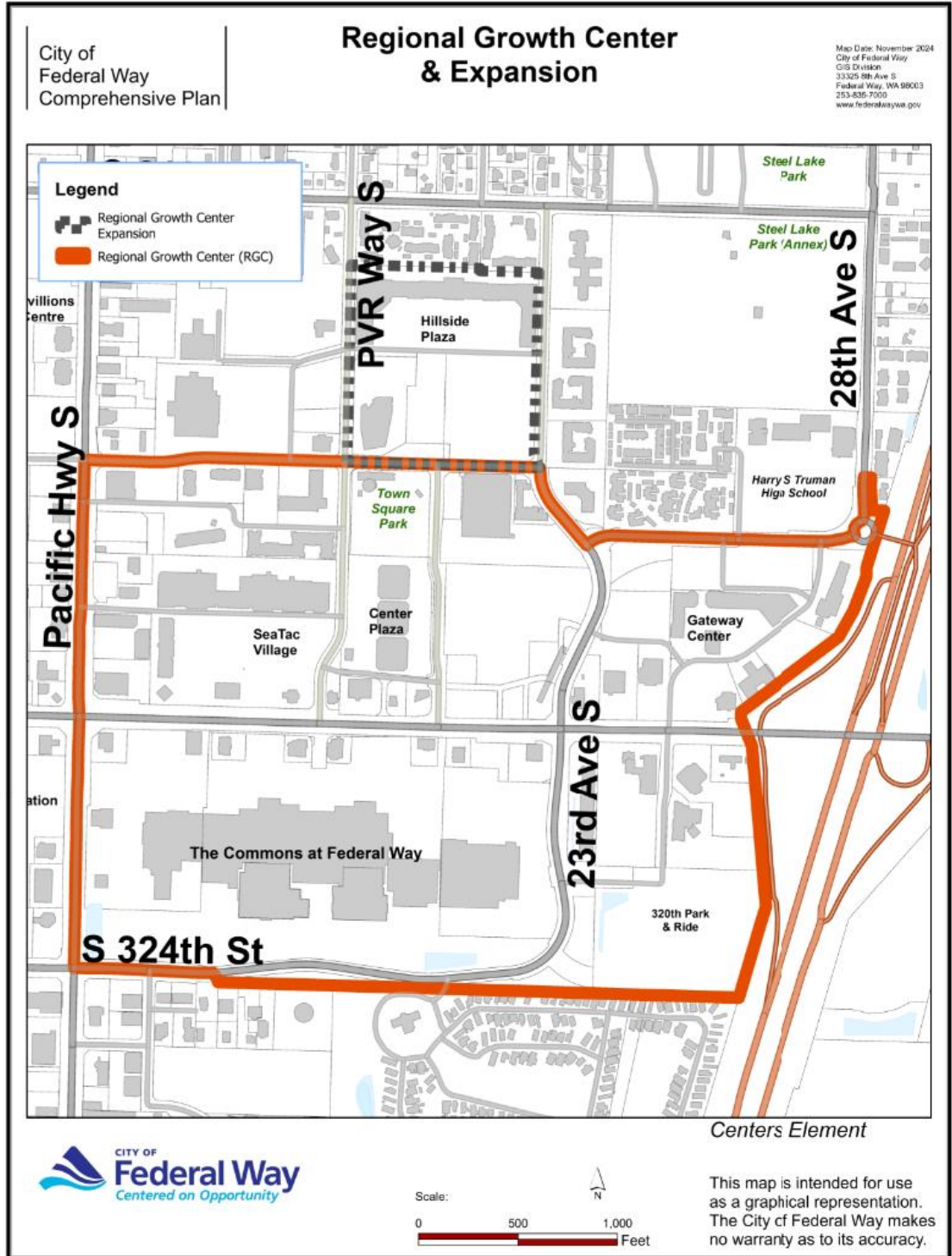
Goal

- C G10** *Plan for a vibrant and inclusive CGC that celebrates Federal Way’s and the subarea’s unique historical heritage and diverse community through ongoing collaboration and community engagement to reflect and serve the desires of the local community.*

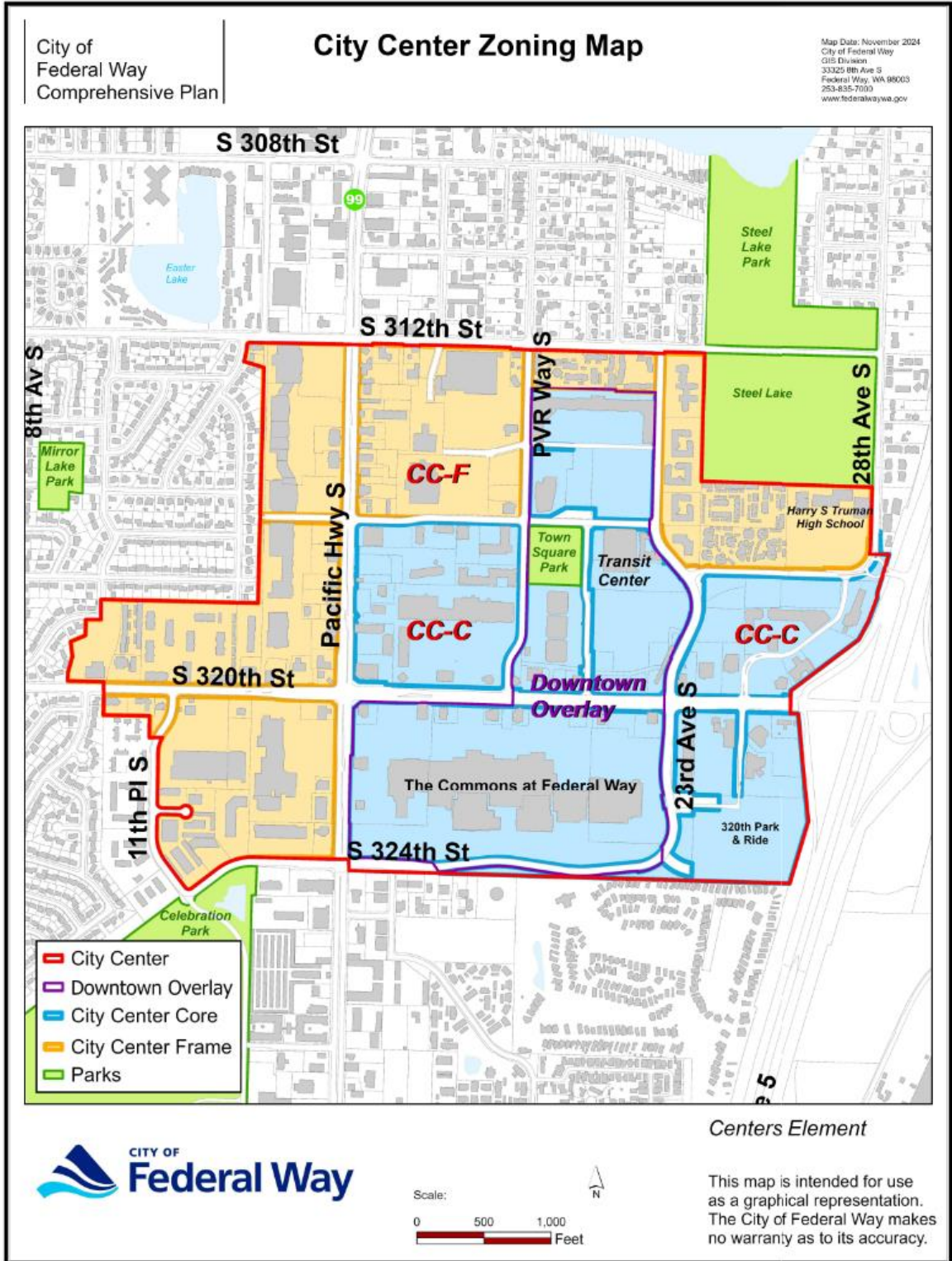
Policies

- C P10.1** Collaborate with the Federal Way Historical Society to protect and celebrate the historic structures in and adjacent to the subarea.
- C P10.2** Work with the Parks Department and interagency partners to identify and build a new park(s)/plaza(s) in the TOD District and subarea, and expand facilities such as trails in existing parks and open spaces.

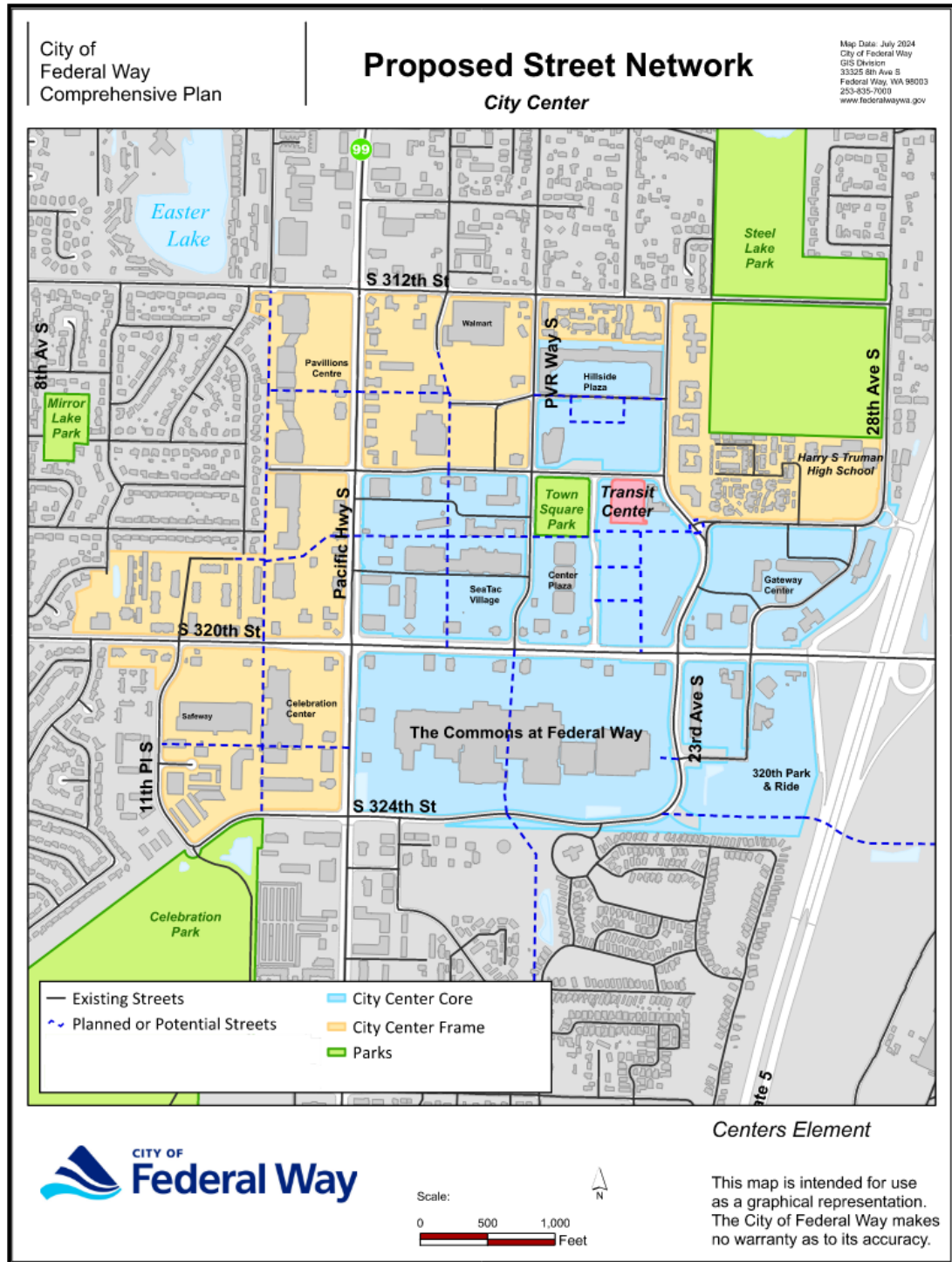
Map C-8: Regional Growth Center & Expansion



Map C-9: City Center Zoning Map

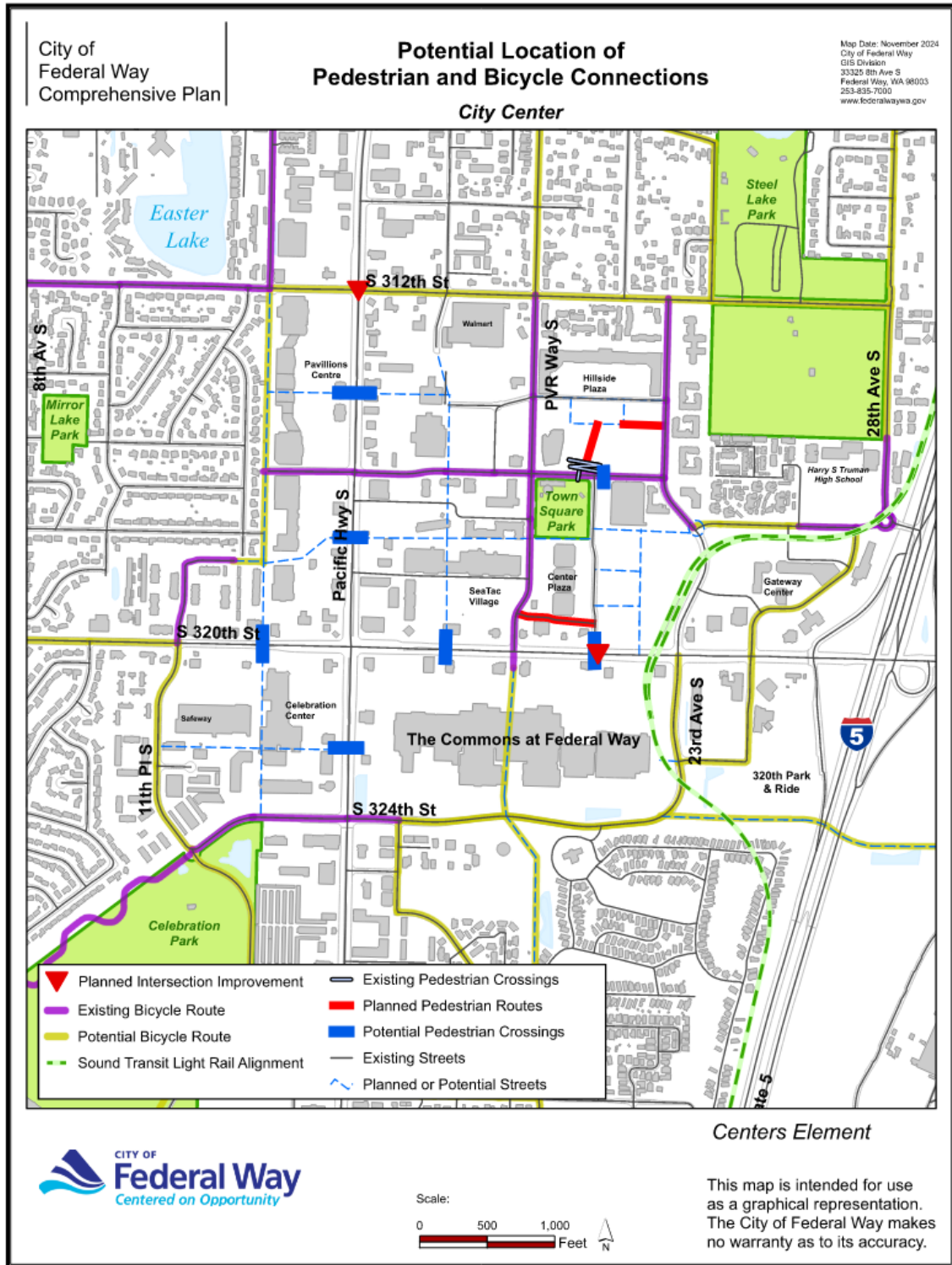


Map C-10: Proposed Street Network, City Center



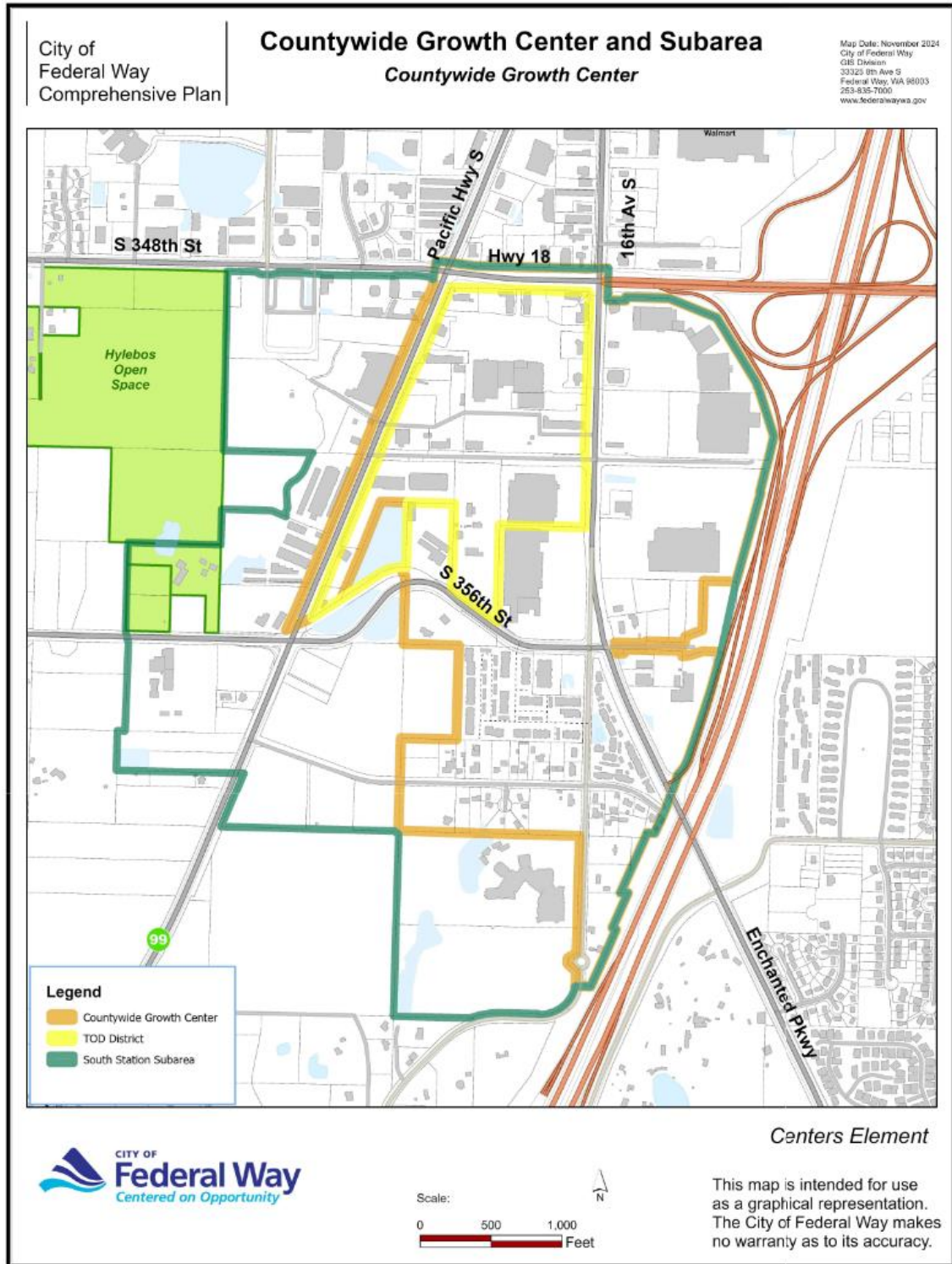
* Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

Map C-11: Potential Location of Pedestrian and Bicycle Connections, City Center



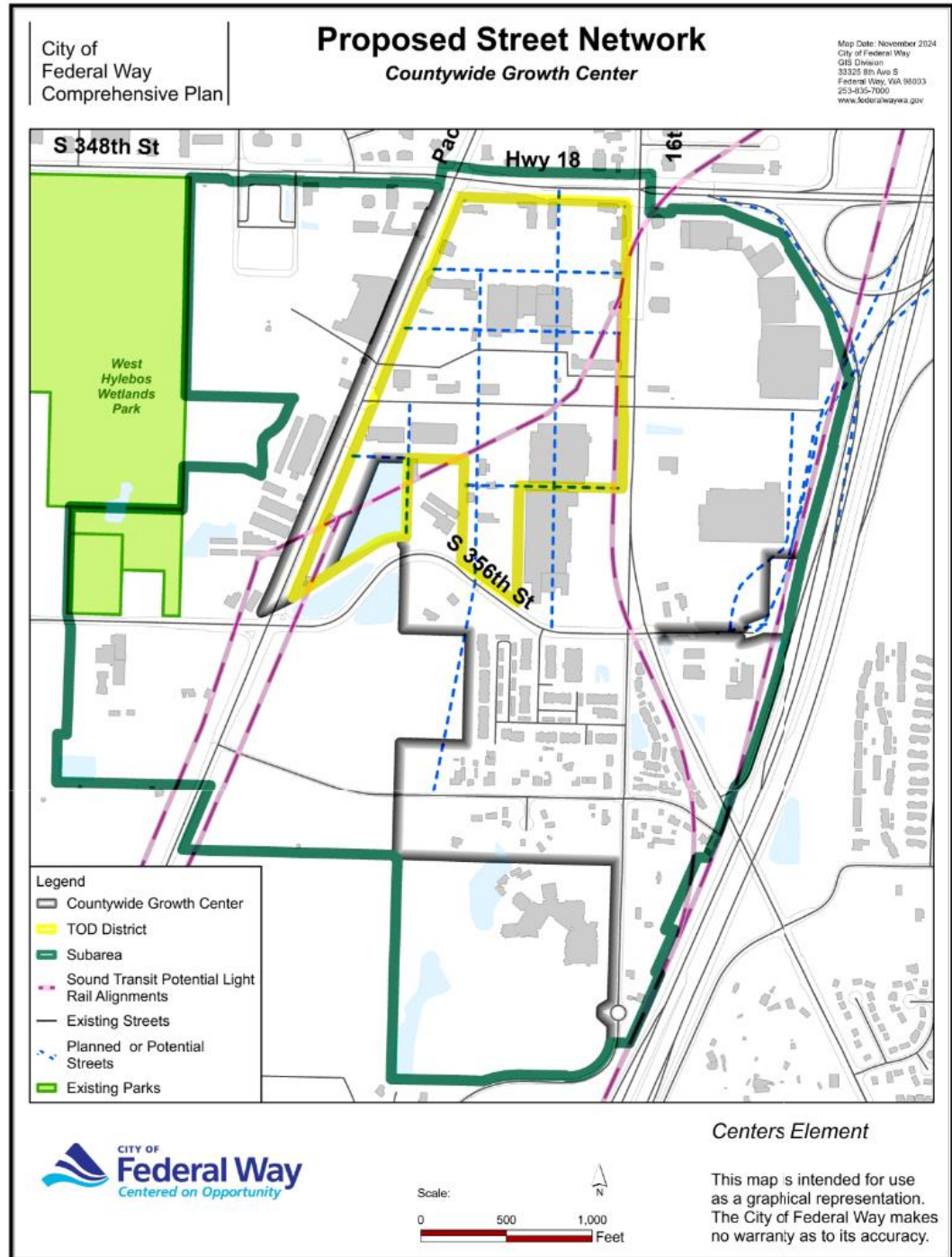
* Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

Map C-12: Countywide Growth Center and Subarea



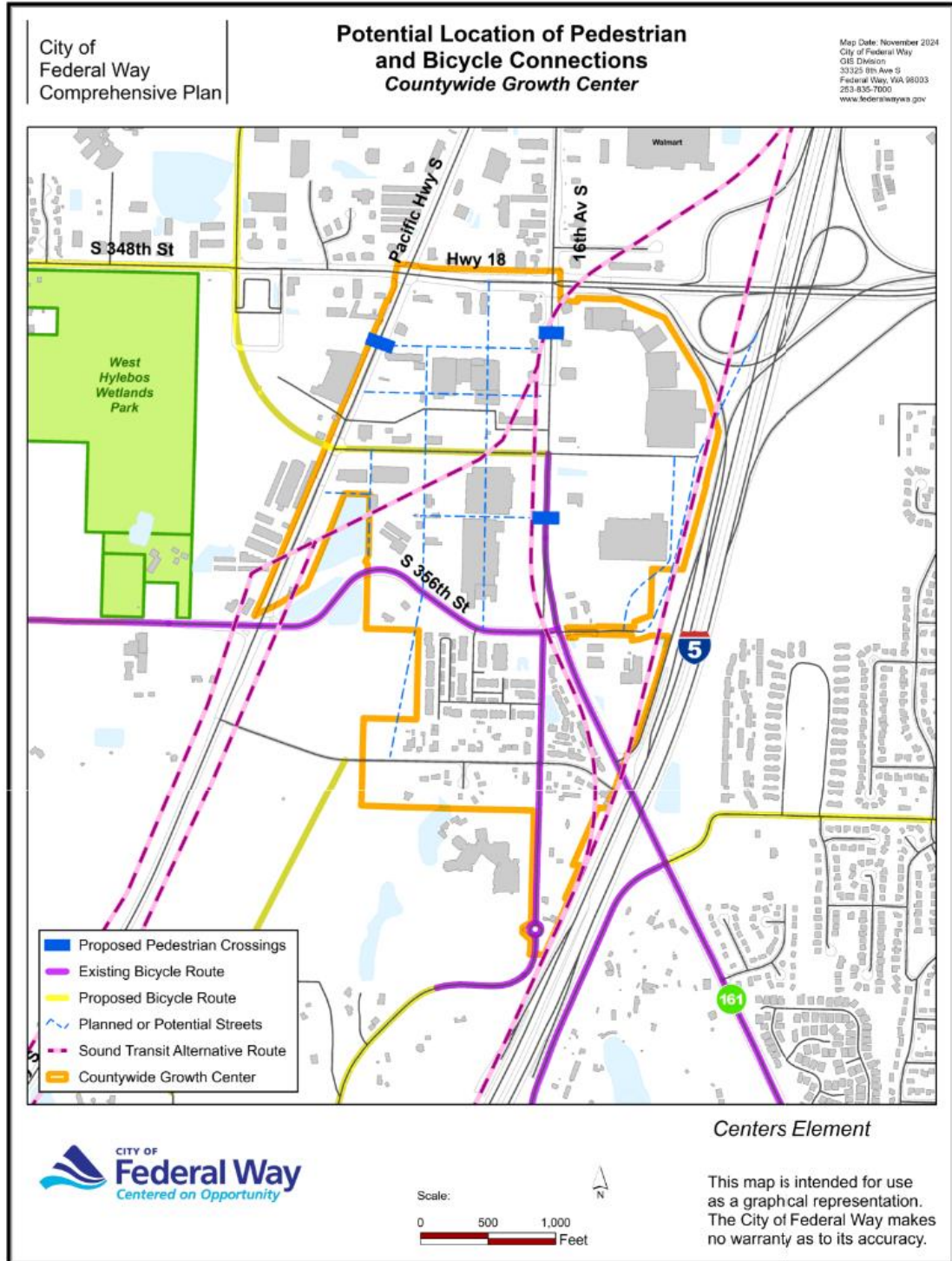
* Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

Map C-13: Proposed Street Network, CGC



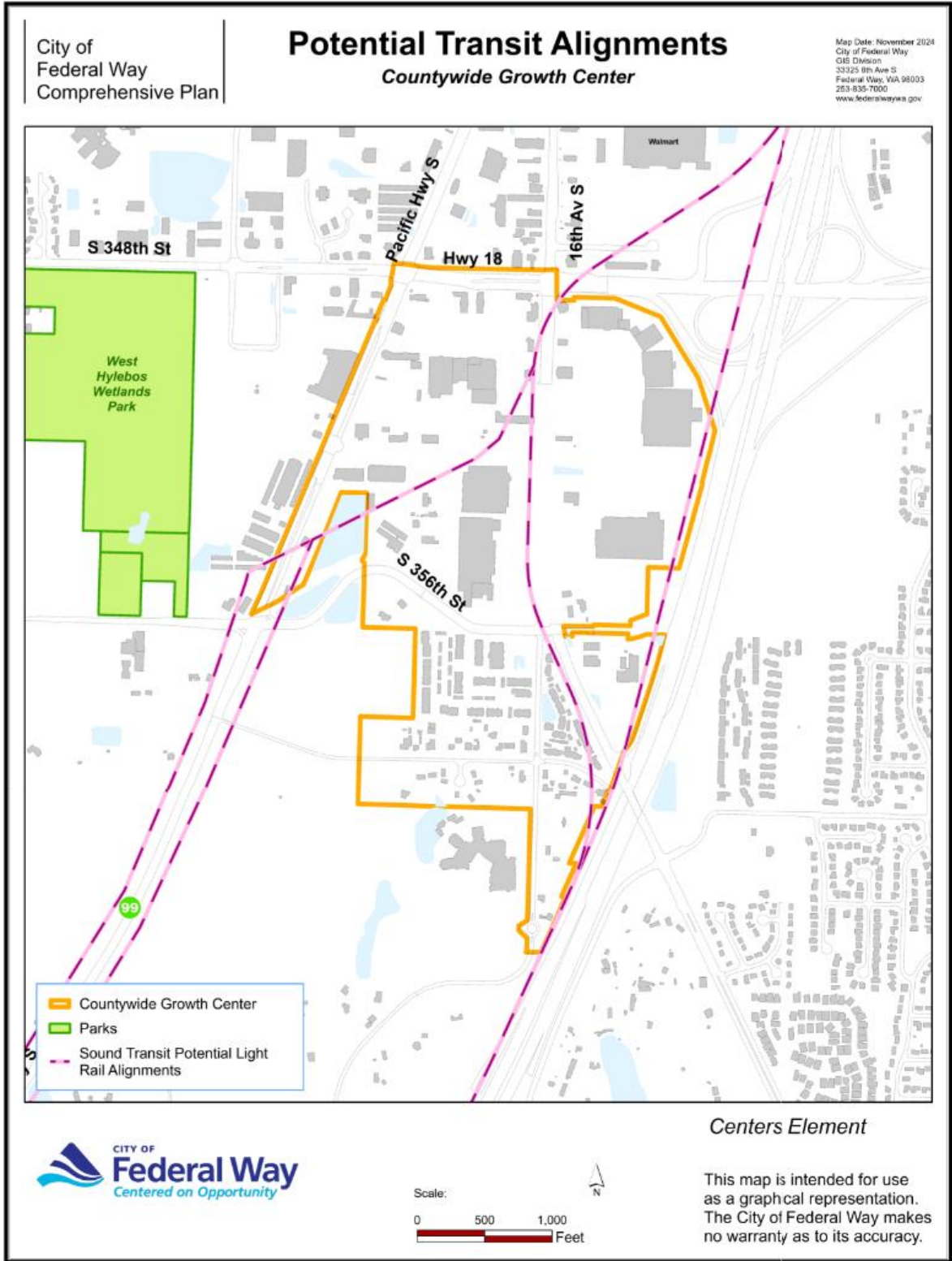
* Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

Map C-14: Potential Location of Pedestrian and Bicycle Connections, CGC



* Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

Map C-15: Potential Transit Alignments, CGC





CHAPTER EIGHT

NATURAL ENVIRONMENT

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8.0 INTRODUCTION & VISION

Introduction

Federal Way, located along the coast of Puget Sound and part of the Green/Duwamish River Watershed, is home to special environmentally-sensitive wetlands, Hylebos, Redondo, Lakota, and Joe's Creeks, numerous lakes, and urban forests that provide amenities for residents and key habitat corridors for wildlife. Federal Way is also part of an urbanizing King County. Protecting and enhancing the urban ecosystem while the City continues its growth requires coordinated efforts by the City, local businesses, and residents. The City government serves as one of the stewards of the City's natural environment and assumes responsibility for the implementation of many federal and state environmental regulations. Through regulations, programs, and incentives, the City encourages the preservation, restoration, and improvement of the natural environment of Federal Way.

The Natural Environment Chapter provides goals and policies dedicated to maintaining a healthy balance between the natural and built environments in the City, and identifying the City's role in stewarding the natural environment. The City strives for sustainability in its growth considering the environment, the economy of the City, and the people of Federal Way. Over the next twenty years, the natural resources of the City must be protected and, where possible, improved for the current and future residents of the City and the region.

Vision

Federal Way is a responsible steward of the environment ensuring clean air and water, the protection of natural habitats, and healthy trees and parks. Residents have convenient access to natural and recreational areas both inside and outside the City. As growth and development occurs, the City is committed to building a healthier, greener, and more sustainable future for generations to come.

8.1 CRITICAL AREAS

Critical areas perform key functions in a city that enhance the environment and protect the community from hazards. The beneficial functions and values that critical areas provide include water quality protection and enhancement; fish and wildlife habitat; food chain support; flood storage, conveyance, and attenuation of flood waters; groundwater recharge and discharge; drinking water quality and quantity; and erosion control.

The unwise development of critical areas may lead to inefficient use of limited public resources, jeopardize environmental resource functions and values, put species at risk of extinction or decline and trigger regulatory burdens, subject persons and property to unsafe conditions, and affect the perceived quality of life of the community.

Wetlands

There are several types of wetlands located in the City and each plays a valuable role in the local hydrological system. The various types of wetlands found in the City include



Forested Wetland, ESA

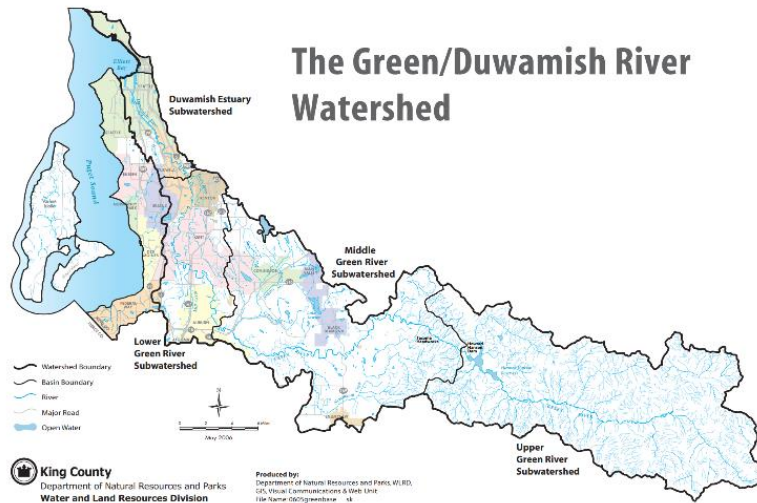
important storage capacity for the hydrologic system.

marshes, bogs, ponds, forested, estuarine and marine, and scrub-shrub. By storing floodwaters, wetlands reduce flooding and erosion, trap and absorb sediments, and improve water quality by filtering pollutants. Wetlands also discharge water to aquifers and streams which helps to replenish groundwater and maintain base flows of streams. Wetlands are productive biological systems providing diverse habitat for wildlife, and

Federal Way has several regionally significant wetland areas including those found in and adjacent to the West Hylebos Park, Dash Point State Park, Dumas Bay, and throughout Spring Valley. The City has completed a general inventory of wetlands within the City limits and the Potential Annexation Areas (PAA). The inventory was used to help the City create policies and regulations that reflect local and regional conditions and best practices.

Streams & Lakes

**Map NE-1:
Green/Duwamish River Watershed**



The City of Federal Way is located within the Green/Duwamish River Watershed and the Hylebos Creek, Lower Puget Sound, Lower Green River, and Mill Creek drainage basins. These basins contain an integrated system of lakes and streams that provide a natural

drainage system for over 36 square miles of southwest King County and northeast Pierce County.

Studies show that access to “blue space” (those areas with water such as streams and lakes), especially in urban areas, adds to a sense of wellbeing and health. Due to urbanization, many of the City’s streams and lakes have been altered, and in many areas, no longer provide many of their original functions or habitats. A primary focus of the goals and policies in this chapter is to protect and, where opportunities exist, restore the historic natural functions of the City’s lakes and streams.



Redondo Creek, ESA

Critical Aquifer Recharge Areas

Urban development involves replacement of some forests, grasslands, or wetlands with impervious surfaces such as buildings, roads, and parking lots that do not allow rainwater to pass directly through to the ground as it historically did. If unimpeded by development, much of the water from rainfall, snowmelt, lakes, streams, and wetlands seeps into the ground and collects in porous areas of rock, sand, and gravel called aquifers. Federal Way is dependent on water from aquifers as the main source of its municipal drinking water. Much of the aquifer recharge for Federal Way occurs east of the City.

Aquifers hold varying amounts of groundwater that can be extracted or pumped for municipal use. Groundwater pumped from Lakehaven Water and Sewer District (the primary water supplier in the City) wells originates from three aquifer systems that underlie the City: the Redondo-Milton Channel Aquifer, the Intermediate Aquifer System (Mirror Lake and Eastern Upland Aquifers), and the Deep Aquifer.

Protection of the aquifers is needed to keep pollutants, such as those originating from accidental spills or intentional dumping, from reaching this underground resource. Typical activities associated with land development, such as clearing and grading, affect the natural hydrologic cycle. Historically, stormwater was managed in a way that conveyed it to natural water bodies as expediently as possible. This type of management circumvents the land’s ability to absorb and retain water.

Consequently, the City has included policies, goals, and regulations aimed at aquifer protection, including restricting or prohibiting land uses or activities that could potentially contaminate aquifer recharge areas in the event of an accidental spill or dumping.

Geologically Hazardous Areas

Geologically hazardous areas include steep slope hazards, landslide hazards, erosion hazards, and seismic hazards areas. Seismic hazards are fully discussed in the Climate & Resiliency Chapter.

Many steep slopes in the City are moving or show signs of ancient landslides. Although engineering may offer solutions to mitigate the environmental constraints associated with geologic hazards, the most effective method of minimizing the impacts of slope

instability is to limit development, preserve native vegetation, and retain forested conditions within geologic hazard areas. Development of areas with geological limitations will require additional technical engineering review of soils and slope stability and may require the construction of stabilizing infrastructure as part of the development.

Frequently Flooded Areas

Flooding is caused by excess surface water runoff and is exacerbated when eroded soil reduces a waterway's natural capacity to carry water. Flooding causes significant public safety problems, extensive property damage, and habitat destruction. Reducing risk to people and property is best achieved by limiting floodplain development and ensuring that allowed development does not increase flood elevations and flow velocities, change flood flow patterns, reduce flood storage, increase erosion, or increase the area of flood inundation. Although the City has areas that struggle with seasonal flooding, there are no mapped floodplains within current municipal limits. The only properties with mapped flooding risk are around Dolloff Lake, in one of the City's potential annexation areas.

8.2 FISH & WILDLIFE HABITAT

Fish and wildlife habitat conservation areas are necessary for both resident and seasonal migratory animal species. Federal Way is home to many species including spawning Chinook and Coho salmon, squirrels, rabbits, coyotes, foxes, skunks, deer, diving ducks, western grebes, cormorants, coots, great blue herons, and Canada geese. The primary way in which wildlife and habitat are sustained in urban environments is through preservation and restoration of both site-specific and interconnected habitat corridors.

The open spaces that provide habitat for these species and others include:

- Areas which endangered, threatened, sensitive, and candidate species have a primary association;
- Habitats and species with local importance;
- Kelp and eelgrass beds;
- Herring, surf smelt, and sand lance spawning areas;
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat;
- Waters of the state; and,
- Forested open spaces.



Hylebos Creek Fish Ladder, Dan Smith

Significant habitat exists in wetland, riparian corridors, in publicly-owned conservation areas, and on steep slopes that are privately owned, but protected by development regulations. Linking public and private habitat areas can provide food, shelter, and

migration corridors for a healthy and sustainable population of salmon, songbirds, and other species.

Urban landscaping, parks, and managed open spaces are valuable complements to natural areas in terms of providing habitat for a wide variety of wildlife. The loss of natural wildlife habitat to urban development can be partially offset by landscaping that includes a variety of native plants, which could provide some habitat value.

Map NE-2: Sensitive Habitat Areas in Federal Way



Source: Washington Department of Fish and Wildlife

The Washington Department of Fish and Wildlife has mapped sensitive habitat areas in Federal Way (see map above). This map can be viewed on the DFW website: <https://geodataservices.wdfw.wa.gov/hp/phs/>

Chinook salmon are an integral part of our regional identity. Federal Way is also a member city of WRIA (Water Resource Inventory Area) 9. The members of WRIA 9 support the implementation of the Salmon Habitat Plan. The Salmon Habitat Plan lists science-based projects, programs, and policies to protect and restore aquatic ecosystem health and salmon habitat in the Green/Duwamish and Central Puget Sound Watersheds. Plan implementation supports more than just salmon recovery; it supports tribal treaty rights, community flood hazard reduction, water quality improvement, open space protection, and outdoor recreation.

8.3 NOISE

Noise impacts vary with exposure levels, time of day, sound source characteristics, peoples' constitutions, surrounding conditions, and cultural settings – and may well change over time. A noise problem starts with a noise source such as a stream of traffic on a highway or arterial roadway, aircraft overhead, or industrial land uses. The noise is transmitted through a path and then arrives at the receiver. The noise will be perceived as a problem when the noise is so high as to be a nuisance to the receiver. Goals and policies provided in this chapter ensure that impacts to people and the environment are lessened to

the extent possible, while recognizing the necessity of many of the noise sources to everyday life.

8.4 GOALS & POLICIES

This section contains the goals and policies of the Natural Environment chapter of the Comprehensive Plan. The City's natural environment is composed of a wide variety of landforms, soils, watercourses, and vegetation. The City's terrain ranges from steep hills and ridgelines to plateaus and lakes. Soil types vary from loam in the lowlands to sand, gravel, and till in the uplands. Land use and development practices need to be compatible with this variety of environmental conditions. As a general rule, the City intends to develop and retain regulations to help protect the natural environment rather than try to overcome its limitations for development.

Goal

NE G1 *Ensure development activities, infrastructure investments, and municipal operations maintain and enhance natural resources and habitats to the extent practicable and feasible.*

Policies

- NE P1.1** Protect and restore environmental quality through implementation of land use plans, surface water management plans and programs, comprehensive park plans, and development review.
- NE P1.2** Preserve and restore ecological functions by encouraging community development patterns and site planning that maintain and complement natural landforms.
- NE P1.3** Incorporate sensitive development and municipal operation practices such as planting suitable native trees and vegetation within degraded critical areas, altering development plans to minimize impacts, and including monitoring and maintenance to ensure success.
- NE P1.4** Work with City departments, state and regional agencies, neighboring jurisdictions, and tribes, to evaluate, plan for, and protect environmentally critical areas and the City's natural environment.
- NE P1.5** Update inventories for each type of environmentally critical area to keep data current and to augment data received from other sources.
- NE P1.6** Update environmentally critical area regulations to be consistent with best available science while also taking into consideration the City's obligation to meet urban-level densities and other requirements under the GMA.
- NE P1.7** Encourage private donations of land or conservation easements for environmentally critical areas and their associated buffers.

NE P1.8 Encourage utilization of the soil safety program and Model Remedies Guidance for properties impacted by the Tacoma Smelter Plume.

NE P1.9 Require environmental studies by qualified professionals to assess the impact of and recommend appropriate mitigation for proposed development on environmentally critical areas, areas that may be contaminated, or development that may potentially cause contamination.

Goal

NE G2 *Balance the protection of environmentally critical areas with the rights of property owners.*

Policies

NE P2.1 Evaluate proposed amendments to the environmentally critical areas regulations to ensure that new provisions do not unreasonably hinder private property rights.

NE P2.2 Help identify potential environmental constraints to property owners and applicants early in the permit application process and provide guidance for permitting, best management practices, and effective environmental stewardship.

NE P2.3 Continue the practice of providing a process for reasonable use exceptions when the implementation of environmentally critical areas regulations would deprive a property owner of all reasonable use of their property.

Goal

NE G3 *Protect and enhance aquifer recharge areas.*

Policies

NE P3.1 Identify and map aquifer recharge areas within the City and its potential annexation area. Such areas shall be subject to additional regulations to protect the integrity of identified aquifer recharge areas.

NE P3.2 Encourage the retention of surface water runoff in wetlands, regional retention facilities, and low impact development stormwater facilities, or use other similar stormwater management techniques to promote aquifer recharge.

NE P3.3 Encourage water reuse and reclamation for irrigation and other non-potable water needs.

NE P3.4 Require connection to sanitary sewer service where poor soil conditions persist and/or sewer service is available.

NE P3.5 Protect the quality and quantity of groundwater supplies by supporting water use conservation programs and adopting regulations to minimize water pollution.

Goal

- NE G4** *Maintain a local wellhead protection program to ensure a safe source of drinking water and to avoid the large financial impact of contaminated wells.*

Policies

- NE P4.1** Delineate Wellhead Protection Areas for each well and wellfield as required and outlined by the state’s Wellhead Protection program.

Goal

- NE G5** *Protect, restore, and enhance the City’s wetlands, lakes and streams, and other natural surface water features.*

Policies

- NE P5.1** Wetlands created as a result of a surface or stormwater detention facility will not be considered wetlands for regulatory purposes.
- NE P5.2** Work cooperatively with affected regional and state agencies and tribes to implement water quality management strategies to comply with *Municipal National Pollutant Discharge Elimination System* regulations to address non-point source pollution.
- NE P5.3** Limit private development and take public actions to protect water quality and to ensure adequate instream flow to protect fisheries, wildlife habitat, and recreation resources.
- NE P5.4** Retain native vegetation within riparian corridors. New planting of vegetation may be required where such revegetation will enhance the corridor’s function. Consideration should be given to the removal of non-native invasive species.
- NE P5.5** Lakes should be protected and enhanced by proper management of surface waters and shorelines, by improvements in water quality, removal of invasive plant species, encouraging native planting, limiting the use of fertilizers/pesticides or other chemicals, and by restoration of fish and wildlife habitat.
- NE P5.6** Limit stream relocation projects, the placing of streams in culverts, and the crossing of streams for both public and private projects. Where applicable in stream corridors, consider structures that are designed to promote fish migration and the propagation of wildlife habitat.
- NE P5.7** Appropriate mitigation for impacts may be required for construction work within the buffer area associated with a stream or a lake. The City will continue to work in cooperation with the Department of Fish and Wildlife through the Hydraulic Project Approval permit process, as applicable, for development proposals that involve streams and lakes.

- NE P5.8** Public facilities and utilities may cross lakes or streams where no other feasible alternative exists. Impacts to the resources should be the minimum necessary to complete the project and compensatory mitigation should be required for unavoidable impacts.
- NE P5.9** Prioritize mitigation efforts located in the same basin as the impacted wetland.
- NE P5.10** Support the benefits and ecosystem services provided by healthy, connected riparian systems.

Goal

- NE G6** *Conserve and protect environmentally critical areas and their buffers from loss or degradation and seek opportunities for their protection and enhancement as natural and economic assets of the City.*

Policies

- NE P6.1** Protect wetlands with an objective of no overall net-loss of functions or values.
- NE P6.2** Impacts to critical areas and their buffers should be avoided to the greatest extent reasonably practicable. All efforts should be made to use the following mitigation sequencing approach: avoid, minimize, rectify, reduce over time, compensate, and monitor.
- NE P6.3** Critical area buffer requirements will be based on best available science and predictable, and where allowances for buffer alterations are warranted, provide clear direction for mitigation, enhancement, and restoration.
- NE P6.4** Utilize the approved federal wetland delineation manual and applicable regional supplements for identification and delineation of wetlands.
- NE P6.5** The City's wetland inventory will be updated when new delineations and ratings are approved by the City.
- NE P6.6** Avoid the use of natural wetlands for use as public stormwater facilities whenever possible. If the use of a natural wetland is unavoidable, the functions/values of that wetland shall be replaced to the extent that they are lost.
- NE P6.7** Work with local community groups, property owners, and businesses to enhance, restore, and protect natural areas as community assets.

Goal

- NE G7** *Preserve, protect, and enhance fish and wildlife habitat.*

Policies

- NE P7.1** Conduct studies needed to identify and map critical fish and wildlife habitat conservation areas and consider reevaluating existing regulations for the protection of these areas.
- NE P7.2** Preserve and enhance native vegetation in riparian habitat wherever possible and support community and non-profit efforts to restore fish and wildlife conservation areas with native vegetation.
- NE P7.3** Encourage residents and businesses to use native plants and limit the use of toxic pesticides and chemical fertilizers in residential and commercial landscaping.
- NE P7.4** Continue the property acquisition program in Spring Valley, which not only provides natural flood storage but also preserves wildlife habitat and provides corridors for their movement.
- NE P7.5** Adopt and implement fish habitat conservation plans in support of WRIA 9.
- NE P7.6** Encourage informational and educational programs and activities addressing the protection of wildlife.

Goal

- NE G8** *Develop programs and/or regulations to address noise pollution in all areas of the City.*

Policies

- NE P8.1** Develop and adopt construction standards to mitigate noise generated by SeaTac Airport and Interstate 5, as well as other major arterials.
- NE P8.2** Provide noise reduction and mitigation measures to reduce the noise and visual impacts of Interstate 5 and arterials on residential areas.
- NE P8.3** Ensure the Washington State Department of Transportation provides appropriate levels of noise suppression when improving state highways.
- NE P8.4** The City will evaluate potential noise impacts associated with non-residential uses and activities located in residential areas as part of the site plan review process.
- NE P8.5** The City should continue to work in concert with the Puget Sound Regional Council, Regional Commission on Airport Affairs, and the Airport Communities Coalition, or their successors or other entities, to resolve problems associated with the expansion of SeaTac Airport.
- NE P8.6** In developing new roadway systems, the City will evaluate the noise impact on residential neighborhoods as appropriate in, or through, residential areas.

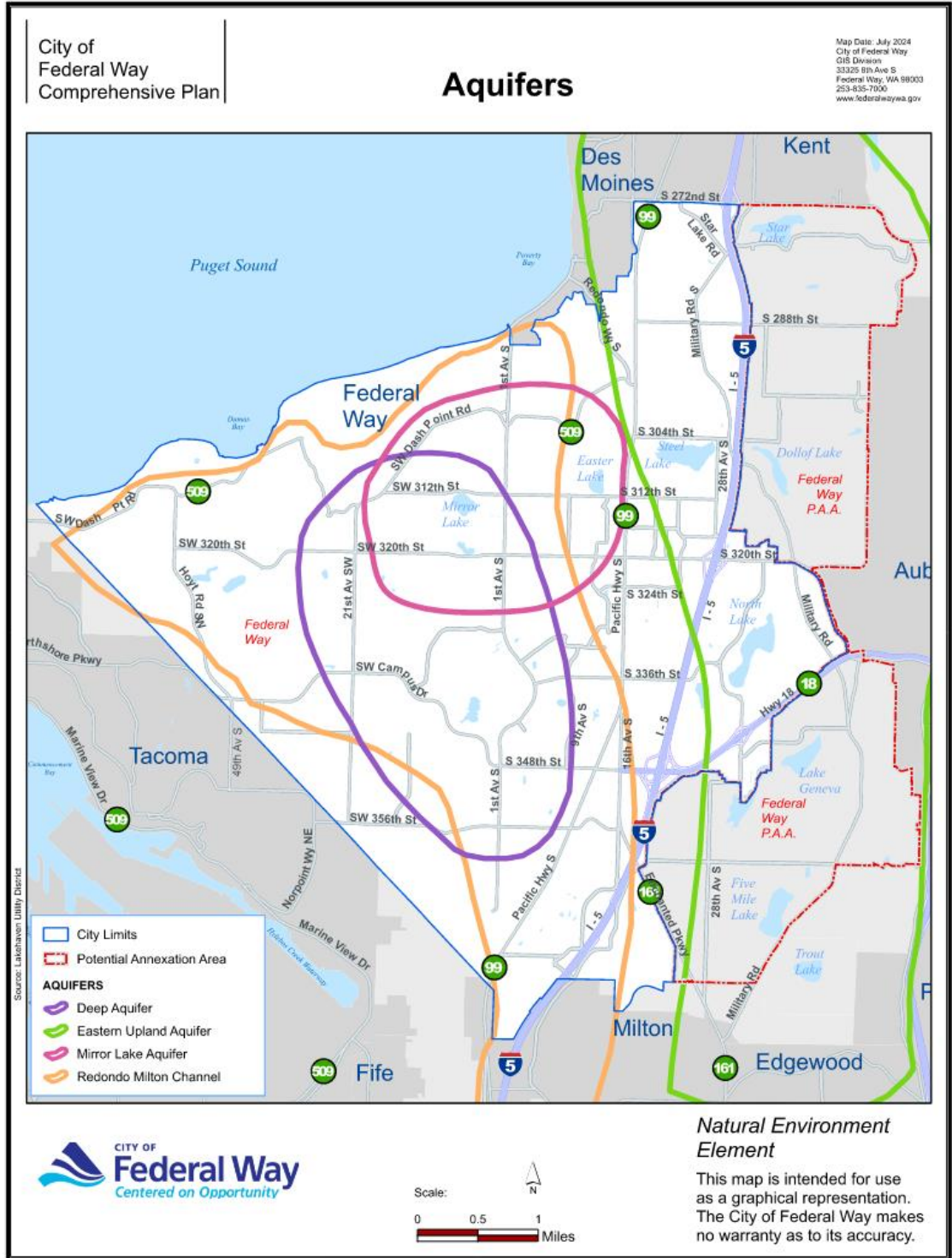
Goal

- NE G9** *Identify and preserve open space networks throughout the City and connections with adjacent jurisdictions.*

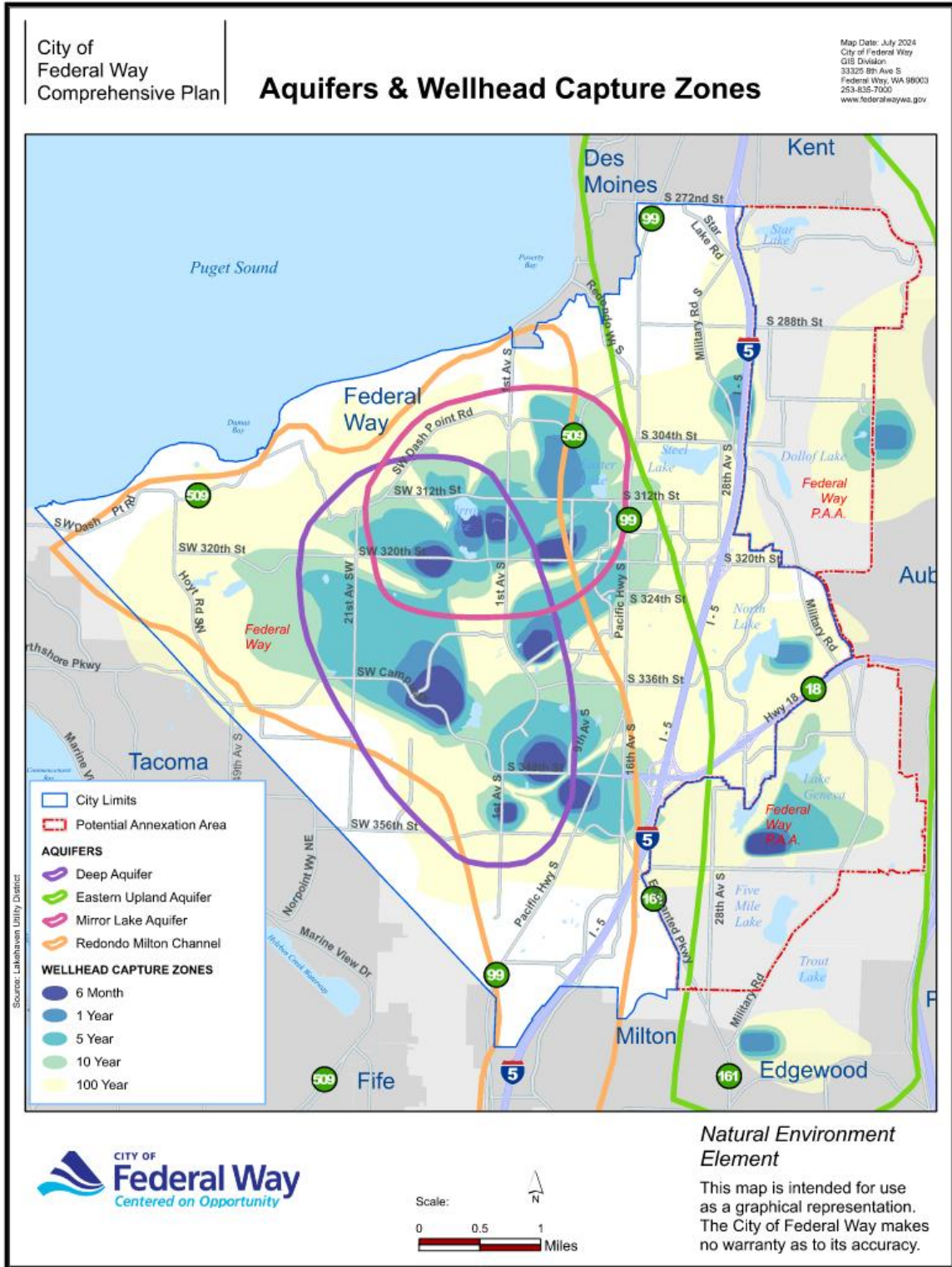
Policies

- NE P9.1** Open space provides important wildlife habitat corridors and should be linked with other designated regional and state open space systems.
- NE P9.2** Create methods and opportunities that encourage residents to monitor and report vandalism or criminal activity in open space areas, parks, and trails.
- NE P9.3** Ensure access to publicly-preserved open spaces is available to all members of the community.

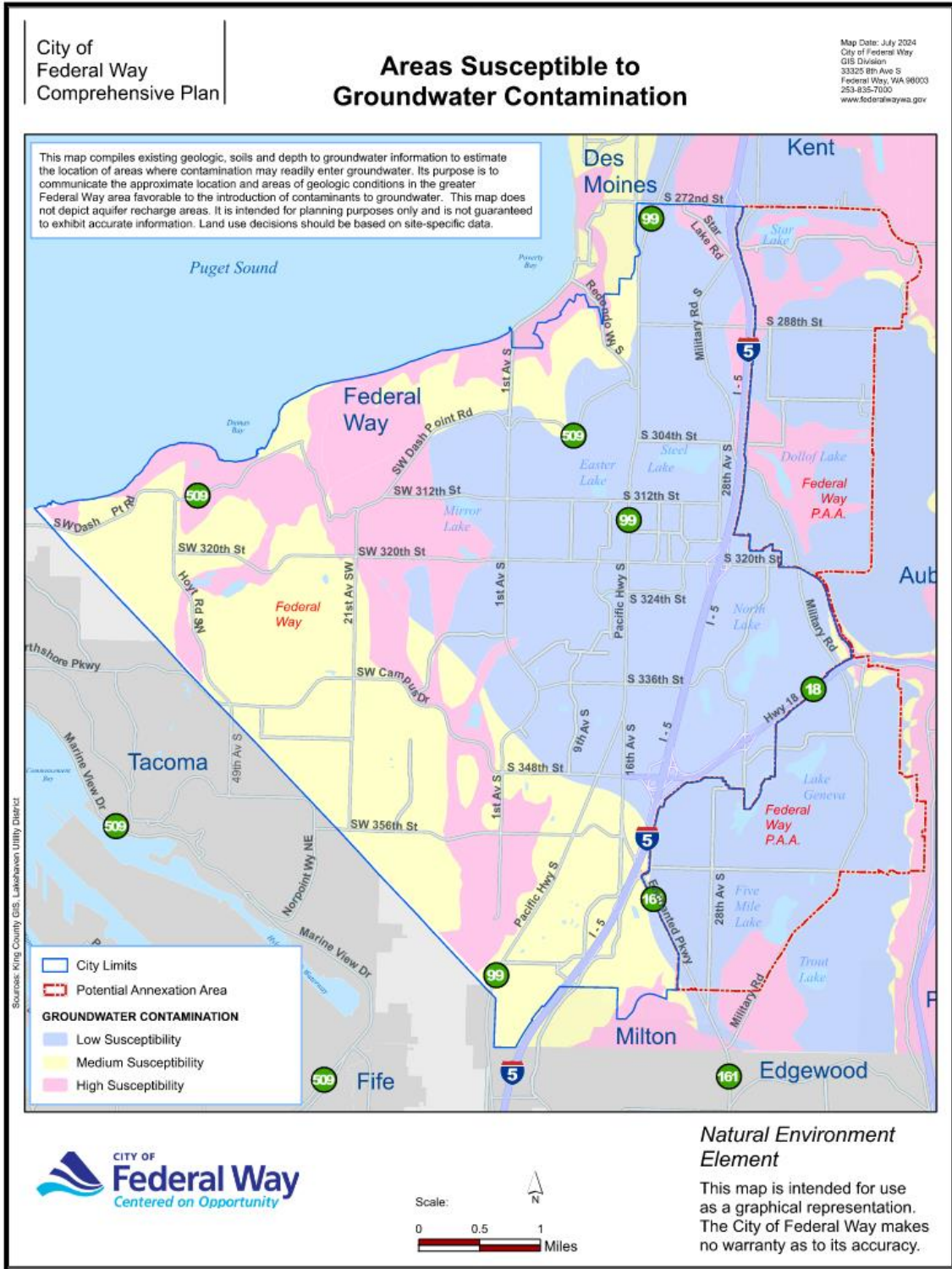
Map NE-3:
Aquifers



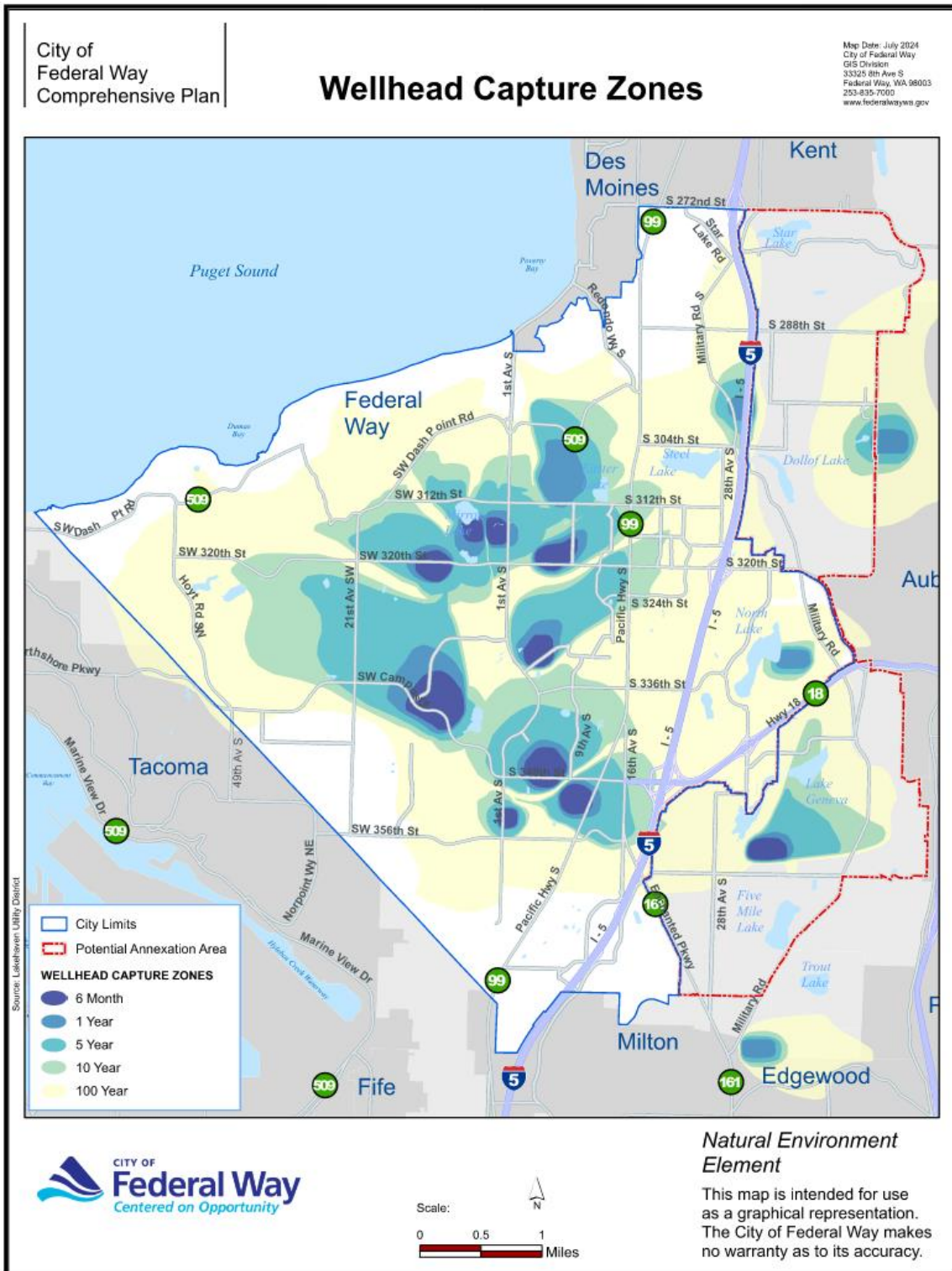
Map NE-4: Aquifers & Wellhead Capture Zones



Map NE-5: Areas Susceptible to Groundwater Contamination



Map NE-6: Wellhead Capture Zones

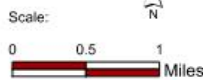
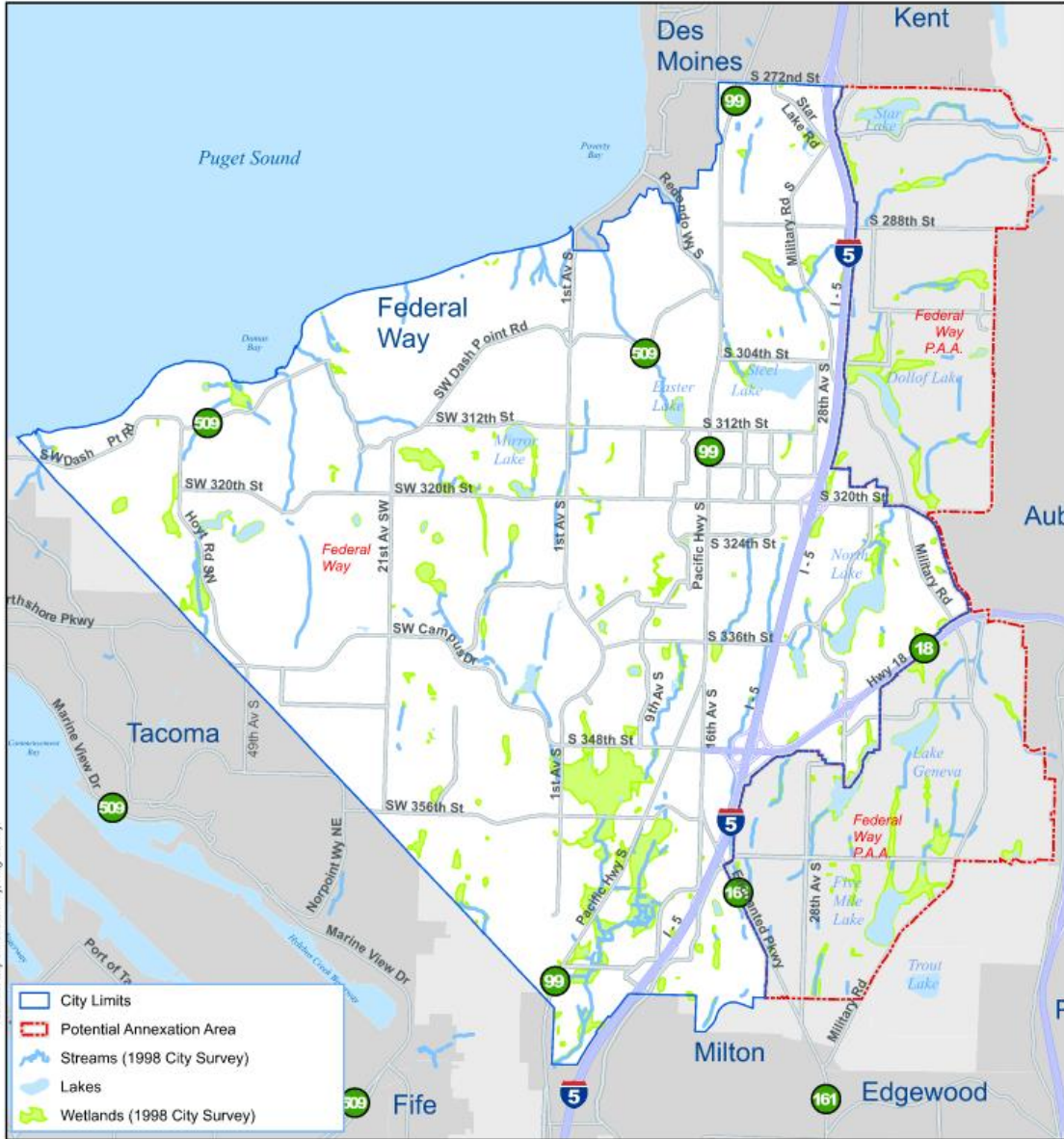


Map NE-7: Surface Water Resources

City of
Federal Way
Comprehensive Plan

Surface Water Resources

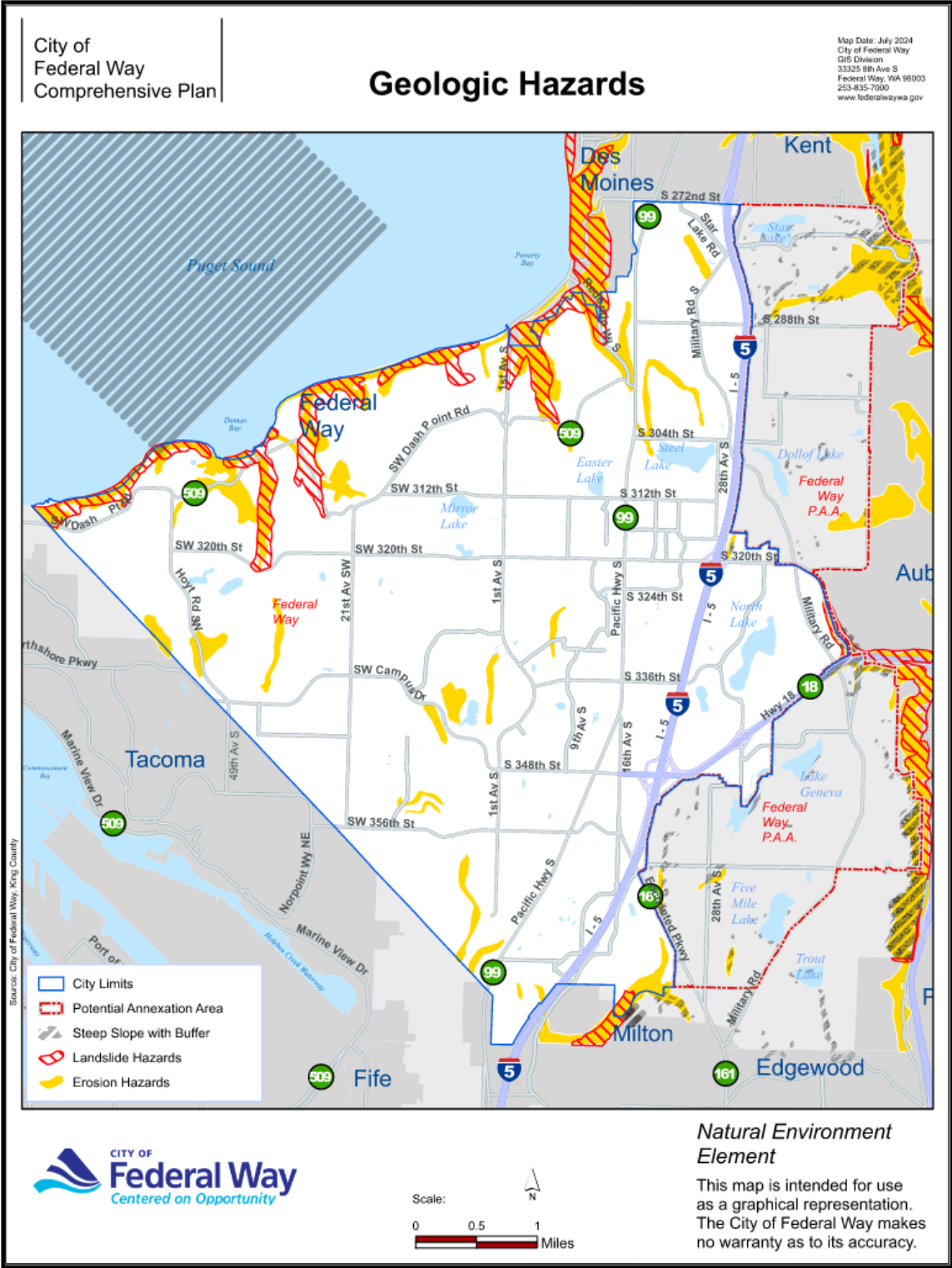
Map Date: July 2024
City of Federal Way
GIS Division
33325 8th Ave S
Federal Way, WA 98003
253-835-7000
www.federalwaywa.gov



Natural Environment Element

This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

Map NE-8: Geologic Hazards



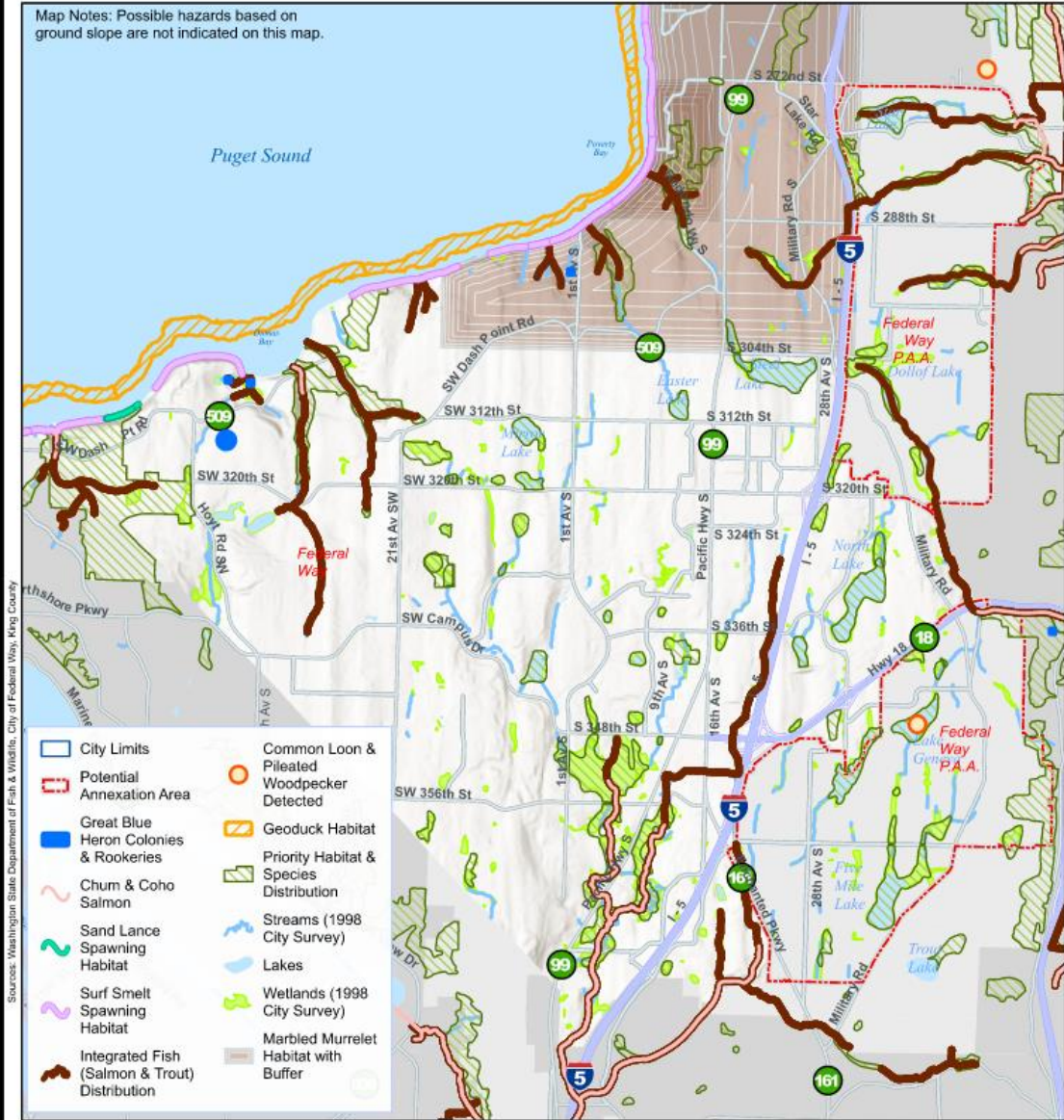
Map NE-9: Priority Habitats & Species

City of
Federal Way
Comprehensive Plan

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Federal Way, WA 98003
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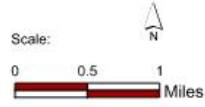
Priority Habitats & Species

Map Notes: Possible hazards based on ground slope are not indicated on this map.



- City Limits
- Potential Annexation Area
- Great Blue Heron Colonies & Rookeries
- Chum & Coho Salmon
- Sand Lance Spawning Habitat
- Surf Smelt Spawning Habitat
- Integrated Fish (Salmon & Trout) Distribution
- Common Loon & Pileated Woodpecker Detected
- Geoduck Habitat
- Priority Habitat & Species Distribution
- Streams (1998 City Survey)
- Lakes
- Wetlands (1998 City Survey)
- Marbled Murrelet Habitat with Buffer

Sources: Washington State Department of Fish & Wildlife, City of Federal Way, King County



Natural Environment Element

This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.



CHAPTER NINE UTILITIES

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9.0 INTRODUCTION & VISION

Introduction

This chapter satisfies a Growth Management Act (GMA) requirement that cities prepare a Utilities chapter (RCW 36.70A.070). The GMA requires the *Federal Way Comprehensive Plan* (FWCP) to have internal consistency. This means that the Utilities chapter must be fully coordinated with other chapters of the FWCP. This is particularly important where new development and other land use change is anticipated in the near future. Areas expected to change significantly over the next 20 years include the City Center, the South Station area, and the area south of S 336th Street between Pacific Highway S and I-5.



WAC 365-196-420(1) requires a Utilities chapter to include the general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines. Each utility plan describes and analyzes existing and proposed utility systems within Federal Way and improvements necessary to meet growing consumer demand. Information used to develop the plan was provided by utilities. Private utility companies are continually upgrading and expanding their systems, therefore, maps quickly become obsolete. Plans for water supply and sewer are found in the Capital Facilities chapter of the FWCP.

The Utilities chapter is an opportunity to identify ways of improving the quality of services provided within the City. The Utilities chapter identifies goals and develops policies to ensure that provision of utilities is properly coordinated with land use, utility provision minimizes impacts upon public facilities such as roads, sustainable sources of power generation are encouraged, and technological innovation is facilitated.

Regulatory and Legal Context

Large scale privately owned electrical, natural gas, and line telephone utilities are regulated by the Washington Utilities and Transportation Commission (WUTC). Cellular telephone communication companies are licensed by the Federal Communications Commission (FCC). Cable television companies are regulated by the FCC and the Communications Act of 1934, as amended. Private utilities must have a franchise agreement to place utilities in the public right-of-way. Franchise agreements give each utility the non-exclusive right to provide its category of service within the City. As of the 2024 comprehensive plan update, the City has active franchise agreements with more than a dozen private entities.

Vision

Utilities in Federal Way provide safe and reliable urban services that accommodate the City's expected growth, respond and adapt to unexpected changes and needs, and position the City to achieve its 20-year vision and growth management priorities. Utilities are provided through seamless and efficient collaboration and communication both internally within the City and in partnership with outside agencies and companies.

9.1 ELECTRIC AND NATURAL GAS

Utility Provider Overview

Electric and natural gas services are provided within the City of Federal Way by Puget Sound Energy, Inc. (PSE). The City had franchise agreements with PSE that ran through December 8, 2021 (Ordinance 11-707) and November 18, 2018 (Ordinance 93-189) for electricity and natural gas service respectively.

PSE (formerly Puget Sound Power and Light Company [Puget Power] and Washington Natural Gas Company) is an investor-owned private utility company headquartered in Bellevue, Washington. It is regulated by the Washington Utilities and Transportation Commission (WUTC) and the Federal Energy Regulatory Commission.

PSE builds, operates, and maintains an extensive electric and gas distribution system consisting of generating plants, electric transmission lines, gas supply mains, distribution system substations, and pressure regulating stations. This system provides gas and electricity to over one million residential, commercial, and industrial customers in portions of western and central Washington.

PSE's sources of energy include natural gas/diesel, hydropower, wind/solar/biomass/battery, and coal. PSE aims to stop relying on coal-generated electricity to serve customers after 2025. PSE owns nine natural gas-fired power plants and is the largest utility producer of renewable energy in the Pacific Northwest. PSE also owns and operates two hydropower projects in Western Washington.

Fossil fuel natural gas is purchased by PSE from Western Canada and the Rocky Mountain States. PSE obtains renewable natural gas (RNG) produced by Klickitat Public Utility District at the H.W. Hill Renewable Natural Gas facility in Roosevelt, WA, and co-owns a liquefied natural gas (LNG) facility at the Port of Tacoma. PSE owns over 25,000 miles of gas mains and service lines to distribute natural gas and co-owns and operates the Jackson Prairie Underground Natural Gas Storage Facility, the largest natural gas storage depot in the Pacific Northwest.

Level of Service

PSE must file reliability reports at least once a year to the Washington Utilities and Transportation Commission and the report must distinguish between sustained interruptions and power quality. PSE uses two main metrics to describe reliability of

service, the System Average Interruption Duration Index (SAIDI) and the System Average Interruption Frequency Index (SAIFI). SAIDI describes the average length of a power outage in minutes and SAIFI describes the average number of outages customers experience.

PSE continues to plan and assess development and demand requirements within Federal Way, but foresees no immediate energy issues and will continue to be able to supply energy to Federal Way as the City grows. Additionally, PSE currently provides programs to Transportation Electrification Programs to reduce EV adoption barriers and boost charging infrastructure within the state and foresees no immediate concerns with providing supply for the City's EV charging requirements.

General Location

PSE supplies electric and natural gas service within the entire limits of the City and Potential Annexation Area (PAA).

Private utility companies are continually upgrading and expanding their systems, therefore, maps quickly become obsolete, Site-specific mapping of PSE's existing facilities can be procured via MapRequest@PSE.com.

Centers

PSE raised no neighborhood- or centers-specific questions or concerns with regard to electric or natural gas service in Federal Way. Information in this Electric and Natural Gas section about meeting local growth demands with new transmission lines, or conversion of existing transmission lines, is expected to apply to local growth demands anywhere in the City. The City expects to coordinate closely with PSE to ensure electricity and natural gas needs are met for both centers and citywide.

Electric Plan

PSE provides electric service to over 1.1 million customers in nine Washington State counties. Electricity is produced elsewhere and transported to switching stations in Kent and Renton through high-voltage transmission lines. As electricity nears its destination, the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations, and smaller transformers. PSE provides electrical service to approximately 41,000 electric customers in Federal Way. Also located within the City are several 115 kV transmission lines and a number of neighborhood distribution substations. The 115 kV lines deliver electrical energy to other neighborhood substations in communities adjacent to Federal Way.

PSE imports electrical energy from generation sources in Canada, the Columbia River basin, and other regions outside of PSE's service territory. Additionally, PSE has its own hydro, thermal, wind, and solar power-generating facilities. There are more than 5,500 small, customer-owned generation facilities that are interconnected with PSE's system and can export surplus energy into the grid. The vast majority of these are solar panel

installations. Although this provides a very small portion of PSE's electrical supply portfolio, the number of customer-owned installations increases every year.

PSE locates and operates electric facilities within public rights-of-way in accordance with State law and applicable franchise agreements with local jurisdictions. Facilities are also located on property owned by Puget Sound Energy and easements across private properties. The transmission system that covers Federal Way is a grid which provides a link between the bulk transmission system and the local distribution system, which connects with customers. The bulk transmission system is operated by the Bonneville Power Administration (BPA), which operates a regionwide, interconnected transmission system that supplies electric power to utilities from federal hydroelectric projects throughout the Northwest.

All major transmission lines supplying electricity to Federal Way are energized at 230 kilovolts (kV). These lines supply power into the Federal Way distribution system and provide connections to Algona, Auburn, Kent, and other electric systems serving both King and Pierce Counties. Power is transferred from the transmission system to Federal Way's local electric distribution substations, each serving multiple distribution circuits,

The existing transmission lines are meeting the current loads. As local demand grows, additional distribution and transmission capacity will be needed. To meet future population demand within Federal Way, PSE anticipates the need for new transmission lines and conversion of existing transmission lines to higher load.

PSE's Integrated Resource Plan (IRP) is updated and filed with the Washington Utilities and Transportation Commission every two years. The current plan was submitted in March of 2023 with the expectation that the next iterative IRP will be submitted in 2025. The IRP focuses on the energy resources needed to reliably meet customers' wintertime, peak-hour electric demand over the next 20 years and also addresses emergent summertime peak loads. This resource need is driven mainly by expiring purchased-power contracts and expected population and economic growth in the Puget Sound region. The IRP suggests that roughly half of the utility's long-term electric resource need can be met by increased energy efficiency and the renewal of transmission contracts. The IRP stated that the rest of PSE's gap in long-term power resources is likely to be met most economically with added natural gas-fired resources.

PSE's current preferred portfolio requires over 6,700 MW of new generation by 2030. As stipulated, this is a portfolio of diverse resources that can fulfill PSE's Clean Energy Transportation Act (CETA) commitments and achieve carbon neutrality by 2030 and a carbon-free electric energy supply by 2045. This portfolio significantly increases conservation, demand response, renewable resources, and energy storage. However, given the large amounts of variable energy resources such as wind and solar, and energy-limited resources such as energy storage, PSE will rely on newer technologies, specifically hydrogen, as a fuel to meet peak energy needs to achieve a carbon-free energy supply by 2045 while maintaining reliability and resource adequacy.

PSE acknowledges the risk of relying on an uncertain fuel source, so it intentionally diversified this portfolio to reduce risk. Additionally, in future IRP cycles, PSE will

continue to evaluate and consider emerging technologies, including green hydrogen and advanced nuclear small modular reactors (SMR).

The capacity of individual electric lines depends on voltage, diameter of the wire, and the clearance to objects below the line. To meet this demand, some new transmission lines and substations will need to be constructed, as well as existing ones rebuilt and/or maintained. Utility work is sometimes needed to comply with federal system reliability regulations.



Increases in the electric demand on the former Weyerhaeuser campus and surrounding area may require additional substations in any combination of the Five Mile Lake, Enchanted Parkway, or Weyerhaeuser substation areas. Additionally, infrastructure necessary to support Sound Transit continues to be emergent,

PSE's 2023 Electric Report represents the company's continued progress to embed equity into the resource planning process. PSE began incorporating equity in 2021 by assessing highly impacted communities and developing initial customer benefit indicators. Since then, PSE has expressed that it has made progress by defining vulnerable populations and creating customer benefit indicators with input from interested parties, including the Equity Advisory Group (EAG) formed during the 2021 Clean Energy Implementation Plan (CEIP) process. According to PSE, this is one step of many toward ensuring an equitable clean energy transition. PSE has also expressed that equity is complex to measure and assess, especially in energy system planning. However, PSE continues to refine its analysis and work with interested parties to embed equity throughout the resource planning process.

CETA requires that all customers benefit from the transition to clean energy through the equitable distribution of energy and non-energy benefits and the reduction of burdens to vulnerable populations and highly impacted communities.

Gas Plan

PSE provides natural gas service to more than 800,000 customers in six Western Washington counties: Snohomish, King, Kittitas, Pierce, Thurston, and Lewis. It is estimated that PSE currently serves over 19,000 gas customers within the City of Federal Way.

Natural gas comes from gas wells in the Rocky Mountains and in Canada and is transported through interstate pipelines by Williams Northwest Pipeline to PSE's gate stations. Supply mains then transport the gas from the gate stations to district regulators where the pressure is reduced to less than 60 psig. The supply mains are made of welded steel pipe that has been coated and is cathodically protected to prevent corrosion. They range in size from 4 to 20 inches.



Distribution mains are fed from the district regulators. They range in size from 1¼ to 8 inches and the pipe material typically is polyethylene (PE) or wrapped steel (STW).

Individual residential service lines are fed by the distribution mains and are typically ¾ or 1-½ inches in diameter.

Individual commercial and industrial service lines are typically 1¼, 2, or 4 inches in diameter.

The capacity of the system is primarily constrained by the volume of gas entering the network. The minimum pressure at which gas can be delivered is 15 psi. According to PSE, the average house using natural gas for both heat and hot water consumes about 1,000 therms per year. Given that 10 therms equal approximately one “mcf” of gas (or one thousand cubic feet), then 1,000 therms per house equals approximately 100,000 cubic feet of gas per year per house.

When planning the size of new gas mains, PSE uses a model which assumes all new households will use natural gas. Extension of service, typically conversion, is based on request and the results of a market analysis to determine if revenues from an extension will offset the cost of construction.

Changes to federal law over the last two decades were designed to increase competition among energy sources by encouraging the development of new natural gas resources and the development of nationwide transmission pipelines. Most new homes use natural gas for heat. Facility technology for electricity transmission may change in the future in response to the need to create more efficient facilities and in response to various electromagnetic field and health concerns. Utility policies may be updated in the future to take into consideration changes in technology, facilities, and services.

PSE Gas System Integrity-Maintenance Planning has several DuPont manufactured main and service pipes, and STW main replacements began in 2015 and continue today. There will be several pipe investigations throughout the City to determine the exact location of the DuPont manufactured pipe. Identified DuPont manufactured piping in PSE’s entire system will be ranked and replaced accordingly.

PSE Gas System Integrity-System Planning does not have any major projects planned in 2024, but new projects can be developed in the future at any time. Potential methods for increasing supply to a particular area within City limits include these types of construction activities:

1. Replacement of the lines, looping, installing parallel lines, and inserting higher pressure lines into greater diameter but lower pressure mains.
2. New installation to increase capacity of existing customers or to support conversions from an alternate fuel.
3. Main replacement projects to improve maintenance and system reliability.

4. Replacement or relocation of facilities due to municipal and State projects.

9.2 TELECOMMUNICATIONS

Telecommunications is not only important for voice transmission but also provides the infrastructure for the transmission of images and electronic data. Telecommunications in Federal Way include both wired (land based) and wireless telephone services, internet service, and cable and satellite TV. Lumen Technologies (CenturyLink) and Comcast provide land-based telephone, cable TV service, and internet service. The City is also working with Zply Fiber to expand internet service in the City. In addition, there are also several wireless telephone providers, wireless internet, and voice over internet providers (VoIP). Direct TV provides satellite television services.

The City is adapting to new telecommunications technologies and is committed to supporting the rollout of new telecommunication services in Federal Way – both citywide and in City Center and South Station where much of the City’s future growth is expected – in a manner consistent with the City’s land use, environmental, economic development, and community services priorities.

Telephone System

Existing Facilities and Operations

Lumen and Comcast deliver land-based telephone service throughout the City. Comcast also provides digital phone service (VoIP) while Lumen provides digital phone service only to its business customers. Their facilities are constructed overhead and in some cases underground.

Proposed Improvements

Telecommunication providers are required by law to provide adequate services on demand in compliance with RCW 80.36.090 and WUTC regulations. Accordingly, telecommunication providers will provide facilities, upon reasonable notice, to accommodate whatever growth pattern occurs within the City. Due to advances in technology, additional capacity is easily and quickly added to the system.

Wireless Networks

Existing Systems

The City is currently served with a number of wireless service providers including AT&T, T-Mobile, Comcast, and Verizon.

Wireless technologies use a line-of-sight radio signal transmitted and received by antennas. Therefore, it is not possible to underground the antennas or structures on which the antennas are mounted. Antennas and ancillary equipment are located on freestanding poles and towers and on existing structures and buildings. City code regulates their siting.

The FCC regulates the cellular telephone industry to ensure that their operation does not interfere with AM/FM radio and cable television transmissions.

System Capacity

Capacity is a function of frequency of use, the number of sites in a geographic area, and the number of customers. Cellular facilities are located throughout the City. Frequent changes in their siting are not conducive to mapping.

Improvements to the Cellular System

Like the non-cellular telephone companies, wireless companies expand services in response to growth. For this reason, companies closely analyze market demand to determine expansions into new service areas. Cellular technology is constantly advancing so capacity is frequently expanded through technological advances at existing sites.

Internet Service

Various companies provide internet service by telephone, cable, wireless, and satellite. As the City constructs or reconstructs streets, it is providing conduits to assist in the installation of fiber optic communication systems. See the “Fiber Optic” section below for additional information about City owned fiber optic lines and conduits.

Cable TV

Cable television service in the City is provided by Comcast, Lumen, and Direct TV. Comcast and CenturyLink utilize cable and fiber optic technologies and Direct TV utilizes satellite technologies.

Service Improvements

Cable television installations are made to new subscribers (either to new dwelling units or, to a much smaller degree, to residences who have not opted for cable before) at published rates; provided they are less than 125 feet from a distribution or feeder line.

Connections requiring longer runs are charged on a time and material basis. Most public work considerations, such as tree trimming, work in the right-of-way, and restoration of property, are covered in the City of Federal Way Master Cable Television Ordinance and Franchise Agreements with Cable Television providers.

9.3 FIBER OPTIC NETWORK

Fiber Optic Franchise Agreements

The City has franchise agreements with Comcast and Williams Communications which have fiber optic networks in the City’s rights-of-way. Williams Communication has upgraded the City’s conduits along Military road.

In 2013, the City of Federal Way granted the Zayo Group, LLC a franchise for installation of fiber optic within certain empty and occupied conduit owned by the City. The main section of conduit runs along Pacific Highway South from approximately South 272nd Street to 16th Avenue South and South 340th Street. Additional conduits are located along South 320th Street, South 336th Street, South 348th Street, and Enchanted Parkway.

In exchange for leasing the conduit, Zayo Group, LLC is providing an extensive list of in-kind services to the City. Zayo is in the process of providing fiber optics at several intersections. This will enable the City to connect additional traffic signals via fiber optic for enhanced signal synchronizations. Zayo will connect the east and west portions of South 320th street over I-5 with fiber optics, which will greatly enhance the signal coordination along South 320th Street, Federal Way's busiest arterial.

Other in-kind services provided by Zayo include improving certain conduits to increase capacity, allowing City Hall to connect to the Federal Way School District Educational Service Center; the South Correctional Entity (SCORE) for enhanced video services; the Sabey Datacenter in Tukwila for future use for disaster recovery services; as well as a connection to the regional Community Connectivity Consortium.

The City is responsible for its portion of maintenance and repair fees, should a fiber break occur. The in-kind services provided by Zayo benefit the City both in the present and long term.

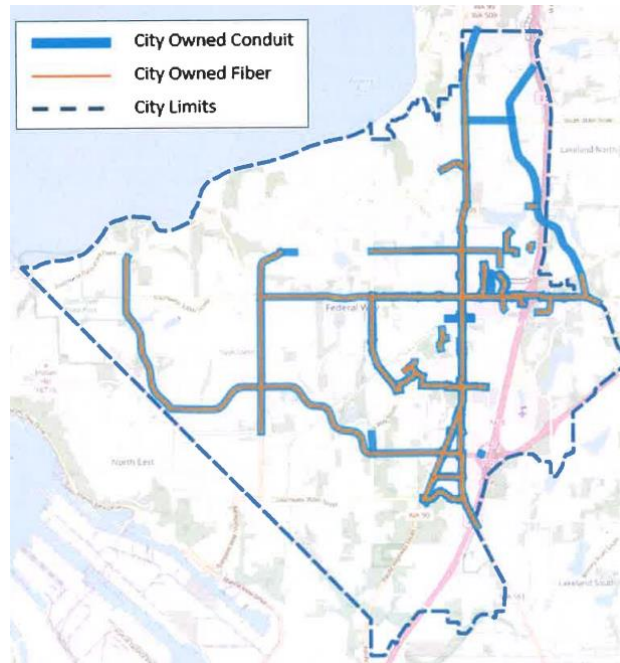
AT&T and Lumen have fiber optic networks within the City but they have not entered into franchises with the City. The City of Federal Way, City of Tacoma, King County, the Washington State Department of Transportation (WSDOT), and the School District also have fiber optic networks.

In 2024, the City began negotiating a franchise agreement with Ziplly Fiber. The City will continue to explore other opportunities to bring fiber providers into the City to improve service options.

Current City-Owned Fiber Optic

Federal Way has approximately 33 miles of City-owned fiber optic cables that traverse the City, as well as approximately 40 miles of City-owned fiber conduits.

Map U-1: City-Owned Fiber



Source: 2023 Federal Way Broadband Planning Study

Future City-Owned Fiber Optic

Potential expansion of City-owned fiber optic lines is addressed in the 2023 Federal Way Broadband Planning Study. This includes conduits planned as part of Link Light Rail extension agreements, and other future plans and opportunities to expand the City's fiber lines. The Broadband Planning Study also provides a market and needs assessment, and provides several recommendations and suggested next steps to improve broadband service in Federal Way.

9.4 SOLID WASTE MANAGEMENT

The City's solid waste management roles include solid waste planning, public education and outreach, and support and promotion of convenient and sustainable disposal and recycling options. The City procures and administers contracts with service providers and monitors their performance in collecting solid waste, recyclables, yard and food waste, and public area litter. In this regard, the City is an advocate for ratepayers in obtaining the highest service levels at the lowest cost. In addition, the City actively manages litter and materials illegally dumped in public areas.

A variety of other service providers manage specific waste types generated in the City, including service providers for demolition and land clearing debris, commercial bi-product management, bio-medical wastes, and charitable reuse.

Regionally, Federal Way and King County have a long-term (through 2040) Solid Waste Interlocal Agreement (SWIA) that is part of the City’s solid waste planning foundation. The SWIA references the *King County Comprehensive Solid Waste Management Plan* (KC-CSWMP), a state-required plan that focuses on broader waste collection, processing, transfer, recycling, and disposal elements. The KC-CSWMP also incorporates some elements outside City purview (such as landfill operations and collection standards in adjacent unincorporated areas) that are relevant to the City’s waste management system. Cities participate in periodic plan updates and plan ratification; then carry out the plan’s objectives at the local level. The FWCP incorporates the policies and initiatives applicable to the City that originate from the KC-CSWMP by reference, as the same now exist or are hereafter amended. However, the City will also tailor KC-CSWMP elements to best meet Federal Way’s solid waste planning and service administration objectives. The City actively participates in ongoing forums hosted by King County Solid Waste Division (KCSWD) to focus on implementation of plan elements.



The largest near-term impact of the KC-CSWMP is construction of a state-of-the-art transfer station to replace the aging Algona facility. The planned new facility will feature extensive no-cost and fee-based recycling options, making these services more accessible to area waste generators. Planning for this facility has taken well over a decade. Once operational (circa 2026), the facility will enhance service equity for South King County by featuring services that are standard at other transfer stations in the region.

KCSWD is also planning for broader system changes to enable more waste diversion in the future. The County is revising the solid waste tipping fee rate structure and implementing elements under a program called “Re+” to foster waste diversion initiatives.

To maximize efficiency and effectiveness, solid waste and recycling is also considered along with the many other elements that go into building design and site planning. If site access, tenant access, or space for adequate containers is overlooked, it may mean long-term inefficiency and higher overall ratepayer costs. In 2017, the City amended FWRC 19.125.150 to incorporate standards into the plan review process to promote adequate infrastructure to achieve these objectives.

9.5 MODERATE RISK WASTE MANAGEMENT

The Hazardous Waste Management Program in King County was established in 1990 in response to RCW 70.105.220 which requires jurisdictions to develop a plan for managing hazardous wastes generated by residents, businesses, and institutions. Jurisdictions within

King County collaborated to develop the Hazardous Waste Management Program Plan (HWMP) which was last updated in 2021. City staff participate in Moderate Risk Waste (MRW) collection and communication forums regularly.

The FWCP incorporates the more detailed policies and initiatives that originate in the HWMP by reference, as the same now exist or are hereafter amended. However, the City will also tailor HWMP elements to best meet Federal Way's solid waste planning and service administration objectives. Hazardous wastes should be properly managed and disposed of according to procedures and standards set by federal, state, or regional agencies, such as those set forth in the HWMP.

As outlined above, the City recognizes that King County is building a new transfer station to replace the aging Algona facility. As designed, this transfer station will include a state-of-the-art Moderate Risk Waste drop-off site which will be funded, like the rest of HWMP's drop-off system, through solid waste and sewer rate surcharges. This site will be accessible to qualifying residents and to businesses that are Small Quantity Generators (SQGs), and will replace a 'temporary' drop site that has operated with far less service capacity in Auburn. This drop-off site will bring service equity to South King County, increasing service levels so they are on par with the rest of the region.

9.6 GOALS & POLICIES

Goal

U G1 *Work with utilities, other jurisdictions, and interdepartmentally to allow for full and timely service that meets the needs of City residents and businesses, both present and future, and to position the City to accommodate new energy and communications technologies.*

Policies

U P1.1 Coordinate with other jurisdictions on proposed utility improvements that impact a multi-jurisdictional area.

U P1.2 Encourage utilities to inform one another of plans to expand or improve utility services.

U P1.3 Inform utilities of upcoming improvements or expansions that may provide opportunities for joint use.

U P1.4 Provide utility companies with plans, forecasts, and supporting data to assist in proper planning for utilities.

U P1.5 Encourage utilities to provide the City with their utility service plans to allow better integration with other utilities and City plans.

- U P1.6** Identify new public works and development regulations, or amendments to existing regulations, that properly plan for and accommodate the adoption of new and emerging energy and communications technologies in the City.
- U P1.7** Maintain and elevate interdepartmental discussions and consideration of recommendations from the 2023 Federal Way Broadband Planning Study.

Goal

- U G2** *Work with utilities to allow them to provide service in a way that balances cost-effectiveness with environmental protection, aesthetic impact, public safety, and public health.*

Policies

- U P2.1** Encourage the joint use of trenches, conduits, or poles, so that utilities may coordinate expansion, maintenance, and upgrading facilities with the least amount of right-of-way disruption.
- U P2.2** Endeavor to notify utilities of proposed plans to make highway or right-of-way improvements.
- U P2.3** To the maximum extent possible and based upon applicable regulations, require the undergrounding of utility distribution lines in new subdivisions, new construction, and significantly reconstructed facilities, consistent with all applicable laws.
- U P2.4** To the maximum extent possible and based upon applicable regulations, work with the utilities in preparing a plan for undergrounding utilities in areas where their visual impact is critical to improving the appearance of the City, such as in the City’s Centers and along Highway 99.
- U P2.5** Work with utility providers in preparing a right-of-way vegetation plan that ensures that the needs of landscaping and screening are balanced with the need to prevent power outages.
- U P2.6** Require that site-specific utility facilities such as antennas and substations be reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.
- U P2.7** Address the siting, screening, and design standards for wireless/cellular and small cell facilities, substations, and antenna facilities in such a manner as to allow for reasonable and predictable review while minimizing potential land use and visual impacts on adjacent property.
- U P2.8** Encourage utility providers to base extension and sizing of systems on the Land Use element in order to adequately serve anticipated growth.

- U P2.9** Ensure that all applicable public works policies and/or development regulations specify requirements that all utilities operating in City right of ways have a franchise agreement with the City.

Goal

- U G3** *Increase opportunities to create and utilize renewable and sustainable energy sources such as solar and wind power, to reduce the City's greenhouse gas emissions, and to improve the City's resiliency to hazards.*

Policies

- U P3.1** Ensure that City buildings comply with state and federal standards for energy conservation.
- U P3.2** Work with utility companies to promote and educate the public about strategies for conserving energy.
- U P3.3** Facilitate the use of solar power in residential, governmental, and commercial applications by implementing straightforward review and approval processes.
- U P3.4** Evaluate and, if necessary, revise zoning regulations to address the siting of small-scale wind power generation facilities for the use of individual properties.
- U P3.5** Evaluate ways to accommodate small-scale, neighborhood-level power generation.
- U P3.6** Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.

Goal

- U G4** *Ensure appropriate recycling and disposal options are in place and made known to the public to protect the health and welfare of both residents and our environment.*

Policies

- U P4.1** Promote the recycling of solid waste materials by providing opportunities for convenient recycling and by developing educational materials on recycling, composting, and other waste reduction methods. Waste reduction and source separation are the City's preferred strategies for managing solid waste.

Materials remaining after effective waste reduction and source separation should be managed in accordance with the KC-CSWMP and HWMP Plan,

- U P4.2** Administer solid waste collection services in ways that minimize adverse impacts such as noise, litter, environmental pollution, and disruption to businesses and neighborhoods.
- U P4.3** Provide uniform collection service to areas annexed to the City as soon as practicable, referencing RCW policies but also seeking uniformity via contract or franchise elements.
- U P4.4** Develop and implement Preferred Building Code Elements, including space allocation for several waste streams (garbage, compostables, recyclables, hazardous materials, food waste, and other process wastes). Incorporate design elements that enable access to services, both for tenants and collection service vehicles. Consider development of a preference for covered solid waste enclosures or facilities that are tied to sanitary sewer to help reduce potential surface water management issues, and perform a comprehensive analysis to determine which elements should be grandfathered versus required improvements,
- U P4.5** Provide for the safe and convenient disposal of hazardous household waste through permanent and conveniently located collection facilities for residents and small businesses to access.
- U P4.6** Educate the public in the proper handling and disposal of hazardous household waste and on the use of alternative products or practices which result in reducing the use and storage of hazardous materials in homes and businesses.
- U P4.7** Ensure compliance with new state requirements on commercial compost collection.

Goal

- U G5** *Ensure that ratepayers receive high-quality and reliable services at reasonable cost when contracting with collection service providers.*

Policies

- U P5.1** Maintain a cost-effective and responsive solid waste collection system, with the overarching objective of ratepayers receiving high-quality services at a reasonable cost. Planning of the City's solid waste collection system will consider costs (internal to the City's ratepayers – both residents and businesses, and external at the system level) as well as long-term factors such as cost-effective and environmentally preferred disposal options.

Goal

- U G6** *Actively engage and participate in KC-CSWMP updates and implementation, working toward aligning the plan with Federal Way's needs and the needs of ratepayers.*

Policies

- U P6.1** The City recognizes the KC-CSWMP and the HWMP Plan. Policies in these plans will be referenced by the City as appropriate.
- U P6.2** Seek an effective regional approach to solid waste management, to leverage economies of scale and move toward similarities in services and parallel educational messaging.
- U P6.3** Cooperate with other private and public agencies in the region to manage and control hazardous waste and moderate risk waste, including household hazardous substances and moderate risk wastes generated by area businesses and institutions.

Goal

- U G7** *Work toward more equitable and affordable access to telecommunications services throughout Federal Way, with a particular focus on identifying coverage gaps and supporting increased access by historically marginalized and disproportionately burdened communities.*

Policies

- U P7.1** Encourage, to the extent practical, the supply of all utilities to existing and new homes, offices, and industrial and commercial buildings.
- U P7.2** Utilize existing and emerging communications technologies to communicate with residents and businesses.
- U P7.3** Identify development regulations and policies that support equitable, affordable, convenient, and reliable utilities in Federal Way.



CHAPTER TEN

SHORELINE MASTER PROGRAM

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10.0 INTRODUCTION & VISION

Introduction



Shorelines of the state are among the most valuable and fragile of its natural resources and there is great concern throughout the state related to shoreline utilization, protection, restoration, and preservation. Coordinated planning is necessary to protect the public interest associated

with the shorelines of the state while, at the same time, recognizing and preserving the rights of private property owners.

The Goals and Policies in this Chapter set the direction for the preservation, restoration, use, modifications, and development of the shoreline areas within the City. These goals and policies also supplement and are consistent with the goals and policies of the Natural Environment Chapter (Chapter 8) of the Comprehensive Plan.

Washington’s Shoreline Management Act, Chapter 90.58 RCW (SMA), was passed by the State Legislature in 1971 and adopted by the public in a 1972 referendum. The goal of the SMA is “to prevent the inherent harm in an uncoordinated and piecemeal development of the state’s shorelines.” The SMA establishes a balance of authority between local and state government. Cities and counties are the primary regulators, but the State has authority to review local shoreline management programs and permit decisions.

The SMA contains three broad policies:

- Encourage water-dependent and water-oriented uses: “uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment or are unique to or dependent upon use of the state’s shorelines....”
- Promote public access: “the public’s opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally.”
- Protect shoreline natural resources, including “...the land and its vegetation and wildlife, and the water of the state and their aquatic life....”

At the time of incorporation in 1990, the City adopted King County’s Shoreline Master

Program. The City subsequently developed and adopted its own SMP in 1998 and integrated the SMP into the Federal Way Comprehensive Plan. In 1999, the City adopted associated development regulations (Title 15 FWRC) for the shoreline, which were most recently amended in 2019.

Vision

To allow the public opportunity to enjoy the physical and aesthetic qualities of Federal Way's shorelines while protecting the overall best interest of the state and the people generally.

10.1 SHORELINE JURISDICTION

The shoreline jurisdiction of the City of Federal Way is shown in Map SMP-1. The shoreline jurisdiction includes waters that have been designated as “shorelines of statewide significance” or “shorelines of the state,” as well as adjacent lands or “shorelands.” The shoreline jurisdiction within the City limits includes approximately 16.9 miles of shoreline.

Portions of Puget Sound within the City waterward of the line of extreme low tide are defined as “shorelines of statewide significance.”¹ Federal Way Puget Sound shoreline represents approximately 4.8 miles of regulated shoreline. This measure includes areas waterward of the ordinary high-water mark (OHWM) which extend to the line of extreme low tide.

Federal Way shorelines also include approximately 12.1 miles of shoreline found along freshwater lakes. The regulated lakes currently within the City are:

- Steel Lake
- The northwestern shore of Lake Killarney
- North Lake

There are no rivers or streams meeting the definition of “shorelines of the state” within the City or its annexation area. However, streams such as Joe’s Creek and Lakota Creek discharge to the Puget Sound shoreline. The mouths of these streams and the upstream extent of tidal influence are under shoreline jurisdiction because of their association with the Puget Sound shoreline.

Five freshwater lake shorelines are located in the City’s PAA (Potential Annexation Area) and are included in this master program update; these include:

- Star Lake
- Lake Dolloff
- Lake Geneva
- The remaining portion of Lake Killarney
- Five Mile Lake.



¹ RCW 90.58.030(2)(e)(iii).

10.2 SHORELINE USE

Use of shorelines varies throughout the City from developed to recreation to natural habitat. A portion of the Federal Way Puget Sound Shoreline (Map SMP-2) has been designated as a shellfish protection area. Goals and Policies are included in this Chapter to consider and facilitate development and use of property that protects against adverse effects to the ecological health of the shoreline.

Public Access & Recreation

Public access offers the general public the opportunity "to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations." The most common type of public access to the shoreline is physical access, such as the access provided by a trail, floats and docks, promenades, bridges, street ends, and boat ramps. Physical access may be implemented through the dedication of land or easements, cooperative agreements, or acquisition of land along the shoreline.

Public access can also be visual, such as viewing towers, views from an overpass, breezeways between buildings, or views of prominent shoreline trees. "Cultural access" can also be provided to interpretive, educational, or historical aspects of the shoreline.

Conservation & Restoration

Conservation and restoration are intended to protect shorelines that have been unaffected by urban development, and improve the overall environmental conditions of damaged or degraded shorelines where possible.

The extent of natural fish and wildlife habitat in shoreline areas has been greatly reduced by inadequately-planned development, as has the quality of remaining habitat areas. Aspects of fish and wildlife habitat that have been impacted by development include fragmented vegetation buffers, exotic and invasive species dominated buffers, lack of large trees and other habitat features, and water quality degradation due to high temperatures and sedimentation.

Public and private efforts are needed to restore shoreline areas. Opportunities include public-private partnerships, partnerships with other agencies and tribes, capital improvement projects, and incentives for private development to restore and enhance fish and wildlife habitat.

Shoreline protection projects involve various techniques designed to decrease or halt shoreline erosion. Some techniques, such as rock berms, are applied directly to the eroding shoreline; other techniques, such as segmented breakwaters and wave-damping fences, are placed in the adjacent open water in order to decrease a wave's energy before it hits the shoreline and to promote the buildup of sediment.

Historic & Cultural Resources

Washington shorelines are the location of significant cultural resources. For thousands of years, tribes have used shorelines for homes, workplaces, transportation, and resources.

Upon arrival in the Pacific Northwest in the late 18th century, Euro-American cultures also used shorelines in a similar way, and often in the same places.

Given the significance of these places, the City will protect known buildings and sites that have historic, cultural, or archaeological significance. In addition, the City provides guidance to property owners in these areas and facilitates opportunities for recognition and remembrance in the community.

Circulation

Transportation and circulation patterns to a great degree shape the location and character of shoreline land uses. Transportation facilities have the potential to diminish shoreline views, reduce public access, and remove vegetation. For example, major roadway expansions can become significant barriers between upland residences and the shoreline.

Urban mobility such as new roadways can bring undesirable impacts to residential neighborhoods. Similarly, parking facilities for shoreline development or trailheads can cause spillover of excessive noise, glare, and pollutants into fish and wildlife habitat areas. The design of shoreline transportation and circulation projects should address such impacts by either avoiding locating in the shoreline, or minimizing and mitigating any impacts from public mobility improvements.



Source: Razor Clam Society

10.3 ENVIRONMENTAL DESIGNATION

The shorelines of the State within Federal Way are categorized into three designations:

- Shoreline Residential
- Urban Conservancy
- Natural

The purpose of these designations is to differentiate between areas whose geographical features, ecological functions, and existing development patterns imply differing objectives regarding their management, use, and future development. The categories are designed to encourage specific uses in each environment, which enhance the character of the environment while at the same time requiring reasonable standards and restrictions on development so that the character of the environment is not diminished.

Shoreline Residential

Purpose

To accommodate residential development and appurtenant structures that are consistent with SMP Guidelines [WAC 173-26-211(5)(f)] and to provide for appropriate public access and recreational uses.

Criteria

Areas that are predominantly residential development.

Management Policies

- 1 Residential uses shall be the primary use. Development and redevelopment activities shall be focused within already developed areas.
- 2 Standards shall be developed and implemented for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality. These standards shall ensure that new development does not result in a net loss of shoreline ecological functions or further degrade other shoreline values, considering the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.
- 3 Multi-family and multi-lot residential and recreational developments shall provide public access and joint use for community recreational facilities.
- 4 All residential development shall occur in a manner consistent with the policies listed under **SMP G2**.

Urban Conservancy

Purpose

To protect and restore ecological functions of open space, floodplain, and other sensitive lands where they exist in urban and developed settings, while allowing a variety of compatible uses.

Criteria

Shoreline areas appropriate and planned for development that are compatible with maintaining or restoring the ecological functions of the area that are not generally suitable for water-dependent, high-intensity uses. The Urban Conservancy environment is applied if any of the following characteristics apply:

1. The area has open space, flood plain, or other sensitive areas that should not be more intensively developed;
2. The shoreline has potential for ecological restoration;
3. The shoreline retains important ecological functions, even though partially developed; or

4. The shoreline has the potential for development that is compatible with ecological restoration.

Management Policies

1. Property uses are allowed, provided they preserve the natural character of the area or promote preservation of open space, flood plain, bluffs, or sensitive lands either directly or over the long term. Water-oriented uses should be given priority over non-water-oriented uses. For shoreline areas adjacent to commercially navigable waters, water-dependent uses should be given highest priority. Uses that result in restoration of ecological functions should be allowed if the use is otherwise compatible with the purpose of the environment and the setting.
2. Standards should be developed and implemented for management of environmentally sensitive or designated critical areas to ensure that new development does not result in a net loss of shoreline ecological functions, or further degrade other shoreline values. Development standards should be developed and implemented for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality.
3. Public access and public recreation objectives should be implemented whenever feasible where any significant ecological impacts can be mitigated.
4. Aesthetic mitigations shall be incorporated, as appropriate, including sign control regulations, architectural design standards, landscaping requirements, and other such means.

Natural

Purpose

To protect and preserve those shoreline areas that are relatively free of human influence, or that include intact or minimally-degraded shoreline functions. These systems require that only very low intensity uses be allowed in order to maintain the ecological functions and ecosystem-wide processes. Consistent with the policies of the designation, the City should include planning for restoration of degraded shorelines within this environment.

Criteria

A natural environment designation shall be assigned to shoreline areas if any of the following characteristics apply:

1. The shoreline is ecologically intact and therefore is currently performing an important, irreplaceable function or ecosystem-wide process that would be damaged by human activity;
2. The shoreline represents ecosystems and geologic types that are of particular scientific and educational interest; or
3. The shoreline is unable to support new development or uses without significant adverse impacts to ecological functions or risk to human safety.

Management Policies

1. Any use that would substantially degrade the ecological functions or natural character of the shoreline area shall not be allowed.
2. The following new uses shall be prohibited:
 - a. Commercial uses;
 - b. Industrial uses;
 - c. Non-water-oriented recreation; and
 - d. Roads, utility corridors, and parking areas that can be located outside of the Natural-designated shorelines.
3. Residential development may be allowed only if the density and intensity of such use is minimized to protect ecological functions and be consistent with the purpose of the environment.
4. Scientific, historical, cultural, educational research uses, and low-intensity water-oriented recreational access uses may be allowed provided that no significant ecological impact will result.
5. New development or significant vegetation removal that would reduce the capability of vegetation to perform normal ecological functions shall not be allowed. The subdivision of property in a configuration that, to achieve its intended purpose, will require significant vegetation removal or shoreline modification that adversely impacts ecological functions shall not be allowed.

10.4 GOALS & POLICIES

This section contains the goals and policies of the Shoreline Master Program Chapter of the Comprehensive Plan.

Goal

SMP G1 *Shoreline areas shall permit a variety of development types in accordance with the FWRC, FWCP, and Shoreline Master Plan designations. Designs, densities, and locations for all allowed uses and developments shall consider physical and natural features of the shoreline and prevent a net loss of shoreline ecological functions.*

Policies

SMP P1.1 Shoreline land and water areas particularly suited for specific appropriate uses shall be designated and reserved for such uses.

SMP P1.2 Shoreline uses should satisfy the economic, social, and physical needs of the regional population, but shall not lead to a net loss of ecological functions in the shoreline areas.

SMP P1.3 Multiple uses of shoreline should be encouraged where location and integration of compatible uses or activities are feasible.

SMP P1.4 Shoreline ecological functions shall be protected from uses or activities that will have an adverse effect on them.

- SMP P1.5** Non-residential uses or activities that are not shoreline dependent should be located or relocated away from the shoreline and designed to avoid adverse impacts to shoreline ecological functions.
- SMP P1.6** Federal Way shall consider the goals and policies of the SMP in all land use management decisions regarding the use or development of adjacent uplands where such use or development may have an adverse effect on designated shorelines.
- SMP P1.7** Development shall be regulated accordingly in shoreline areas known to contain development hazards or which would adversely impact designated critical areas as identified in FWRC Title 15.
- a. All development shall be prohibited within the 100-year floodplain, except single-family residential and water-dependent or water-related uses.
 - b. All development shall be prohibited in shoreline areas of severe or very severe landslide hazard.
 - c. Shoreline areas containing other potential hazards (e.g., geological conditions, unstable subsurface conditions, erosion hazards, steep slopes, or groundwater or seepage problems) should be regulated as necessary to avoid unsafe development and disturbance of sensitive areas.
- SMP P1.8** Consideration shall be made of the effect a development will have on scenic value, and when feasible, such development should include opportunities for public access to shoreline areas.
- SMP P1.9** The use of porous materials and other low impact development design alternatives are encouraged for paved areas to allow water to penetrate and percolate into the soil. Use of holding systems is encouraged to control the runoff rate from parking lots and roofs.
- SMP P1.10** Commercial and office development located within shoreline areas shall be constructed to withstand normal rain and flooding conditions without contributing pollution to the watercourse or shoreline. State and local best management practices shall be implemented to protect the shoreline environment from impacts associated with stormwater runoff.
- SMP P1.11** Commercial and office development that is not water-dependent shall provide a buffer zone of native vegetation for erosion control.
- SMP P1.12** Commercial aquaculture activities shall be prohibited.

Goal

- SMP G2** *Residential use of shoreline areas shall be continued and encouraged in areas that have not been designated as natural by the SMP, and shall allow a variety of housing types. New development or redevelopment of residential uses should result in no net loss of shoreline ecological*

function, as identified in the SMP's Shoreline Inventory Characterization and Analysis.

Policies

- SMP P2.1** Residential developments shall be designed to achieve no net loss of shoreline ecological functions and minimize interference with visual and physical access. Unavoidable impacts to the shoreline environment from residential development shall be mitigated to assure no net loss of shoreline ecological functions.
- a. Residential development in designated critical areas or their associated buffers shall be regulated as required by the City's SMP regulations.
 - b. Residential development on piers or over water is prohibited.
 - c. Landfill for residential development that reduces floodplain capacity shall not be permitted.
 - d. In residential developments, the water's edge shall be kept free of buildings and fences.
 - e. Development standards shall require the retention of natural shoreline vegetation and other natural features of the landscape to the greatest extent possible during site development and construction.
- SMP P2.2** Residential use of shorelines shall not displace or encroach upon areas that have existing, or are designated as supporting, water-dependent shoreline uses.
- SMP P2.3** Residential densities shall be determined with regard for the physical capabilities of the shoreline areas and public services requirements and comply with the following:
- a. Subdivisions and new development shall be designed to adequately protect aesthetic characteristics of the water and shoreline environment.
 - b. New residential development shall only be allowed in those shoreline areas where the provision for sewage disposal and drainage ways are of such a standard that adjoining water bodies would not be adversely affected by pollution or siltation.
 - c. Residential development along shorelines shall be setback from the ordinary high-water mark far enough to make unnecessary such protective measures as filling, bulk heading, construction groins, jetties, or substantial re-grading of the site.
 - d. Residential developments shall be designed to enhance the appearance of the shoreline and not substantially interfere with the views from public property or access to the water.
 - e. The shoreline ecosystems, processes, and functions identified in the Shoreline Inventory and Characterization shall be considered when determining standards for residential development patterns within the shoreline environment.

- SMP P2.4** Developers of recreational projects such as campgrounds and similar facilities shall satisfactorily demonstrate:
- a. The suitability of the site to accommodate the proposed development without adversely affecting the shoreline environment and water resources.
 - b. Adequate provisions for all necessary utilities, including refuse disposal.

Goal

- SMP G3** *Regional and subregional utility facilities, including communications, (radio, TV, and telephone), energy distribution (petroleum products, natural gas, and electricity), water, sanitary sewers, and storm sewers should not be allowed in shoreline areas unless there is no alternative location. Design, location, construction, and maintenance of utility facilities must comply with the requirements of SMP regulations and other federal, state, and local laws, and result in no net loss of shoreline ecological functions.*

Policies

- SMP P3.1** Utilities shall not be extended into or along shorelines without prior approval of such extension by the appropriate land use authority.
- SMP P3.2** In developed shorelines not served by utilities, utility construction shall be located where it can be shown that water quality will be maintained or improved.
- SMP P3.3** Utility corridors crossing shorelines shall consolidate and concentrate or share rights-of-way where:
- a. Public access or view corridors would be improved; and,
 - b. Concentration or sharing would not hinder the ability of the utility systems to be installed, operated, or maintained safely; and,
 - c. Water quality would be as good as or better than if separate corridors were present.
- SMP P3.4** Public access is encouraged where rights-of-way for regional utility facilities cross shorelines in the City, and where public safety and facility security would not be compromised.
- SMP P3.5** New utility facilities shall be located so as to not require extensive shoreline protection nor to restrict water flow, circulation, or navigation. Such facilities shall be located to preserve the natural landscape and minimize conflicts with present and planned uses of the land on which they are located and designed to minimize detrimental visual impacts from the water and adjacent uplands.

Goal

- SMP G4** *Limit shoreline stabilization to that which is necessary to protect existing improvements.*

Policies

- SMP P4.1** Shoreline stabilization shall be allowed only if it is clearly demonstrated that shoreline protection is necessary to protect existing improvements.
- SMP P4.2** Structural solutions to reduce shoreline erosion shall be allowed only after it is demonstrated that nonstructural solutions, such as bioengineering or soft-shore armoring, would not be able to protect existing development.
- SMP P4.3** Planning of shoreline stabilization shall consider off-site erosion, accretion, and flood damage that might occur as a result of shoreline protection structures or activities.
- SMP P4.4** Shoreline stabilization on marine and lake shorelines shall not be used as a means of creating new or newly developable land.
- SMP P4.5** Shoreline stabilization structures shall allow passage of ground and surface waters into the main water body.
- SMP P4.6** Shoreline stabilization shall not reduce the volume and storage capacity of streams and adjacent wetlands or flood plains.
- SMP P4.7** The burden of proof for the need for shoreline stabilization to protect existing developments or proposed redevelopments rests on the applicant.
- SMP P4.8** Shoreline stabilization activities that may necessitate new or increased shoreline protection on the same or other affected properties where there has been no previous need for protection should not be allowed.
- SMP P4.9** New development shall be designed and located so as not to require shoreline stabilization.
- SMP P4.10** Areas of significance in the spawning, nesting, rearing, or residency of aquatic and terrestrial biota shall be given special consideration in review of proposed shoreline stabilization activities.
- SMP P4.11** Shoreline stabilization activities shall be discouraged in areas where they would disrupt natural feeder bluffs processes that are important for maintaining beaches.

Goal

- SMP G5** *The design, location, and construction of any dock, pier, or moorage shall avoid, to the greatest extent possible, adverse effects on shoreline ecological functions.*

Policies

- SMP P5.1** Open pile construction shall be preferred where there is significant littoral drift, where scenic values will not be impaired, and where minimal

alteration to the shoreline and minimal damage to aquatic resources can be assured.

- SMP P5.2** Piers, floats, and docks shall be prohibited or limited where conflicts with recreational boaters and other recreational water activities would create public safety hazards.
- SMP P5.3** Where new docks are allowed, new residential development of two or more dwellings shall be required to provide joint use or community dock facilities, when feasible, rather than allow individual docks for each residence.
- SMP P5.4** Temporary moorages may be permitted for vessels used in the construction of shoreline facilities. The design and construction of such moorages shall be such that upon termination of the project, aquatic habitat can be returned to original condition within one year at no cost to the environment or the public.
- SMP P5.5** Shoreline structures that are abandoned or structurally unsafe shall be removed.
- SMP P5.6** Docks, buoys, and other moorages shall only be authorized after consideration of:
- a. The effect such structures have on wildlife and aquatic life, water quality, unique and fragile areas, submerged lands, and shoreline vegetation.
 - b. The effect such structures have on navigation, recreational and commercial boating, shoreline access, and scenic and aesthetic values.
 - c. The effect such structures have on water circulation, sediment movement, and littoral drift.
- SMP P5.7** Moorage buoys are preferred over moorage piles on all tidal waters.

Goal

- SMP G6** *Increase public access to and enjoyment of shoreline areas through improvements to physical access on publicly owned lands and improved visual access, provided that private rights, public safety, and shoreline ecological functions remain intact.*

Policies

- SMP P6.1** Development of public access shall respect and protect private rights that are held on shoreline property.
- SMP P6.2** Public access shall be maintained and regulated.
- a. Public access should be policed and improved consistent with intensity of use.
 - b. Provisions to restrict access regarding nature, time, number of people, and area may be appropriate for public pedestrian

easements and other public access areas where there are spawning grounds, fragile aquatic life habitats, or potential hazards for pedestrian safety.

- SMP P6.3** Design of access shall provide for the public health, safety, and enjoyment.
- a. Appropriate signs shall be used to designate publicly accessible shorelines.
 - b. Pedestrian and non-motorized physical and visual access to the shoreline is encouraged.
 - c. Public access to and along the water's edge should be made available in publicly owned shorelines in a manner that protects shoreline ecological functions.

- SMP P6.4** Acquisition and development of new shoreline public access locations shall be consistent with overall parks and open space planning goals and policies.
- a. Acquisition and development of shoreline properties shall be consistent with criteria and standards as part of an overall park and open space master plan.
 - b. Where appropriate, utility and transportation rights-of-way on the shoreline shall be made available for public access and use, consistent with the shoreline use and circulation element policies.
 - c. Where appropriate, publicly-owned street ends that abut the shoreline shall be retained and/or reclaimed for public access, consistent with the Transportation Chapter policies.
 - d. Shoreline recreational facilities and other public access points should be connected by trails, bicycle pathways, and other access links where possible.

- SMP P6.5** To the extent possible, public access shall be provided in new shoreline developments.
- a. Incentives should be used to encourage private property owners to provide public shoreline access.
 - b. Public pedestrian easements should be considered in future land use authorizations, and in the case of projects along lakes, streams, ponds, and marine lands, whenever shoreline features are appropriate for public use. Shorelines of the City characterized by the following should be considered for pedestrian easements:
 1. Areas of significant, historical, geological, and/or biological features and landmarks.
 2. Areas presently being legally used, or historically having been legally used, by the public along the shoreline for access.
 3. Where public funds have been expended on or related to shoreline developments.

- SMP P6.6** Shorelines shall be available to all people for passive use, visual access, and enjoyment.
- a. The City should preserve and provide publicly accessible

viewpoints, lookouts, and vistas of shorelines.

- b. New developments should minimize visual and physical obstruction of the water from adjacent roads and public properties.

SMP P6.7 Physical and/or visual access to the water should use steep slopes, viewpoints from bluffs, stream valleys, and features of special interest where it is possible to place pathways consistent with public safety and without requiring extensive flood or erosion protection.

Goal

SMP G7 *Provide additional shoreline dependent and water oriented recreational opportunities that are diverse, convenient, and adequate for the regional population, and that will not result in a net loss of shoreline ecological functions.*

Policies

SMP P7.1 Areas containing special shoreline recreation qualities not easily duplicated should be made available for public use and enjoyment.

- a. Opportunities shall be provided for the public to understand natural shoreline processes and experience natural resource features.
- b. Public viewing and interpretation shall be encouraged at or near governmental shoreline facilities when consistent with security and public safety.

SMP P7.2 Shoreline recreational use and development shall enhance environmental quality with minimal adverse effect to natural resources.

- a. Stretches of relatively inaccessible and unspoiled shoreline should be available and designated as low intensity or passive recreational use areas with minimal development. Service facilities such as footpaths, periphery parking, and adequate sanitary facilities should only be located where appropriate, considering both public safety and preservation of shoreline ecological functions.
- b. Beaches and other predominantly undeveloped shorelines currently utilized for recreational purposes should be available and designated as medium intensity recreational use areas to be free from expansive development; intensity of use should respect and protect the natural qualities of the area. Small or linear portions of the shoreline suitable for recreational purposes should be available and designated as transitional use areas that allow for variable intensities of use, which may include vista points, pedestrian walkways, water entry points, and access from the water; utilizing stream floodplains, street ends, steep slopes, and shoreline areas adjacent to waterfront roads.
- c. At suitable locations, shorelines should be made available and designated as high intensive use areas that provide for a wide

- variety of recreational activities.
- d. Overall design and development in shoreline recreational areas should be sensitive to the physical site characteristics and be consistent with the level of use in the area concerned.
- e. Recreation areas and ancillary facilities on or adjacent to the shoreline should have adequate surveillance and maintenance.
- f. Non-water oriented recreational facility development should be setback from the water's edge, except where appropriate in high intensive shoreline use areas.

SMP P7.3 The provision of adequate public shoreline recreation lands shall be based on an acquisition plan that is consistent with overall goals for enhancing public access to the City's shorelines.

SMP P7.4 Existing buildings that enhance the character of the shoreline should be incorporated into recreation areas wherever possible.

SMP P7.5 A balanced variety of recreational opportunities should be provided for people of different ages, health, family status, and financial ability.

- a. Shoreline recreation areas should provide opportunities for different use intensities ranging from low (solitude) to high (many people).
- b. Opportunities for shoreline recreational experiences should include developing access that accommodates a range of differences in people's physical mobility, capabilities, and skill levels.
- c. Recreational development should meet the demands of population growth consistent with the carrying capacity of the land and water resources.

Goal

SMP G8 *Recreational experiences that depend on, or utilize, the shoreline (including: harvesting activities of fish, shellfish, fowl, minerals, and driftwood; various forms of boating, swimming, and utilization of shoreline pathways; and watching or recording activities, such as photography, painting, or the viewing of water dependent activities) shall be encouraged within parks and other public access areas, given they do not result in a net loss of shoreline ecological functions and are allowed uses under state and local regulations.*

Policies

SMP P8.1 Underwater parks should be extensions of shoreline parks, and whenever possible, be created or enhanced by artificial reefs where natural conditions or aquatic life could be observed with minimal interference.

SMP P8.2 During storm events, hazardous conditions, or emergencies, temporary use of public recreational shoreline areas by boaters should be allowed.

SMP P8.3 Prime fishing areas should be given priority for recreational use.

- SMP P8.4** Recreational shellfish harvesting should be allowed on public beaches subject to rules, regulations, and periodic closures by Washington Department of Health and/or Washington Department of Fish and Wildlife.
- SMP P8.5** Boating activities that increase shore erosion should be discouraged.
- SMP P8.6** Effective interpretation should be provided to raise the quality of visitor experiences and provide an understanding of aquatic and shoreline resource.

Goal

- SMP G9** *Preserve and protect the ecological functions of intact natural shorelines and ecologically sensitive shorelines as outlined within the shoreline inventory and characterization.*

Policies

- SMP P9.1** Manage designated critical areas in the shoreline—such as critical aquifer recharge areas and wellhead protection areas, frequently flooded areas, geologically hazardous areas, regulated wetlands, and streams—according to measures provided in this SMP. These include shoreline environment designations, allowed uses, development standards and regulations, and mitigation for unavoidable impacts. They should also be consistent with the policies contained in FWCP Chapter 8, “Natural Environment.”
- SMP P9.2** Develop standards, buffers, and mitigation requirements for designated critical areas in the shoreline consistent with city-wide regulations.

Goal

- SMP G10** *Assure preservation of non-renewable natural resources and assure conservation of renewable natural resources for the benefit of existing and future generations and the public interest.*

Policies

- SMP P10.1** All new development and activity in or adjacent to shoreline areas should be designed, constructed, and operated as to avoid significant adverse impacts to ground or surface water quality. Use of state and local best management practices and guidance should be implemented to avoid significant adverse impacts to water quality.
- SMP P10.2** Shorelines that are of unique or valuable natural character should be considered for public acquisition. Subsequent management of such areas should protect or enhance shoreline ecological functions.
- SMP P10.3** Protection and conservation of vegetation within shoreline areas should be managed through implementation of setback, clearing and grading, and mitigation standards for development activity.

- SMP P10.4** Resource conservation should be an integral part of shoreline planning. All future shoreline development should be planned, designed, and sited to minimize adverse impact upon the natural shoreline environment and ecological functions.
- SMP P10.5** Scenic and aesthetic qualities and ecological functions of shorelines should be recognized and preserved as valuable resources.
- a. When appropriate, natural flora and fauna should be preserved.
 - b. In shoreline areas, the natural topography should not be substantially altered.
 - c. Shoreline structures should be sited and designed to minimize view obstruction and should be visually compatible with the shoreline character.
 - d. Wildlife and aquatic habitats, including spawning grounds, should be protected.
- SMP P10.6** Resources should be managed to enhance the environment and prevent a net loss of shoreline ecological functions.
- a. Shoreline in-water and over-water activities and development should be planned, constructed, and operated to minimize adverse effects on the natural processes of the shoreline, and should maintain or enhance the quality of air, soil, natural vegetation, and water on the shoreline.
 - b. Use or activity which substantially degrades the natural resources or ecological functions of the shoreline should not be allowed without mitigation as required by SMP regulations and FWRC Title 14, “Environmental Policy.”
- SMP P10.7** Critical salmonid habitats, including saltwater and freshwater habitat used by Pacific salmonid species, support valuable recreational and commercial fisheries and should be protected for their importance to the aquatic ecosystem, as well as state and local economies.
- a. Non-water-dependent and non-water-related uses, activities, structures, and landfills should not be located in critical salmonid habitats.
 - b. Where uses, activities, structures, and landfills must locate in critical salmonid habitats, impacts on these areas should be lessened to the maximum extent possible. Significant unavoidable impacts should be mitigated by creating in-kind replacement habitat near the project where feasible. Where in-kind replacement mitigation is not feasible, rehabilitation of out-of-kind or off-site degraded habitat should be required. Mitigation proposals should be developed in consultation with the city, the State Department of Fish and Wildlife, and any affected Indian Nations.
 - c. Development that is outside critical salmonid habitats that has the potential to significantly affect said habitats should be located and designed as to not create significant negative impacts to said habitats.
 - d. Whenever feasible, bioengineering should be used as the bank protection technique for all streams considered to have critical salmonid habitat.

- e. Whenever feasible, open pile bridges should be used for all water crossings over areas considered critical salmonid habitat.
- f. Impervious surfaces should be minimized in upland developments to reduce stormwater runoff peaks. Structures and uses creating significant impervious surfaces should include stormwater detention systems to reduce stormwater runoff peaks.
- g. The discharge of silt and sediments into waterways shall be minimized during in-water and upland construction.
- h. Adopt-A-Stream programs and similar efforts to rehabilitate critical salmonid habitats should be encouraged.
- i. Fishery enhancement projects should be encouraged where they will not significantly interfere with other beneficial uses.
- j. Project proponents should contact the Habitat Division of the State Department of Fish and Wildlife and affected Indian Nations early in the development process to determine if the proposal will occur in or adjacent to critical salmonid habitat.
- k. When reviewing permits for uses, activities, and structures proposed in, over, or adjacent to marine waters, streams, wetlands, ponds connected to streams, or any other shoreline area, City staff should contact the Habitat Division of the State Department of Fish and Wildlife to determine if the proposal will occur in or affect any adjacent critical habitats. Staff should also contact affected Indian Nations.

SMP P10.8 Use the City’s established permit tracking program to periodically evaluate the effectiveness of the SMP for achieving no net loss of shoreline ecological functions with respect to shoreline permitting and exemptions. Prepare an evaluation report every seven years when the SMP is required to be updated under RCW 90.58.080(4).

Goal

SMP G11 *Develop regional solutions with other jurisdictions, tribes, and interested parties to resolve the challenge of protecting shoreline ecological functions, while also managing shoreline developments.*

Policies

SMP P11.1 Continue work with the State, King County, Watershed Resource Inventory Area (WRIA) 9 Steering Committee, and other governmental and non- governmental organizations to explore how local governments can contribute to the preservation and restoration of ecological processes and shoreline functions.

SMP P11.2 Continue work with the WRIA 9 forum to restore shoreline habitats and seasonal ranges that support listed endangered and threatened species, as well as other anadromous fisheries.

Goal

SMP G12 *Pursue projects to restore and enhance shoreline habitats and processes on publicly owned lands.*

Policies

SMP P12.1 Prioritize enhancement and restoration efforts at public parks and open space lands.

SMP P12.2 Work with owners of other publicly-owned land, such as Washington State Parks, to encourage restoration and enhancement projects, including funding strategies.

SMP P12.3 Work with the public and other interested parties to prioritize restoration opportunities identified in Shoreline Inventory and Characterization Report and SMP Restoration Plan.

SMP P12.4 Promote vegetation restoration, and the control of invasive weeds and nonnative species to avoid adverse impacts to hydrology, and to reduce the hazard of slope failures or accelerated erosion.

SMP P12.5 Develop a program to implement restoration projects, including funding strategies.

SMP P12.6 Monitor and adaptively manage restoration projects.

Goal

SMP G13 *Encourage voluntary restoration projects on private property in degraded shoreline environments.*

Policies

SMP P13.1 Create incentives that will make it economically or otherwise attractive for development proposals to integrate shoreline ecological restoration into development projects.

SMP P13.2 Encourage protection, enhancement, or restoration of native riparian vegetation through incentives and non-regulatory programs.

SMP P13.3 Promote bioengineering and/or soft engineering alternative design approaches to shoreline stabilization and provide technical guidance to shoreline landowners.

SMP P13.4 Establish public education materials to provide shoreline landowners technical assistance about the benefits of native vegetation plantings.

Goal

SMP G14 *Provide opportunities for the public to learn about the ecological aspects and community values of the City's shorelines.*

Policies

SMP P14.1 Explore opportunities with other educational organizations and agencies to develop an on-going program of shoreline education for all ages.

SMP P14.2 Identify areas where kiosks and interpretative signs can enhance the educational experience of users of the shoreline.

SMP P14.3 Develop strategies to fund identified educational and interpretive projects.

Goal

SMP G15 *Identify, protect, preserve, and restore important archaeological, historical, and cultural sites located in or associated with Federal Way's shorelines.*

Policies

SMP P15.1 Manage cultural and historic resources in the shoreline consistent with City-wide policies for treatment of such resources in the FWCP.

SMP P15.2 Recognize that shoreline areas are of moderate to high probability for archaeological resources and require appropriate review and site investigation for proposed development or modifications.

Goal

SMP G16 *Circulation systems in shoreline areas should be limited to those that are shoreline dependent or would serve shoreline dependent uses, or those that must pass through shoreline areas.*

Policies

SMP P16.1 New surface transportation development should be designed to provide the best possible service with the least possible infringement upon shoreline areas.

- a. New transportation facilities and improvements to existing facilities that substantially increase levels of air, noise, odor, visual, or water pollution should be discouraged, unless benefits of the facility outweigh costs.
- b. Transportation corridors should be designed to harmonize with the topography and other natural characteristics of the shoreline through which they traverse.
- c. New surface transportation facilities in shoreline areas should be set back from the ordinary high water mark far enough to make unnecessary such protective measures as rip-rap or other bank

stabilization, landfill, bulkheads, groins, jetties, or substantial site regrade.

- d. New transportation facilities crossing lakes, streams, wetlands, or other critical areas should be encouraged to locate in existing corridors, except where any adverse impact can be minimized by selecting an alternate corridor.
- e. Shoreline circulation systems should be adaptable to changes in technology.

SMP P16.2 Circulation systems should be located and attractively designed so as not to unnecessarily or unreasonably pollute the physical environment, or reduce the benefits people derive from their property.

- a. Motorized vehicular traffic on beaches and other natural shoreline areas shall be prohibited.
- b. Transportation facilities providing access to shoreline developments should be planned and designed in scale and character with the use proposed.
- c. New transportation facilities should minimize total impervious surface area by generally being oriented perpendicular to the shoreline where topographic conditions will allow.

SMP P16.3 Circulation systems should be designed to enhance aesthetic experiences through creating shoreline vista and access points and encouraging alternative modes of transportation.

SMP P16.4 New transportation developments in shoreline areas should provide turnout areas for scenic stops and off-road rest areas where the topography, view, and natural features warrant, consistent with the public access and recreation policies.

SMP P16.5 Shoreline roadway corridors with unique or historic significance, or of great aesthetic quality, should be retained and maintained for those characteristics.

SMP P16.6 Shoreline circulation routes should provide for non-motorized means of travel and should incorporate multimodal provisions where public safety can be assured.

SMP P16.7 The existing system of pedestrian ways, bikeways, and equestrian ways in the City should be extended to provide safe access to public parks located on the shoreline.

SMP P16.8 Shoreline roadways should have a high priority for arterial beautification funds.

SMP P16.9 Regionally significant pedestrian and bicycle facilities and amenities along shoreline circulation routes should be pursued in partnership with other agencies.

SMP P16.10 Pedestrian access should be built where access to public shorelines is desirable and has been cut off by linear transportation corridors. New linear

facilities should enable pedestrian access to public shorelines where access is desirable.

SMP P16.11 Transportation and utility facilities should be encouraged to coordinate joint use of rights-of-way and to consolidate crossings of water bodies when doing so can minimize adverse impact to the shoreline.

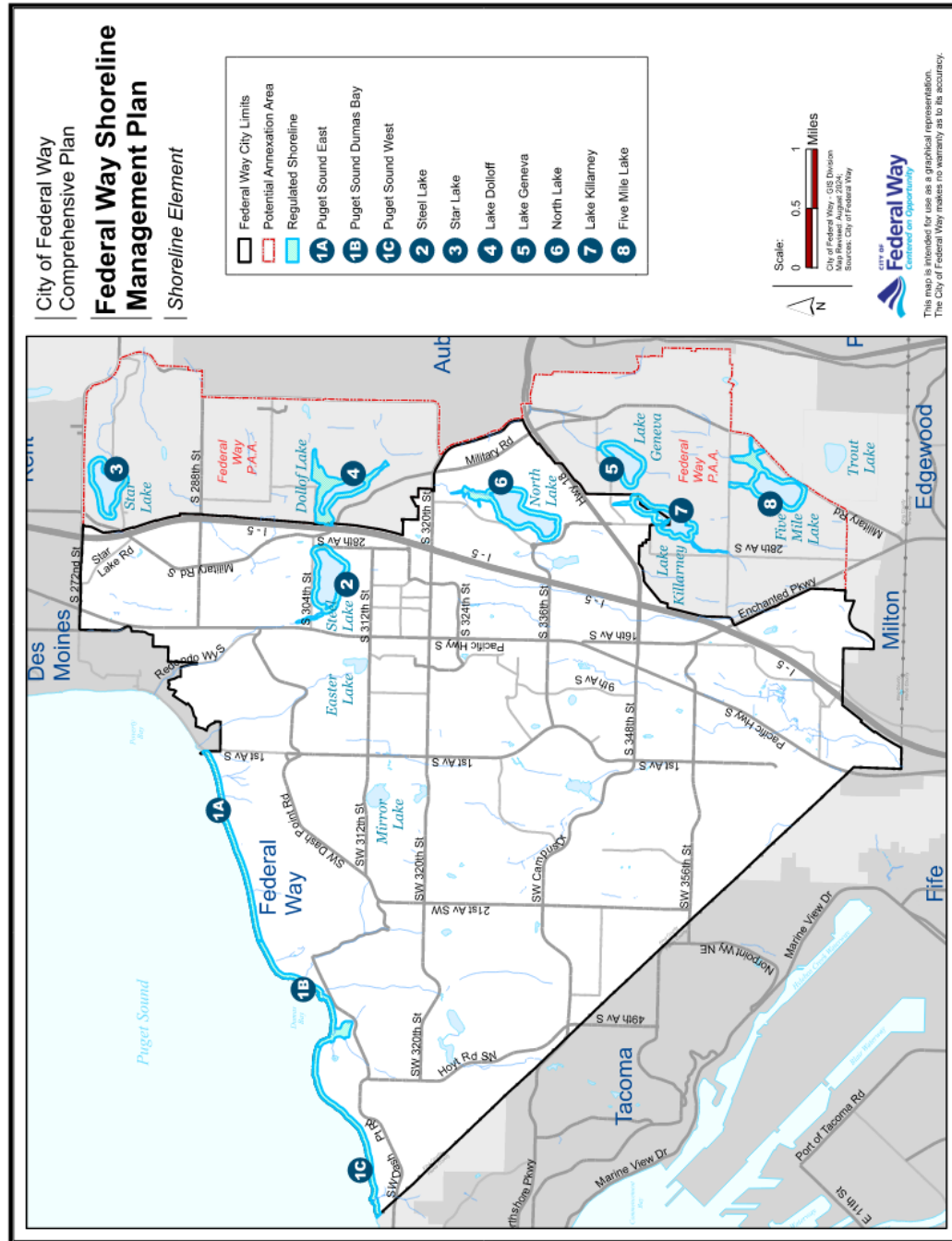
SMP P16.12 The City shall work with other local, state, and federal regulatory agencies, tribes, and non-government organizations to ensure that mitigation actions carried out in support of the Shoreline Program are likely to be successful and achieve beneficial ecological outcomes. This includes such measures as mitigation banks, fee in lieu programs, and assisting applicants/proponents in planning, designing, and implementing mitigation.

SMP P16.13 The destruction or damage to any site having any archaeological, historic, cultural, scientific, or educational value as identified by the appropriate authorities, including affected Indian tribes and the Office of Archaeology and Historic Preservation, shall be prevented.

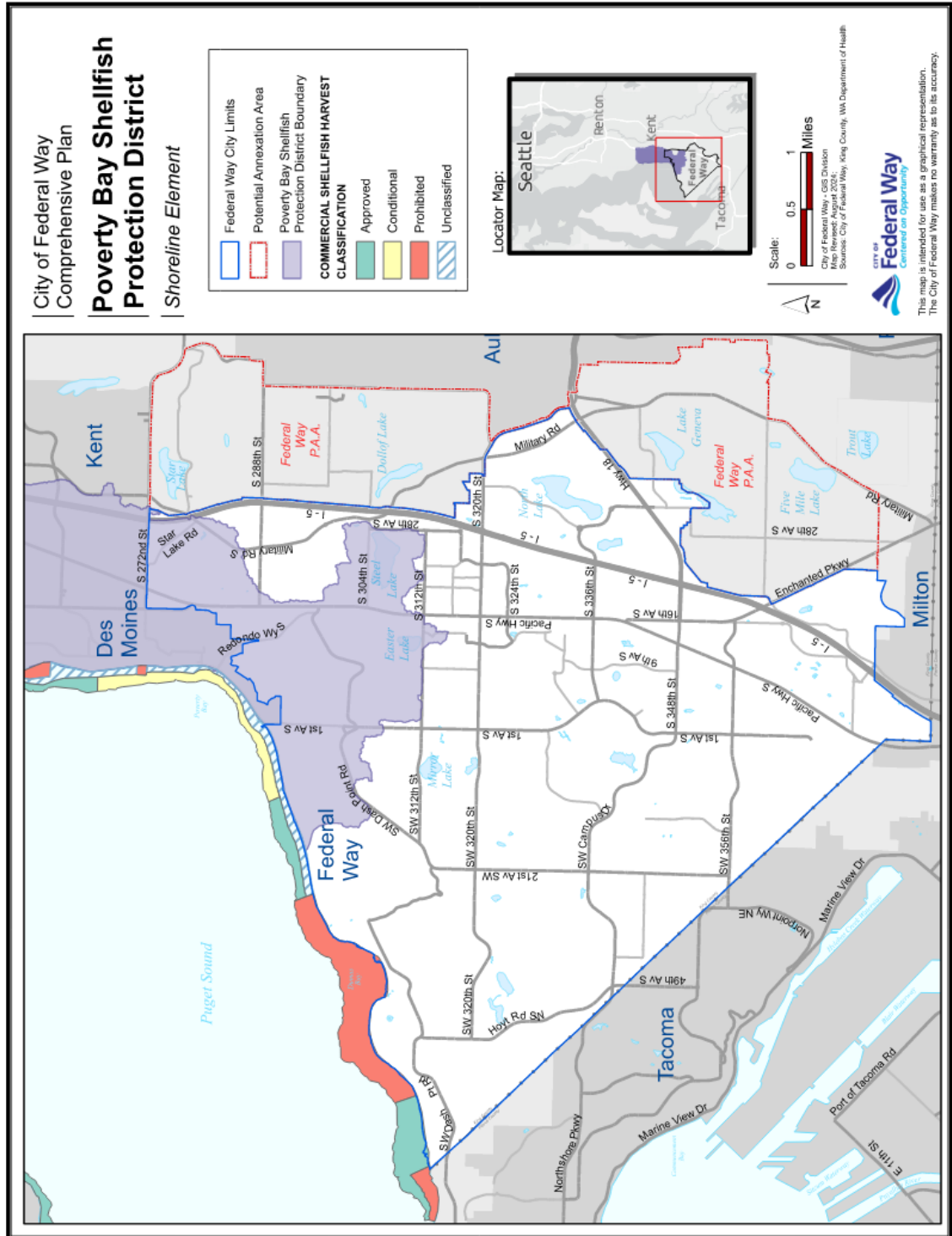
10.5 MAPS

The Shoreline Master Program Map (Map SMP-1) graphically displays the portions of the City and its Potential annexation Areas that are covered by the provisions of this Chapter. The Poverty Bay Shellfish Protection District Map is Map SMP-2.

**Map SMP-1:
Federal Way Shoreline Management Plan**



Map SMP-2: Poverty Bay Shellfish Protection District





CHAPTER ELEVEN

ARTS, CULTURE, & HISTORIC PRESERVATION

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11.0 INTRODUCTION & VISION

Introduction

The character and image of a community are shaped by many factors including its people, social networks, heritage, architecture, neighborhoods, landscapes, and more. These tangible and intangible elements collectively contribute to the distinct identity of a place and the collective impression it conveys. This chapter acknowledges the crucial role that arts and cultural activities play, as well as the importance of honoring and educating the community about its history. These civic attributes unite people across diverse demographics and backgrounds and aid in fostering a strong sense of community belonging.

Vision

Federal Way is known as a vibrant and inclusive City that preserves and creates extraordinary places for people. It embraces arts, culture, and historic preservation as integral parts of the community. Public art and cultural events are essential for community building, connecting people, and catalyzing creativity within the City. Federal Way is an inviting place for artists to live and work contributing to the overall desirability and charm of the community. Efforts to learn from and preserve the past have authentically propelled Federal Way forward, enhancing the City's character and cultivating a strong sense of community pride.

11.1 BACKGROUND – HISTORICAL CONTEXT

This chapter explores Federal Way's pre-incorporation historical development and cultural foundations, tracing its evolution from precolonial times through the transformation of the 1920's to its present-day status as a diverse and vibrant City.

The Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection with, and legacy of respect for, the land and natural resources. The land within and around the present-day City-limits served as hunting and fishing grounds for the Muckleshoot and Puyallup Indian tribes.

During the nineteenth and twentieth centuries the way of life for the Tribes in the Puget Sound area was greatly impacted by the actions of the United States Federal Government. The Treaty of Medicine Creek in 1854 granted 2.24 million acres of land to the United States in exchange for the establishment of three reservations, cash payments over a period of twenty years, and recognition of traditional native fishing and hunting rights.¹ Following these historical land dispositions and the consequential impact on native communities, the Federal Government assumed a significant role in operating and overseeing Indian boarding schools.

¹ Treaty of Medicine Creek, 1854; Governor's Office of Indian Affairs, <https://goia.wa.gov/tribal-government/treaty-medicine-creek-1854>

St. George's Catholic Boarding School was one of the 15 Indian Boarding Schools identified in the state of Washington.² Located along the southern portion of Federal Way, the boarding school operated from 1888 until 1936.

One of the purposes of the St. George's Indian School was to assimilate Native American children into Western culture. Children were separated from their families to distance them from their culture and language. Speaking native languages was forbidden, as well as eating traditional foods and partaking in cultural ceremonies.

In 1886, St. George's Cemetery was established in connection with St. George's Indian School. St. George's Cemetery is adjacent to the existing Gethsemane Cemetery. When I-5 was built, a portion of the east side of the school property was taken by the federal government for the interstate. St. George's Indian School buildings were demolished in 1971, after which the Catholic Church began construction of the present Gethsemane Cemetery.

In 1980 the Catholic Church donated the land covering the original St. George's Cemetery to the Puyallup Tribe of the Puyallup Reservation. Records show that many Indians, nuns, and pioneers were buried in the cemetery until the 1920s. Both the exact locations of burial plots and the identities of those buried are largely unknown. Records indicate that non-Native burials were relocated, however, records were poorly kept for Native burials, consistent with Indian boarding schools nationwide. To this day, many Native families continue to search for their missing relatives, having never received notice of their deaths or final resting places.

By the 1860s, non-Native Americans began arriving to the area, and by 1880 approximately 50 homesteaders had filed claims in the greater Federal Way area.³ Among the early settlers were notable African American pioneers John and Mary Conna. In 1883, they arrived in Federal Way and settled on their 157-acre homestead near the present location of the King County Aquatic Center on SW Campus Drive.⁴

John Conna, born into slavery in Texas, became a central figure in the early history and development of Washington state. His legacy is significant and was recently recognized with a bus shelter mural displayed as part of a collaboration between King County Metro and Conna's descendants. In addition, in 2024, the City Council by resolution endorsed the Mayor's proposal to rename Alderbrook Park to Conna Park, in honor of John and Mary Conna.

By the end of the 1950s, the community featured a number of housing areas and a 10-block commercial district with a shopping center called Federal Shopping Way and a family-oriented theme park called Santa Fair. During the 1960s, residential development continued, providing homes to employees of major employers in the region, including

² Newland, B. T. (2022). *Federal Indian boarding school initiative investigative report*. United States Department of the Interior, Office of the Secretary.

³ Dick Caster (2008), *Images of America-Federal Way*, Historical Society of Federal Way

⁴ Helen Lacy (1998) *African American Pioneers John and Mary Conna Settle in Federal Way area in 1883*; History Link Essay 262

<https://www.historylink.org/File/262#:~:text=Horace%20Cayton%2C%20the%20prominent%20newspaper,%20restaurants%20and%20public%20conveyances.>

Boeing and Weyerhaeuser. Retail growth followed, including the construction of SeaTac Mall (now The Commons at Federal Way) in the mid-1970s.

The popular Puget Sound area and booming regional economy propelled rapid retail and residential growth in Federal Way, creating significant changes in the community during the 1970s and 1980s. Desiring controlled, quality growth and community identity, Federal Way residents organized to form what was then Washington's sixth largest city, incorporating in February of 1990.

11.2 HISTORIC PRESERVATION

Historic places and structures are a community touchstone – tangible icons of today’s connection to the past. Historic preservation includes the recognition and protection of properties and places with historical significance. Cultural resources like vistas, landscapes, artifacts, and buildings of historic significance are components of Federal Way’s foundation. Many are fragile and vulnerable to being lost without sufficient attention and protection. Local Tribes, community leaders, professionals, and volunteer organizations are invaluable advocates for preserving and protecting these past resources.

There are three main historic registers for which properties may be eligible:

1. The National Register of Historic Places (or National Register) is an official listing of districts, sites, buildings, structures, landscapes, and objects significant in American History, architecture, archaeology, and culture.
2. The Washington Heritage Register is intended to give recognition to and encourage protection of places having historic significance in the State of Washington through an honorary designation.
3. The King County Register of Historic Places is the registry of King County Landmarks which are designated by the King County Landmarks Commission. The City of Federal Way currently has an agreement with King County for historic preservation services.

For the Washington Heritage Register, a building, site, structure, or object must be at least 50 years old to qualify. Practically, this makes any structure built in the mid-1970’s or earlier potentially eligible for the register. If newer, the resource should have documented exceptional significance to be eligible. The resource should have a high to medium level of integrity, i.e. it should retain important character-defining features from its historic period of construction.

A number of historic buildings have been identified, preserved, and restored through the collaboration of the community and the Historical Society of Federal Way, which are depicted on the “Places to Explore” map, below.

Map ACHP-1: Federal Way Historical Society's Places to Explore

- 1 Celebration Park**
1095 S. 324th St.
Formerly Evergreen Airport from 1946 to the late 1970s. Purchased for a city park in 1990. Now a sports complex with four softball fields, four soccer fields, children's play equipment, numerous walking trails and the Federal Way Community Center.
- 2 Redondo Beach**
Located along Beach Road South adjoining Puget Sound
This area was originally settled in the 1870s as the logging community Stone's Landing. At one time it contained a large amusement area with carnival rides, skating rink and dance hall. Currently a beach area with excellent views of the Olympic Mountains across Puget Sound, a public boat launching dock and a boardwalk.
- 3 Dumas Bay Centre**
3200 SW Dash Point Rd.
The Catholic Visitation Sisters built and moved into this retreat center in 1957. The City of Federal Way purchased the property in 1989 and converted it to a retreat and meeting center in 1993. The Knutzen Family Theater hosts musical and theatrical presentations. Located on 12 acres of park like grounds with a great view of Puget Sound.
- 4 The David T. Denny and John Barker Cabins**
411 S. 348th St.
An 1889 real estate office belonging to one of the founders of Seattle and an 1883 homesteader's cabin have been restored by the Historical Society of Federal Way and are open to the public. (See www.FederalWayHistory.org for hours.)
- 5 West Hylebos Wetlands Park**
411 348th St.
A 120 acre city park built on land donated by Francis and Irene Marckx. Contains a one mile boardwalk trail wandering through unique, new- and old-growth forest and restored wetlands. Special features include a peat bog and a supposedly bottomless pool.
- 6 Five Mile Lake Park**
36541 Military Road S.
This 32-acre King County lakefront park is located on the location of the original Military Road through the area. The name comes from the fact it is five miles from where the ferry used to cross the Puyallup River. The park offers numerous outdoor activities, including open play fields, basketball and tennis courts, play equipment, picnic areas, fishing and walking paths as well as swimming in the lake.
- 7 Dash Point State Park**
5760 SW Dash Point Rd.
The site was part of the late 1800s logging activity in the area with its easy access to the adjoining Puget Sound. In the late 1940s, the McLeod family sold the land to the state of Washington with the understanding the property would be used as a park. The park was dedicated in 1962. The 398 acres offer camp grounds, hiking trails, picnic areas, fishing and beachcombing along 3,301 feet of shoreline. (Since this is a state park a valid state parking pass is required. The one day fee is \$10.00.)



- 8 Steel Lake Park**
2410 S. 312th St.
Named after Arthur Steele, a 1880s homesteader who built a house on the north side of the lake. At one time two dance hall-resorts were located on the lake. The 52 acre park has a large open grass area, children's activity play set, a skateboard park, boat launching facility, fishing, swimming, a soccer field and picnic tables and shelters.
- 9 Harding School**
35805 16th Ave. S.
Harding School, named after President Warren G. Harding, was opened in 1920. The Harding School is a well-preserved example of Colonial Revival architecture. The school closed in the 1930s although was temporarily used again in the early 1940s as a public school. Since closure the building has served as a meeting place for the Harding Improvement Club, the Lakeland Community Club, a private residence, several churches and is still in use as a church.
- 10 Brooklake Community Center and Hylebos Blueberry Farm Park**
726 S. 356th St. / 630 S. 356th St.
This building was built in 1920 as the Wagon Wheel Restaurant. Over the years it has served as a speakeasy during Prohibition, a brothel, several restaurants, a gambling den and as the home of many community activities. Currently it is being used as a church and is rented out for various functions. Adjoining are the remains of a blueberry farm the city now uses as a five acre city park.
- 11 St. Georges Indian School (Gethsemane Cemetery)**
27600 Pacific Highway S.
Father Peter Hylebos founded St Georges Indian School in 1888 and it operated until 1936. Each year about 80 – 100 Indian children attended mostly as boarding students. Nothing remains of the school and the site has been occupied since the 1970s by Gethsemane Cemetery.

In 2022 Camp Kilworth was officially recognized as Federal Way's first Historic Landmark by the King County Landmarks Commission. Camp Kilworth is located northeast of Dash Point State Park and was utilized for over 80 years as a Boy Scout Camp, hosting generations of youth and teaching outdoor and nature skills. Images of the camp are included below.



11.3 CULTURAL RESOURCES & IDENTITY

Cultural resource protection is integral to the ancestral and present-day identity of the community. Many cultural resources are associated with the Native American tribes who have stewarded the land since time immemorial. Tribes are sovereign nations, and their cultural resources are protected by treaties. Effective and timely communication and consultation with interested and affected tribes is essential for identifying and protecting tribal cultural resources.

Federal Way has experienced significant growth and diversification since its incorporation, transforming from a City with a population of 67,000 to now over 102,000. As the City grew in population, it also grew in the diversity of its residents' demographics (Refer to Comprehensive Plan Introduction for detailed demographic information). These changing demographics have inevitably shaped Federal Way's cultural landscape, influencing the types of activities, arts, businesses, and facilities needed to cater to the diversifying population.

Over 36% of the population in Federal Way speak languages other than exclusively English at home.⁵ The Federal Way Public School system has identified over 104 languages spoken among students within the district.⁶

Federal Way's demographic shifts, characterized by population growth, racial diversification, and the contributions of foreign-born residents, highlight the dynamic, ever-evolving nature of the community. Understanding and supporting these changes in population is vital for fostering cultural richness and inclusivity and for building a community that celebrates diversity and promotes a sense of belonging for all its residents.

In 1992, the City established a Diversity Commission. The Commission's mission is to enrich the lives of all people who live, work, and play in Federal Way by advising and guiding City government with an equity lens on policies, procedures, practices, and current and emerging issues. The Commission has established the following commitments:

- To partner and serve as a conduit to the community for City leadership with the goal of helping to remove barriers and increase accessibility to City services for our diverse populations.
- To collaborate with City leadership to eliminate all forms of discrimination whether intentional or unintentional and help diverse communities be an active part of City growth.
- To help Federal Way become a City where all people feel a sense of belonging and where there is equitable access to information and opportunities for all.

The City's Diversity Commission has facilitated and the City has supported a number of community events, such as the annual Dr. Martin Luther King Jr. Day Celebration and

⁵ U.S. Census Bureau. (2023). DP02, *Language Spoken at Home*, 5-year 2017-2021,

⁶ "About Federal Way Public Schools / District Profile." Accessed November 8, 2022.

<https://www.fwps.org/page/http%3A%2F%2Fwww.fwps.org%2Fsite%2Fdefault.aspx%3FPageID%3D2612>.

the Community Festival (formerly known as the “Flavor of Federal Way”), Beyond the outreach and facilitation of the City’s Diversity Commission, Federal Way is home to the Federal Way Korean American Association, a growing footprint of El Centro de la Raza, the Federal Way Black Collective, and the Pacific Islander Community Association of Washington.

11.4 ARTS IN FEDERAL WAY

In 1991, not long after incorporation, the City established the Arts Commission. The Arts Commission is a nine-member volunteer commission that advises and recommends to the City Council activities related to all aspects of the arts: visual, performing, literary, and cultural. The Federal Way Arts Commission serves to bring free or low-cost art opportunities to the community through musical performances, theater, and visual arts festivals. The Commission also aims to provide resources to support local arts organizations.

In addition to creating a Commission dedicated to art, in 1994 the City established a source of funding to expand public art’s presence City-wide requiring that 2% of the project budget for qualifying capital projects be dedicated to public art. This measure has led to the installation of public art in many locations in the City.



Retroactive beautification efforts lead by the Arts Commission have also expanded the presence of art throughout the community. Since 2014, utility cabinets throughout Federal Way have been wrapped with vinyl by numerous artists with a vision of making the City more fun and vibrant. Now the City has over 35 boxes wrapped with various themes.

In 2019, the Arts Commission partnered with Federal Way Public Schools in an effort to showcase scholars and their art. See the Public Art Collection Map below for locations.⁷

⁷ Public Art Collection, <http://media.itallhappenshere.org/ArtBook-20b//mobile/index.html#p=1>

Map ACHP-2: Public Art Collection

Utility Box Murals

4. Rain Dance, Gary Gillespie, 23rd Ave S & 320th
5. Lupine Field, Gary Gillespie, 316th St & Pete Von Reichbauer Wy S/20th Ave S
6. Go Hawks!, 23rd Ave S at Transit Center
8. Octopus's Garden, Tal Renfro, 348th and Enchanted Parkway
9. Watching Fireworks, S 324th St & 11 Ave S
10. Fennel & Phlox, Jeanne Strohmman, 1st Ave S & 320th
11. Bongo Beat, Jeff Pasek, 336th & 21st Ave S
12. Grand Old Flag, Gary Gillespie, 320th & Pete Von Reichbauer Wy S/20th Ave S
13. Swimmer, Tal Renfro, 336th & 650 Sw Campus Drive - at Aquatic Center
14. Helg Diddle Diddle, Gary Gillespie, 21st Ave S & 320th
15. Rainbow Salmon, Janette Stiles, 336th & 9th
16. the Elf Is Home, Tal Renfro, 348th & 1st Ave S



17. Sasquatch, Margie Sheeley, S 352nd St & Pacific Hwy 99
18. Jazz Guitarist, Grace A Washington, 312th and 1st
20. Dogs, Janette Stiles, 21st Ave and 334th
21. Lighthouse Keeper, Gary Gillespie, 312th and Marine View Dr
22. Moon and Stars, Samantha Mendoza-Rojas, 21st Ave and 334th
23. Aztec Warrior, Gerardo Pena, 312th Street and 14th Ave. S.

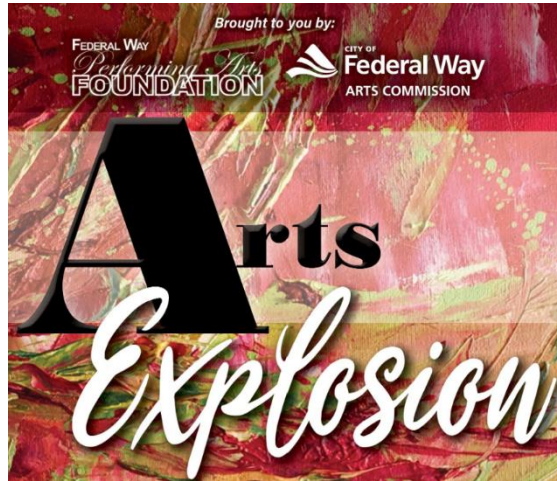
Federal Way Art Installations

25. Roundabout Hi Five by Miles Pepper S. 317th Roundabout
25. Lineup Gloria Bornstein Celebration Park
25. Bat/Ball Pat McVay Celebration Park
26. Community Center Fountain Bruce Meyers FWCC
28. Café Tables Laura Sindell FWCC
29. Forest Fireplace Brian Goldbloom FWCC
30. Time/Motion Laura Sindell (Glass Windows at FWCC)
32. Kenectic Sculpture – (Windmill at FWCC)
33. Salmon
35. City Cycle-Arbor Norie Sato Onyx Bronze metal glass City Hall entrance
36. West Coast Fishing Village Fred Oldfield City Hall
40. Cascade Council Ring John Hodge
40. Proscenium Columns Jim Garrett Knutzen Theater
40. Light Sconces Ann Gardner Knutzen Theater Lobby
41. Snake River Suite Steve Jensen Dumas Bay Center
41. Totem
41. Salmon Sculpture
42. Gazebo Gail Simpson, Aristotle Georgiades Steel Lake
43. Guardrail Gail Simpson, Aristotle Georgiades Lower Parking Patio Steel Lake
43. Trellises Gail Simpson, Aristotle Georgiades Steel Lake
44. Play Area Tony Collins Steel Lake Park
46. Lightgrove Rootshadows Clark Wiegman Tranist Center
47. Chronolog Clark Wiegman Tranist Center
47. Seed leaves Clark Wiegman Tranist Center
48. Fountain Zane Stainless Steel Town Square Park
49. Welcome —themed murals Contributed by Federal Way high schools

3

The Arts Commission is not only responsible for increasing permanent art installations throughout the City, but also organizes various ongoing programs and community events that support the creative industry. In partnership with community-based organizations and utilizing City facilities such as the Performing Arts and Event Center, the Arts Alive Juried Art Exhibition and the Arts Explosion Festival have provided local opportunities to display temporary art and bring the community together.

Over the years, the City has invested in several facilities and venues that offer opportunities to experience and participate in arts and cultural activities. In 1993, the City purchased the 12-acre Dumas Bay Centre, a facility overlooking the Puget Sound with views of the Olympic Mountains. Furnished with spaces for meetings, events, retreats, and theatrical performances, the Dumas Bay Centre continues to be a treasured community asset and vital for the arts community.



In 2003, the City opened the doors to the Federal Way Community Center (pictured below) and later coined the slogan “It All Happens Here.” The Federal Way Community Center hosts camps, recreation classes, and programs that cater to all ages. The Federal Way Community Center offers over 20 different types of programs for adults and youth living with intellectual and developmental disabilities. More than 300 people participate in these programs each year. In addition, there are programs specifically designed to remove barriers and be inclusive to

people with all abilities, including the monthly Cultures & Craft Classes and Friendship Theater.



A major milestone for Federal Way was the creation of the Performing Arts and Event Center (PAEC), pictured here, that opened in August of 2017. This City-owned facility is guided by its mission “to advance, enhance and enrich performing arts in Federal Way, ensuring the Performing Arts & Event Center is a dynamic regional anchor at the City Center with high-quality programs, exceptional service, and education in the arts for youth in our community.” The PAEC is located in the heart of the City Center. See Chapter 7: Centers for more information.



11.5 GOALS & POLICIES

This section contains the goals and policies of the Arts, Culture, and Historic Preservation Chapter of the Comprehensive Plan.

Historic Preservation

Goal

ACHP G1 *Identify and protect historic and cultural resources throughout the City of Federal Way,*

Policies

ACHP P1.1 Create, maintain, and expand databases and maps of current and possible historic sites and landmarked sites within the Federal Way area.

ACHP P1.2 Work with property owners to identify historic and cultural resources that should be considered for protection and consider the use of conservation districts to recognize and sustain the character of well-established residential neighborhoods.

ACHP P1.3 Expand the focus of historic preservation beyond the built and physical environment to include cultures and stories, particularly of historically-marginalized communities.

ACHP P1.4 Consult with local Tribes to consider the application of appropriate protections to avoid impacting sensitive cultural resources during property development.

ACHP P1.5 Coordinate with Tribes to protect and mitigate against adverse impacts to cultural resources.

Goal

ACHP G2 *Promote public awareness and recognition of the value of historic resources and properties.*

Policies

ACHP P2.1 Establish a community-informed program for naming public infrastructure, City buildings, and other public places to remember and honor historical and significant figures from the Federal Way area.

ACHP P2.2 Identify opportunities to support and partner with historical, cultural, and arts organizations to jointly preserve and/or utilize historic and cultural sites and resources for education, enjoyment, and civic use.

ACHP P2.3 Expand opportunities for cultural exchange, the sharing of traditions, and celebrations throughout the community.

- ACHP P2.4** Work with local tribes and schools to respectfully acknowledge and continue to learn from the past.
- ACHP P2.5** Identify and inventory scenic areas and features within the City which contribute to the overall enjoyment of the community for both residents and visitors.
- ACHP P2.6** Evaluate opportunities to preserve and enhance scenic views whenever possible in the development of public projects for the long-term benefit of residents and visitors.

Arts and Culture

Goal

- ACHP G3** *Increase the presence of art in the City.*

Policies

- ACHP P3.1** Ensure highly visible local destinations incorporate art installments, amenities for performances, and elements for education and beautification.
- ACHP P3.2** Increase the frequency and availability of temporary art installations and placemaking opportunities within public and private spaces and buildings.
- ACHP P3.3** Encourage public agencies to incorporate public art and design features on above-grade infrastructure.
- ACHP P3.4** Ensure panelists involved in public art selection and procurement processes are representative of the community's diversity and that Federal Way's heritage, history, and ethnic and cultural diversity are involved in public art projects.
- ACHP P3.5** Encourage the utilization of the arts as an inclusive and accessible tool for conducting City-initiated community outreach and engagement for publicly-funded projects.
- ACHP P3.6** Encourage volunteer opportunities within City arts and culture programming,
- ACHP P3.7** Provide opportunities for arts, cultural, and historic preservation organizations to be represented on city advisory committees.

Goal

- ACHP G4** *Support an environment for artists to thrive.*

Policies

- ACHP P4.1** Promote Federal Way as a welcoming and inclusive destination for artists, creative professionals, and cultural organizations by removing barriers and expanding opportunities to showcase and spread awareness of the creative industry.
- ACHP P4.2** Evaluate processes, procedures, and policies for temporary events hosted at City facilities to reduce barriers for community and cultural events.
- ACHP P4.3** Ensure diversity of art expression is available among public art installations and venues to embrace a variety of artists, sites, disciplines, and media.
- ACHP P4.4** Support communication among artists, creative professionals, cultural organizations, and the business community to increase awareness and promote relationship building,

Community Character

Goal

- ACHP G5** *Ensure Federal Way is an inclusive, welcoming place that promotes a strong sense of community pride.*

Policies

- ACHP P5.1** Continue to offer opportunities for cultural exchange and community building at City-sponsored events.
- ACHP P5.2** Expand programs, City-wide events, and signage that celebrate the City's cultural diversity and enliven public spaces, build community, and enrich lives.
- ACHP P5.3** Ensure city functions, facilities, and events are accessible to and inclusive of the diverse cultures in the community, for example providing culturally appropriate language services and food and beverage options (e.g. Halal, non-pork, vegetarian, vegan).

Goal

- ACHP G6** *Promote an authentic city with interesting and community-serving public spaces.*

Policies

- ACHP P6.1** Consider refining architectural design standards to integrate features that reflect and celebrate the historic and cultural context of Federal Way.
- ACHP P6.2** Expand community markers located at City limit lines, highly traveled areas, and local destinations throughout the community.

ACHP P6.3 Create and enhance unique entry points or landmarks in different parts of the City to give each area a recognizable identity.

ACHP P6.4 Expand the incentives, tools, and regulations that encourage investment in and maintenance of public and/or private facilities.

ACHP P6.5 Promote the design of public buildings and public spaces that contribute to a unique sense of community and place.



CHAPTER TWELVE COMMUNITY SERVICES

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12.0 INTRODUCTION & VISION

Introduction

This chapter compliments the work and investment in the physical features of the City by exploring similar investments in people and community so that families and individuals may meet their basic needs, share in economic prosperity, and participate in developing a safe and healthy city. The Community Services Chapter is an optional element under Washington’s Growth Management Act, however, the City considers it essential to plan for the human and social infrastructure of the City.

Community Services are essential to the health, growth, and vitality of the Federal Way community. Community Services include externally and internally facing services including diversity, equity, access, and inclusion (DEAI) work and grantmaking programs for social services. The City of Federal Way benefits from a community diverse in culture, race, ethnicity, national origin, language, age, sex, sexual orientation, gender identity, marital status, socioeconomic status, religion, spirituality, disability, and more; all of which contribute to a stronger, healthier community.

This chapter emphasizes the importance of community relationship, outreach, and engagement. Additionally, while the City does not typically provide direct social services, it supports the work of public, not for profit, and private organizations to ensure residents have access to services that assist with basic needs, increase individual and community safety, and increase individual and family economic prosperity.

To create a community in which all members have the ability to meet basic physical, economic, and social needs, and the opportunity to enhance their quality of life, the City must be nimble, future-focused, and creative in planning for the provision of community services. Changing population demographics and economic realities present challenges and opportunities to maximize public resources, improve access to services, and provide smart stewardship of limited social service grant funds. This chapter addresses how the City builds community through programs, services, activities, and community involvement to make Federal Way more welcoming, safe, and engaging.

Vision

To advance and strengthen equitable, accessible, and culturally-responsive community services so that all individuals and families thrive.

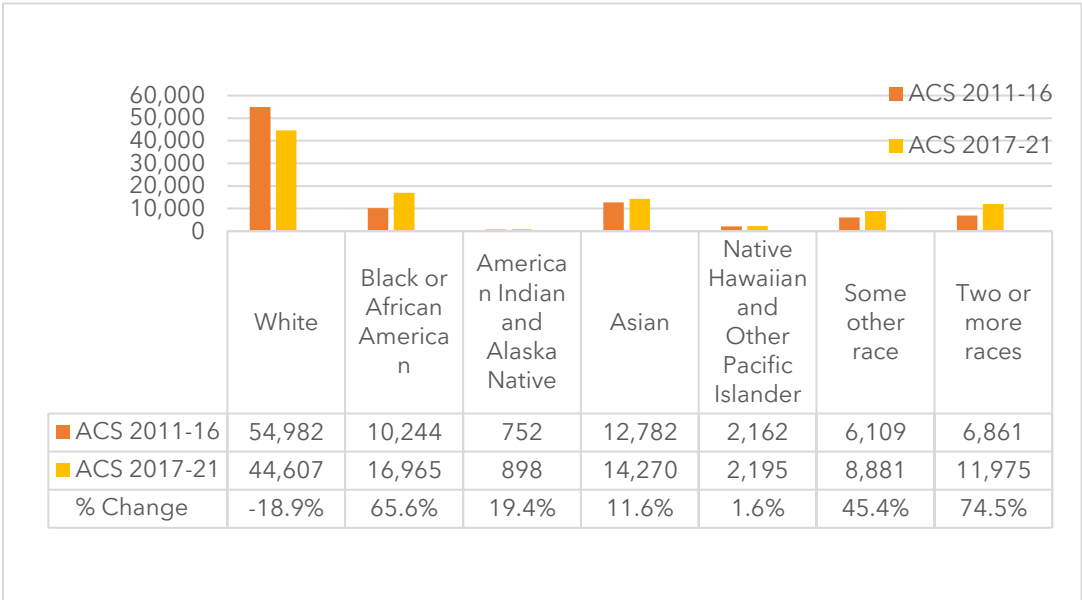
12.1 BACKGROUND

Demographics & Diversity

The Introduction to the Comprehensive Plan provides a few of the demographic shifts in the City with respect to race and ethnicity, age, country of origin, and languages spoken. Table CS-1 provides further demographic changes in race within the City that have

occurred since 2011, showing that Federal Way has become increasingly diverse.¹ According to Federal Way Public Schools,² there are 109 languages spoken in the district. These data points illustrate the diverse and evolving community that the City must connect with, support, and serve. With growing diversity, it is important to ensure similarities are identified, differences are valued, and contributions made to policymaking, planning, and services. The City needs to be responsive to and inclusive of the diversity that exists in Federal Way both now and in the future.

**Table CS-1:
Race Alone or in Combination**



As Federal Way continues to evolve and diversify, at a minimum, it is important to protect basic rights through compliance with local, state, and federal laws. Title II of the Americans with Disabilities Act prohibits discrimination based on disabilities, and the Civil Rights Act of 1964 prohibits discrimination based on race, color, national origin, or sex. Ensuring compliance with both Acts is required; but equally as critical is moving beyond compliance toward improved and enhanced access, which increases a sense of belonging for all and results in more equitable outcomes. The goals and policies in this chapter are designed to increase understanding of how and where barriers to accessing city government exist locally, and to increase engagement and access for the full community.

Traditional outreach methods such as open houses, public hearings, meetings, and online surveys tend to reach only community members who are already familiar with or involved in local planning processes and City operations. Additional barriers to participation in these processes and in accessing City services may include technology access, timing of meetings and events, other work or family obligations, and resources for

¹ US Census Bureau *American Community Survey, 2017-2021, Table S0601*. Retrieved from <https://data.census.gov> on July 25, 2023.

language access. The complexity and changing character of planning and technology warrants continued focus on outreach and engagement to ensure City planning and City programs are more inclusive and accessible. Outreach and engagement should be targeted and tailored to persons with limited English proficiency (LEP) and project-specific groups of interest. A focus on DEAI increases broad community engagement through specific relationship building and outreach to traditionally underserved and underrepresented communities.

Establishing, building, and maintaining relationships with community builds a foundation for more effective outreach and engagement. By cultivating new and ongoing connections and partnerships with individuals and organizations representing a wide variety of interests, values, and needs, the City gains a better understanding of diverse needs and concerns. This increased knowledge and visibility better informs the City, enabling more equitable decision-making and benefitting the community as a whole.

Social Services & Grantmaking

The City of Federal Way's Community Services Division and Human Services Commission work closely with partners, including public and nonprofit funders and service providers, to complete a regular Community Needs Assessment to understand current and emerging human services needs. The Community Needs Assessment is incorporated in this Comprehensive Plan by reference as it now exists or is hereafter amended. While key findings of the Assessment will be summarized within this Plan and may inform future evolution of the goals and policies contained in this chapter, the Assessment will be maintained separate from the Comprehensive Plan, allowing for it to be updated as needed to remain relevant and ensure services adapt to the changing needs in the community.

The City has a long history of, and commitment to, prioritizing and addressing the needs of residents by planning programs, determining service availability, contracting with social service providers, and providing technical assistance. Frequently, the City's role is to facilitate the provision of services through other public or nonprofit funders and service providers.

Like most cities, the social service needs in the community exceed the available services and the resources the City is able to provide. The City wants to ensure that its limited resources are used most effectively and efficiently to address the needs of residents. To do this, the goals and policies in this chapter draw on key findings from the Community Needs Assessment. The funding model in place since 1996 and the most current funding strategies have allowed for the provision of a wide array of services for residents from basic needs to poverty reduction strategies. The strategies have been updated and incorporated into Chapter policies.

Community Needs Assessment Key Findings

The overwhelming top finding of the Community Needs Assessment is that the human services needs in Federal Way far surpass the resources that are currently being allocated.

Key Findings include:

1. Poverty in Federal Way disproportionately affects communities, including communities of color, that have been historically underserved by social services and underrepresented in decision-making.
2. Basic needs services including healthcare (physical, dental, and behavioral) and food access remain among the highest needs.
3. Homelessness prevention and intervention services need to be increased to meet the needs of our community.
4. Factors impacting the economic stability of individuals and families result in lower incomes, increased barriers, and a need for services that work to reduce poverty through debt reduction, asset building, and career pathways.

Each of the following sections highlights specific findings from the Community Needs Assessment and provides context for social services and/or human services funding.

Income

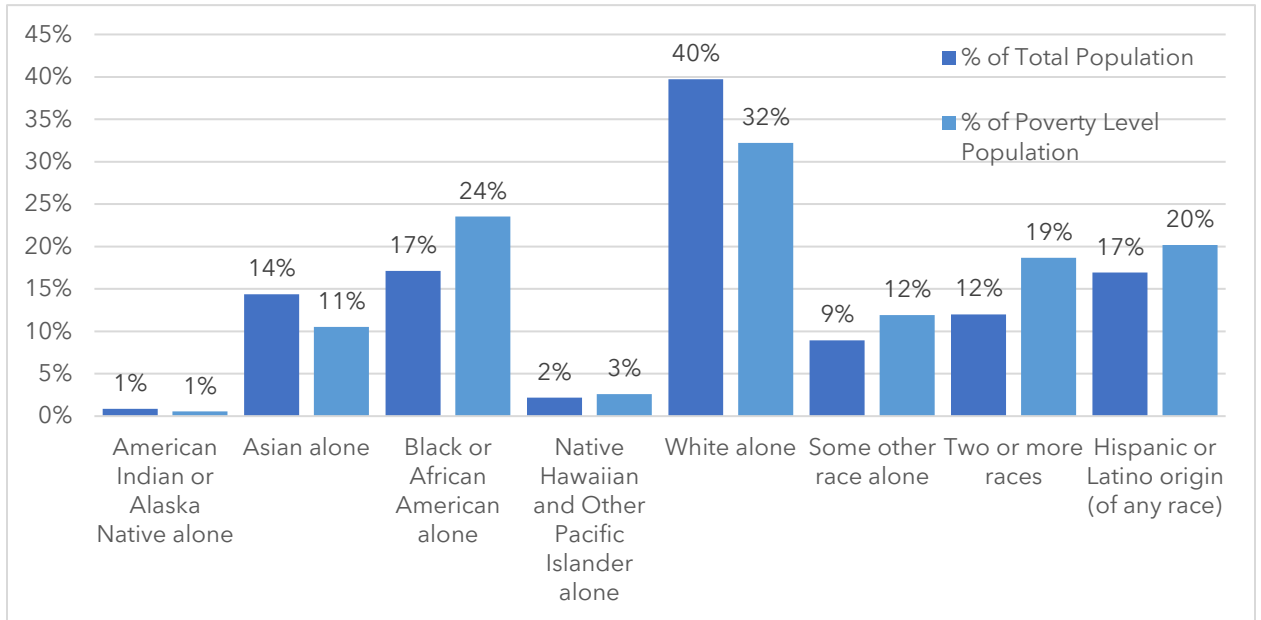
Federal Way's median household income has not kept up with inflation or the median of King County and, at \$97,411, remains significantly lower than the County's median income of \$164,768 in 2021.² Further, as shown in Figure CS-1, people who identify as having two or more races, Black or African American, some other race alone, or Hispanic or Latino, were overrepresented in the population below poverty level.³ This means that they represent a larger percentage of the population experiencing poverty than the total population. Similarly, households who speak Spanish and households that speak "other languages" (not including Indo-European languages, or Asian and Pacific Island languages) at home are overrepresented in households below the poverty level.⁴

² US Census Bureau American Community Survey, 2017-2021, *Table B19019*. Retrieved from <https://data/census.gov> on September 21, 2023.

³ US Census Bureau American Community Survey, 2012-2016, *Table S1701*. Retrieved from <https://data/census.gov> on September 21, 2023.

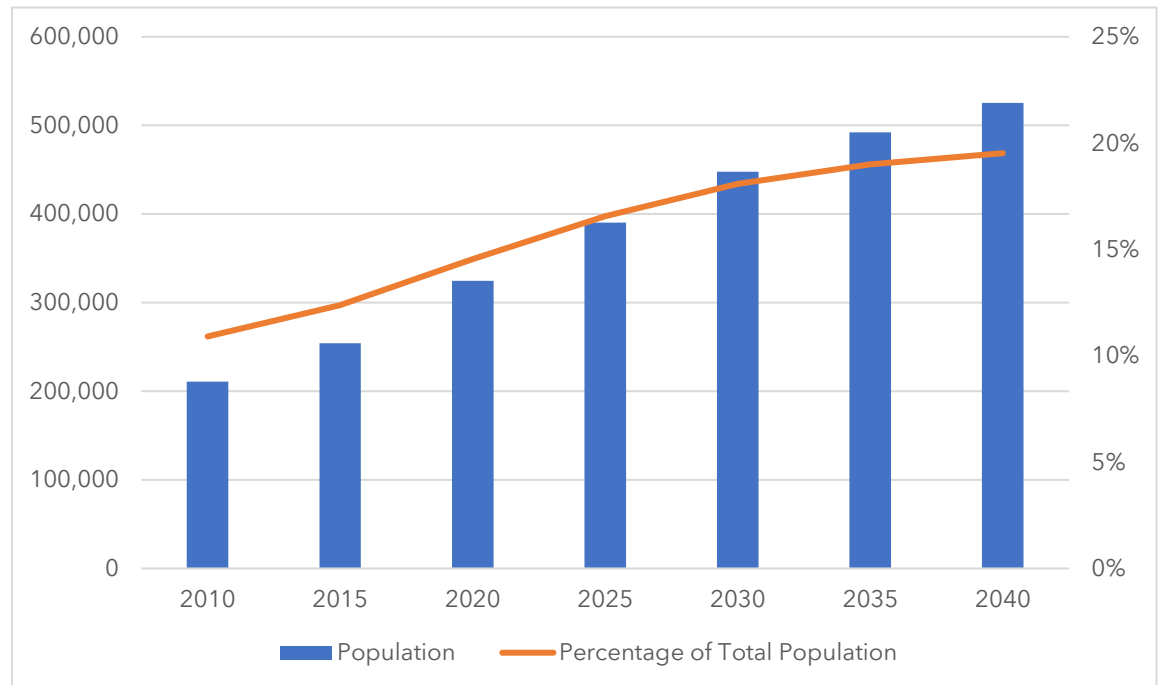
⁴ US Census Bureau American Community Survey, 2016, *Table C16009*. Retrieved from <https://data/census.gov> on October 2, 2023.

**Figure CS-1:
Race/Ethnicity: % of Total Population for Whom Poverty Status is
Determined vs. % of Poverty Level Population**



Aging

**Figure CS-2:
Population Forecast: King County, 65+**



The Community Needs Assessment also looked at the City’s aging population showing that Federal Way’s population of age 65 and over is growing. This growth will require additional services to assist the aging populations in meeting their basic needs. According to Aging and Disability Services of Seattle-King County (ADS), about 11% of the King County population was age 65 and over in 2010. Illustrated in Figure CS-2, this population is projected to be over 18.3% by 2030.⁵ Individuals over the age of 65 often live on fixed or limited incomes and need assistance with housing costs. Older adults are also more likely to have a disability than the total population and need assistance in creating accessible spaces that meet their needs.

Education and Employment

Education and employment levels can be strong indicators of an individual’s earning potential; the higher the level of education an individual has, the more likely they are to have a higher earning job and the less likely they are to live below the poverty line. Increasing programs that offer education and employment is a long-term poverty reduction and prevention strategy.

Housing and Homelessness

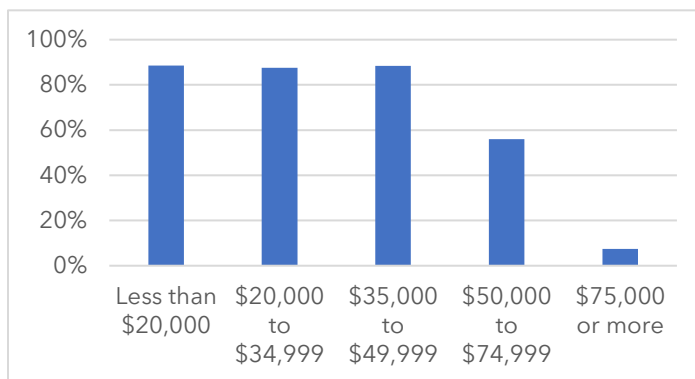
Safe, decent, and affordable housing contributes to reducing poverty. While having a house hardly guarantees a household is not experiencing poverty or other unstable housing conditions, studies have shown that access to quality and healthy housing contributes to educational achievement, health, and more. A household is more likely to be cost-burdened, or spending more than 30% of their household income on housing, if they make less than 80% of the area’s median income.⁶ Figure CS-3 shows the percentages of households in Federal Way that are cost-burdened at different incomes, illustrating higher cost-burden in lower-income households.⁷ With rents increasing at rapid rates, housing instability is rising and more families are experiencing housing stress and may need to relocate. When relocating, families will do so within the community when possible, but often find themselves being forced to move out of their community of choice due to cost.

⁵ City of Seattle Aging and Disability Services (2023). *Washington State 65+ Population by County, 2000-2030*. Retrieved from <https://www.agingkingcounty.org/data-reports/age-related-population-data>.

⁶ Regional Affordable Housing Task Force, Final Report and Recommendations for King County, WA. Retrieved from chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://cdn.kingcounty.gov/-/media/initiatives/affordablehousing/documents/report/RAH_Report_Print_File_Updated_10,-d-.28,-d-,19.ashx?la=en&hash=2D2888CA988B7F1B4D8FFDD052BC55F1 on September 12, 2023.

⁷ US Census Bureau *American Community Survey, 2017-2021, Table S0601*. Retrieved from <https://data.census.gov> on July 25, 2023.

**Figure CS-3:
Percentage of Households that are Cost-Burdened Based on Income**

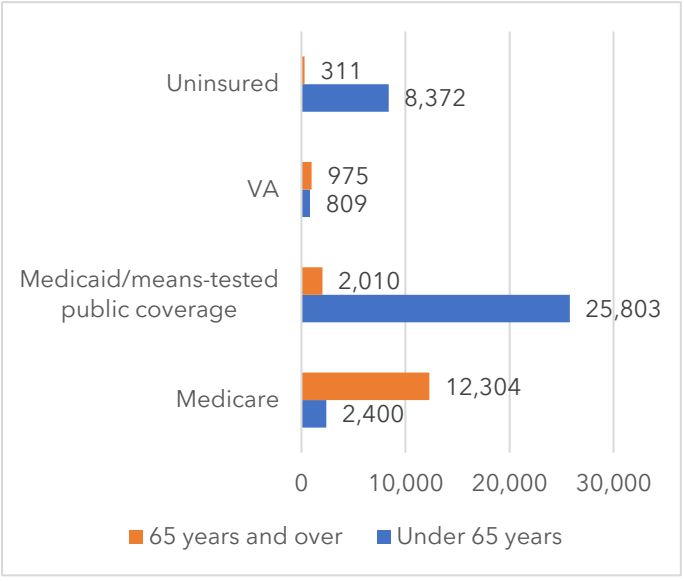


An increased number of individuals and families are experiencing homelessness within the City. While there are a significant number of people sleeping on the street and in encampments, there are also many people experiencing homelessness who are not visible to the public. Many families are in overcrowded homes, in shelters, in vehicles, or are staying in hotels. In the 2022-2023 school year, over 1,000 students in the Federal Way School district were identified as experiencing homelessness.⁸ Continued focus on housing stability and homelessness prevention should be a priority for the City.

⁸ Washington State Office of the Superintendent of Public Instruction, *2022-2023 Washington State Report Card*. Retrieved from <https://washingtonstatereportcard.ospi.k12.wa.us/ReportCard/ViewSchoolOrDistrict/100086> on August 1, 2023.

Health

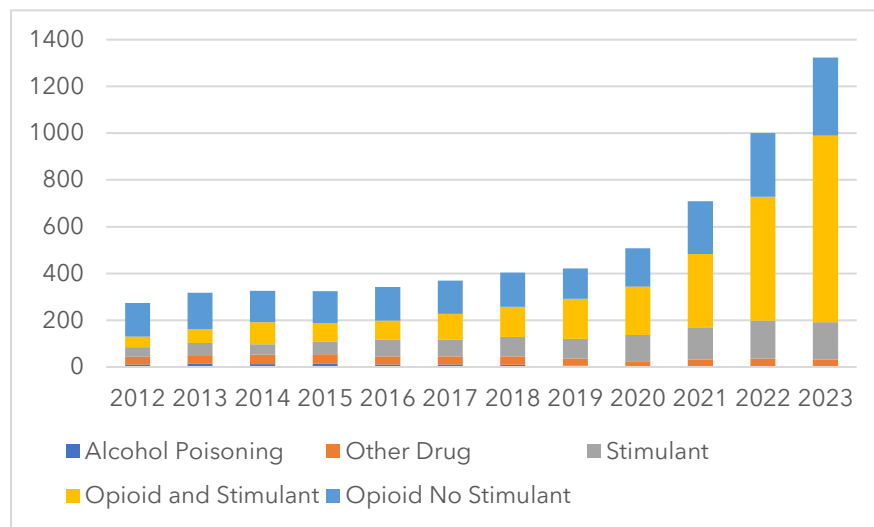
**Figure CS-4:
Federal Way Residents: With Public Health Insurance or Uninsured**



Healthcare, or the lack thereof, can have serious financial impacts when an emergency arises, but it can also lead to individuals choosing not to access preventative care, such as regular doctor’s appointments, which can have negative consequences to health. Figure CS-4 shows the number of residents with publicly-provided insurance or who are uninsured by age.⁹ With an increasing number of older adults in the community, aging-specific healthcare needs and access are also a concern. Health insurance, or reliance on public coverage such as Medicaid, is an indicator of economic vulnerability.

⁹ U.S. Census Bureau American Community Survey, 2017-2021. *Public Health Insurance Coverage by Type and Selected Characteristics Table S2704*. Retrieved from <https://data.census.gov> on August 25, 2023.

**Figure CS-5:
Drug and Alcohol Poisoning Deaths in King County**



Opioid use in King County has been rising in recent years and has led to an increased number of fatal overdoses as shown in Figure CS-5.¹⁰ To fight this national opioid epidemic, the City will need to increase resources devoted to addiction and use prevention services among both youths and adults.

12.2 GOALS & POLICIES

The goals and policies of this chapter support building and maintaining strong and supportive relationships with individuals and organizations representing diverse communities and interests in Federal Way. The policies are data-informed, designed to generate increased resources for the community both internally and externally, and aimed at improving community services.

Goal

CS G1 *Improve receptivity and awareness of diversity, equity, accessibility, and inclusion (DEAI) principles and practices in the City and provide accessible and culturally-relevant services.*

Policies

CS P1.1 Foster relationships between the City and interested and effected parties focusing on developing partnerships and serving historically underserved, underrepresented, and underfunded communities.

¹⁰ Public Health – Seattle and King County, 2021. *City Health Profile: General Health Status in Federal Way City*. Retrieved from <https://kingcounty.gov/en/legacy/depts/health/data/city-health-profiles.aspx>, 2023.

- CS P1.2** Ensure community outreach and engagement opportunities are both tailored and broadly accessible with appropriately varied locations, times, modalities, and formats, including accommodations for persons with disabilities.
- CS P1.3** Ensure physical and digital accessibility and meaningful language access.
- CS P1.4** Promote services that respect the diversity and dignity of individuals and families and that are accessible to all members of the community.
- CS P1.5** Ensure internal access to resources, tools, and trainings related to the integration of DEAI in the City.
- CS P1.6** Use quantitative and qualitative data in planning, program development, and evaluation, to ensure services are culturally relevant, inclusive, and are meeting a community need.

Goal

- CS G2** *Support a healthy, safe, and diverse community in which residents have access to services to eliminate poverty, increase resiliency, and help residents attain their maximum level of self-reliance and well-being.*

Policies

- CS P2.1** Address basic needs through the provision of services increasing housing stability, health, and food security.
- CS P2.2** Promote individual and community safety through prevention, intervention, and crisis services.
- CS P2.3** Promote and support services that reduce poverty by fostering stability and self-sufficiency for individuals and families.
- CS P2.4** Adapt grantmaking and social service response to emerging and/or critical needs.
- CS P2.5** Address unmet needs for consistent and responsive services through the facilitation of space for community services.
- CS P2.6** Expand opportunities to grow, market, distribute, and consume locally grown food.

Goal

- CS G3** *Work to increase human services funding to sufficient and sustainable levels with a focus on strategic investments.*

Policies

- CS P3.1** Implement grantmaking with ethical stewardship and accountability.

- CS P3.2** Provide grants that meet the needs of and improve quality of life for residents with low- to moderate-income.
- CS P3.3** Continue active participation in local and regional planning efforts related to human services.
- CS P3.4** Support new and existing human services programs, and coordinate policies, legislation, and funding at the local, regional, state, and federal levels.



CHAPTER THIRTEEN CLIMATE CHANGE & RESILIENCY

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13.0 INTRODUCTION & VISION

Introduction

Federal Way, like all cities, contributes to the global increase in greenhouse gas (GHG) emissions, and is also vulnerable to both predicted and unanticipated impacts of climate change such as potential increases in urban wildfires, extreme heat and storms, sea level rise, urban flooding, and periods of drought. These events threaten the health and wellbeing of everyone who lives or works in Federal Way; especially marginalized communities. However, planning for climate change and community resiliency presents an opportunity to create jobs, improve and protect health and wellbeing, and create a network of community connections that can come together during times of crisis.



Source: Bruce Honda

Although policy initiatives passed at the state and federal level may have the greatest potential to reduce global GHG emissions, local governments like the City of Federal Way still play an important role, particularly through the use of zoning and development regulations and capital project planning.

This Climate Change & Resiliency Chapter provides a consistent, clear, and actionable framework to guide climate change mitigation and resiliency decisions and serve as the foundation for an ongoing community dialogue around climate change action. It summarizes the City's GHG emissions inventory, highlights focus areas for this initial climate change planning effort by the City; and, addresses actions the City can take to reduce greenhouse gas emissions, adapt to the projected impacts of climate change and other hazards, and help ensure a safe, equitable City where all can thrive.

Vision

By 2044, Federal Way has reduced its greenhouse gas emissions and increased its resilience to hazards, including those worsened by climate change. In achieving these outcomes, Federal Way has built robust partnerships, furthered equitable initiatives, improved public health, reduced disproportionate impacts on vulnerable communities, involved the community, and enhanced the overall quality of life for all residents.

13.1 GHG EMISSIONS INVENTORY & MITIGATION

The City hired Cascadia Consulting Group to prepare much of the GHG information included in this chapter. The full report is incorporated by reference, as the same now exists or is hereafter amended, into this chapter.

GHG Emissions Inventory

In 2019 (latest available data at the time of this update - Figure CCR-1), Federal Way's residents, businesses, employees, and visitors produced an estimated 1,110,119 metric tons of carbon dioxide equivalent (MTCO₂e) (Cascadia, 2023).

- Building energy (47%) and transportation (46%) were the largest emissions sources.
- Refrigerants (5%), solid waste (2%), wastewater treatment (<1%), and tree cover loss (<1%) made up remaining community emissions.
- 2019 per-capita emissions were approx. 11.3 MTCO₂e.
- Federal Way emissions were slightly lower per capita than King County (12.18 MTCO₂e/capita).

**Figure CCR-1:
Federal Way 2019 community emissions**

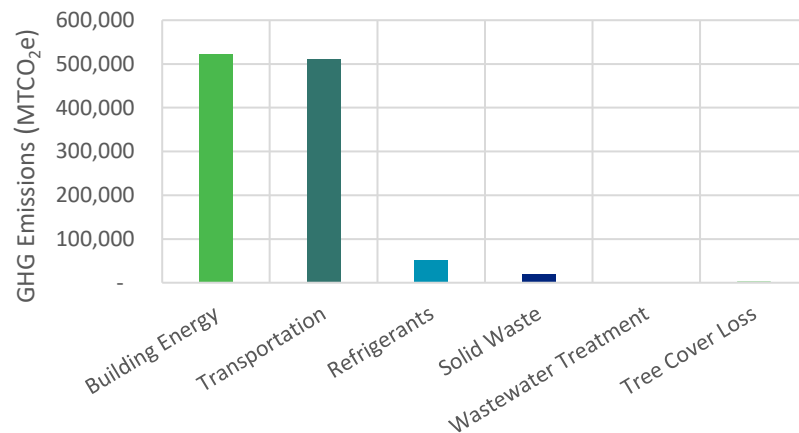
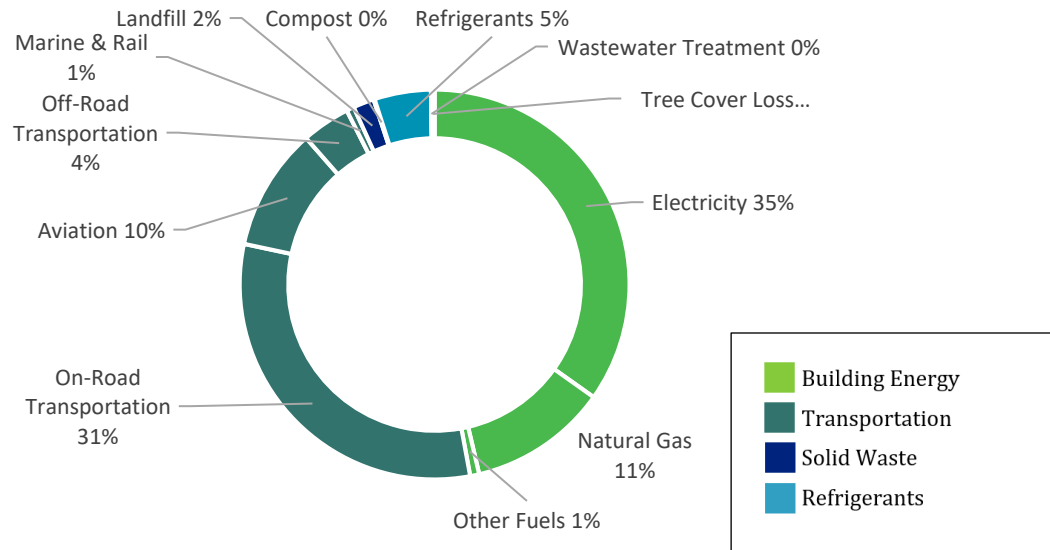


Figure CCR-2 shows emissions by specific activity sources. The largest Federal Way emissions sources in 2019 were electricity (35%), on-road vehicle transportation (31%), and air travel (aviation) (10%).

**Figure CCR-2:
2019 Communitywide GHG emissions, by source**



Source: Cascadia, 2023

Future Emission Scenarios

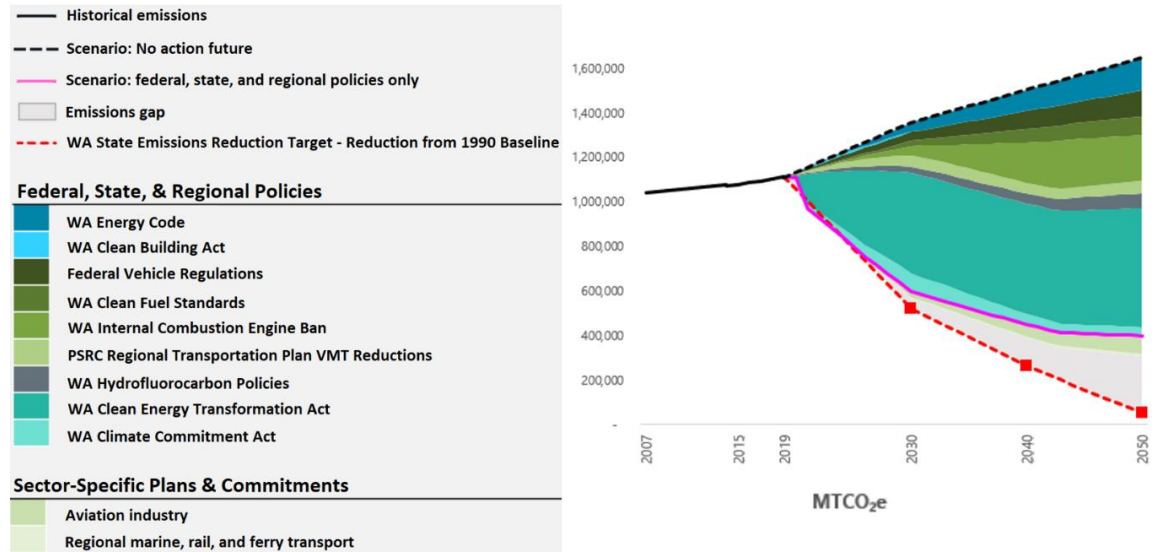
A “wedge analysis” was used to understand future GHG emissions and to profile potential climate change action scenarios. Cascadia used a wedge developed for the Puget Sound Regional Emissions Analysis (PSREA) Project, and tailored it to reflect Federal Way’s local emissions.

This tool is used to forecast the scenarios and targets outlined below:

- “Business-as-Usual” (BAU): A “no action future” assumes per-capita emissions remain constant and total emissions grow over time as population and jobs increase (dotted Black line in Figure CCR-3).
- “Adjusted Business-as-Usual” (ABAU): An adjusted scenario to reflect expected emissions reductions from adopted federal, state, and regional climate change policies (Pink line in Figure CCR-3)
- Sector-specific plans and commitments: A scenario to reflect additional emissions reductions from achieved commitments in the aviation, marine, and rail industries (Green wedges below pink line in Figure CCR-3).
- Emissions reduction targets: Washington State’s adopted emissions reduction targets (from 1990 emissions baseline; see red dotted line in Figure CCR-3):
 - 45% reduction by 2030
 - 70% reduction by 2040
 - 95% reduction by 2050 + net zero.
- Emissions gap: Remaining emissions to be addressed through local climate action to achieve emissions reduction targets (Grey area above Red dotted line in Figure CCR-3).

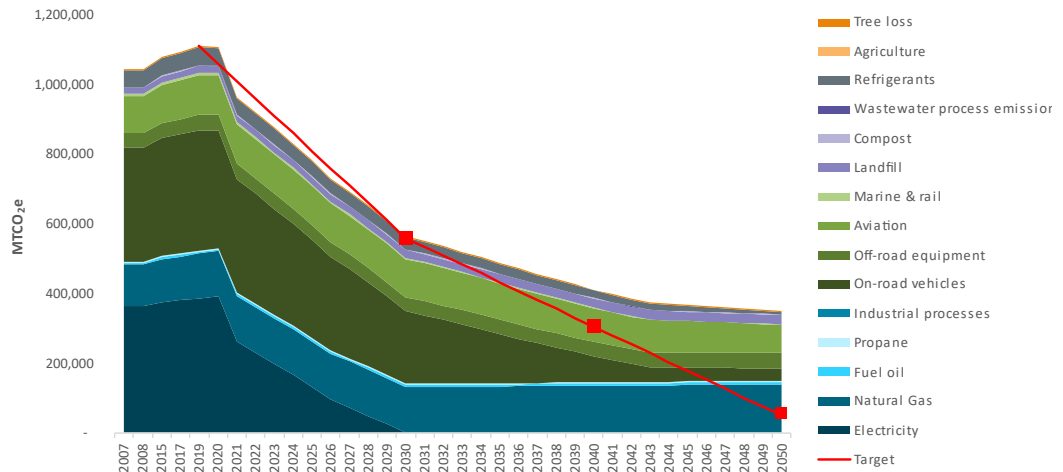
The City also recognizes GHG reduction goals from Puget Sound Regional Council's Climate Change and Resilience Guidance, which are different but still roughly similar to the State's goals.

**Figure CCR-3:
Federal Way's forecasted emissions through 2050**



Based on the ABAU scenario, Figure CCR-4 presents Federal Way's current, historic, and future emissions. Under this ABAU scenario, the impact of federal, state, and regional policies is expected to reduce emissions to a level which achieves Washington State's 2030 emission reduction target of 40%. While the policies modelled under the ABAU scenario will continue to significantly reduce emissions through 2050, local climate change action will also be necessary to achieve substantial emission reductions such as those needed to meet Washington State's emission reduction targets in 2040 and 2050.

**Figure CCR-4:
Historic and projected GHG emissions (2007 - 2050)**



GHG Mitigation

GHG mitigation refers to actions that reduce emissions of greenhouse gases into the atmosphere to avoid contributing to the warming effect they have on the earth. In doing so, mitigation efforts help avoid worsening projected climate change-influenced events and impacts. According to the latest climate science, the world must reach net zero carbon emissions by 2050 in order to limit warming to 1.5°C (2.7°F) above pre-industrial levels. It is believed keeping warming to 1.5°C will limit the most severe and negative effects of climate change and substantially lower associated risks to human health and natural systems.

A detailed listing of the City’s GHG mitigation goals and policies is found later in this chapter. As Federal Way’s initial long-range plan to address the City’s contribution to climate change, the Goals and Policies found in this Chapter focus on actions that can happen in the medium-term, have benefits beyond just GHG reduction but also social and economic benefits, are consistent with climate change priorities heard through public outreach, allow the City to remain nimble as climate science and modeling evolves, and position the City to achieve full compliance with state-mandated GHG mitigation requirements by and between 2029-2034.

Many of the Goals and Policies relating to climate change impacts found in this Chapter revolve around the following 3 focus themes:

1. Reducing automobile dependency.
2. Preserving overall tree density and improving tree canopy equity and access to green spaces.
3. Building energy conservation, renewables use, and waste reduction.

Reduced Automobile Dependency

Transportation accounts for nearly half of Federal Way’s current GHG emissions. As demonstrated in other Comprehensive Plan Chapters, the City’s long-range planning is designed to help move the City away from the “sprawl” style suburban development that currently characterizes much of the City and to promote more compact growth in mixed-use centers facilitating the use of transit and non-motorized transportation options such as walking or biking. Because the City is quickly running out of buildable land for lower density housing under its current zoning, most of the City’s future growth will be denser, multifamily housing, over a much smaller land area of the City than historic growth, and will be located in areas served by mass transit including light rail and busses. A more compact and efficient land use pattern has great potential for reducing City GHG emissions from transportation.



Source: Federal Way Transit Center, Yuri

Policies within the Land Use and Transportation chapters will be instrumental in achieving the more compact, transit-oriented development that this chapter envisions. Additionally, many of the actions identified in these chapters have co-benefits that help achieve multiple City goals. For example, promoting walkability in mixed-use centers like the City Center not only reduces greenhouse gas emissions – it also promotes economic development, enhances public health by improving air quality and encouraging physical activity, and makes amenities and transit more accessible to City residents and visitors.

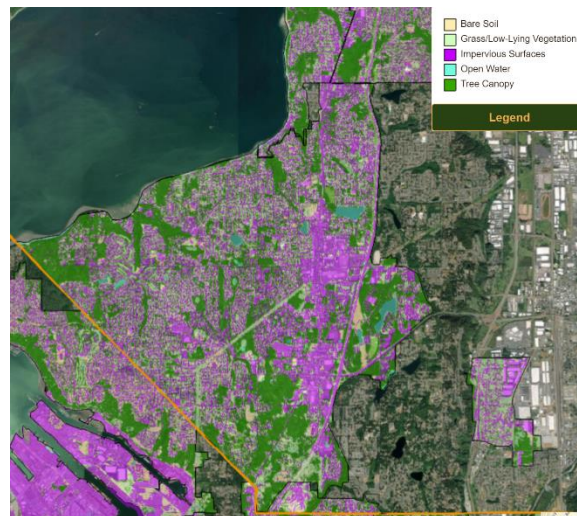
Expanded Tree Density and Green Spaces

Trees provide shade from sun and wind, create wildlife habitats, purify air and water, enhance community attractiveness, and add to an aesthetic variety of color and texture for a city that would otherwise be a landscape of buildings and parking lots. Overall, trees and other types of vegetation promote human health and wellbeing.



Source: Bruce Honda

Map CCR-1: Federal Way Tree Canopy



Source: Puget Sound Urban Canopy Project, WA DNR

Urban forests come in many different shapes and sizes and include all of the trees on private and publicly-owned properties. They include trees in single-family yards, urban parks, gardens, stream corridors, wetlands, preserved open spaces, and along streets.

Urban forests face many challenges including difficult growing conditions, limited resources for care, and encroachments from further urban-style development,

While tree canopy loss is one of the smallest contributors to the City's GHG emissions, preserving and expanding tree canopy has many co-benefits for climate change resiliency and public health and well-being, such as:

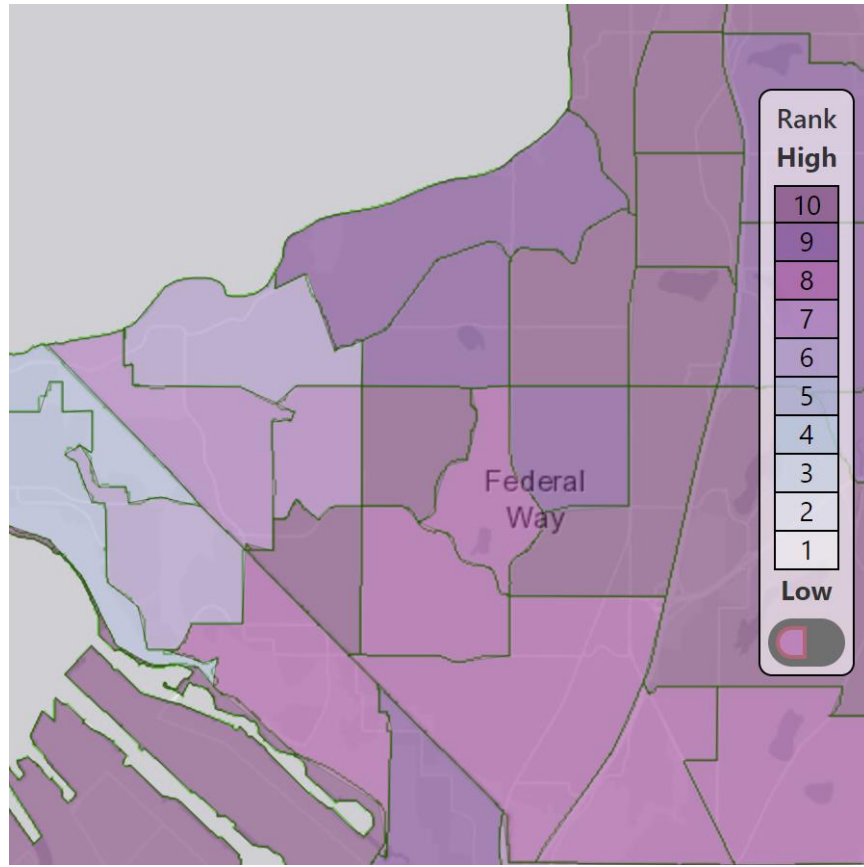
- Mitigating the heat island effect by reducing temperatures through shading and evapotranspiration.
- Reducing impacts from stormwater by absorbing and filtering urban runoff.
- Calming traffic and reducing driver speeds when properly incorporated along roads and rights-of-way.
- Improving air quality by removing harmful pollutants like particulate matter, ozone, and smog, in certain contexts.
- Improving scenic quality and aesthetic appeal.
- Building environmental consciousness and establishing a shared sense of place.
- Sequestering carbon.
- Increasing residents' connection to nature during resident engagement activities such as tree plantings, which may promote other pro-environmental behavior.
- Increasing equity, as benefits from urban greening can be most impactful for disadvantaged groups.

According to a canopy assessment conducted by the Washington Department of Natural Resources, Federal Way has approximately 5,484 acres of canopy, or 38% of the City, Map CCR-1 illustrates canopy density across the City.

When enhancing public health through tree canopy and green spaces in the City, it is important to consider Citywide environmental health disparities as shown in Map CCR-2, The map shows pollution measures such as diesel emissions and ozone, as well as proximity to hazardous waste sites. In addition, it displays measures like poverty and cardiovascular disease.

The map also provides new and rigorous insights into where public investments can be prioritized to buffer environmental health impacts on Washington's communities, so that everyone can benefit from clean air, clean water, and a healthy environment.

**Map CCR-2:
WA Department of Health environmental health disparities in Federal Way.**



Current Practices

Federal Way maintains its existing tree canopy in three primary ways:

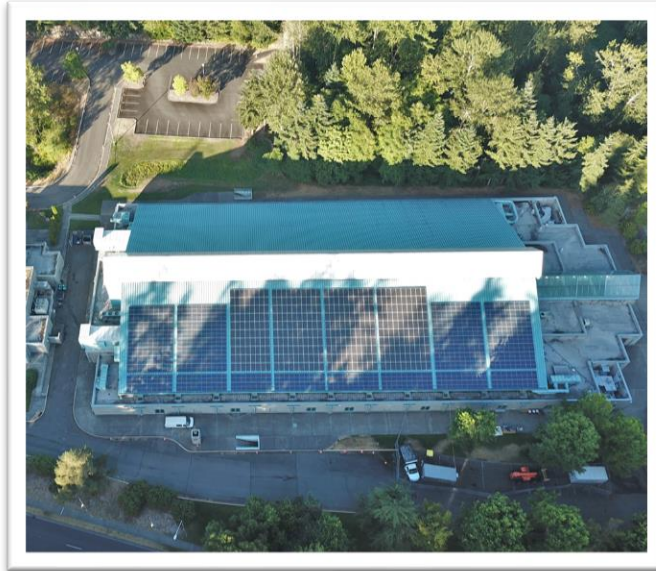
1. Tree preservation in City-owned and maintained parks and open spaces. See Comprehensive Plan chapter 14 (Parks and Recreation).
2. Protecting trees in and near environmental critical areas. The City code currently provides protection and mitigation standards in Titles 14 (Environmental Policy), 15 (Shoreline Management), and 19 (Zoning and Development Code).
3. Enforcing tree density requirements. City code currently provides minimum tree densities in most zones within the City in Title 19.

These existing tree protection practices have been fairly effective at maintaining tree canopy in areas where it already exists, which is primarily in the western and southern areas of the City, as well as around environmentally critical areas and parks. These protections may be a reason why tree canopy loss is such a small contributor to the City's GHG emissions. However, Federal Way's tree canopy is deficient in areas where most of the City's future growth will occur.

Building Energy Conservation, Renewable Use and Waste Reduction

The third area of focus is in direct response to the half of the City’s GHG emissions that come from buildings (Figure CCR-2). The largest sources within this sector are commercial electricity and residential natural gas consumption, largely used for heating, cooling, and powering appliances and equipment.

**Figure CCR-5:
King County Aquatic Center Solar Panels, 2022**



Source: Bruce Honda

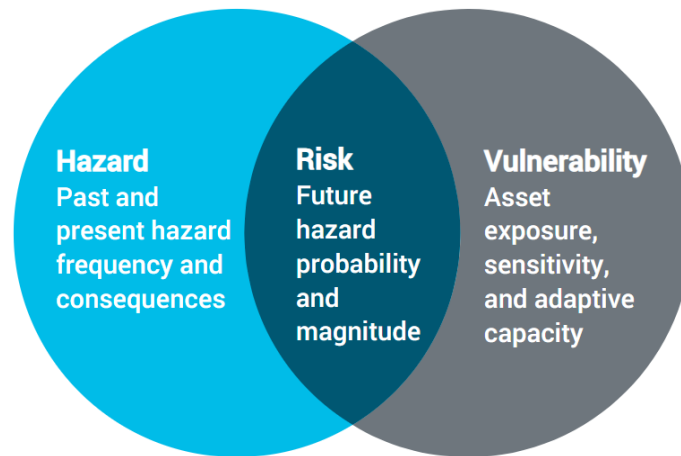
The contributions from this sector reveal an opportunity for improvements to the building code and renewable energy and energy efficiency measures to dramatically reduce community GHG emissions. Renewable energy sources are clean, inexhaustible, and increasingly cost competitive. Investing in solar, geo-thermal, wind, and other advanced forms of energy generation can also create local jobs, support economic development, and reduce air pollution.

The reduction of waste generated from buildings is another factor addressed in this focus area. Although the disposal of solid waste only contributes approximately 2% of Federal Way’s community GHG emissions (Figure CCR-2), the upstream impacts of goods and services consumed can be significant. Because the City has very limited direct influence on how goods are produced, diverting more waste away from the landfill is one of the most direct strategies the City can focus on to reduce the environmental impacts of the City’s consumption. Furthermore, without current state and federal policies in place to incentivize waste reduction, action at the local level is especially impactful. Strategies and actions focusing on managing and reducing waste generation, increasing waste diversion, and encouraging recycling and composting activities are important to the overall health and wellbeing of the community.

13.2 RESILIENCY

Planning a hazard-resilient city requires understanding what hazards are present in a community, inventorying what systems are vulnerable to those hazards, and identifying ways to reduce that vulnerability through hazard mitigation, preparation, response, and recovery,

**Figure CCR-6:
Understanding Disaster Risk**



Source: WA State Department of Commerce

In Western Washington, climate-related hazards will potentially include:

- Increased frequency and intensity of heat waves.
- Sea level rise impacting Federal Way's 17 miles of shoreline.
- More frequent and severe droughts leading to water shortages.
- Higher frequency and intensity of heavy rainfall events.
- Health impacts from wildfire smoke even from distant wildfires, and the potential risks related to urban wildfires.
- Secondary hazards and environmental, social, and economic impacts from the potential impacts listed above.

Uncertainty exists about impacts from climate change, and where specific future impacts cannot yet be modeled at a scale sufficient to inform local planning, cities can factor regional trends into hazard mitigation planning efforts to protect the City's economy, infrastructure, and residents from these climate-related threats and all natural hazards.

As of the time of the City's 2024 periodic update, the City was embarking on development of its first Hazard Mitigation Plan (HMP) as an annex to King County's Regional Hazard Mitigation Plan (RHMP). Federal Way expects to complete its HMP in 2025, after which point the City may amend this chapter to incorporate the HMP by reference.

The following is an inventory of hazards in Federal Way with some initial resiliency policy considerations. A more detailed hazards inventory is also found in Federal Way's

Comprehensive Emergency Management Plan, and both a hazards inventory and vulnerability assessment will be completed as part of Federal Way's HMP in 2025,

Earthquakes

Earthquakes likely pose the greatest long-term threat to Federal Way and the region with a moderate probability but high potential impact. Earthquakes have the potential to cause or intensify other hazards such as landslides, hazardous materials incidents, and tsunamis.

**Figure CCR-7:
Damage from 2001 Nisqually Earthquake to Sacajawea Park Tennis Courts**

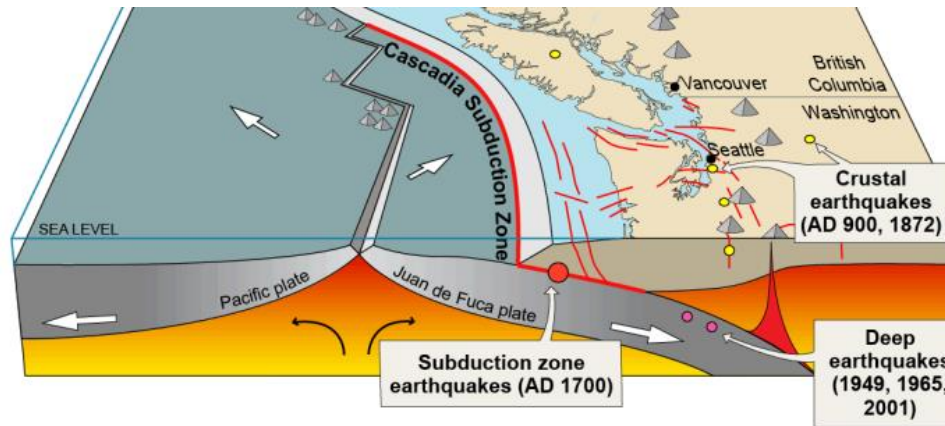


Our region faces three types of earthquakes summarized and shown below:¹

- Cascadia Subduction Zone earthquakes which recur every 200-600 years. They can exceed 9 in magnitude and may cause catastrophic damage and thousands of deaths region-wide. The last subduction zone earthquake was in the year 1700.
- Deep plate earthquakes which recur every 30-50 years and can reach 7.5 in magnitude. The most recent was the 6.8 magnitude Nisqually Earthquake in 2001 which caused \$2 billion in damage and injured 700 people.
- Crustal earthquakes: While most crustal earthquakes are small and not felt, these can also include major earthquakes along fault lines that likely recur over several hundreds of years and can exceed magnitude 7,

¹ King County [2020-2025 RHMP](#).

**Figure CCR-8:
Types of Pacific Northwest Earthquakes**



Source: King County Regional Hazard Mitigation Plan

Earthquakes pose a particular threat to unreinforced brick and masonry buildings, bridges, utilities, and flood control structures; they can also trigger landslides. As with many cities in the region, Federal Way’s location in an earthquake prone region, and near and along known east-west fault lines, combined with many types of critical infrastructure and landslide prone hillsides in the City near developed areas, put Federal Way at risk of an earthquake disaster. However, Federal Way also has potentially lower risk of ground liquifaction from earthquakes than valley cities to the east and south. As such, a resiliency plan may also explore ways that Federal Way could be a refuge of support for surrounding areas, while still identifying the vulnerability of specific assets in the City and actions to reduce the City’s risk of disaster from earthquakes.

Landslides

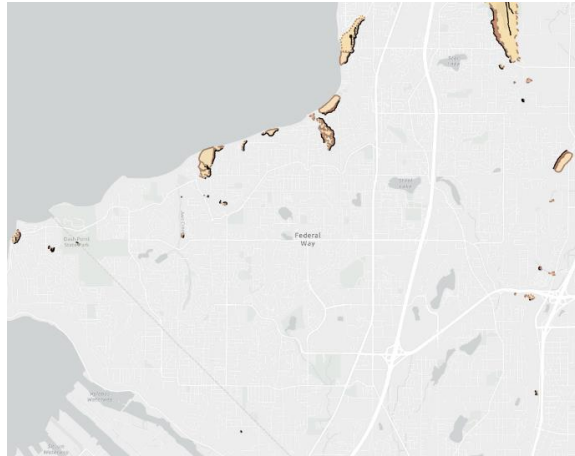
The King County RHMP describes landslides as “a range of geomorphic processes in which masses of soil, rock, debris (a mixture of soil and rock) become detached and move downslope.”

**Figure CCR-9:
Landslide along the Federal Way shoreline**



Federal Way, like many cities, has hillsides where landslides have occurred in the past. Most of these hillsides are located along and near the Puget Sound shoreline as shown in Map CCR-3.

Map CCR-3: Historic Landslides

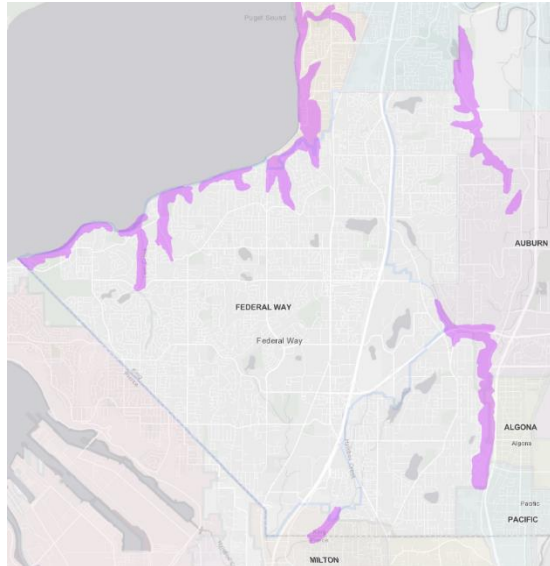


Source: WA DNR Geology Portal

Many of the landslide hazard areas in Federal Way have been identified as depicted in Map CCR-3, and landslide hazard areas are further defined in City code. Landslide hazard areas are also a type of “geologically hazardous areas,” a type of environmental “critical area” subject to special regulations under the Washington State Growth Management Act.

When development is proposed in or near mapped landslide hazard areas, the City requires geotechnical engineering reports to assess the risk and identify special mitigation measures to reduce the risk of landslides.

Map CCR-4: Landslide Hazard Areas



Source: King County

As the amount of buildable land in Federal Way declines, the City may see an increase in development proposals within landslide-hazard areas. Additionally, many landslide-prone areas in Federal Way are already developed and face a long-term risk of a landslide disaster, in particular during winter months when soils become saturated.

Federal Way's HMP will further address landslide vulnerabilities and risk in the City, and identify action items to mitigate those risks.

Severe Weather

Severe weather can include windstorms, snowstorms, heavy rain, and thunderstorms with related hazards like hail and lightning. In addition to immediate hazards during storm events such as transportation disruptions, collapsed roofs from snow, urban flooding, and falling trees, many hazards remain or occur after storms are over such as secondary hazards from power outages, electrocution risk from fallen power lines, and clogged stormwater drainage systems from debris. Perhaps more than through land use codes, many mitigation measures for severe weather fall under the purview of Federal Way's Public Works standards and procedures, and it may be worthwhile reviewing both to identify ways the City can enhance its resiliency to severe weather.

Floods

Although no rivers are located within the City, Federal Way has many streams and creeks, such as Lakota Creek, Joes Creek, and Hylebos Creek, that have flooded in the past and will flood again in the future. More localized flooding can also occur during heavy rain events and can also be worsened or caused by drainage ways clogged with storm debris and vegetation. Flood hazard areas also exist along most of the Puget Sound

Shoreline in Federal Way; areas that may also see increased flooding risk from sea level rise caused by climate change.

**Figure CCR-10:
Localized flooding in Federal Way**

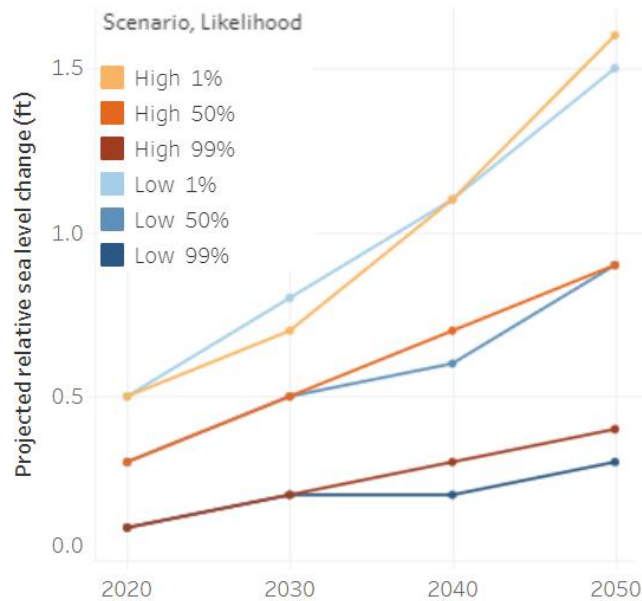


Federal Way's code already contains floodplain permit processes for areas within primarily coastal flood hazard areas, consistent with state and federal laws. However, a closer assessment may be needed on ways the City can strengthen these existing flood permit requirements while also identifying and mitigating the real risk of flooding along streams and in more localized areas throughout the City.

Sea Level Rise

Sea level rise has the potential to exacerbate coastal flooding and coastal erosion. Much of Federal Way's 17 miles of shoreline along the Puget Sound is developed. While much of this development is located on bluffs located high above sea level, there are also several areas with structures and infrastructure close to sea level, such as stretches of shoreline areas just to the southeast of Redondo Beach, Adelaide, Dumas Bay, and northeast of Dash Point. Even shoreline development high above sea level may be at risk of increased erosion and landslides triggered by sea level rise. According to the University of Washington Climate Impact Group maps, there is a 50% chance of 10-11 inches of sea level rise along the Federal Way shoreline by the year 2050, compared to 1991-2009 average sea level. Further evaluation may be needed to better understand the vulnerability of existing developed areas of Federal Way's shoreline to projected sea level rise, and to inform any development regulation updates that may be warranted to mitigate these and further vulnerabilities.

**Figure CCR-11:
Likelihood of Sea Level Rise on the Federal Way Coastline, 2020-2050**



Source: UW Climate Impacts Group

<https://cig.uw.edu/projects/interactive-sea-level-rise-data-visualizations/>

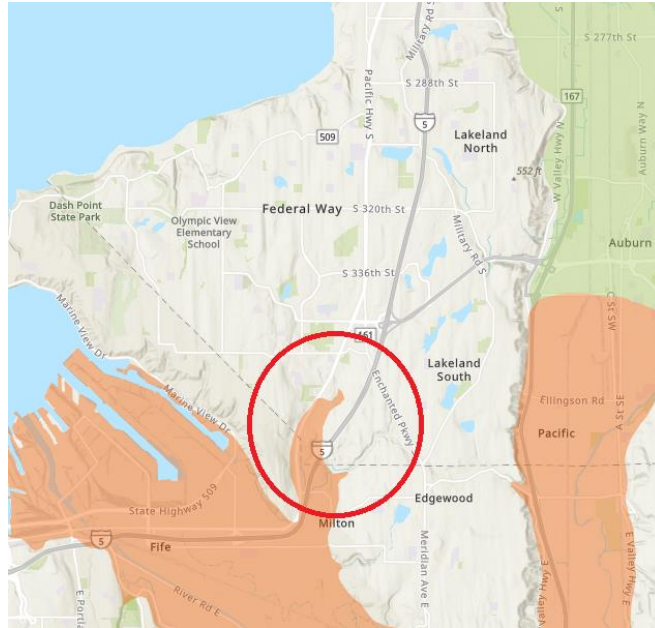
Tsunami/Seiche

Tsunamis are powerful waves caused by the displacement of water and are typically caused by powerful earthquakes or land movements, like landslides, into or within water bodies. A seiche is also caused by water displacement but typically in a more enclosed water body. All shorelines along the Puget Sound are at risk of tsunamis, while the risk of a seiche within enclosed water bodies in Federal Way, such as the many lakes within the City, may need closer study to understand.

Volcanoes & Lahars

The most significant volcanic hazard in King and Pierce Counties is from Mount Rainier. Lahars, which are mudflows with the consistency of wet cement that can emanate from Mount Rainier glaciers even without a volcanic eruption, could affect many valleys surrounding Mount Rainier, including the heavily industrialized and developed areas of Fife and the Port of Tacoma, potentially triggering secondary hazards that may affect Federal Way. An approximately 250-acre area of Federal Way, mostly east of Pacific Highway S and south of S 364th St., is mapped by WA Dept. of Natural Resources as located within a lahar hazard area; shown in Map CCR-5.

Map CCR-5: Lahar Hazard Area (orange color)



Source: WA DNR Geology Portal

While Federal Way is located nearly 40-miles from Mount Rainier and will not experience the most catastrophic hazards from an eruption, such as pyroclastic flows, easterly winds corresponding with an eruption could potentially affect Federal Way with ash which can cause major disruptions to transportation and also pose a respiratory health hazard.

As a region-wide threat, Federal Way expects to learn more about its disaster risk from volcanoes and lahars through the development of the City's HMP in coordination with King County, and from that effort can identify any mitigation actions the City should pursue.

Wildfires

Federal Way faces a lower wildfire risk than areas further inland that have more wildland-urban interface. However, wildfires do occur within urbanized areas of Western Washington, such as the 2020 Sumner Grade wildfire which caused mass evacuations and destroyed several homes in the City of Bonney Lake.

**Figure CCR-12:
South King Fire fighting an urban wildfire in Federal Way area**



Wildfire smoke is also a hazard our region faces from both nearby wildfires as well as wildfires in the Cascade and Olympic Mountains; even sometimes from fires as far away as California and British Columbia. Wildfire smoke poses a respiratory health hazard.

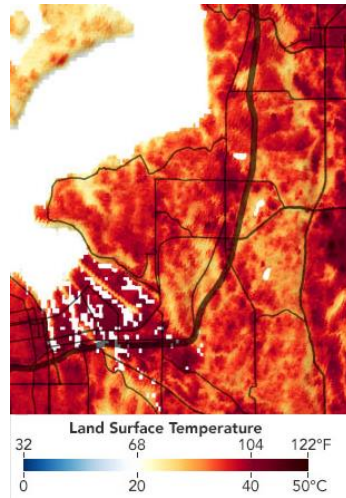
After wildfires have occurred, they can cause secondary hazards, including increased risk of runoff from burned areas and diminished water supply quality when wildfires occur within watersheds that drain into reservoirs. Most of Federal Way’s water is provided from Lakehaven Water & Sewer District. Lakehaven sources its water supply from a reliable and sustainable combination of groundwater (aquifer) and surface water supplies. If remote wildfires affect water quality of the District’s surface water source from the Green River Watershed, sufficient local groundwater supplies are available to meet community demands during such an event. If a local wildfire event occurs, the District can rely on the Second Supply Project from the Green River water, and interties with Tacoma Water and Highline Water District if needed. Tacoma Water, which serves the western portion of Federal Way, also has a combination of surface water (Green River) and groundwater supplies, along with interties with Lakehaven to share supplies. The District also has interties with Highline in the event of a supply emergency. Wildfire risk to the City’s water supply will be explored further in the HMP,

Extreme Heat

Extreme heat is one of the deadliest weather events and may cause more than 1,300 deaths per year in the US.² Heat poses a particular risk to the elderly, young children, people with underlying health conditions, the homeless, and outdoor workers. Federal Way experiences heatwaves during most summers with temperatures that can exceed 90 degrees Fahrenheit. During the record-breaking heatwave in June 2021, temperatures exceeded 100 degrees Fahrenheit in the Federal Way area. Heat is most intense in areas with high amounts of impervious surface, such as pavement and buildings, and with minimal tree cover. Several policies are proposed to begin mitigating urban heat islands in Federal Way.

²[Climate Change Indicators: Heat-Related Deaths | US EPA.](#)

**Map CCR-6:
Land surface temperatures in Federal Way area during record breaking
heatwave**



Source: [NASA Earth Observatory](#)

Drought

As an urbanized area, the primary risk from drought in Federal Way is to the City’s water supply, rather than to agricultural resources which are not a common land use in the City. Water in Federal Way is sourced from both aquifers which are at risk of drought from periods of abnormally low precipitation, as well as from reservoirs that can experience drought during years of lower snowfall. Further information is needed to understand Federal Way’s drought risk, and how much that risk may increase in the future; issues that can be studied more closely under the HMP and in coordination with water utilities that serve Federal Way,

Pandemics

Federal Way, like the entire world, received a real-time lesson in pandemic preparedness during the COVID-19 Pandemic with continued impacts into 2024. Without attempting to recap all of the ways the City quickly reacted to a new way of life during the height of the pandemic – from remote work and virtual public meetings to a temporary waiver of certain permit requirements – society will always face the threat of pandemics and learn from those it has faced. Therefore, the City should consider policies that identify lessons learned from the COVID-19 pandemic, so that it can react even more quickly and effectively to the next one.

Other Hazards

Several other hazards may be covered through Federal Way’s HMP development, in coordination with King County, including, but not necessarily limited to,

- **Civil disorder**, which can include minor or major civil disturbances; for example, the 1999 Seattle World Trade Organization riots.

- **Airplane crashes**, which may be of particular interest in Federal Way due to the City’s close proximity to Seattle-Tacoma International Airport and location beneath and near several flight paths.
- **Infrastructure failure**, which can be caused by many of the previously described hazards, but may also occur independent of any other natural hazards; recent examples being the collapse of a bridge along Interstate-5 in Skagit County after being struck by a truck.
- **Terrorism**, which could include physical attacks on people and structures; biological attacks; and cyber attacks which may be targeted at public agencies such as the City of Federal Way, or may be more widespread yet still affect systems that Federal Way residents and businesses rely on.
- **Hazardous materials releases**, which may include the release of solid, liquid, or gaseous hazardous materials. Such hazards can include material releases outside Federal Way, such as the Port of Tacoma, that drift into Federal Way. This section may also address mitigation of the risk of exposure from hazardous materials that have already been released, such as from the Tacoma Smelter Plume which deposited areas of higher lead and arsenic contamination throughout western portions of Federal Way,

Some of these ‘other’ hazards may also be addressed in Federal Way’s Comprehensive Emergency Management Plan, which is more focused on the City’s response to these incidents, in addition to the City’s HMP.

13.3 GOALS & POLICIES

This section contains goals and policies of the Climate Change & Resiliency Chapter of the Comprehensive Plan.

Goal

CCR G1 *Track and reduce GHG emissions through City of Federal Way operations and communications.*

Policies

CCR P1.1 Monitor and share local GHG emissions trends to help confirm that targets to reduce GHG emissions are being met.

CCR P1.2 Encourage and incent businesses and organizations to participate in state, regional, and local programs related to addressing climate change.

CCR P1.3 Continue to participate in the Commute Trip Reduction (CTR) Program.

CCR P1.4 Promote state and/or federal incentives for community members and organizations to purchase electric vehicles (EVs), including stronger incentives for low-income residents.

CCR P1.5 Conduct City operations and institutionalize practices that reduce municipal GHG emissions.

CCR P1.6 Refine the City’s climate change planning, and implementation of goals and policies, in coordination with other jurisdictions in the region and consistent with state climate change and resiliency requirements,

CCR P1.7 Collaborate with Puget Sound Energy to achieve mutually-desired outcomes for greenhouse gas reduction, energy efficiency, community support, and system reliability and resiliency.

Goal

CCR G2 *Promote efficient land use patterns that minimize GHG emissions and air pollution.*

Policies

CCR P2.1 Promote utilization and expansion of mobility options, other than automobiles, throughout the City,

CCR P2.2 Improve walking and biking as viable mobility choices.

CCR P2.3 Enhance transit access and connectivity for the non-motorized transportation network.

CCR P2.4 Regulate new development to ensure block sizes are walkable and maximize connectivity and route choices.

CCR P2.5 Prioritize dense, mixed-use, transit-oriented development.

CCR P2.6 Support state and federal air quality standards and the regulation of activities that emit air pollutants.

CCR P2.7 Require the continuation of the street network between adjacent developments to promote walkability and provide for more direct connections.

Goal

CCR G3 *Promote sustainable buildings and landscaping.*

Policies

CCR P3.1 Encourage low impact development and green building standards in alignment with state and regional policies for new and existing infrastructure.

CCR P3.2 Promote the transition from fossil fuel to renewable energy sources to decarbonize buildings by implementing building codes that align with the Washington State Building Code Council and the Clean Buildings Act.

- CCR P3.3** Conduct community outreach and education to encourage phasing out fossil fuel use through energy efficiency upgrades and incentive programs, such as community solar.
- CCR P3.4** Ensure regulation of landscape and building materials is incorporated into development regulations and guidelines to mitigate the effects of urban heat generation.
- CCR P3.5** Identify the feasibility of locations where the City of Federal Way could participate in and host PSE Community Solar projects.

Goal

- CCR G4** *Monitor and mitigate environmental pollution risk within the City that may be worsened by climate change.*

Policies

- CCR P4.1** Reduce stormwater impacts from transportation and development.
- CCR P4.2** Address and minimize the impacts of sea level rise on the shoreline environment with strategies that also protect shoreline ecological functions, allow water-dependent uses, and provide public access.
- CCR P4.3** Work to reduce the health impacts of air pollution on residential populations and other sensitive uses near corridors with high volumes of vehicle traffic, such as I-5, to increase resident health, wellbeing, and resilience.
- CCR P4.4** Share information on ways the public can reduce their vulnerability to natural and environmental hazards to health and safety,
- CCR P4.5** Prevent and mitigate the presence of environmental pollutants, especially for disadvantaged community groups.

Goal

- CCR G5** *Support sustainable waste management.*

Policies

- CCR P5.1** Provide incentives for recycling and reusing construction and demolition debris.
- CCR P5.2** Promote recycling, composting, and sustainable consumption for residential communities and commercial activities to reduce the City’s carbon footprint.
- CCR P5.3** Ensure solid waste collection services consider the impact on ecosystems, community health, and welfare by minimizing pollution, litter, and

disruption to all neighborhoods, especially those at risk of increased environmental health disparities.

- CCR P5.4** Promote local eco-industrial development that increases demand for recycled materials and reduces demand for new raw materials and their embodied carbon emissions.

Goal

- CCR G6** *Support the development of a local economy that fosters business opportunities that are consistent with the City’s climate change and resiliency goals.*

Policies

- CCR P6.1** Identify opportunities to foster the growth of ‘green’ businesses in Federal Way including, but not limited to, developing a green jobs strategy.
- CCR P6.2** Develop a green jobs strategy, in partnership with community groups and businesses, that is consistent with the Economic Development Chapter.
- CCR P6.3** Support local business efforts to generate and store renewable electricity on-site, which can provide back-up power during emergencies and help ensure continuity of operations. Ensure this support reaches businesses facing economic disadvantage, such as small, women-owned, or BIPOC-owned businesses.

Goal

- CCR G7** *Bolster local food access and security to address the impacts of climate change especially for those facing food insecurity.*

Policies

- CCR P7.1** Plan for and respond to climate change impacts that affect programs supporting those who are most vulnerable to experiencing homelessness and food insecurity.
- CCR P7.2** Continue to coordinate with local and regional organizations to support and encourage the development of community gardens and farmers markets, consistent with the Land Use chapter.

Goal

- CCR G8** *Preserve and enhance the City’s natural resources, including urban forests and mature trees that capture and store carbon.*

Policies

- CCR P8.1** Manage and protect the City’s tree canopy as a City asset for the benefit of wildlife, current and future residents, employees, and visitors.

- CCR P8.2** Encourage preserving forested areas within tracts and Native Growth Protection Easements when subdividing land.
- CCR P8.3** Support voluntary tree planting programs.
- CCR P8.4** Discourage the topping of healthy trees. Instead, encourage the benefits of sustainable pruning practices and “window pruning” in view corridors.
- CCR P8.5** Monitor tree canopy and consider changes to regulations should a reduction in overall canopy cover fall below 35%.
- CCR P8.6** Revise tree standards to allow for more flexibility and ensure a qualitative approach to tree preservation that promotes carbon sequestration and the use of native vegetation.
- CCR P8.7** Evaluate the City’s tree canopy and ensure places where disadvantaged communities reside are equally forested.
- CCR P8.8** Strengthen tree density and street tree requirements in areas of the City expected to accommodate most of the City’s growth through 2044.

Goal

- CCR G9** *Ensure City services, infrastructure, and community members are resilient to climate change hazards and all hazards that affect the City.*

Policies

- CCR P9.1** Periodically update Federal Way’s Hazard Mitigation Plan.
- CCR P9.2** Integrate local hazard risk assessment findings and climate change projections into hazard mitigation planning and other strategic plans.
- CCR P9.3** Factor climate change and natural impacts into the planning of operations and coordination of preparedness, response, and recovery activities.
- CCR P9.4** Develop and implement an urban heat resilience strategy in collaboration with regional partners that includes heat mitigation and management actions to prepare for and respond to chronic and acute heat and humidity risk in the community.
- CCR P9.5** Provide community education and outreach on extreme heat, humidity, and air quality risks. Identify communities disproportionately impacted by extreme heat events and develop and prioritize equitable distribution of resources for the community to stay safe during extreme heat, humidity, and poor air quality events.
- CCR P9.6** Provide community education and outreach on wildfire smoke mitigation best management practices. Ensure outreach is accessible and prioritizes vulnerable communities, including those who work outside.

- CCR P9.7** Support forest health improvements to reduce wildfire risk and expand public awareness campaigns on wildfires by providing community education and outreach on wildfire mitigation.
- CCR P9.8** Coordinate and support public education by utility providers that raises awareness of the need for water and energy conservation and resilience.
- CCR P9.9** Use assessment findings to evaluate changes to Comprehensive Plan goals and policies and enhance resilience.
- CCR P9.10** Adopt and implement a FEMA-approved Hazard Mitigation Plan.
- CCR P9.11** Find opportunities to host weather stations in the City to provide more locally accurate weather data.
- CCR P9.12** Consider future climate conditions during the siting and design of capital facilities including, but not limited to, changes in temperature, rainfall, and sea level, to help ensure infrastructure functions as intended over its planned life cycle.

Goal

- CCR G10** *Prevent the loss of life, property, and habitat in frequently flooded areas.*

Policies

- CCR P10.1** Do not locate new development in floodplains unless fully mitigated and permitted following city, state and federal law and best development practices within areas of special flood hazard, shallow flooding, coastal high hazard, and floodways.
- CCR P10.2** Restrict the rate and quantity of surface water runoff in frequently flooded areas to pre-development levels for all new development and redevelopment, in accordance with the current adopted technical design manual requirements.
- CCR P10.3** Protect and enhance natural flood storage and conveyance function of streams, lakes, and wetlands.

Goal

- CCR G11** *Implement development regulations to reduce the likelihood of public and private property losses in geologically hazardous areas.*

Policies

- CCR P11.1** Regulate land development in geologically hazardous areas to prevent property damage and environmental degradation, and to enhance open space and wildlife habitat.

- CCR P11.2** Require robust and thorough professional studies and analysis for proposed construction within geologically hazardous areas.
- CCR P11.3** Reduce the amount of allowed development intensity, site coverage, and vegetation removal as slopes increase to minimize drainage problems, soil erosion, siltation, and landslides. Slopes of 40 percent or more should, to the maximum extent possible and allowed by law, be retained in a natural state, free of structures and other land surface modifications.
- CCR P11.4** Limit disturbances in landslide hazard areas. Establish setbacks beyond the landslide hazard areas to avoid risks to life, safety, and property damage.
- CCR P11.5** Utilize erosion control best practices in erosion hazard areas during construction and during the site's ultimate use.
- CCR P11.6** Maintain soil stability by retaining vegetation in geologically hazardous areas.
- CCR P11.7** Prior to development in seismic hazard areas, the City may require special studies to evaluate seismic risks and to identify appropriate measures to reduce these risks. In areas with severe seismic hazards, special building design and construction measures should be used to minimize the risk of structural damage, fire, and injury to occupants, and to prevent post-seismic collapse.
- CCR P11.8** Take into consideration the unique habitat areas along marine bluffs in development regulations to leave as much native vegetation intact as possible, especially snags and mature trees.
- CCR P11.9** Strengthen development regulation standards for geologically hazardous areas.



CHAPTER FOURTEEN PARKS & RECREATION

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14.0 INTRODUCTION & VISION

Introduction

The City of Federal Way's population has steadily grown since 2015 through local investment in residential, retail, and transportation and transit-related construction. As growth has occurred, the City's Parks and Recreation Department has employed strategies to ensure that parks and recreation facilities and programs respond to the needs of an increasingly diverse population.

Structured programming and opportunities for recreation improve the lives of children and youth and can reduce the rates of criminal activity. Parks increase property value for homeowners, and businesses often choose to locate in communities with ample recreational amenities in order to attract and retain highly qualified workers. As the City's built environment continues to expand, and the community increases in density in response to local and regional growth, parks and open space provide essential spaces for health and recreation; at no time was this fact underscored more profoundly than during the COVID-19 pandemic.

Concurrent with the periodic update to the Comprehensive Plan, the City also updated its Parks, Recreation, and Open Space (PROS) Plan. The PROS Plan includes additional detail about the public's involvement in crafting the plan along with a complete condition assessment of the City's parks and a description of recreation programming offerings.

The vision for Federal Way's Parks, Recreation, and Open Space was informed by extensive community input provided during this update and the previous update cycle for the PROS Plan.

Vision

Federal Way's unique landscape of hills, lakes, views, and Puget Sound shoreline is enjoyed by the community through its linked network of parks, open space, and gathering spots. Quiet green places, vibrant gatherings, and diverse recreation and culture all celebrate Federal Way's character and identity. Our vision is one in which parks, open spaces, facilities, and programs strengthen the social fabric of our community by providing beautiful, innovative, and safe opportunities that enhance the quality of life for all citizens while protecting our natural resources. Vibrant public spaces in the City Center host a variety of public and cultural events. Open spaces protect functioning ecosystems in tandem with supporting public use, enjoyment, and environmental education about the community's natural systems. Active, healthy living is supported by an extensive walking network which links people to parks close to home and community activities and events located at community centers, schools, public spaces, the City Center, and other destinations.

14.1 BACKGROUND

Federal Way is changing and growing. Like the City's need for housing and other public infrastructure, the demographic characteristics of a community can be important predictors of the types of parks and recreation facilities and programming that the

community will desire, When demographic analysis is combined with robust public engagement, understanding local needs and desires becomes clearer.

For parks planning, the age distribution in the community can explain the demands for recreation and open space, For example, youth tend to participate in different types of activities and use parks differently than seniors. They participate in competitive sports and activities such as baseball, soccer, basketball, football, etc. Young adults (ages 18-35) are also an active age group and form the core of adult competitive sports. Seniors (age 55+) are increasingly participating in active recreation programs and activities. Parks and recreation planning needs to respond to an aging population while also providing the facilities and programming that are attractive to families.

**Table PR-1:
Federal Way Age Distribution (% of Residents)**

Age Group	Population	% of Population
19 years and under:	26,366	26%
20-34 years:	20,651	21%
35-44 years:	13,360	13%
45-64 years:	25,885	26%
65 and older:	13,530	14%
Median Age:	37.0	

Source: 2021 ACS 5-year estimates (S0101)

14.2 INVENTORY

The existing parks and recreational areas in the City are divided into five categories. Each category represents a distinct type of recreational activity or opportunity. General parameters and individual categorization vary based on function.

There are approximately 1,055.98 acres of City-owned park and open space land within the City limits, including roughly 620.33 acres in developed parks and 436.16 acres in undeveloped open space. If Dash Point State Park is included in the calculation for total acreage, there are approximately 1,311.94 acres of park and open space within the City.

Some parks may fit within the acreage parameters of one park classification but may function differently. Parks were classified based on the radius in which the facility draws visitors. Table PR-2 shows the parks and open spaces in the City. The regional parks and facilities located in the City of Federal Way are not owned and operated by the City of Federal Way but are frequently used by Federal Way’s residents.

**Table PR-2:
Federal Way Park Acreage by Park Classification**

Park Classification	Acres
Regional Parks- Larger, region-wide destinations typically greater than 50 acres in area with unique offerings that draw visitors from outside of the City.	255.45
Community Parks- Larger, community-wide destinations ranging from 10 to 50+ acres usually containing sports fields.	341.45
Neighborhood Parks- Smaller areas ranging from 1.5 to 35 acres including play equipment, picnic areas, trails, open grass areas for passive use, informal spaces, natural areas, and some limited active recreation facilities such as outdoor basketball or tennis courts.	108.05
Open Space- Public lands that are in a near natural condition or designated for future park or open space use. Area associated with trails is also included in this classification.	469.90
Total Park Acres	1,174.85
Linear Parks/Trails- Routes for walking and biking that generally follow a utility or stream corridor, ravine or some other elongated feature, such as public rights-of-way.	12.07
Total Trail Miles	12.07

Regional Parks

Regional parks serve the City and surrounding area. They are often large park facilities with unique features, offering both passive and active recreational uses. As a result of these characteristics, regional parks have larger service areas. Regional parks in the City include:

- Dash Point State Park
- Pacific Bonsai Museum*
- Rhododendron Species Botanical Garden*
- Camp Kilworth*
- Weyerhaeuser King County Aquatic Center
- PowellsWood Garden & Nature Preserve*

* Regional, fee-based, park-like attractions that are not included within the City's Level-of-service (LOS) calculations for regional parks.

Community Parks

Community parks are the primary active recreation facilities in the City, providing active and structured recreation opportunities for the community, as well as passive recreation uses. Community parks have a larger service area, typically a two-mile radius. Most of the City is served by a community park facility under this definition. Community parks offer a diversity of facilities and tend to be the more popular and recognizable parks in the system because of the park size, range of amenities, sports fields, and passive

recreation areas. These parks are also locations where members of the whole family can recreate, participating in a variety of activities concurrently.

Master plans for Steel Lake and Brooklake Parks were completed in 2024. A master plan is an aspirational guiding document meant to help residents reimagine how parks can be used and enjoyed in the long term. Both Steel Lake and Brooklake’s master plans identify areas where existing amenities can be enhanced, and new amenities can be incorporated. Extensive community input was solicited across multiple public meetings, and that input informed the final design concepts that are found within each master plan. The Parks, Recreation, and Open Space (PROS) Plan provides greater detail about the master planning process. Community parks in the City include:

- B.P.A. Trail Park
- Blueberry Farm
- Brooklake Park
- Celebration Park
- Dumas Bay Centre Park
- Dumas Bay Sanctuary
- French Lake Park
- Lakota Park
- Panther Lake
- Sacajawea Park
- Saghalie Park
- Steel Lake Park
- Town Square Park
- West Hylebos Wetlands Park



Neighborhood Parks

As of 2024, there are a total of 19 neighborhood parks within the City, located primarily in single family residential areas. The City has made significant progress in recent years in constructing new improvements to neighborhood parks. Most areas in the City have a neighborhood park within ¼- to ½-mile, with the exception of a small portion of some areas in the southeast and north parts of the City.

Neighborhood parks serve a local purpose to the surrounding residential neighborhoods and range in character and use. Some of the neighborhood parks are neighborhood-level community gathering places, while others are tucked away and less visible.

Neighborhood parks in the City include:

- Adelaide
- Conna and Alderbrook Trail
- Alderdale
- Cedar Grove
- Coronado
- Dash Point Highlands
- English Gardens & English Gardens Pocket Park
- Heritage Woods
- Lake Grove
- Lake Killarney
- Laurelwood

- Madrona
- Mirror Lake
- Olympic View
- Palisades
- SW 312th Sports Courts
- Wedgewood
- Wildwood
- Winco Park

Open Spaces

Federal Way has an extensive system of open space lands, many of which are unimproved or undeveloped. These open spaces offer access to natural areas, and provide value to people, animals, and the environment. The City manages a broad range of open spaces, each with varying constraints and potential. Some open spaces have environmental constraints. Some of the City’s open spaces are small parcels that have limited open space or habitat value, while others are larger and provide trails within a well-intact natural setting. Finally, there are several open spaces that provide, or have potential to provide, shoreline access. Many of the City’s open spaces also have potential for educational and interpretive opportunities. Several open spaces in the system may be appropriate for park development to meet the recreation needs of the community in the future. Open spaces in the City include:

- Alderbrook Open Space
- Alma Bennett
- B.P.A. Trail Park (Madrona Meadows)
- Barclay Place Open Space
- Brighton Park
- Buena Addition
- Crown Point
- Dumas Bay
- English Gardens Open Space
- Fisher’s Pond
- Humane Woods Open Area
- Kenwood
- Lakota Wetlands
- Lochaven
- Madrona Meadows
- Marlbrook
- Mirror Glen
- Misc. Open Space
- Poverty Bay
- Spring Valley
- Twin Lakes Vista
- West Campus Open Space
- Woodbridge Open Space

Trails

Linear trails offer residents the opportunity to engage in a variety of recreational activities, including walking, biking, and rolling. Trails in the City include:

- BPA Trail

- Celebration Park
- Dash Point State Park Trail
- Panther Lake Trail
- Sacajawea Park
- Saghalie Park
- West Campus Trail
- West Hylebos Wetlands Park

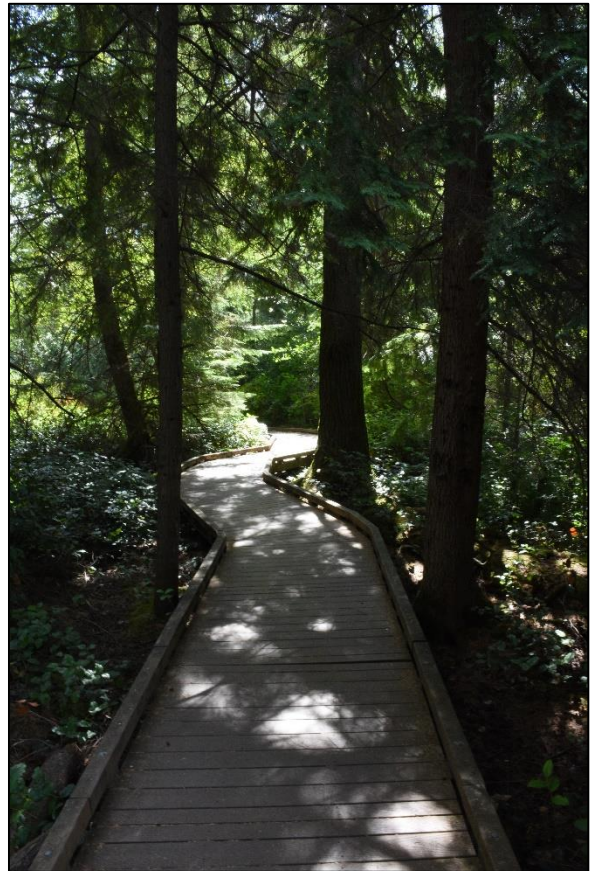
Recreation Programs

The PROS Plan, which is adopted herein by reference as the same now exists or is hereafter amended, provides a detailed inventory of all City-sponsored recreation programs, City-operated facilities, and non-City operated recreational facilities located within Federal Way. The PROS Plan also discusses state and national recreation trends in greater detail.

The Federal Way Parks and Recreation Department provides programs, services, and special events designed to foster community spirit, build individual self-confidence, and enhance quality of life for Federal Way residents. The Department also manages several recreation destination facilities such as the Dumas Bay Centre and the beach at Steel Lake Park. The Community Center, which opened in 2007, provides space to significantly broaden the range of programming opportunities available to the community. It features three gyms, two pools, a fitness area, climbing wall, senior lounge, sauna/steam rooms, classroom space, and community rooms for rental use. The facility also serves as a location for many general recreation classes and a variety of community events.

The City's recreation programs served about 17,000 individuals in 2023. The programs with the highest unmet demand were day camps held during the spring, summer, and holiday breaks. Other programs with high unmet demand include education, music, crafts and visual arts, and adult athletics, however unmet demand for these programs varied depending on the time of year.

The COVID pandemic impacted the ability of cities like Federal Way to offer scheduled recreational programming. Mandatory closures of facilities and encouragement of social distancing meant that recreational programming was reduced. Throughout the COVID pandemic, the City of Federal Way continued to offer high quality programs to its residents. One extremely popular program



that occurred throughout the pandemic was the social-distanced virtual learning camp held at the Community Center.

While facilities have re-opened, programs have mostly returned, and attendance has recovered, COVID has changed the way in which Federal Way offers recreational programming to residents.

The City offers recreation programs in the following general categories:

- Youth and Adult Athletics
- Fitness
- Dance, Creative Movement, Visual Arts
- Preschool Education
- Seasonal, Specialty and Summer Camps
- Aquatics
- Inclusive Recreation
- Senior Services
- Community Events
- Rentals and Retreat Facilities

The City provides a full program of seasonal and year-round sports and leagues such as volleyball, softball, soccer, and tennis lessons.



These sports are played on some of the best fields/facilities in the northwest, including at Celebration Park and the Federal Way Community Center. Most youth athletic programs in Federal Way are run under contract by alternative service providers. The City provides support to alternative service providers with access to City facilities such as fields and gyms. Primary service providers for youth athletics include youth soccer, football and baseball associations, YMCA, Skyhawks, and the Boys and Girls Clubs.

Three times yearly, the Parks and Recreation Department publishes a recreational programs catalog with a complete listing of classes, programs, events, and rental facilities. For many programs and services, the City also offers fee reductions and scholarships to assist individuals who meet certain income guidelines.

14.3 LEVEL OF SERVICE (LOS)

Level-of-service standards are measures of the amount and quality of park and recreation sites and facilities that must be provided to meet a community's basic needs and expectations. The benefit of developing LOS standards is to set goals and provide the community an opportunity to measure progress toward meeting community objectives. LOS standards provide a benchmark for evaluating deficiencies in the existing system and can provide justification for the need to develop additional park facilities and improvements. Historically, the accepted practice for park LOS standards has been to apply uniform national standards (developed by the National Recreation & Parks Association) of park land area per 1,000 population or based on the geographic distance of residents from parks. Because no two communities are alike, the concept of applying national standards to local conditions should be customized based on community preferences and values.

Park Classifications and Level of Service

The LOS calculations are based on six park categories: regional parks, community parks, neighborhood parks, trails, open space, and system wide. Table PR-3 depicts the current and future LOS calculations for the City population in 2024 and in 2030, 2034, and 2044. The City's current population is 102,500, which is based on a population estimate provided by the Office of Financial Management (OFM) in June 2024. The population projections are based on Puget Sound Regional Council's (PSRC) LUV-IT data portal. The City's 2034 population is projected to be 114,097, while the City's 2044 population is projected to be 123,335.

System-wide Level of Service

**Table PR-3:
Existing and Projected Levels-of-Service**

Facility Type	Regional Parks³ (acres)	Commun-ity Parks (acres)	Neighbor-hood Parks (acres)	Open Space (acres)	Total Park Land (acres)	Trails (miles)
Adopted LOS Standard (per 1,000 residents)	2.60	2.80	1.70	3.80	10.90	0.20
Existing Inventory						
Existing Park Inventory (City-owned Properties Only)	0.00	341.45	108.05	606.52	1,056.02	9.44
Park Inventory (all parks within City limits) ¹	255.45	341.45	108.05	469.90	1,174.85	12.07
2024 Level-of-Service (LOS) Calculations						
Calculated LOS (ac/1,000)	2.49	3.33	1.05	4.58	11.46	0.12
Current Abundance or Need (acres/miles) in City	-11.05	54.45	-66.20	80.40	57.60	-8.43
2034 Level-of-Service (LOS) Calculations						
Calculated LOS (ac/1,000)	2.24	2.99	0.95	4.12	10.30	0.11
Current Abundance or Need (acres/miles) in City ²	-41.20	21.98	-85.91	36.33	-68.81	-10.75
2044 Level-of-Service (LOS) Calculations						
Calculated LOS (ac/1,000)	2.07	2.77	0.88	3.81	9.53	0.10
Current Abundance or Need (acres/miles) in City ²	-65.22	-3.89	-101.62	1.23	-169.51	-12.60

¹ Based on 2024 City population (102,500) estimate by OFM.

² 2034 population (114,097) was interpolated between the 2030 and 2035 projection provided on the PSRC LUV-IT Data Portal. The 2044 population (123,335) figures based on projections from the PSRC LUV-IT Data Portal.

³ Includes King County Aquatic Center and the portion of Dash Point Park within City limits.

Analysis

Federal Way is currently meeting its adopted LOS standard for Community Parks and Open Space, but it is not meeting its adopted LOS standard for Regional Parks, Neighborhood Parks, and Trails. The City's LOS standard for total park land is 10.9 acres per 1,000 population. Federal Way's total park acreage is approximately 1,175 acres, which is approximately 11.46 acres per 1,000 population. Based on projected population growth, Federal Way will be approximately 69 acres short of its overall LOS standard of 10.9 acres per 1,000 population. The deficit primarily results from a need for approximately 86 additional acres of neighborhood park land. Assuming that no additional park land is added to the City's parks portfolio by 2044, the City is projected to need to provide approximately 170 acres of park land. The deficits are found within the regional park and neighborhood park classifications.

Regional Parks, Neighborhood Parks, and Trails currently do not meet locally-adopted LOS standards and will continue to lag behind population growth if property acquisition does not occur. It is important that these deficiencies in LOS standards are addressed as the City continues to grow. Currently, land is in short supply for additional parks. Opportunities to address the City's deficiency in Regional Parks and Neighborhood Parks through the ongoing planning occurring in the South Station Subarea are underway.

The City's provision of trail resources is currently approximately half of its adopted standard of 0.20 miles per 1,000 population. Trails are currently provided at a rate of approximately 0.12 miles per 1,000 population and that rate is anticipated to diminish to 0.11 miles per 1,000 population and 0.10 miles per 1,000 population in 2034 and 2044, respectively. Approximately 12.6 miles of additional trail construction will be required by 2044 to achieve the City's standard.

There are efforts underway to address this deficiency in trail service. In 2022, Federal Way received funding from PSRC to conduct a study to investigate how the City can expand the trail network and enhance connectivity with other cities in southwest King County. The *Southwest King County Trails Plan* outlines existing conditions and identifies strategic projects that will expand the trail network, enhance access to jobs and services within a 15-minute walking distance (often referred to as a "walk shed"), and encourage greater usage of trails as a form of active transportation. The City has demonstrated a commitment to implementing the *Southwest King County Trails Plan* and prioritizing building out the trail network in Federal Way over the next 20 years. The buildout of the network will allow the City to meet its adopted LOS standard for trails,

14.4 CAPITAL IMPROVEMENT PLAN & IMPLEMENTATION

As the City determines where it will invest scarce resources, consideration should include the myriad of benefits that parks and recreation resources and programs have to urban areas, as well as strategies to ensure that additional park land and facilities are provided on a timeline that ensures that the City meets adopted LOS standards. The global pandemic showed that parks are essential services. When many businesses and public spaces were closed, public trails remained open. Trails provided an essential service to residents; these spaces allowed people to visit natural spaces and exercise in a socially distanced environment. The importance of Federal Way's trails cannot be overstated. The Federal Way Parks and Recreation and Public Works Departments have participated in

the trail planning included in the *Southwest King County Trails Plan* which investigated ways to construct more trails. Integrating the recommendations from the *Southwest King County Trails Plan* into the City's non-motorized transportation planning documents and the City's PROS plan will ensure that the City's level of service for trails can meet the needs of a growing population. As the park system grows in response to population change, both capital and non-capital investments are needed to address recreation programming and park maintenance.

Phasing of Implementation

The PROS plan includes a large project list to implement the core values, goals and policies contained within that plan. Many of these projects will occur over an extended period of time, ranging from now to 20 years in the future. The projects with the most immediate need were prioritized according to near term (2024-2025), mid-term (2026-2027), and long term (2028+). The list of projects found within the PROS Plan was evaluated by the City Parks Commission to determine priorities for the near-term and mid-term. The list of projects will be evaluated on a regular basis to determine if community needs have changed or if new or alternative funding sources have been identified.

Six-Year Capital Improvement Plan

The six-year capital improvement plan for parks (Table 7-2 of the PROS Plan) will focus on the near and mid-term actions identified in this chapter.

Funding for projects in the capital improvement plan is considered along with the preparation and approval of the City's biennial budget process. The biennium budget's first year begins on odd years. For example, the current budget cycle is 2023-2024. The City Council identifies goals and objectives for the operating and capital budgets in even years.

The Parks Commission will review staff updates of the park capital improvement plan at a public meeting to receive comment and weigh priorities. After the public process, the parks capital improvement plan is forwarded to City Council for funding along with the proposed biennium budget for the City.

Funding

There are a variety of potential funding partners for the acquisition, design, and construction of new parks and trails in the City of Federal Way. The Washington State Recreation and Conservation Office (RCO) is one of several state agencies that support the acquisition, design, and construction of new parks, RCO and other potential funding partners require a high level of local commitment expressed through local matching funds and dedicated staffing to administer and report on grant expenditures and see projects through construction and close out.

A complete list of potential funding sources and project partners is found in the City's PROS Plan, Funding strategies for the parks and trails projects are included in the Capital Facilities Element.

14.5 CORE VALUES

An integral part of the Parks, Recreation, & Open Space Plan was discerning what is most important to the community. The Core Values, which shape the Federal Way Parks and Open Space Plan goals and policies, build upon the extensive public input described above and the following sources:

- Comprehensive Plan Goals and Policies
- City Council Goals
- State and National Trends

Based on this input, the following five core values were affirmed. These core values then guided the development of the Parks and Recreation Goals and Policies in the next subsection.

Improve Existing Facilities and Provide for Multiple Functions in Parks (Core Value 1)

Intent: The City has a wide range of properties and assets in its parks and recreation system, including community recreation facilities, neighborhood parks, trails, and open spaces. Public input indicated that there is a strong community desire for improving the parks and open space facilities that the City currently owns and maintains.

Create Community Gathering Places and Destinations (Core Value 2)

Intent: Many of the City's parks and open spaces can be enhanced to better serve as community gathering places that can accommodate a range of crowd sizes. Creating community gathering places is especially important as the City Center area develops further with the impending arrival of the LINK light rail. The City Center will dramatically transform over the next twenty years through the implementation of the South Station Subarea Plan. As redevelopment occurs, there is an opportunity to activate the City Center and support walkability through a network of public spaces such as green areas, informal plazas, and wide sidewalks.

Retain and Improve Open Spaces (Core Value 3)

Intent: Open spaces are valuable to the community because they provide connections to a natural setting, habitat, improved air and water quality, and educational opportunities. The City's open spaces include wooded areas, ravines, wetlands, creeks, and shoreline environments. Many of these open spaces contain trails and other opportunities to experience nature close to home. These open spaces help to define Federal Way's character. Protecting these natural systems is critical to preserving the quality of life in the community and providing public access to open spaces. The following goals and policies address the protection of these open spaces, encourage low impact public access where feasible, and the use of these spaces as "learning landscapes."

Develop a Walking and Biking Community (Core Value 4)

Intent: Developing a network of trails, interconnected walking loops, and other non-motorized facilities is a priority for Federal Way's future not only because this supports the most common recreational activity of residents – walking – but also because it improves everyday quality of life. Federal Way is currently spearheading an effort to develop a *Southwest King County Regional Trail Plan*. The plan aims to identify a network of trails that will augment non-motorized transportation connectivity for bicyclists and pedestrians. The trail network will also connect to transit lines, neighboring jurisdictions, and nearby recreational opportunities. The following goals and policies address developing community connectivity through a City-wide non-motorized network of trails and sidewalks.

Provide a Balance of Services for a Diverse Population (Core Value 5)

Intent: Understanding the evolving Federal Way population and demographic needs and providing programs and recreational opportunities that meet all residents' needs and interests is an important goal for parks, recreation, and open space planning. The following goals and policies address accommodation of people from diverse social, cultural, age, income, and ability backgrounds.

14.6 GOALS & POLICIES

Community Parks

Goal

PR G1 *Improve the City's existing active recreation facilities to maximize utilization.*

Policies

PR P1.1 Improve and maintain recreation fields to National Recreation and Parks Association (NRPA) standards in order to meet current and future demand.

PR P1.2 Coordinate with Federal Way Public Schools to share the costs of improving parks adjacent to schools.

PR P1.3 Coordinate with Federal Way Public Schools to analyze and determine improvement needs and costs associated with its joint-use parks.

PR P1.4 Coordinate with Federal Way Public Schools to review and reassess the master plans that have been developed for Lakota Park and Sacajawea Park on an ongoing basis.

PR P1.5 Balance passive and active uses to provide a range of recreation options at each community park.

Neighborhood Parks

Goal

- PR G2** *Improve and maintain all neighborhood parks to maximize safety, visibility, usability, appeal, and identity.*

Policies

- PR P2.1** Broaden the definition of neighborhood parks to include uses such as passive public space, neighborhood gathering places, or special uses based upon the analysis of each park's unique features.
- PR P2.2** Plan for improvements to neighborhood parks based upon their unique potential and designated role in the City-wide system.
- PR P2.3** Explore ways to allow for informal play and recreation opportunities by incorporating unprogrammed spaces such as fields and forested areas.

Park Activation

Goal

- PR G3** *Maintain City parks and open spaces so that they are inviting to users and offer facilities and activities based on community need.*

Policies

- PR P3.1** Develop a more recognizable and inviting park and open space system that may include:
- Developing a design checklist of baseline conditions for park amenities such as furnishings, signage, etc.
 - Consistent signage, including opportunities for environmental education.
 - Park entry/street frontage landscaping and site features such as bollards, low fences, etc.
- PR P3.2** Enhance visibility into parks and maintain sightlines to increase safety and encourage use.
- PR P3.3** Balance maintaining habitat and aesthetic value with maintaining visibility within parks and open space. Wherever feasible, maintain visibility and sight lines from adjacent streets into park areas.
- PR P3.4** Continue to integrate Crime Prevention Through Environmental Design (CPTED) techniques to address safety and security concerns in parks.
- PR P3.5** Track crime and vandalism in each park and open space and measure achievements using an established baseline.
- PR P3.6** Consider adding "Safe City" cameras and community ambassadors within parks to enhance the perception of safety and minimize crime.

- PR P3.7** Coordinate with Federal Way Police Department on high priority parks that justify added security lighting, proactive patrol, and on-site surveillance.

Parks and Recreation Financing

Goal

- PR G4** *Operate the Parks and Recreation Department in a fiscally responsible manner.*

Policies

- PR P4.1** Budget adequate funding for maintenance and operation based on public use of facilities, at a level required to avoid future need for more costly complete renovations or replacement of existing parks, buildings, and other department-maintained facilities.
- PR P4.2** Consider periodically updating the impact fee calculation to ensure that new development is paying for the need for increases in parks capacity.

Public Awareness/Outreach



Goal

- PR G5** *Celebrate the City's park, open space, and recreation system by keeping residents informed about parks, recreational programming, and community events.*

Policies

- PR G5.1** Continue developing, implementing, and improving a comprehensive system-wide signage and wayfinding program for parks, open spaces, and walking routes.
- PR G5.2** Periodically update the comprehensive pocket map of the City's parks, open space, and trail system.
- PR G5.3** Continue public relations and publicity efforts to inform citizens of the recreational opportunities available using a variety of media, including websites, social media, and print newspaper.
- PR G5.4** Consider developing a series of interpretative materials that educate park users about low-impact use of parks and open spaces. This effort may include adding physical signage to parks, and updating the City's website and Parks and Recreation Department publications.
- PR G5.5** Monitor parks and recreation needs and trends periodically through questionnaires, surveys, meetings, and research.

Maintenance

Goal

- PR G6** *Maintain existing park resources in a manner that promotes safety, supports a diverse ecosystem, and minimizes ongoing maintenance costs.*

Policies

- PR P6.1** Maintain a maintenance phasing plan to address ongoing maintenance tasks and help to prioritize staffing.
- PR P6.2** Integrate maintenance considerations in the planning and design of park facilities.
- PR P6.3** Design and retrofit parks so that maintenance practices prioritize:
- Maximizing the use of native and naturalized plants and turf that are biologically appropriate for the region to avoid or minimize use of irrigation, fertilizers, and pesticides.
 - Controlling erosion and runoff using natural materials such as grass or hay bales.
 - Avoiding or minimizing the use of fertilizers and pesticides through the use of Integrated Pest Management practices, especially near water bodies.

- Composting all organic wastes for use in parks and open space.
- Designing and retrofitting irrigation systems to use only the minimum water needed, only where needed.
- Retaining dead standing trees, fallen trees, logs, and vegetative litter, such as fallen branches, twigs, and leaves to preserve water and habitat where it is safe.
- Installing low-flow water devices where possible.
- Minimizing impervious surface/integrating natural drainage systems. Considering pervious pavement for park trails.
- Improve City staff capability to manage open space and public lands in the disciplines of natural resource management (e.g., habitat and wildlife biologist, horticulturist, etc.).

PR 6.4 Facilitate a coordinated response of City Departments to ensure that appropriate professionals (e.g., police, social workers) can provide information regarding the availability of human services to unhoused persons located in Federal Way’s parks and open spaces.

Coordination/Partnerships

Goal

PR G7 *City continues to foster relationships and share facilities and programming with other organizations and agencies that have an impact on, or interest in, the health and recreation of Federal Way residents.*

Policies

PR P7.1 City departments - including Parks and Recreation Department, Public Works, and Community Development and Planning should coordinate in areas that may affect parks, open spaces, and trails, such as:

- Development Review
- Acquisition of public lands
- Non-motorized transportation improvements

PR P7.2 Institute a program with Federal Way Public Schools to improve the appeal of District properties that are adjacent to public park facilities. Consider implementing joint use agreements for the shared use of facilities between FWPS and the Parks Department similar to those currently used at Lakota Park and Sacajawea Park. Identify entry improvements such as signage, landscaping, and lighting that may allow such properties to read as part of the overall parks and recreation system.

PR P7.3 Partner with other organizations concerned with improving public health through active living.

Acquisition/Surplus of Properties

Goal

- PR G8** *Be prepared to act when land acquisition opportunities or major changes in the park system occur.*

Policies

- PR P8.1** Focus on developing new parks in the areas that will experience population growth and increased density, or where deficiencies in level of service currently exist.
- PR P8.2** Respond to opportunities to acquire ownership of lands that will make a unique or significant contribution to the City's overall park and open space system.
- PR P8.3** Explore the potential to use other existing public lands to meet future park needs such as:
- City's undeveloped open spaces
 - Other City-owned properties
 - King County Surface Water Management District land
 - Lakehaven Water and Sewer District spaces
 - Federal Way Public Schools properties
- PR P8.4** Establish a transition plan for King County parks within the Potential Annexation Area that would minimize costs to the City for bringing these parks up to City standards.
- PR P8.5** Consider surplussing lands which are difficult and costly to maintain or do not significantly contribute to the overall parks and recreation system or provide benefits to Federal Way residents. Any revenues derived from surplussed land should be put towards the enhancement of existing parks and open spaces.
- PR P8.6** Leverage funds from Federal Way's recently-adopted park impact fee to acquire new public lands.

City Center/High Density Areas

Goal

- PR G9** *Integrate a system of open spaces, plazas, and walkways throughout the City Center and other high-density areas to make the areas livable, host community events, and create community identity.*

Policies

- PR P9.1** Actively develop a plan for additional community gathering places in the City Center.

- PR P9.2** Ensure that development standards within the City Center and other higher density neighborhoods continue to include adequate spaces set aside for parks and plazas.
- PR P9.3** Encourage mini-parks/gardens near new multi-family development. Explore opportunities to do so in partnership with the Department of Community Development’s Planning Division and private developers.

Goal

- PR G10** *Encourage pedestrian and non-motorized development in the South Station Subarea near the future LINK Extension.*

Policies

- PR P10.1** Actively develop community gathering places within the South Station Subarea and encourage mini-parks and gardens near new multi-family development in collaboration with private developers.
- PR P10.2** Ensure that development standards within the South Station area continue to include adequate spaces set aside for parks and plazas.

Neighborhood Gathering Places

Goal

- PR G11** *Establish neighborhood gathering places in neighborhood parks (where appropriate) where neighbors can meet, hold small-scale events, and establish and strengthen neighborhood identity.*

Policies

- PR P11.1** Designate some neighborhood parks as neighborhood gathering places, where appropriate, based upon an analysis of park potential and participation by local residents.
- PR P11.2** Explore potential for more public use of the existing BPA trail right-of-way by encouraging other uses within the corridor (such as off-leash areas and community gardens if the area can be serviced with water).

Special Use Parks

Goal

- PR G12** *Provide for special use parks and/or facilities to meet specific community needs.*

Policies

- PR P12.1** Design parks with special uses such as off-leash areas, plazas, community gardens, or skate parks to accommodate anticipated levels of use and respond

to a diverse array of cultural needs, while minimizing impacts to neighboring properties.

PR P12.2 Expand recreational art programs within parks.

PR P12.2 Add sport courts and active recreation facilities, such as pickleball courts, to park areas where demonstrated need and interest is greatest.

Environmentally Sensitive Area

Goal

PR G13 *Manage environmentally sensitive lands for long-term ecosystem health and biodiversity of natural systems, while making them accessible to all members of the community.*

Policies

PR P13.1 Maintain open spaces so that they are accessible to residents.

PR P13.2 Protect ecologically sensitive areas from degradation due to human use and development through code enforcement and restoration efforts. Facilitate the provision of appropriate human services (e.g., police, social workers, etc.) to ensure that unhoused individuals receive appropriate services and care.

PR P13.3 Identify significant open space areas in the City, with emphasis on their habitat restoration efforts. Target areas within the City include:

- Hylebos Creek Basin
- Puget Sound waterfront and tributary creeks and streams

PR P13.4 Wildlife habitat requirements should be determined for species expected to occupy a given open space property. These habitat needs should help guide site restoration and design of recreational and other facilities.

PR P13.5 Support habitat improvements and site restoration efforts that will provide benefit to watersheds, wetlands, and salmon habitat.

PR P13.6 Preserve, protect, and enhance areas or structures found in parks or open spaces that have significant historic, archaeological, scientific, or cultural value to the City.

PR P13.7 Discourage expansion of park spaces where it might interfere with potentially hazardous areas.

PR P13.8 Continue seeking opportunities to fund the conservation of environmentally sensitive lands through programs such as the King County Conservation Futures Fund.

Environmental Education

Goal

- PR G14** *Inform residents about the area's environment so that they are aware of, and take pride in, the natural systems that help to define the character of the City.*

Policies

- PR P14.1** Partner with existing local groups to lead educational tours of open spaces where there are safe walking trails and features of interest and importance. Encourage participation by Federal Way Public Schools.
- PR P14.2** Integrate interpretive signage within the open spaces with habitat value and/or unique historic, archaeological, cultural qualities such as West Hylebos Wetlands, Brooklake, Panther Lake, Poverty Bay, Spring Valley, and Fisher's Pond.
- PR P14.3** Partner with Federal Way Public Schools to develop "learning landscape" opportunities such as gardens, plant nurseries, and landscape beautification for learning/teaching at school-based parks or adjacent City open spaces.

Privately Owned Open Space Lands

Goal

- PR G15** *Preserve privately-owned open spaces with environmental constraints through incentive-based programs to provide 'breathing-room' open space.*

Policies

- PR P15.1** Consider developing a program that allows private property owners to preserve their land as permanent open space using incentive-based mechanisms such as conservation easements.
- PR P15.2** Consider developing a program to keep property owners adjacent to City parks and open spaces informed about control of invasive species and protection of environmentally sensitive areas.
- PR P15.3** To gain maximum effect on the overall parks and recreation system, consider auditing and revising City code requirements for on-site open space to require contribution to the larger parks system rather than small, on-site parcels.
- PR P15.4** Consider acquisition of privately-owned space that has enduring environmental value.

Shoreline Access

Goal

- PR G16** *Ensure that residents can easily access public shoreline areas and enjoy a safe, scenic, and educational experience.*

Policies

- PR P16.1** Improve public access on existing City shoreline properties.
- PR P16.2** Explore potential to provide public access to the shoreline via small shoreline open spaces located at unopened street ends.
- PR P16.3** Explore potential for a Washington Water Association trail (for kayaks, canoes and other non-motorized watercraft) connecting Federal Way parks along the waterfront, to a larger regional system of waterfront parks in Des Moines and Tacoma.
- PR P16.4** Coordinate with State Parks and State Agencies to promote and enhance shoreline access.



Maintenance of Open Space

Goal

- PR G17** *Maintain a system of open spaces that preserves Federal Way's natural heritage and character.*

Policies

- PR P17.1** Develop an Open Space Management Plan for the entire system of open spaces, identifying resources such as wildlife habitat, shoreline, wetlands, scenic resources, recreational resources, and trails, and evaluate potential for highest and best use for each property.

PR P17.2 Prepare feasibility studies or park master plans for open spaces that offer some opportunity for passive recreational use, such as West Hylebos Wetlands, Spring Valley, Panther Lake, and Poverty Bay.

Goal

PR G18 *Provide safe public access while keeping natural systems intact and well-functioning.*

Policies

PR P18.1 Control invasive species and use native species, where feasible, when replacing or enhancing vegetation.

PR P18.2 Identify and preserve open spaces and corridors of high wildlife and water quality value.

PR P18.3 Where safety is not an issue, retain dead standing trees, fallen trees, and vegetative litter to preserve habitat and water quality values.



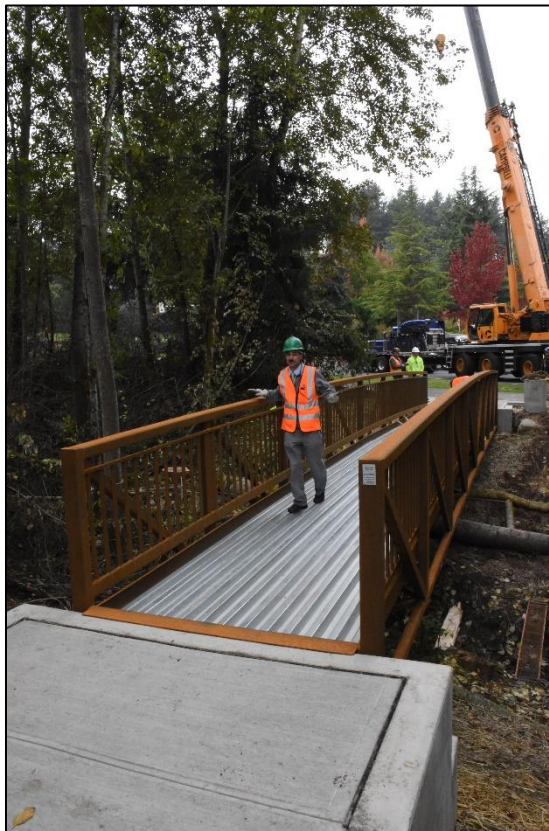
Walking System and Programs

Goal

PR G19 *Develop an interconnected system of trails and sidewalks throughout the City that are safe and comfortable and encourage people to walk and bike, as recreation, for commutes to work, and as a way to travel between destinations.*

Policies

- PR P19.1** Integrate park and open space planning with the Bicycle and Pedestrian Master Plan by coordinating with other departments such as Public Works and Community Development to prioritize and implement the plan.
- PR P19.2** Identify parks and open spaces that are on routes to schools and coordinate with other agencies such as Federal Way Public Schools and Public Works to seek additional Safe Routes to Schools funding. Consider additional Safe Routes to School in Federal Way.
- PR P19.3** Connect Celebration Park and Steel Lake Park via a network of sidewalk and pedestrian improvements through the City Center.



Goal

- PR G20** *Develop a Comprehensive City-wide Walking Program that would encourage people to walk by providing maps in Federal Way municipal buildings and online, creating an identifiable wayfinding signage system, connecting community landmarks and destinations through multi-use trails, seeking grant funding on a state and federal level, and organizing special events such as walking campaigns.*

Policies

- PR P20.1** Create neighborhood walking routes that link parks and open spaces with trail/pedestrian improvements.
- PR P20.2** Create neighborhood walking maps (digital and physical) that identify walking routes, community landmarks and destinations, and locations of special events.
- PR P20.3** Design, create, and install unique wayfinding signage identifying neighborhood walking routes. Consider “adopt-a-route” sponsorships to finance wayfinding signage.

Social Interaction

Goal

- PR G21** *Provide programs and opportunities for social interaction among residents from all demographic backgrounds.*

Policies

- PR P21.1** Support a broader variety of cultural events and festivals.
- PR P21.2** Form partnerships with homeowner, community, and cultural organizations to build support for community events.
- PR P21.3** Support events and activities that reflect the cultural diversity of Federal Way.
- PR P21.4** Expand outreach efforts to underrepresented sectors of the Federal Way community for recreation programs and community events.
- PR P21.5** Prioritize funding for programs and park improvements that meet city, county, and regional equity goals.

Sports and Recreation

Goal

- PR G22** *Provide recreation programs and community events for all.*

Policies

- PR P22.1** Provide a diversity of sports and recreational opportunities including child, young adult, female, and co-ed specific leagues.
- PR P22.2** Accommodate special user groups, such as individuals with different abilities.

- PR P22.3** Work with the Youth Commission to be more responsive to current recreational demands and develop more activities for teens.
- PR P22.4** Increase funding for scholarships and/or co-sponsorships for sports groups and recreation programs.
- PR P22.5** Conduct outreach to the diverse social, ethnic, and age groups within the Federal Way community during the Parks and Recreation planning and programming process to ensure it is collaborative and inclusive.

Active Living Recreation

Goal

- PR G23** *The Parks and Recreation Department plays a role in promoting active, healthy lifestyles in the Federal Way Community.*

Policies

- PR P23.1** Develop programs that promote walking, biking, rolling, and physical activity, with an emphasis on youth and senior groups.

Arts, Culture, and Recreation Programming

Goal

- PR G24** *Serve the community's specific and diverse arts, cultural, and recreation programming needs.*

Policies

- PR P24.1** Be adaptable to changing trends and demographics by providing a diverse range of programming.
- PR P24.2** Coordinate with other recreation and cultural programming providers to ensure that the needs and interests of all ages, abilities, backgrounds, and incomes are being met.
- PR P24.3** Regularly assess local recreational demand and participation.

Community Stewardship

Goal

- PR G25** *Activate and increase social interaction within parks and open spaces by encouraging community use and maintenance where appropriate.*

Policies

- PR P25.1** Engage community organizations (such as Audubon, Master Gardeners, Service Clubs, Korean Seniors Association, and schools) in an Adopt-A-Park program.
- PR P25.2** Encourage cultural and special events to take place in parks.
- PR P25.3** Organize volunteer work parties in order to mobilize residents to implement community-backed projects and promote community engagement.
- PR P25.4** Engage residents in the park planning and design process when retrofitting or developing parks.
- PR P25.5** Engage the local business community to sponsor parks and organize employees into volunteer work teams.



APPENDIX A IMPLEMENTATION

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A.0 INTRODUCTION

For the 2024 periodic update, implementation of the Comprehensive Plan has been placed into this Appendix. The Comprehensive Plan, as a community-wide plan, is implemented by the combined efforts of individuals, businesses, neighborhoods, civic groups, and local government. Many of the Plan's policies reflect this shared responsibility for community action.

Although a shared effort, City government has the primary responsibility of implementing the Plan. Two key options for implementation available to the City are management of future development by the application of land use regulations, and the allocation of public funds for physical improvements. The relationship of these activities to the Comprehensive Plan is specified in the Washington State Growth Management Act, which states that regulations shall be consistent with the Comprehensive Plan, and capital budgeting and spending shall be in conformance with the Comprehensive Plan.

A.1 CARRYING OUT THE PLAN

Consistent Regulations

Federal Way created regulations to ensure that development occurs consistent with the goals and policies contained in the Comprehensive Plan. These implementing regulations include zoning and subdivision ordinances, environmental laws, building codes, historic preservation laws, and design review procedures.

Zoning

The City's zoning code controls the type of activity and intensity of development that may be permitted on property. Zoning restricts the location of residences, businesses, and other land uses, and sets requirements for building height, minimum lot size, and the amount of landscaping and parking that must be provided. The City's official zoning code is part of the Federal Way Revised Code, and is specifically located in Title 19, the Zoning and Development Code. The zoning code consists of definitions, descriptions of zoning classifications and the uses allowed in each, dimensional standards for development, and maps that show how the zone classifications divide the entire City into land use districts. Since zoning is a device to implement the Comprehensive Plan, its rules must be consistent with the Plan. The 2024 Comprehensive Plan envisions revisions to the zoning code to implement the Land Use and Housing chapters, and the potential for additional code revisions relating to the Climate chapter.

Subdivision

The manner in which parcels of land are divided into smaller parcels, or platting, is specified in the City's subdivision code, Title 18, Subdivisions. Subdivision provisions relate primarily to procedures for dividing land. These procedures include review by public agencies to ensure that zoning standards (minimum lot size, for example), street access, public facilities, and other urban service requirements are provided. State subdivision law

requires that local legislative bodies include appropriate provisions to ensure that facilities specified in the Plan will be available to serve the subdivision at the time of development. To accommodate the need for more housing, the 2024 Comprehensive Plan seeks to facilitate land divisions within the City.

Environmental Review

The State Environmental Policy Act (SEPA) and Shoreline Management Act (SMA) ensure that environmental values are considered during decision-making by state and local agencies. SEPA and SMA give agencies the tools that enable them to consider environmental information, including mitigation measures, before rendering a decision on a proposed plan or project. SEPA and SMA also include provisions to involve the public, tribes, and interested agencies in most review processes prior to a final decision.

The environmental review process works with other regulations to provide a comprehensive review of a proposal. Combining the applicable environmental review processes and other laws reduces duplication and delay by combining study needs, comment periods, and public notices, and allowing agencies, applicants, and the public to consider all aspects of a proposal at the same time. SEPA and SMA also give agencies authority to condition or deny a proposal based on the agency’s adopted environmental policies and environmental impacts identified during permit review. The 2024 Comprehensive Plan does not envision many changes to environmental regulations in the City.

Design Guidelines

Design guidelines are a primary tool in Plan implementation to ensure that proposals are compatible in character with adjacent development and reflect the aesthetics of the community. Guidelines are adopted as descriptions, photos, or illustrations of desired character, and are representative of the City’s design preferences. Building materials, architectural details, site features, and the relationship of the development to the street and adjacent properties are common specifications included in design guidelines. The Guidelines are not intended to prescribe solutions or limit creativity, but rather, to establish a flexible framework that encourages innovation in design. The guidelines address site design, building design, architecture for portions of the City, pedestrians, and public spaces.

Design guidelines set expectations for developers and the general public for how new development will be incorporated into the City. The 2024 Comprehensive Plan looks to ensure Design Guidelines meet the following requirements: 1) only clear and objective development regulations governing the exterior design of a new development; 2) the standards must have at least one ascertainable guideline, standard, or criterion by which an applicant can determine whether a given design is permissible; 3) the design guidelines may not reduce density, height, bulk, or scale beyond the underlying zone; and, 4) design review must be conducted concurrently with consolidated project review and may not include more than one public meeting.

Building Codes

Building codes help ensure that development is safe and not a threat to public health. These rules are applied when a property owner or tenant applies to the City for a building permit to gain approval to develop a property, including proposed structures. During the permitting process the proposal is checked for compliance with other codes and regulations such as zoning, SEPA, the Americans with Disability Act, Uniform Fire Code, and rules for historic preservation. The 2024 Comprehensive Plan does not envision significant modifications to the Building codes governing the City.

Conforming Capital Budget & Spending

As communities grow, new schools, parks, libraries, streets, water and sewer lines, and similar urban facilities are needed to serve the expanding population. The Capital Facilities Program (CFP) is an official City document that lists all of the City-provided facility needs identified by each service provider for the future, including those required to support future population growth. The City Council adopts the program as the official direction for long-range spending on public improvements.

Transportation, solid waste, police, and parks facilities are planned in greater detail in the citywide Capital Improvement Program (CIP). The CIP lists the specific physical improvements, specifies a time for construction, and identifies the anticipated source(s) of funds that will pay for the project. In addition to ongoing needs for repair and maintenance, these lists of capital facilities include the immediate improvements necessary to support growth, in conformance with the Comprehensive Plan.

Capital Facilities & Concurrency

The CFP and CIP outline the City's capital budgets and include projects needed to realize the policies in the Plan. The GMA's Concurrency rule ensures that those public facilities and services necessary to support development are adequate to serve development without decreasing current service levels below locally-established minimum standards, and are available when the service demands of development occur.

The basis for this rule is two-fold: new growth should pay its way without placing additional financial burden on existing residents or future generations, and growth should not reduce the quality or types of urban services that current residents enjoy. Concurrency is considered at the planning level and ensured at the project review level. During planning, the six-year CIP reflects City Council resolve to pursue funding for projects to meet the demands of new growth. The concurrency management system tracks current and future capital projects against land use trends and funding availability. At the project review level, developments generating new service demands can only be approved if adequate public facilities and services are available to meet the needs of the development.

Strategic Implementation

Strategic implementation is the critical process of turning a well-crafted plan into actionable steps. It involves assigning responsibilities, allocating resources, and fostering a clear path forward to ensure the identified goals and objectives are meaningful in the growth of the City. It also requires the monitoring of progress and reporting that progress to the City Council. In other words, it is the art of making the Comprehensive Plan actionable.

A.2 MONITORING AND EVALUATION

Throughout the life of the Comprehensive Plan, a monitoring and evaluation process is conducted periodically to assess the effectiveness of the goals and policies and to identify portions of the Plan that may need to be added or modified in order to produce a result consistent with the Growth Management Act (GMA), the community's stated visions and values, and the changing needs and priorities of the community.

Many sources of information may be used during this process. Building permit records indicate whether new development activity is concentrating in designated centers, as described in the Comprehensive Plan. Departmental budgets, six-year CIP, and findings from the Concurrency Management System demonstrate whether adequate resources exist and if they are being allocated at a level sufficient to accomplish the Plan's objectives. Quality of life factors are tracked over time as they relate to the goals and policies of the Comprehensive Plan – such as environmental quality, physical health, economic vitality, social justice, housing availability, and other factors. Also, public participation in the annual Comprehensive Plan amendment process helps to identify unmet needs or new issues.

In addition, staff will provide an annual progress report to the Planning Commission and the Land Use Transportation Committee on progress on the implementing actions.

A.3 IMPLEMENTATION MATRICES

Purpose

Putting the Plan into action is one of the most important, and arguably most challenging, aspects of the comprehensive planning process. Without viable, realistic mechanisms for implementation, the community vision and goals presented in the Comprehensive Plan will be difficult to realize. For Federal Way, the implementation matrices serve as that tool, providing direction to the City and community for the years following approval of the update of this Plan.

This section establishes an action-oriented process to ensure the Plan functions as a living document, advancing the long-range vision for the community, while also being responsive to changing conditions. The intended outcomes of these matrices are:

1. Advancing the goals and policies in the Plan.

2. Creating a manageable work program for the City to implement the Plan.
3. Demonstrating the City’s commitment to the implementation of the Plan by creating a measurable progress report.

Structure of the Matrices

The implementation matrices provide guidance on how to put the Plan to work and begin transforming ideas and aspirations into actions. The Plan has a long-term horizon, looking ahead to 2044, and contains too many goals and policies to attempt to implement at one time. Therefore, implementation of the Plan must rely on prioritizing actions to ensure the efficient use of resources, as well as incremental and sustained progress to bring the Plan to life.

The implementation matrices focus on near-term (1-2 years), and mid-term (3-5 years) actions. There are many goals and policies contained in the Plan that did not drive a trackable implementing action in the next five years. In other words, where certain goals and policies are not listed in the implementation matrices, there are no correlating implementing actions recommended in the next five years. That does not mean that, as actions are taken, other actions could not be added during this 20-year period.

A column was added to describe the expected amount of work needed to accomplish each implementation task and another column to identify the responsible party to lead the implementing action. Although most of the implementing actions will be managed by the City, as stated earlier, successful implementation of this Plan will also rely on action by the community.

This appendix of the Comprehensive Plan is an action plan and should be updated as progress occurs on these items. The iterative process of taking action, reporting on results, and updating the priorities is necessary to respond to change and to keep the Plan current, while continuing to implement the Plan’s goals and policies.

CHAPTER 2 - Land Use
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
LU G1	<i>Support a land use framework and regulations that implement the goals of the Growth Management Act; are responsive to changes in state statutes; support VISION 2050 Regional Growth Strategy and King County Countywide Planning Policies; include policies addressing environmental justice; and provide sufficient actions to accomplish the goals and policies contained in this plan.</i>	LU P1.3	Foster a diverse community comprised of neighborhoods that provide a range of housing options; a vibrant City Center; well designed and functioning mixed-use, commercial and office areas; and distinctive neighborhood retail areas.	Consider annually updating or drafting new development regulations to be responsive to updates to GMA and local, regional, and state policies.	Planning	Moderate	Ongoing	
		LU P1.6	Track progress toward increasing health equity and ensuring environmental justice throughout the City.	Create tracking metrics and commence tracking.	Planning	Heavy		✓
LU G2	<i>Develop an efficient, predictable, transparent, fair, and</i>	LU P2.1	Maximize efficiency and predictability of the development review process and	Following full utilization of My Building Permit, review permitting	Planning	Moderate		✓

CHAPTER 2 - Land Use Near and Mid-Term Implementation								
GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>timely development review process.</i>		conduct regular reviews of development regulations to determine how to improve upon the permit review process.	times and look for opportunities for improvement.				
		LUP 2.4	Look to incorporate new technologies to improve permit processing times.	Audit peer cities' permitting processes looking for best practices.	Planning	Moderate		✓
LU G3	<i>Periodically update the City inventory of buildable land capacity and evaluate development activity and achieved densities to ensure that the City is able to meet both its regionally-adopted housing and employment targets over the next 20 years as well as the criteria</i>	LU P3.3	Evaluate household and employment inventory and forecasts on a periodic basis to ensure that land use policies and regulations based on previous assumptions remain relevant.	Update Buildable Lands inventory every 5 years.	IT - GIS	Moderate		✓

CHAPTER 2 - Land Use
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>for the City's Regional and Countywide Growth Centers.</i>							

CHAPTER 3 - Transportation
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
				Transportation policies are implemented by Public Works staff in coordination with other departments, as needed.	PW Transportation			

CHAPTER 4 – Economic Development
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
ED G3	<i>Invest in placemaking spaces and community amenities to help attract businesses to Federal Way.</i>	ED P3.1	Actively work to facilitate joint public/private funding of infrastructure and public spaces.	Work with City lobbyists and Grant writers to further city priorities.	Economic Development	Light	Ongoing	
		ED P3.3	Support the City of Federal Way’s Sister City Program to build cultural and employment ties with Sister City communities.	Keep City/Sister City connections active with annual interactions.	Economic Development	Light	Ongoing	
ED G8	<i>Encourage cooperative partnerships to address the economic resilience of the City.</i>	ED P8.1	Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide employment opportunities.	Work to connect property owners and developers to facilitate development in the City.	Economic Development	Light	Ongoing	
		ED P8.3	Actively encourage redevelopment of the City Center and the creation of a vibrant downtown.	Work on a Placemaking strategy for Downtown.	Planning	Moderate	✓	
ED G13	<i>Explore models for expediting the permitting process for targeted projects to</i>	ED P13.1	Continue to implement a streamlined permitting process to reduce the upfront costs of locating businesses or redeveloping businesses in the City and	See LUP 3.1 and LUP 3.2				

CHAPTER 4 – Economic Development
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>improve permitting timelines and predictability for applicants.</i>		seek ways to make the process more applicant-friendly.					

CHAPTER 5 - Housing
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
H G1	<i>Support housing growth consistent with regional targets.</i>	H P1.1	Amend development regulations to remove or lessen regulatory and financial barriers to housing construction and facilitate a diverse range of housing forms that expand housing choice, are land use efficient, and are inclusive to community needs.	Audit existing zoning code, and propose amendments to development regulations to effectively meet housing need.	Planning	Moderate		✓
		H P1.2	Periodically monitor, analyze, and evaluate residential development and displacement to determine progress toward meeting regional targets at all income bands.	Comply with King County monitoring and evaluation of Housing Chapter implementation and performance.	Planning	Moderate	✓	
H G2	<i>Diversify housing supply typology, size, renter/</i>	H P2.1	Adopt and implement Transit Oriented Development strategies designed to encourage	Amend zoning and or development regulations around the future TDLE station.	Planning	High	✓	

CHAPTER 5 - Housing
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>ownership options, and affordability levels at urban densities to maximize the accessibility to public transit investments.</i>		dense residential development and diverse pedestrian-oriented uses close to transit stations.					
		H P2.4	Increase capacity for and promote greater diversity of housing types to bridge the gap between detached single-family and dense multifamily.	Adopt amendments to development regulations compliant with HB 1110.	Planning	High	✓	
H G3	<i>Expand and protect opportunities for homeownership citywide.</i>	H P3.2	Work with property developers to include ownership opportunities in residential and mixed-use development projects.	Allow ownership options as an appropriate public benefit when negotiating Development Agreements.	Planning	Low	✓	
		H P3.5	Where appropriate, reduce minimum lot sizes to permit the construction of smaller detached single-family houses on smaller lots.	Amend minimum lot size limits in appropriate low-density areas.	Planning	Moderate		✓

CHAPTER 5 - Housing
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
H G4	<i>Collaborate and build connections with populations most disproportionately impacted by past housing policies.</i>	H P4.1	Evaluate and consider the potential economic and social impact that City policies, development regulations, and zoning may have on the cost of housing for those vulnerable to displacement.	Conduct assessments of economic and social impacts of City policies, development regulations, and zoning changes on vulnerable populations.	Planning	Moderate	✓	
H G6	<i>Encourage and incent the development of affordable housing and mixed income projects, providing for a range of housing opportunities affordable to households with moderate, low,</i>	H P6.2	Maintain sufficient land supply and adequate zoning within the City to accommodate Federal Way's housing needs for permanent supportive housing and emergency housing.	Partner with affordable housing developers, SKHHP, Sound Transit, and community-based organizations, etc., to secure financing to meet the households with the greatest needs.			Ongoing	
		H P6.5	Consider delaying, deferring, or exempting affordable housing from development fees, concurrency requirements, payment of	Incent development of affordable housing and continue to fund projects that serve very low-income residents.			Ongoing	

CHAPTER 5 - Housing
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>and very low incomes.</i>		impact fees, offsite mitigation, and other development expenses that do not compromise environmental protection or public health, safety, and welfare concerns, or constitute a nuisance.					
		H P6.6	Consider delaying, deferring, or exempting affordable housing from development fees, concurrency requirements, payment of impact fees, offsite mitigation, and other development expenses that do not compromise environmental protection or public health, safety, and welfare concerns, or constitute a nuisance.					

CHAPTER 5 - Housing
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
H G7	<i>To the extent possible, preserve the existing supply of housing and promote housing stability. Take steps to help ensure Federal Way's housing stock is safe, habitable, and maintained over the long term.</i>	H P7.2	Identify low-income and very low-income housing units that may be lost due to redevelopment or deteriorating housing conditions and develop strategies that seek to preserve these units.	Coordinate and participate in County and subregional level conversations and investigate best practices for sustainable data collection of income restricted and low-income housing.	Planning	Low		✓
H G8	<i>Work to help keep people in their homes and limit economic, physical, and cultural displacement.</i>	H P8.1	Explore opportunities for implementing community preference allowing housing developments to prioritize certain applicants when leasing or selling units in communities at high risk of displacement, and/or	Coordinate and participate in County and subregional level conversations and investigate best practices for establishing anti-displacement programs like a right to return.	Planning	Low		✓

CHAPTER 5 - Housing
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
			right to return policies for displaced residents.					

**CHAPTER 6 – Capital Facilities
Near and Mid-Term Implementation**

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
CF G2	<i>Meet current needs for capital facilities in Federal Way, correct deficiencies in existing systems, and replace or improve obsolete facilities.</i>	CF P2.1	Give priority consideration to projects mandated by local, state, and federal law.	As applicable, incorporate and/or prioritize projects that: 1. Are mandated by local, state or federal law. 2. Are subsequent phases of a partially funded project. 3. Preserve prior investments or reduce maintenance or operating costs. 4. Correct for deficiencies or replace worn out facilities. 5. Are partially funded by outside monies. 6. Meet concurrency requirements. 7. Promote the conservation, preservation,	Parks & Recreation and/or Public Works	Moderate	Ongoing	
		CF P2.2	Give priority consideration to subsequent phases of phased projects when phase one is fully funded and under construction.					
		CF P2.3	Give priority consideration to projects that renovate existing facilities and preserve the community's prior investment or reduce maintenance and operating costs.					
		CF P2.4	Give priority consideration to projects that correct existing capital facilities deficiencies, encourage full utilization of existing facilities, or replace worn out or obsolete facilities.					

**CHAPTER 6 – Capital Facilities
Near and Mid-Term Implementation**

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
		CF P2.5	Give priority to projects where leveraged monies such as grants and low interest loans can be used.	redevelopment, and revitalization of commercial, industrial, and residential areas. 8. Are located in City Center. 9. Leverage grants and low interest loans.				
CF G3	<i>Provide capital facilities to serve and direct future growth within Federal Way as it further develops.</i>	CF P3.3	Give priority consideration to projects needed to meet concurrency requirements for growth management.					
		CF P3.9	Require connection to sanitary sewer service where sewer service is available and where connection would not result in harm to	Work toward adoption of an objective sewer connection requirement, in coordination with sewer	Planning	Moderate	✓	

**CHAPTER 6 – Capital Facilities
Near and Mid-Term Implementation**

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
			environmental critical areas.	providers and King County.				
CF G7	<i>Ensure planning and siting for all capital facilities is conducted in an environmentally sound, socially equitable, and inclusive manner.</i>	CF P7.1	Inform the siting or expansion of essential public facilities or facilities of regional importance using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.	When siting or expanding capital facilities, ensure robust public involvement that includes intentional outreach to historically marginalized and disproportionately burdened communities.	All City departments involved in the siting and use of public facilities	Moderate	Ongoing	
		CF P7.2	Work toward more affordable and equitable access to public facilities throughout Federal Way, with a particular focus on	Include accessibility and equity scoring in decision-making criteria in siting and utilizing public facilities, as well	All City departments involved in the siting and use of public facilities	Light	Ongoing	

**CHAPTER 6 – Capital Facilities
Near and Mid-Term Implementation**

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
			identifying coverage gaps and supporting increased access by historically marginalized and disproportionately burdened communities.	as environmental justice indicators to ensure historically marginalized communities do not receive disproportionate negative impacts from the siting of public facilities.				
				Increase opportunities and places for public awareness about discounted services for public facilities and use of utilities covered by the capital facilities chapter.	All departments	Light	Ongoing	
		CF P7.4	Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to	Identify and, where feasible, pursue opportunities to improve water conservation through City operations and/or through the sharing of public information.	Public Works and Parks, in coordination with Lakehaven Water & Sewer District as appropriate	Moderate		✓

**CHAPTER 6 – Capital Facilities
Near and Mid-Term Implementation**

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
			serve the growing population.					

CHAPTER 7 - Centers
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
C G1	<i>Focus a majority of the City's future employment and residential growth in centers and promote the creation of healthy, walkable, compact, and equitable transit-oriented neighborhoods that maintain distinct character, local culture, and identity.</i>	C P1.3	Plan for densities in the area surrounding high-capacity transit stations that maximize the benefits of public transit investments and are consistent with applicable center criteria. Provide incentives for multifamily residential development and consider offering incentives to promote new and/or redeveloped commercial uses.	Perform annual performance evaluations of development and redevelopment within centers. Identify and monitor successful incentives and tools utilized.	Planning	Light	Ongoing	
C G2	<i>Plan for adequate infrastructure,</i>	C P2.5	Use public-private partnerships to meet community needs, promote	Continue to pursue public-private partnerships and		Moderate		Ongoing

CHAPTER 7 - Centers
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3-5 years)
	<i>amenities, and services for centers to meet growth expectations</i>		public health and well-being, provide access to opportunity, and enhance the quality of life for residents and visitors.	execute development agreements within Centers.				
	<i>and promote a high quality of life for all current and future residents and employees.</i>	C P2.8	Identify and employ appropriate funding tools and opportunities to develop necessary infrastructure to attract and promote Federal Way's centers as a destination for employment and residential growth.	Implement Tax Increment Area projects in RGC.	Planning, Public Works, Economic Development	High		✓
C G4	<i>Foster equitable, inclusive, and sustainable urban development practices in the City's centers to ensure the well-being and</i>	C P4.4	Promote inclusive housing options and increase choices in residences for growing families, seniors desiring to age in place, young professionals, and other groups not served by existing housing trends. Expand the supply and typologies of housing by	Promote and expand opportunities for income restricted affordable housing and preservation of existing affordable housing in centers.	Planning	Moderate	✓	

CHAPTER 7 - Centers
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>prosperity of all community members, including Black, indigenous, and People of Color communities, immigrants and refugees, people with low-incomes, people with disabilities, and communities with language access needs.</i>		providing a range of dwelling configurations, unit sizes, tenures, and affordability levels.					
C G5	<i>Create an identifiable Regional Growth Center that serves as</i>	C P5.2	Update the RGC Subarea Plan to ensure it is achieving the Plan’s vision as subarea conditions evolve over time and are better understood.	Update the RGC Subarea plan from 2015 for submission to the PSRC for recertification in 2025.	Planning	High	✓	

CHAPTER 7 - Centers
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>the social, cultural, and economic focus of the City.</i>	C P5.3	Update the RGC boundary to include the RGC Expansion area in the RGC.	Submit a request to expand the boundary of the RGC to the PSRC.	Planning	High	✓	
C G8	<i>Create an identifiable Countywide Growth Center and South Station Subarea that serves as a secondary center for the City by planning for and realizing an urban, mixed use, multimodal neighborhood that achieves the CGC criteria and supports</i>	C P8.2	Discourage the expansion of existing low density/intensity uses while recognizing that these potentially non-conforming uses may choose to remain in the South Station area for the foreseeable future.	Amend development regulations, permitted uses, and consider rezoning of property within the CGC.	Planning	Moderate	✓	
		C P8.4	Periodically assess and update the South Station Subarea Plan to ensure it is achieving the Plan’s vision as subarea conditions evolve over time and are better understood.	Update the South Station Subarea Plan and implementing actions in 2029 and 2034.	Planning	High		✓

CHAPTER 7 - Centers
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>the South Station Subarea Plan vision.</i>							

CHAPTER 8 – Natural Environment
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
NE G1	<i>Ensure development activities, infrastructure investments, and municipal operations maintain and enhance natural resources and habitats to the extent practicable and feasible.</i>	NE P1.6	Update environmentally critical area regulations to be consistent with best available science while also taking into consideration the City’s obligation to meet urban-level densities and other requirements under the GMA.	Development review shall ensure that regulations, standards and policies for the protection, conservation, and enhancement of the environment are met during the design of new development.	Planning	Light	Ongoing	
NE G6	<i>Conserve and protect environmentally critical areas and their buffers from loss or degradation and seek opportunities for</i>	NE P6.5	The City’s wetland inventory will be updated when new delineations and ratings are approved by the City.	As new delineations are provided as part of development, revise the GIS layer on City maps.	IT - GIS	Light	Ongoing	

CHAPTER 8 – Natural Environment
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>their protection and enhancement as natural and economic assets of the City.</i>							
NE G7	<i>Preserve, protect, and enhance fish and wildlife habitat.</i>	NE P7.5	Adopt and implement fish habitat conservation plans in support of WRIA 9.	Work with the community to develop a fish habitat conservation plan.	PW SWM	Heavy		✓

CHAPTER 9 - Utilities								
Near and Mid-Term Implementation								
GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
U G1	<i>Work with utilities, other jurisdictions, and interdepartmentally to allow for full and timely service that meets the needs of City residents and businesses, both present and future, and to position the City to accommodate new energy and communications technologies.</i>	U P1.6	Identify new public works and development regulations, or amendments to existing regulations, that properly plan for and accommodate the adoption of new and emerging energy and communications technologies in the City.	Review development regulations and, if it is found that current public works standards or development regulations pose unnecessary or unreasonable barriers to the rollout of new or emerging technologies in Federal Way, and when expansion of those technologies would be in the best interests of the City as a whole and the City's residents, initiate a standalone code amendment and/or development effort to properly plan for those technologies.	Planning	Moderate		✓

CHAPTER 9 - Utilities
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
		U P1.7	Maintain and elevate interdepartmental discussions and consideration of recommendations from the 2023 Federal Way Broadband Planning Study.	Identify which of the recommendations from the Broadband Planning study will be pursued, and initiate their implementation.	IT	Moderate	✓	
U G2	<i>Work with utilities to allow them to provide service in a way that balances cost-effectiveness with environmental protection, aesthetic impact, public safety, and public health.</i>	U P2.5	Work with utility providers in preparing a right-of-way vegetation plan that ensures that the needs of landscaping and screening are balanced with the need to prevent power outages.	Review existing development regulations and public works guidelines to ensure consistency with Policies U P 2.5-2.7, and U P 3.3-3.5, and initiate a code or policy amendment if inconsistencies are found.	Planning	Light		
		U P2.6	Require that site-specific utility facilities such as antennas and substations be reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.				✓	
U G3	<i>Increase opportunities to create and</i>	U P3.3	Facilitate the use of solar power in residential, governmental, and					

CHAPTER 9 - Utilities
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>utilize renewable and sustainable energy sources such as solar and wind power, to reduce the City's greenhouse gas emissions, and to improve the City's resiliency to hazards.</i>		commercial applications by implementing straightforward review and approval processes.					
		U P3.4	Evaluate and, if necessary, revise zoning regulations to address the siting of small-scale wind power generation facilities for the use of individual properties.					
		U P3.5	Evaluate ways to accommodate small-scale, neighborhood-level power generation.					

CHAPTER 9 - Utilities
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
U G7	<i>Work toward more equitable and affordable access to telecommunications services throughout Federal Way, with a particular focus on identifying coverage gaps and supporting increased access by historically marginalized and disproportionately burdened communities.</i>	U P7.3	Identify development regulations and policies that support equitable, affordable, convenient, and reliable utilities in Federal Way.	Review existing development regulations and Public Works standards and identify and pursue revisions to codes and standards that could improve utility equity, affordability, and convenience in Federal Way.	Planning, in coordination with Public Works	Moderate	✓	

**CHAPTER 10 - Shoreline
Near and Mid-Term Implementation**

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
SMP G1	<i>Shoreline areas shall permit a variety of development types in accordance with the FWRC, FWCP, and Shoreline Master Plan designations. Designs, densities, and locations for all allowed uses and developments shall consider physical and natural features of the shoreline and prevent a net</i>	SMP P1.6	Federal Way shall consider the goals and policies of the SMP in all land use management decisions regarding the use or development of adjacent uplands where such use or development may have an adverse effect on designated shorelines.	Development review shall ensure that regulations, standards and policies for the protection, conservation, and enhancement of the environment are met during the design of new development.	Planning	Light	Ongoing	

**CHAPTER 10 - Shoreline
Near and Mid-Term Implementation**

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>loss of shoreline ecological functions.</i>							
SMP G 11	<i>Develop regional solutions with other jurisdictions, tribes, and interested parties to resolve the challenge of protecting shoreline ecological functions, while also managing shoreline developments.</i>	SMP P11.1	Continue work with the State, King County, Watershed Resource Inventory Area (WRIA) 9 Steering Committee, and other governmental and non- governmental organizations to explore how local governments can contribute to the preservation and restoration of ecological processes and shoreline functions.	Update Title 15 prior to June 30, 2029, or as otherwise required by RCW 90.58.080.	Planning	Moderate		✓

CHAPTER 11 – Arts, Culture, and Historic Preservation
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
ACHP G3	<i>Increase the presence of art in the City.</i>	ACHP P3.1	Ensure highly visible local destinations incorporate art installments, amenities for performances, and elements for education and beautification.	Evaluate the process to pursue a creative district designation for Downtown Federal Way.	Parks Department, Arts Commission, Planning	Moderate		✓
		ACHP P3.3	Encourage public agencies to incorporate public art and design features on above-grade infrastructure.	Consider public art as an appropriate public benefit in Development Agreement negotiations with public agencies and private developers.	Planning	Light	Ongoing	
ACHP G4	<i>Support an environment for artists to thrive.</i>	ACHP P4.1	Promote Federal Way as a welcoming and inclusive destination for artists, creative professionals, and cultural organizations by removing barriers and expanding opportunities to showcase and spread awareness of the creative industry.	Consider development regulation amendments to remove barriers for live/work uses that include both residential and nonresidential space that can be used as art studio space.	Planning	Moderate	✓	

CHAPTER 11 – Arts, Culture, and Historic Preservation
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
		ACHP P4.2	Evaluate processes, procedures, and policies for temporary events hosted at City facilities to reduce barriers for community and cultural events.	Review and evaluate process, procedures, and policies for temporary events hosted at City facilities to remove barriers and promote inclusivity and welcoming of cultural diversity.	Parks Department	Moderate	✓	
		ACHP P4.4	Support communication among artists, creative professionals, cultural organizations, and the business community to increase awareness and promote relationship building,	Create and maintain inventories and contact lists for the sharing of information and networking among the creative community and organizations.	Art Commission and Parks Department	Light	✓	
ACHP G5	<i>Ensure Federal Way is an inclusive, welcoming place that promotes a strong sense of</i>	ACHP P5.3	Ensure city functions, facilities, and events are accessible to and inclusive of the diverse cultures in the community, for example providing culturally appropriate language	Evaluate City facility contracts and consider modifications to food and catering policies to ensure inclusivity of local cultural diversity.	Parks Department and Diversity, Equity, and Inclusion Analyst	Moderate	✓	

CHAPTER 11 - Arts, Culture, and Historic Preservation

Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>community pride.</i>		services and food and beverage options (e.g. Halal, non-pork, vegetarian, vegan).					

CHAPTER 12 – Community Services
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
CS G1	<i>Improve receptivity and awareness of diversity, equity, accessibility, and inclusion (DEAI) principles and practices in the City and provide accessible and culturally-relevant services.</i>	CS P1.1	Foster relationships between the City and interested and effected parties focusing on developing partnerships and serving historically underserved, underrepresented, and underfunded communities.	Initiate meetings with diverse parties throughout the City and continue follow-up over time.	Community Services	Light	✓	
		CS P1.2	Ensure community outreach and engagement opportunities are both tailored and broadly accessible with appropriately varied locations, times, modalities, and formats, including accommodations for persons with disabilities.	Establish community outreach resources on ways for staff to ask demographic questions and document qualitative data. Develop and implement training on internally-created tools and other available resources such as LanguageLine and Granicus.	Community Services	Moderate	Ongoing	
		CS P1.4	Promote services that respect the diversity and dignity of individuals and families and that are					

**CHAPTER 12 – Community Services
Near and Mid-Term Implementation**

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
			accessible to all members of the community.					
		CS P1.5	Ensure internal access to resources, tools, and trainings related to the integration of DEAI in the City.					
		CS P1.3	Ensure physical and digital accessibility and meaningful language access.	Complete an initial Language Access Plan. Promote and integrate into City systems such as the website.	Community Services	Heavy	✓	
				Periodically update Language Access Plan including community engagement.	Community Services	Heavy	Ongoing	
		CS P1.6	Use quantitative and qualitative data in planning, program development, and evaluation, to ensure services are culturally relevant, inclusive, and are meeting a community need.	Regularly update community demographic data and provide access to it.	Community Services	Light		Ongoing

CHAPTER 12 – Community Services
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
CS G2	<i>Support a healthy, safe, and diverse community in which residents have access to services to eliminate poverty, increase resiliency, and help residents attain their maximum level of self-reliance and well-being.</i>	CS P2.1	Address basic needs through the provision of services increasing housing stability, health, and food security.	Document funding and other assistance in support of identified community needs.	Community Services	Light	Ongoing	
		CS P2.2	Promote individual and community safety through prevention, intervention, and crisis services.					
		CS P2.3	Promote and support services that reduce poverty by fostering stability and self-sufficiency for individuals and families.					
		CS P2.4	Adapt grantmaking and social service response to emerging and/or critical needs.	Periodically update the Community Needs Assessment and CDBG Consolidated Plan.	Community Services	Moderate	Ongoing	
CS G3	<i>Work to increase human services funding to sufficient and sustainable levels with a</i>	CS P3.1	Implement grantmaking with ethical stewardship and accountability.	Oversee and monitor grants consistent with laws, regulations, and local policies.	Community Services	Light	Ongoing	

CHAPTER 12 – Community Services
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>focus on strategic investments.</i>							
		CS P3.2	Provide grants that meet the needs of and improve quality of life for residents with low- to moderate-income.	Allocate general funds, federal Community Development Block Grant funds, and other ongoing, one-time, and pass-through funding to non-profit agencies that are addressing identified needs and providing human services to Federal Way residents.	Community Services	Moderate	Ongoing	
		CS P3.3	Continue active participation in local and regional planning efforts related to human services.	Participate in or lead local and regional planning efforts for social services.	Community Services	Light	Ongoing	
		CS P3.4	Support new and existing human services programs, and coordinate policies, legislation, and funding at	Explore a codified increase for general fund social services funding and provide technical assistance to	Community Services	Moderate	✓	

CHAPTER 12 – Community Services
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
			the local, regional, state, and federal levels.	new and existing programs.				

CHAPTER 13 – Climate & Resiliency
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
CR G1	<i>Track and reduce GHG emissions through City of Federal Way operations and communications.</i>	CR P1.1	Monitor and share local GHG emissions trends to help confirm that targets to reduce GHG emissions are being met.	Update the City’s GHG inventory consistent with WA State guidance.	Planning	Heavy		✓
		CR P1.6	Refine the City’s climate change planning, and implementation of goals and policies, in coordination with other jurisdictions in the region and consistent with state climate change and resiliency requirements.	Elevate discussions about joining the King County-Cities Climate Collaboration (K4C).	Planning	Light	✓	
				Amend the climate change and resiliency chapter consistent with state requirements by the time of any state mandated deadlines.	Planning	Heavy		✓
CR P1.7	Collaborate with Puget Sound Energy to achieve mutually-desired outcomes for greenhouse gas reduction, energy efficiency, community support, and system reliability and resiliency.	Partner with PSE to: a) Promote financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable	Planning, in coordination with Parks and Public Works	Moderate		✓		

CHAPTER 13 – Climate & Resiliency
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
				<p>are not disproportionately impacted by the State's clean energy transition.</p> <p>b) Promote energy efficiency programs and initiatives.</p> <p>c) Promote local investments and customer enrollment in clean energy projects and programs in order to achieve clean energy goals.</p> <p>d) Promote and support programs designed to decrease load on the grid during times of peak use.</p> <p>e) Promote and support the growth</p>				

CHAPTER 13 – Climate & Resiliency
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
				of customer owned distributed energy resources.				
CR G6	<i>Support the development of a local economy that fosters business opportunities that are consistent with the City’s climate change and resiliency goals.</i>	CR P6.1	Identify opportunities to foster the growth of ‘green’ businesses in Federal Way including, but not limited to, developing a green jobs strategy.	Identify ‘green’ business opportunities in Federal Way and, if feasible, a ‘green’ jobs strategy tailored to the City that is consistent with the City’s economic development goals.	Economic Development	Heavy		✓
CR G8	<i>Preserve and enhance the City’s natural resources, including urban forests and mature trees</i>	CR P8.6	Revise tree standards to allow for more flexibility and ensure a qualitative approach to tree preservation that promotes carbon sequestration and the use of native vegetation.	Develop and implement regulations, standards, and incentives to encourage developers to transfer density, seek variances, and make adjustments necessary	Planning	Moderate		✓

**CHAPTER 13 – Climate & Resiliency
Near and Mid-Term Implementation**

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
	<i>that capture and store carbon.</i>			to preserve trees and natural open space in a manner that optimizes tree preservation and protection.				
		CR P8.8	Strengthen tree density and street tree requirements in areas of the City expected to accommodate most of the City’s growth through 2044.	Review existing Zoning regulations and Public Works guidelines and identify code and policy changes that will achieve greater tree canopy where the City’s highest growth is expected.	Planning, in coordination with Public Works	Moderate		✓
CR G11	<i>Implement development regulations to reduce the likelihood of public and private property losses in geologically hazardous areas.</i>	CR P11.9	Strengthen development regulation standards for geologically hazardous areas.	Review all existing geologically hazardous area code requirements considering a longer time horizon, cumulative effects of nearby activities, and both natural and human factors that may limit the effectiveness of mitigation measures	Planning	Moderate	✓	

CHAPTER 13 – Climate & Resiliency
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
				when development is permitted in geologically hazardous areas.				

CHAPTER 14 - Parks & Recreation
Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
				See PROS Plan	Parks			

**Exhibit B - 2024 City of Federal Way
Comprehensive Plan – Tracked Changes**



CHAPTER ONE INTRODUCTION

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1.0 INTRODUCTION A BRIEF HISTORY

The *Federal Way Comprehensive Plan (FWCP)* lays out a vision for the future of Federal Way during a 20-year period. It articulates the community's vision and reflects community values.

This chapter gives an overview of the comprehensive planning effort and lays out Federal Way's vision for its future. This plan contains a glossary of terms at the end of the document to help the reader with terms that may not be clear or understandable.



Source: City of Federal Way

1.1 POLICY BACKGROUND

The FWCP responds to the requirements of the *Growth Management Act (GMA)* of 1990 and subsequent amendments. The FWCP also carries out *Vision 2040*, a shared strategy for how and where the Central Puget Sound Region can distribute a forecasted total of five million people and three million jobs by the Year 2040, while maintaining the well-being of people and communities, economic vitality, and a healthy environment. The FWCP is also consistent with the 2012 King County Countywide Planning Policies (CWPPs), which call for multiple Urban Centers and defined Urban Growth Areas (UGAs), with much of the growth in employment and new housing occurring in the Urban Centers.

Federal Way's plan also contains many components that are not referenced in the GMA; these additional components are included in the plan due to their importance to the Federal Way community. Although Federal Way's goals and policies for growth and the provision of services are guided by the requirements of GMA, *VISION 2040*, and King County Countywide Planning Policies (CWPPs), they primarily reflect the vision and goals of our own citizens.

Growth Management Act

The GMA (RCW 36.70A.140) was passed by the Washington State Legislature in 1990, with amendments added in 1991 and subsequent years. The legislature passed the GMA in recognition of the rate of growth that was occurring throughout the state, particularly on the west side of the Cascades.

The GMA requires that each jurisdiction produce a comprehensive plan that contains, at a minimum, elements pertaining to land use, transportation, capital facilities, housing, private utilities, economic development, and parks and recreation. These elements must be consistent with one another. The GMA also requires jurisdictions to undertake a complete review of their comprehensive plan every eight years. Jurisdictions are required to adopt policies and regulations protecting resource lands and critical areas, such as agricultural land, wetlands, and geologically hazardous areas. Each jurisdiction must coordinate its plan with the plans of surrounding jurisdictions.

The GMA also requires that each city designate an urban growth boundary (UGA) or potential annexation area (PAA) as they are called in King County. The PAA defines the area within which the city anticipates it could provide the full range of urban services at some time in the future. It also represents the area within which the city will consider annexations and the boundary beyond which it will not annex.

Perhaps what most distinguishes the GMA from previous planning statutes is the requirement that public services be available or funded at some designated level of service before development may occur. If a jurisdiction cannot provide services to an area, then it may not permit development in that area.

VISION 2040

VISION 2040's Regional Growth Strategy is a preferred pattern for accommodating residential and employment growth. It is designed to minimize environmental impacts, support economic prosperity, improve mobility, and make efficient use of existing infrastructure.

VISION 2040's Regional Growth Strategy identifies the role that various cities, unincorporated areas, and rural lands categories play in accommodating the region's residential and employment growth. The strategy is organized around categories of "regional geographies." The majority of the region's employment and housing growth is allocated to Metropolitan Cities and Core Cities, which together contain more than two dozen designated regional growth centers. Large Cities also play an important role over time as places that accommodate growth. Small Cities provide jobs and housing that support vital and active communities at a less intensive scale. Growth in the unincorporated urban growth area is prioritized for areas that are identified for annexation into adjacent cities. Significantly less growth is allocated to the rural areas than has occurred in the past.

Federal Way is designated as a Core City with a Regional Growth Center/Urban Center, which is the City Center Core zoning district. Discussion of the Urban Center can be found in Chapter 7, "City Center," of this plan.

Countywide Planning Policies

The 1991 amendments to the GMA require all counties planning under the act to adopt Countywide Planning Policies (CWPPs). The jurisdictions in King County formed a group called the Growth Management Planning Council (GMPC) composed of elected officials from the King County Council, City of Seattle, and suburban cities. The mission of the GMPC was to draft the CWPPs for King County. These policies were adopted in 1992. In 1994, major amendments to the CWPPs were proposed by the GMPC. These amendments were subsequently adopted by King County and are binding on all jurisdictions in the county. Since 1994, the CWPPs have been updated as needed, with the last major amendments done in 2012. After approval and ratification by the King County Council, amendments are forwarded to the cities for ratification. Amendments to the CWPPs become effective when ratified by at least 30 percent of the city and county governments, representing 70 percent of the population of King County.

1.2 THE COMPREHENSIVE PLANNING EFFORT

Why Plan?

Federal Way plans for people. People need a safe and secure place to live, an economy that provides living wage jobs, a transportation system that allows them to get around, and schools, colleges, and recreational opportunities. People also benefit from a human-sealed built environment that provides opportunities for walking and bicycling with access to healthy foods and opportunities to experience the natural environment. It is the city government's responsibility to provide public services and facilities, develop policies, and adopt regulations to guide the growth of a city that meets the needs of its people. From incorporation to the present, the guide for Federal Way's growth and development has been the comprehensive plan.

What Is a Comprehensive Plan?

The role of the FWCP is to clearly state the community's vision for its future, and to articulate a plan for accomplishing this vision over a 20-year period. The FWCP seeks to answer a number of questions:

What areas are most suitable for development or redevelopment?

What areas should be preserved in their natural state?

How can we encourage the type of development we desire?

How should we address traffic congestion?

How many parks do we need, of what size, kind, and where?

What steps should we take to encourage economic development?

How can we encourage preservation of our historic resources?

How can we ensure an adequate supply of affordable housing for all income levels?

What utilities and public services will we need?

How will the community pay for all of these things?

Each of the FWCP's chapters addresses these questions, and more, in the areas of transportation, land use, economic development, capital facilities, utilities, and housing. The answers form the policies, which guide implementation of our community vision. The policy statements within each chapter are used to guide new or revised zoning and other regulations. The FWCP also sets a clear framework for where the community will need to spend money on capital facilities, how much, and identifies available funding sources. As a whole, the FWCP offers a flexible framework for Federal Way's future, allowing for adaptation to real conditions over time.

How Was the Plan Developed?

Federal Way adopted an Interim Comprehensive Plan at the time of incorporation in February of 1990. In November of 1995, after a three-year planning process with much public involvement, Federal Way adopted its first GMA-compliant comprehensive plan (FWCP). The ideas in the FWCP were developed through discussion, debate, and the creative thinking of thousands of Federal Way citizens, working with City staff and elected officials. Consistent with the GMA, the City of Federal Way provided early and continuous opportunities for citizens to participate in CityShape. CityShape was the name given to the City's comprehensive planning project. CityShape was also the name given to the process used to develop the FWCP.



Source: City of Federal Way

The plan was subsequently amended in December 1998, September 2000, November 2001, March 2003, July 2004, June 2005, July 2007, June 2009, October 2010, January 2011, January 2013, and August 2013. The March 2003 update was the major seven-year update, required at that time.

The public participation process for the major 2015 update involved the following steps:

March 19, 2014—An Open House was hosted by the Planning Commission. This was advertised by a press release and flyers were sent home to all homes of students in middle schools and elementary schools.

Three variable message signs (VMS), advertising the March 19 Planning Commission Open House, were placed in three high-traffic areas within the City.

A Comprehensive Plan Update Web Page was created.

An on-line survey was posted.

The Planning Commission was briefed as the draft chapters were prepared.

The draft chapters were posted on the Comprehensive Plan Update Web Page.

Citizens on the Notify Me List were informed.

Organization of the Plan

While we cannot predict the future, we can attempt to shape the future character of the community in which we live, work, and play. The FWCP functions as the City's statement of how it will grow and change in the 21st century. The FWCP contains the following 12 chapters that outline goals and policies to guide the future of the City. Of the 12 chapters, seven are required by the GMA.

Required Chapters

- 2. Land Use
- 3. Transportation
- 4. Economic Development
- 5. Housing
- 6. Capital Facilities
- 10. Private Utilities
- 11. Shoreline Master Program

Optional Chapters

- 1. Introduction
- 7. City Center
- 8. Potential Annexation Area
- 9. Natural Environment
- 12. Twin Lakes Commercial Subarea Plan

~~Each of these chapters has been coordinated with the others, resulting in a plan that is internally consistent. Each of the goals in the FWCP, while expressing a specific policy direction, also functions as part of a coordinated expression of the City's vision for the future.~~

~~1.3 FEDERAL WAY'S COMMUNITY PROFILE~~

~~Past and Present~~

~~Planning for the future requires a good understanding of how our community has grown and changed in the past. The following discussion provides that backdrop as a context for subsequent chapters.~~

~~The earliest recorded accounts of the Federal Way area tell of Native American families who resided in the area of the Muckleshoot Reservation on the east side of the Green River Valley, and traveled west to the shores of Puget Sound for the plentiful fisheries resources. Generations of Muckleshoot Indians wore a westward trail across the heavily forested plateau to the area which is now Saltwater State Park. The arrival of the white man in the nineteenth century resulted in a steady decline in the Indian population and by 1890, nearly the entire population had disappeared from the area.~~

~~Isolated on a triangular shaped plateau rising steeply from Puget Sound, the Federal Way area had little waterfront access or roadways, and accordingly, was sparingly developed compared to Tacoma and Seattle. As late as the turn of the century, the original settlers at Dash Point and Dumas Bay had to row to Tacoma for supplies and mail. Old Military Road, constructed around 1856 and extending north from Fort Steilacoom, past Star Lake to Seattle and Fort Lawton, was the first road through the area.~~

~~Over time, narrow dirt roads were added to provide east/west access and by 1900, a road was constructed between Star Lake and Redondo. The second crossroad, the "Seattle Road," connected old Military Road and Kent. The Seattle Tacoma Interurban Line, completed in 1901, provided a fast and easy way to reach these urban cities. Improved access brought many visitors to the area and Star Lake became a popular summer recreation site.~~

~~By the 1920s, Federal Highway 99, the interstate that linked the western states from north to south, was complete. At this time, Federal Way was still primarily forest and farmland. Fred Hoyt had a cabin on Dumas Bay and started a road to Tacoma (still called Hoyt Road). The timber companies, which had a major logging operation going, built an early railroad line and were instrumental in getting Marine View Highway (now Dash Point Road) built in the early 1920s. This roadway spurred development along the coastline. Soon thereafter, Peasley Canyon Road was built to connect Military Road with the Auburn Valley. This road later became known as South 320th Street. In these early days, roadways set the stage for development in the area and they still play an important role in the City today.~~

~~By the start of World War II, a number of small, thriving communities made up the area that is now Federal Way. Some communities were clustered around lakes, such as Steel Lake, Star Lake, and Lake Geneva. Others were sited to take advantage of the view of~~

Puget Sound, like Adelaide and Buenna. As each of these communities grew, residents built small schoolhouses for their children. By the late 1940s, King County consolidated the many individual red schoolhouses into the Federal Way School District, from which the City gets its name.

During this same period, a library was built along the edge of Highway 99, and between South 308th Street and South 320th Street; a small “downtown” developed with a general store, lumber yard, realty office, beauty parlor, feed store, and gas station. By the end of the 1950s, the ten blocks between South 308th and South 320th Streets became the first roadside commercial district. ~~One of the more unique developments was Santa Faire, a family oriented theme park. New shopping areas were added around the park, helping to create a “community focus” for the residents of the area.~~

As this commercial area developed, the rest of Federal Way was changing as well. The Boeing Company expanded their operations in Renton and the Kent Valley and began advertising nationally for engineers. Those engineers in turn began roaming the wooded acreage in Federal Way in search of housing. One of the earliest residential developments was Marine Hills, built in 1958 overlooking Puget Sound. Weyerhaeuser, one of the early timber companies, had large land holdings in the area and began to develop their land into high quality housing with amenities like golf courses, as well as commercial properties such as West Campus business park.

~~Weyerhaeuser’s development company also began developing commercial property, creating the West Campus business park. The plan was to integrate offices and businesses with lush landscaping. Though initially the corporate office market was not strong, West Campus has grown almost to capacity, providing space for many civic buildings such as City Hall, the police station, the area’s major health care centers, and higher density housing.~~

Another major landmark in the area is the Commons, built in the mid 1970s on what was farmland south of 320th Street. The Commons is one of the largest malls in South King County and is the anchor for retail development in the area. The mall was a result of population growth in the region and its location was determined by the 320th Street intersection with Interstate 5. The Interstate supplanted Highway 99 as the main artery for commuter traffic in the County.

By the mid-1980s, South King County was growing quickly. Retail growth occurred along Highway 99, especially at the South 320th Street intersection. Roads and office space were developed to accommodate the increased growth. Residential growth was also prominent, following plans developed by King County, with a large number of apartment homes. The changes to the community, with increased housing and traffic, created a movement for greater self-determination. In 1989, the citizens of this area voted for incorporation and the eCity of Federal Way was born, incorporating on February 28, 1990.

Federal Way’s Future Vision

~~In the year 2035, Federal Way has changed significantly during the 45 years that have elapsed since incorporation. This is due to the following characteristics:~~

Government For and By the People: All governmental entities reflect the can-do attitude of Federal Way citizens and partner with them to provide quality services, often through volunteerism. Governmental entities reflect the community's values of diversity, innovation, and participation. Together, the community and its neighborhoods have built a sense of identity and ownership for Federal Way and its future. Fiscally conservative, innovative financial and management strategies, along with economic growth, have allowed the community to enjoy a moderate tax rate, with bond issues approved to support major projects.

Vibrant and Diverse Growth: Development goals have fostered the preservation of a primarily residential community and open natural areas, with concentrated urban development in the City's Center and secondary commercial districts. Development activity is focused on in-fill and redevelopment to create vibrant neighborhoods where residents have the option of walking, bicycling, or using transit for most of their needs. An increase in the number of corporate headquarters, annexation of the Potential Annexation Areas (PAA), and build out of available single-family sites, at competitive prices, has accommodated Federal Way's population target. New multiple-family development is concentrated in the City Center/Highway 99 corridor area, primarily through mixed-use condominiums and apartments. The pedestrian friendly, multi-use City Center, with multi-story and underground parking facilities works well for many. Federal Way citizens enjoy a wide variety of dining and shopping options, and the pedestrian plazas, parks and civic amenities of the City Center. Infrastructure has been developed concurrently with growth, preserving the community's quality of life.

Economic Vitality: Strategically located in the Pacific Rim, between SeaTac Airport and the Port of Tacoma, Federal Way provides jobs as an international and regional retail and employment center. Federal Way is home to several corporate headquarters and regional headquarters such as Kiewit Bridge and Marine. There is also a growing medical services sector that includes St. Francis Hospital, Virginia Mason Hospital, Group Health Cooperative, Total Renal Care Inc (Davita), and Children's Hospital. Companies choose Federal Way for its sense of neighborhood identity, mix of housing stock, proximity to natural resources (mountains, oceans, and waterways), and safety. The growth in the corporate headquarters and medical services segment of the economy has netted economic spinoffs for Federal Way's small business community, as small business provides support services for these companies. Growth in the small business economy has generated some redevelopment of previously large retail warehouse facilities to accommodate office, retail, and light manufacturing. Quality jobs have boosted disposable income, supporting expansion of Federal Way's retail and commercial sectors. The resulting enhancements to the community's tax base have helped to support a high quality of community life.

Efficient Transportation System: Federal Way's transportation system links neighborhoods with the City Center, and Federal Way with other communities in the Puget Sound region. Concentrated economic growth in East and West Campus and the City Center has allowed mass transit to connect Federal Way's economic core with the economic and leisure hubs of Puget Sound communities. Concentrated growth has allowed the community to maintain the infrastructure in outlying areas, focusing new infrastructure in the City Center. Selective investment in emerging transportation technologies optimize safety and reduce delays. Bicycling improvements provide a range of route alternatives for a variety of skill levels. Sidewalk improvements provide safer

passage to schools, parks, and shopping. Multi-use trails connect parks and community centers to provide increased recreational opportunities and convenient non-motorized transportation.

Safety, Infrastructure, and Utilities: This issue has been addressed at the neighborhood level, where community-based policing philosophies and citizen efforts to create a sense of neighborhood with real and perceived safety are most effective. Professional and compassionate law enforcement communicates clearly with the community's diverse populations and business community, providing a visible community presence, as well as acceptable emergency call response times. Improvements in safety have been a cornerstone for the community's economic and residential growth. The utility and fire districts share this community vision and have targeted their efforts and resources to continue to provide effective and efficient delivery of water, sewer, telephone, television, power, and fire services. Increased coordination between these districts and the City, and these districts and their regional counter-parts, has ensured adequate service expansion to make the community's development vision a reality.

Caring for Our Own: Governmental and social service agencies work in concert to provide a caring and safe environment for all Federal Way citizens. Ever-improving educational institutions, public and private, serve all interests and ages throughout the community. Neighborhoods have joined with the schools in their area to improve student achievement, school facilities, and resources. Strong educational institutions and the



Source: City of Federal Way

leadership of the Federal Way School District, Highline Community College, and DeVry University have contributed to the community's economic growth, providing a trained work force and quality education for the families of employees who locate here. The City has been the catalyst for creating a one-stop center for human services, affordable housing, neighborhood services, and related programs to serve low- and moderate-income residents of the City. The City works in partnership with non-profit service providers and residents to support economic empowerment and self-sufficiency for all households in Federal Way.

Quality Culture, Environment, and Play: Parks, trails, sports, urban agriculture, and cultural arts facilities cater to the active lifestyle of Federal Way citizens. By partnering with the Federal Way School District and other agencies, the community has developed a long-range plan for facilities, parks, and services. This partnership is yielding more and better facilities, and greater joint facility utilization than any one agency could provide alone. A performing arts and events center (PAEC) has been built and serves the area's residents, business community and the greater region. Construction of the PAEC (Town Center I), Town Square Park (Town Center II), shopping center (Town Center III), and

transit-oriented development (Town Center IV) has positively affected the City Center by attracting new businesses and stimulating redevelopment of existing sites (the Town Center Concept is discussed in Chapter 7, City Center). This has resulted in a vibrant downtown with attractions for all ages.

The Federal Way area is blessed with a bounty of natural beauty and scenery. This bounty includes dramatic vistas of Mt. Rainier; numerous lakes, streams, and wetlands; the pastoral setting in the Spring Valley area; and views of Puget Sound and Vashon Island from the saltwater ridge. The City is committed to preserving this vast natural resource for the citizens and future citizens of Federal Way.

Regional Player: Finally, Federal Way institutions and citizens are regional partners and participants in the economic, political, and cultural life of Puget Sound. This participation has yielded funding opportunities for community facilities, including housing and human services. Regional participation has crossed the seas with sister city relationships which are supported by Federal Way citizens. These relationships have had significant cultural, educational, and economic benefits for the community.

This vision demands bold actions and thoughtful choices. In order to grow gracefully, and remain a healthy and desirable community, tomorrow's higher density growth areas must be accompanied by improved amenities for urban life. More resources will be required to maintain the high quality of life we currently enjoy, thanks to our parks, streets, and other public services. A combined effort of the public sector, neighborhood groups, local churches, non-profit agencies such as the Multi-Service Center, businesses, schools, and individual citizens will be required. The early and continuing cooperation and collaboration of these groups in this process will ensure this vision will be realized.

Getting to the Future from the Present

The FWCP is intended to manage growth and change in Federal Way over the next 20 years. The future described in the FWCP cannot be achieved all at once. Over the life of the FWCP, growth will likely occur more slowly at times, more rapidly at others, and in somewhat different patterns and sequences than is currently foreseen. An effective comprehensive plan must be flexible enough to succeed within a range of likely conditions and must be adjusted as those conditions are monitored and evaluated, while maintaining a steady aim at its ultimate goals.

How Will The Plan Be Implemented?

A comprehensive plan is the first step toward realizing the City's vision. The vision is achieved when the comprehensive plan is implemented. Federal Way's implementation program is comprised of a combination of short-term and long-term actions. Short-term actions include the approval of comprehensive plan amendments and rezones that match the FWCP's vision. Other actions include the annual update of the City's six-year Capital Improvement Program, which describes the street, park, and surface water utility projects the City intends to build. There are also long-term actions including subarea planning, monitoring, evaluating, and amending the FWCP as conditions change; and developing a

capital investment program that allocates resources to projects that will spur the City's development in the direction envisioned in the FWCP.

Subarea Plans: Adoption of subarea plans such as the City Center and the Twin Lakes Commercial Subarea Plans will tailor the FWCP's citywide perspective to individual areas, whether they are neighborhood retail nodes or light manufacturing areas. Subarea plans are expected to continue to aid in adjusting and fine-tuning the FWCP over time.



Source: City of Federal Way

Coordination with Other Jurisdictions: Federal Way representatives have participated with King County, other cities, Sound Transit, and the Puget Sound Regional Council in numerous discussions on various issues such as how to accommodate projected housing and employment and how to provide transportation opportunities for citizens. Undoubtedly, continued regional planning forums will need to be created to meet the GMA's challenge for regional action toward creating, implementing, and funding a shared vision for the greater Puget Sound region.

Regulatory Provisions: Implementing the FWCP will include continuing to modify existing regulations and draft new regulations consistent with the policies and goals of the FWCP. In recent years, the City has taken proactive steps to streamline regulations in order retain existing businesses and to attract new ones.

A Strategic Investment Strategy: This will describe a framework for making resource allocation decisions in an environment where wants and needs always exceed the finite resources available. Tradeoffs among many possible investment choices will be made to achieve the FWCP's goals. The framework will add dimension to the FWCP's goals by enabling them to be addressed over time. The City of Federal Way is investing in its future by maintaining and improving its infrastructures city wide and building the Town Square Park and the PAEC in the City Center to attract and foster economic development.

Human Services, Public Safety, and Environmental Planning: These will continue to build upon the foundation established by the FWCP. Much of the FWCP, as developed to fulfill the GMA, addresses physical development and its related regulatory and fiscal support. Federal Way works with other levels of government, non-profit providers, and citizen groups to support an array of activities and services that contribute to the quality of life of Federal Way's citizens. These include public safety; health, cultural, educational, and environmental activities; and human services. To ensure that the interrelationships of all aspects of urban life are addressed, planning will be undertaken

by the City in a way that is supportive of and coordinated with the FWCP. For example, the City is in the initial stages of designating an area in the vicinity of South 288th Street and Military Road as a Neighborhood Revitalization Strategy Area (NRSA). This designation would allow the City to invest in housing, economic development, and other community resources over a five to ten year period to build from existing neighborhood strengths and fill existing gaps.

Monitoring and Evaluation: This will be done periodically to assess progress toward achieving FWCP goals, as well as to measure the conditions and changes occurring within the City. Monitoring and evaluation will help ensure consistency within and among the FWCP chapters, as well as with the GMA, VISION 2040, the CWPPs, and county and regional growth plans. Monitoring and evaluation will lead to both FWCP amendments and improved ability to project future conditions.

Citizen Participation: The City will continue to build upon the dialogue between government and citizens that began with the development and adoption of the FWCP in 1995. The City will strive to find improved means to communicate with, and involve citizens in planning and decision making such as the Mayor's Neighborhood Connection Meetings started in 2014, and engaging in social media. The City will strive to provide information that can be easily understood and to provide access for public involvement. This will include processes for making amendments to and implementing the FWCP.



Application of the Plan

The principal purpose of the comprehensive plan is to provide policies that guide the development of the City in the context of regional growth management. These policies can be looked to by citizens and all levels of government in planning for the future of Federal Way.

The FWCP format generally presents a discussion about an issue followed by a goal, and some policies related to that goal. Goals describe what the City hopes to realize over time, and are not mandates or guarantees. Policies describe actions that will need to be taken if the City is to realize its goals. Policies should be read as if preceded by the words, “It is the City’s general policy to...” A policy helps guide the creation or change of specific rules or strategies (such as development regulations, budgets, or subarea plans. Implementation of most policies involves a range of City actions over time, so one cannot simply ask whether a specific action or project would fulfill a particular FWCP policy. For example, a policy that the City will “give priority to” a particular need indicates that need will be treated as important, not that it will take precedence in every City decision.

Some policies use the words “shall” or “should,” “ensure” or “encourage,” and so forth. In general, such words describe the relative degree of emphasis that the policy imparts, but not necessarily to establish specific legal duty to perform a particular act, to undertake a program or project, or to achieve a specific result. Whether such a result is intended must be determined by reading the policy as a whole, and by examining the context of other related policies in the FWCP.

Some policies may appear to conflict, particularly in the context of a specific fact situation or viewed from the different perspectives of persons whose interests may conflict on a given issue. A classic example is the “conflict” between policies calling for “preservation of the environment” and policies that “promote economic development.” Because FWCP policies do not exist in isolation and must be viewed in the context of all potentially relevant policies, it is largely in the application of those policies that the interests, which they embody, are reconciled and balanced by the legislative and executive branches of City government.

Comprehensive Plan Amendment Process

The City will update the FWCP annually in order to keep this document current with the community’s vision and the City Council’s policy direction. Individual requests for site-specific comprehensive plan amendments will be considered during the annual update process. In addition, the City will undertake a major comprehensive plan update every eight years or as otherwise mandated by the GMA.

Acknowledgements

The City Council and staff thank the citizens who have made the major comprehensive plan update a success. We look forward to working with you and others over the coming years to make your vision Federal Way’s future.

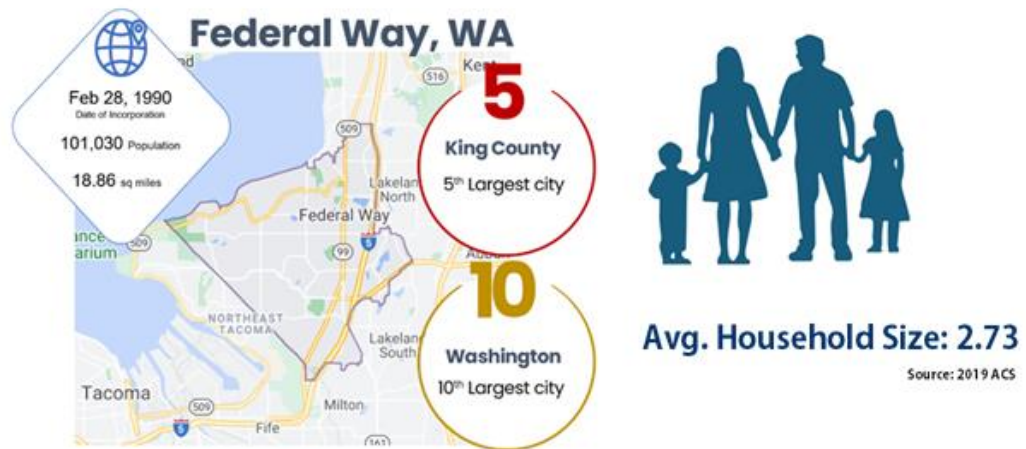
1.1 WHO WE ARE

Federal Way is a growing city with a population of approximately 102,000 (Washington Office of Financial Management) with a variety of places to live, work, shop, and recreate. While the City is in the process of transforming its Downtown into a denser, more vibrant neighborhood, much of Federal Way retains a small-town feel, with woodsy neighborhoods, winding neighborhood streets, and a vast network of green spaces. Below is an image of the iconic, former Weyerhaeuser headquarters.

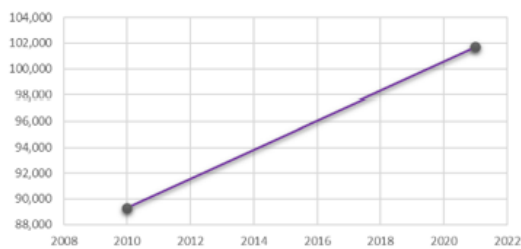


As Federal Way continues to grow, so do the factors that shape the community. Below are a few snapshots of the demographics that make up our community:

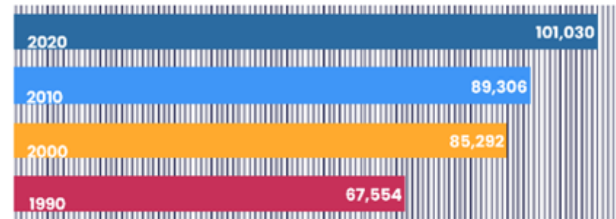




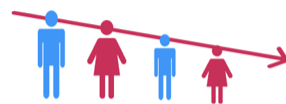
Population: We are Growing



Source: US Census Bureau

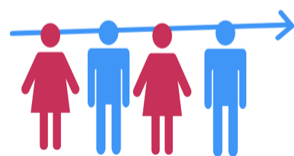


We Are Getting Older



-4%

Residents under 18
2000: 28.2%
2010: 25.6%
2020: 24.1%

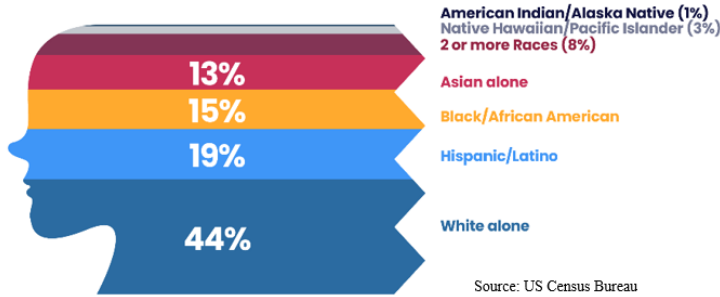


+5%

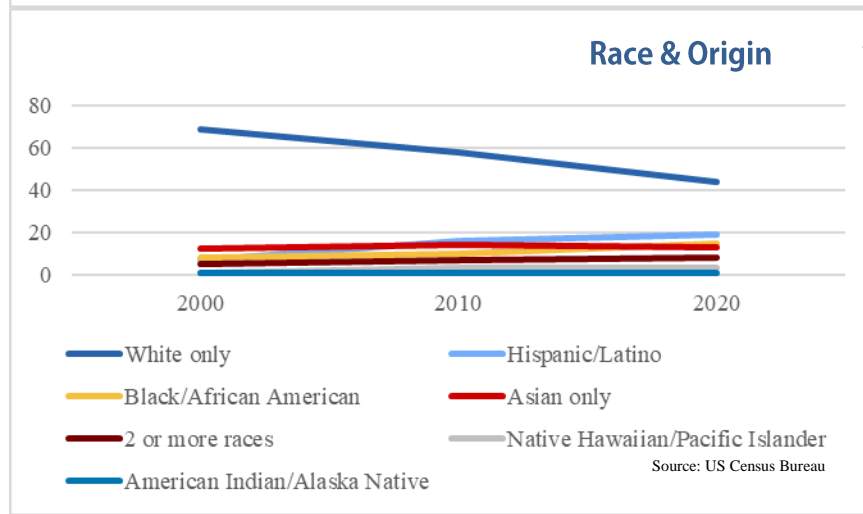
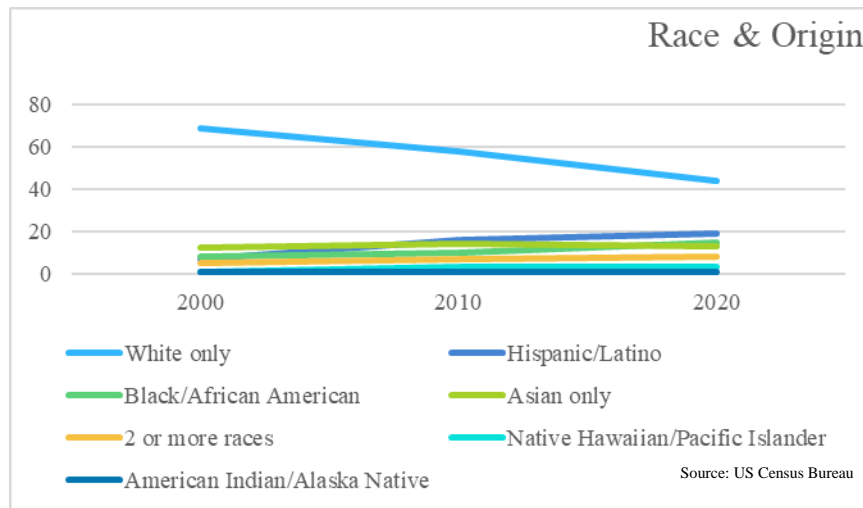
Residents over 65
2000: 7.7%
2010: 10.3%
2020: 13.1%

Source: US Census Bureau

We Are Becoming More Diverse



Languages Spoken




1.2 THE COMPREHENSIVE PLAN

In 1990, the State of Washington passed the Growth Management Act (GMA). The GMA mandates that all growth occur within the urban growth boundary and that each city within the urban growth boundary establish a comprehensive plan.

The Federal Way Comprehensive Plan, initially approved in 1995 and subsequently amended as the community grew, is the City’s guide into the future, containing maps, goals, and policies that provide the basis for City regulations, programs, and services that implement the plan. The Comprehensive Plan also tells an aspirational story of what the community wants their city to become over the next 20 years. This document is called a “Comprehensive Plan” because it is intended to be comprehensive, providing guidance for all aspects of the City as shaped by conversations with the community and the City’s volunteer and elected officials.

To be successful, the plan must be implemented by the combined efforts of individuals, neighborhoods, civic groups, and local government, although city government has the primary responsibility to implement the Comprehensive Plan. The City’s primary implementation activities are regulating and managing development activities and funding capital investments such as roads and parks.

The scope of the 2024 update included refreshing the existing chapters to make them relevant for today’s community as well as incorporating the City’s new growth targets for housing and employment. In addition, the update identified a number of focus areas that warranted the inclusion of new chapters for:

 Arts, Culture & Historic Preservation

 Centers

 Community Services

 Parks & Recreation

 Climate & Resiliency

<u>Required Chapters</u>	<u>Optional Chapters</u>
<u>2. Land Use</u>	<u>1. Introduction</u>
<u>3. Transportation</u>	<u>7. Centers</u>
<u>4. Economic Development</u>	<u>11. Arts, Culture & Historic Preservation</u>
<u>5. Housing</u>	<u>12. Community Services</u>
<u>6. Capital Facilities</u>	<u>14. Parks & Recreation</u>
<u>8. Natural Environment</u>	
<u>9. Utilities</u>	<u>Non-Chapters</u>
<u>10. Shoreline Master Program</u>	<u>Appendix A – Implementation</u>
<u>13. Climate & Resiliency</u>	
	<u>Chapters Removed</u>
	<u>Twin Lakes</u>
	<u>Potential Annexation Areas</u>

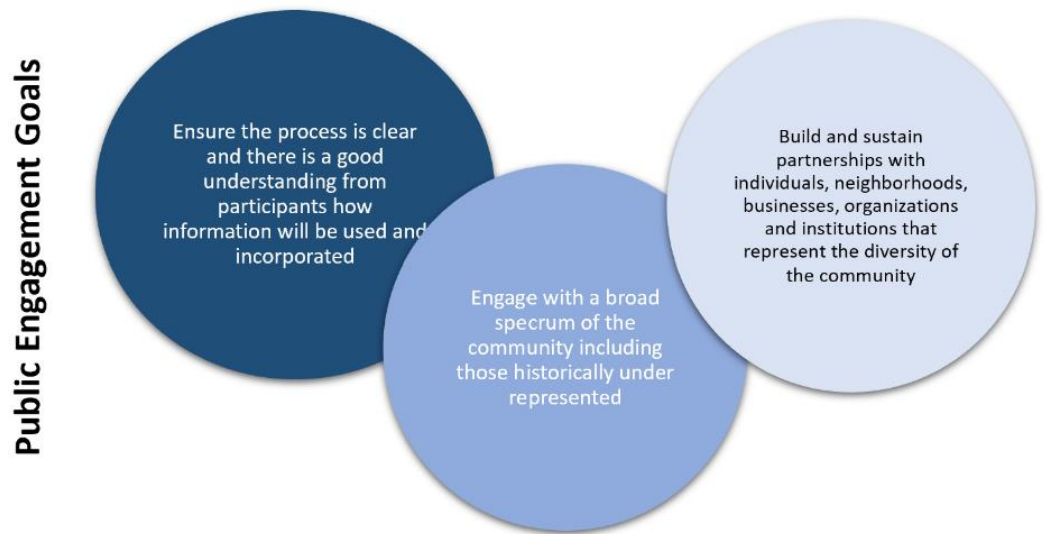
1.3 COMMUNITY ENGAGEMENT

In November of 1995, after a three-year planning process with much public involvement, Federal Way adopted its first GMA-compliant comprehensive plan. The ideas in the Comprehensive Plan were developed through discussion, debate, and the creative thinking of thousands of Federal Way residents, working with City staff and elected officials. Consistent with the GMA, the City of Federal Way provided early and continuous opportunities for residents to participate in “CityShape.” CityShape was the name given to the City’s comprehensive planning project. CityShape was also the name given to the process used to develop the Comprehensive Plan.

For the 2024-2044 Comprehensive Plan update, the City Council approved a Public Participation Plan by resolution in 2021. This Public Participation Plan envisioned pairing a formal process such as hearings and City-organized open houses with a less formal approach to public outreach. Less formal public outreach methods that were utilized included presenting at existing community meetings, using videos to help get the word out, setting up a webpage (engagefw.com), attending community events, and hosting pop-up meetings in various locations in the City. For the less formal effort, more focus was placed on going to “where people are,” as opposed to inviting people to join in a traditional city setting. This dual-pronged approach helped ensure the City reached those more familiar with current City-hosted events and processes, as well as groups and populations underrepresented in the historic city planning process. These efforts were intended to ensure the planning process was truly open and that participant input was convenient, authentic, and integrated into the plan update process.

The Federal Way Planning Commission served as the formal backbone of the review process, but the process also engaged a number of stakeholders, including an ad hoc task force and other City commissions and community groups.

As chapters were updated and after briefing the Planning Commission, all draft documents were posted to the project webpage for public review. The City also completed a State Environmental Policy Act (SEPA) review as part of the project, which provided a formal opportunity for the public to provide comment as part of that process. All public comments received were compiled and taken into consideration throughout the process. The following goals for community outreach were included and achieved as part of the Public Participation Plan process:



1.4 PLANNING FRAMEWORK

GMA

Since 1990 when the State of Washington enacted the Growth Management Act (GMA), comprehensive plan requirements have been periodically changed and modified by the legislature. Initially, comprehensive plans were required to include elements addressing only land use, transportation, housing, utilities, and capital facilities. In 2010, an additional requirement was added to include a shoreline element. In 2023, an additional element, Climate & Resiliency, was added to the list of required elements with a requirement for jurisdictions to incorporate such an element by 2029.

The planning goals of GMA (RCW 36.70A.020) include:

1. Urban growth
2. Reduce sprawl
3. Transportation
4. Housing
5. Economic development
6. Property rights
7. Permits
8. Natural resource industries
9. Open space and recreation
10. Environment
11. Citizen participation and coordination
12. Public facilities and services
13. Historic preservation
14. Climate change & resiliency
15. Shorelines of the state

Consistency with the Growth Management Act will be accomplished through the explanatory text accompanying each chapter, the chapter-specific goals and policies, and implementing actions identified in this Comprehensive Plan.

Federal Way's comprehensive plan also contains many elements that are not required by the GMA; these additional components are included in the plan due to their importance to the Federal Way community. Although Federal Way's goals and policies for growth and the provision of services are guided by the requirements of GMA, VISION 2050, and King County Countywide Planning Policies (CWPPs), the goals and policies fundamentally implement the vision and goals of our own community.

VISION 2050

VISION 2050, prepared by Puget Sound Regional Council (PSRC), is the Puget Sound regional vision and guidance document for growth for Kitsap, Pierce, Snohomish, and King County and their 82 cities and towns. The region's vision for 2050 is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. To achieve this, VISION 2050 identifies the following steps:

- Provide opportunities for all
- Increase housing choices and affordability
- Sustain a strong economy
- Significantly reduce greenhouse gas emissions
- Keep the region moving
- Restore the health of the Puget Sound
- Protect a network of open spaces
- Grow in centers and near transit
- Act collaboratively and support local efforts

Federal Way is designated as a Core City in PSRC's VISION 2050. Core Cities have designated regional growth centers that are intended to accommodate a significant share of future growth for the region. These Core Cities contain key hubs for the region's long-range multimodal transportation system and are major civic, cultural, and employment centers within their counties. Federal Way's approach to receiving the Regional Growth Center designation may be found in Chapter 7 (Centers).

Map I-1: PSRC Regional Centers



Source: PSRC VISION 2050

The regional growth strategy envisions a major role for Core Cities in accommodating growth while also providing a significant share of the region’s housing. The regional growth strategy calls for the Core Cities to accommodate 28% of the region’s population growth and 35% of its employment growth by the year 2050. Within Core Cities, jurisdictions should encourage growth near high-capacity transit stations and within regional growth centers to achieve regional growth goals.

VISION 2050’s multicounty planning policies (MPPs) serve many purposes. MPPs provide a framework for updating countywide planning policies. Cities and counties use MPPs as a guide when updating local comprehensive plans. Consistency with the MPPs will be accomplished through the explanatory text accompanying each chapter, the chapter-specific goals and policies, and implementing actions identified in this Comprehensive Plan.

Countywide Planning Policies

GMA calls for coordinated planning efforts among jurisdictions within a county planning under GMA. Through the execution of an interlocal agreement approved in 1992, the

jurisdictions in King County formed the Growth Management Planning Council (GMPC). The GMPC is a formal body, currently consisting of elected officials from King County, Seattle, Bellevue, other cities and towns in King County, special purpose districts, and the Port of Seattle. Through the GMPC, jurisdictions within King County are working together to plan for economic and population growth in King County. A major update of the Countywide Planning Policies (CPPs) occurred in 2021. The 2021 King County update was conducted in advance of the 2024 periodic update of comprehensive plans for cities within the county in order to reflect changes to the regional policy framework in VISION 2050 and to reflect new priorities addressing equity and social justice within the communities in King County.

The CPPs create a shared and consistent framework for growth management planning for all jurisdictions in King County in accordance with RCW 36.70A.210. Consistency with the CPPs will be accomplished through the explanatory text accompanying each chapter, the chapter-specific goals and policies, and implementing actions identified in this Comprehensive Plan.

1.5 COMMUNITY VISION - 2044

In recognition that the next twenty years will result in significant portions of the City transforming into a considerably more urban form, the City seeks to shape its future transformation to ensure that the City will maintain the high quality of life that makes Federal Way a special place to live and work. The Comprehensive Plan provides a set of goals, policies, and actions aimed at giving growth and development both context and direction. The community vision will guide the City in its decisions for the future – a vision which is shared by residents, businesses, visitors, and City leaders.

Community Vision:

Federal Way leads South King County as a livable, vibrant, and well-connected community. A reimagined City Center and defined Downtown is the heart of Federal Way and a source of pride. The natural environment thrives; businesses prosper; abundant housing options meet diverse needs; the community is socially engaged and feels a sense of belonging; and getting around is convenient and safe. The community embraces its commitment to unlocking its potential.

Livable:

- *Diverse and Abundant Housing Supply*
There is sufficient market rate and affordable housing available to meet the needs of the entire community.
- *Healthy and Safe*
All basic needs are provided for and accessible. All residents benefit from the ability to live without fear of violence and free from environmental hazards.
- *Multigenerational*
Services and amenities are provided for all age groups and abilities, allowing anyone who lives here to age in place.

- *Accessible Public Facilities and Spaces*
City facilities and gathering spaces are well-maintained, safe, inviting, and accessible. Services are available and convenient for all.
- *Complete Community*
There is a variety of housing, transportation options, educational and employment opportunities, services, restaurants, shops, and places to gather.

Vibrant:

- *Culturally Vibrant*
Cultural celebrations, events, and public art can be found throughout the city and reflect the vibrant communities who live in Federal Way.
- *Robust Economy*
Employment opportunities are abundant for a wide range of skillsets, experience, and education. Employers support the local, regional, and national economy.
- *Distinctive Downtown*
Downtown appeals to locals and visitors alike for its mix of businesses and attractions, for being welcoming and a place people want to spend time, and for its unique sense of place.
- *Civic Pride and Socially Engaged*
All feel proud of Federal Way and are committed to a prosperous, equitable, and sustainable future of the City.

Well-Connected:

- *Tight-knit Neighborhoods*
New and long-term residents feel connected to one another and celebrate the mix of cultures and ages found in our neighborhoods.
- *Sense of Belonging*
All feel accepted and valued being themselves, and are represented in the City's identity.
- *Multimodal*
Residents and visitors easily and safely get around by foot, bike, wheelchair, public transportation, or automobile.
- *Local Importance*
Tribal history, historic places, public figures, and landscapes are honored and remembered.
- *Integrated Open Spaces*
Current and future residents enjoy convenient access to a variety of parks, trails and outdoor recreational opportunities throughout the City.

Community Vision 2044 guided the development of this Comprehensive Plan and expresses residents and others' wishes for the future of the City in general terms. It is the basis for all the subsequent chapters of the Comprehensive Plan.

1.6 DIVERSITY, EQUITY, INCLUSION & ACCESSIBILITY

In the United States, the field of city planning began to emerge as a standardized profession and practice in the early 1900s. The American planning history timeline shows the evolution of planning in the United States and how the practice has both influenced and responded to social changes in American society. Over time, the planning field has both directly and indirectly contributed to inequality in our country. Examples of this include slum clearance, the siting of new highways and major infrastructure, exclusionary zoning, gentrification, and the placement of locally undesirable land uses.

However, community perspectives and awareness are changing. The year 2020 marked a new chapter in the pursuit of equity in our country. Injustices were highlighted in America as our country grappled with the COVID-19 pandemic. A wave of civil unrest in the United States, initially triggered by the murder of George Floyd during his arrest by Minneapolis police officers on May 25, 2020, led to protests and riots against systemic racism in the United States, including police brutality and other forms of violence. Since the initial national wave and peak ended towards the end of 2020, numerous other incidents of police violence drew continued attention and lower intensity unrest in various parts of the country. Civil unrest in US cities was about much more than a demonstration against excessive force and discriminatory law enforcement practices towards Black Americans; it shined a light on the need for social reflection and community discourse.

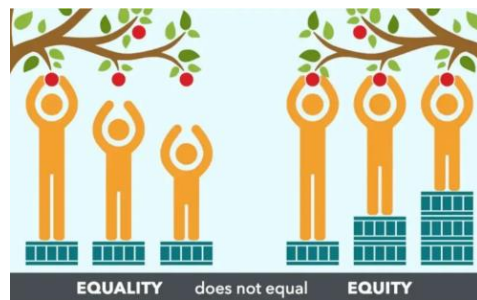
Diversity

There are many ways to define diversity. A traditional definition focuses on differences related to age, ethnicity, gender, and race. Communities that support this definition of diversity support people of different backgrounds through programs that include education, affinity groups, and other means of targeted engagement. However, these efforts often fail to create a truly inclusive community.

Forward-thinking communities use a broader definition of diversity – one that is broad enough to encompass the very real differences in culture that may exist in different locations across the globe. Using a wider view, diversity also considers sexuality and accessibility, -creates the potential to learn from and engage with others, and leverages multiple approaches to problem solving, creativity, and innovation.

Equity

Most city policies and programs have been founded on an idea of fairness that is grounded in equality rather than equity. An equality lens or perspective assumes that one size fits all and that to be fair, everyone must be offered the same opportunities, and resources. An equality lens ignores the differences we have and assumes everyone has the same starting point and/or the same access to services and information. This, in turn, unintentionally fuels inequities and perpetuates disparities in historically marginalized groups.



Equity exists where all people share rights, access, choice, opportunities, and outcomes, regardless of characteristics such as race, economic class, physical abilities, or gender. Equity is realized through targeted actions and intentional investments to improve outcomes for those who possess health, social, and economic challenges. Addressing issues of inequity in transportation, housing, employment, income, health, education, and

socioeconomic outcomes through an equity lens will allow the City to address systemic inequities and their underlying drivers.

Inclusion

Community inclusion is the opportunity to live in the community and be valued for one's uniqueness and abilities. To truly be inclusive, a community must foster a culture that makes everyone feel respected, valued, accepted, and encouraged to freely participate in the community. Creation of such an environment ensures that people feel a sense of belonging, and are comfortable being their authentic selves. An inclusive environment is a place where the voices of everyone in a community can be encouraged, heard, valued, and understood.

Community inclusion is important because all people, regardless of their abilities or backgrounds, should be able to participate and engage in a full range of community activities. Inclusion provides a sense of belonging: feeling respected, valued for who you are; feeling a level of supportive energy and commitment from others so that you can be your best.

Achieving an inclusive community brings the following outcomes:

- Improved feelings of well-being.
- Offering access to resources and activities not otherwise available.
- Expanded "horizons"/life experiences.
- Allowing people to participate in activities in different types of settings.
- Increased participation; engaging with others; being known.
- Creating excitement in being part of a larger community group.
- Offering opportunities to make new friends and develop new and varied relationships.
- Creating more diversity in people's personal relationships.

Accessibility

Accessibility is giving equitable access to everyone along the continuum of human ability and experience. As defined by the Federal Government, accessibility is the design, construction, development, and maintenance of facilities, information, and communication technology, programs and services so that all people, including people with disabilities, can fully and independently use them.

An accessible environment means that everyone can access City facilities and services. Including ramps, automatic doors, signage and posted information in multiple languages and codes including Braille is a good start, but does not take into consideration invisible or non-physical barriers. For example, someone with Autism may struggle with sensory overstimulation in crowded, busy places. Similarly, the font used for public signage may not be readable for those with dyslexia. Each of these barriers are examples that impact accessibility.

Following discussions with the City’s Diversity Commission and the Comprehensive Plan ad hoc Committee, it was determined that the Goals, Policies and Actions supporting DEIA in Federal Way should be spread through the topical chapters, as appropriate.

1.7 HOW TO USE THE PLAN

The Comprehensive Plan is divided into chapters (see Section 1.2). The chapters contain background information and goals and policies relating to the chapter subject matter. There is also a separate appendix (Implementation) that contains the initial actions necessary to implement the goals and policies contained in this Comprehensive Plan.

Each of the chapters provides Goals and Policies that aid the City of Federal Way in pursuing the type of growth, construction of infrastructure, and provision of services that support the community’s desired quality of life. Adopting the plan is the first step toward shaping the City’s future. Federal Way’s implementation appendix of the Comprehensive Plan is comprised of a combination of short-term (1-2 year) and long-term (3-5 year) actions, as well as ongoing actions without a defined completion date. It is anticipated the Planning Commission and City Council will receive an annual progress report on the implementing actions following plan adoption.

Some of the short-term actions include amendment of regulations such as the Land Use Code and the Development Standards and approval of rezones that match the Comprehensive Plan’s land use designation. Long-term actions include neighborhood monitoring, evaluating and amending the plan as conditions change, and developing a capital investment program that allocates resources to projects that will spur the City’s development in the direction envisioned in the plan.

Pursuant to GMA, the Comprehensive Plan will go through a periodic update on a schedule coordinated with other cities planning under GMA. However, the City conducts an annual process to consider amendments to the Comprehensive Plan. The GMA specifies, with few exceptions, that amendments to a comprehensive plan cannot be made more frequently than once per year. The purpose for this limitation is two-fold: it gives the plan stability over time, avoiding spontaneous changes in response to development pressures; and, it groups all proposed amendments into a common process for consideration, providing the City the opportunity to examine their collective effect on the plan. Proposed annual amendments to the Comprehensive Plan follow a prescribed process in the City’s municipal code.

Hierarchy of Language

When a goal or policy states that the City "shall" or "will" do something, such language requires that the City take actionable and measurable steps to accomplish the purpose of the goal or policy. When a goal or policy states that the City "should" or "may" do something, such language requires that the City make an earnest effort to accomplish the stated purpose of the goal or policy; however, "should" and "may" indicate that unknown information, additional analyses, other parties, or financial constraints may cause the Ceity to approach these less directly, requiring actions from others or requiring more time.

In addition, many equivalent verbs are used in the goals and policies. These verbs have no hierarchy within their respective category; for example, "mandate" is not intended to be stronger than "require." However, all of the verbs within the first category are stronger and more easily measured than those verbs in the second category. And, although the following listed verbs are reflected in the goals and policies found in the comprehensive plan, these lists do not represent all verbs.

Category 1: Similar to “shall” and “will”, the intent of the following words is that the action within the goal/policy will occur and the outcomes can be measured and documented: adopt, acquire, designate, develop, eliminate, establish, evaluate, finance, fund, implement, mandate, monitor, prepare, permit, prevent, prohibit, purchase, require, track, monitor.

Category 2: Similar to “should” and “may”, the intent of the following words is that the action within the goal/policy will occur; however, the process for accomplishment may be ongoing and the ability to measure outcomes and/or completion may be difficult or may require commitment from those outside of the City: assist, balance, collaborate, cooperate, coordinate, consider, continue, defer, discourage, emphasize, encourage, enhance, ensure, expand, facilitate, foster, improve, increase, investigate, limit, locate, participate, plan, promote, pursue, recognize, reduce, represent, review, seek, support, use.



CHAPTER TWO LAND USE

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2.0 INTRODUCTION & VISION

Introduction

The Land Use chapter establishes the framework for the City's expected growth and provides a guide for the distribution, type, and intensity of various uses of land within Federal Way. The Land Use chapter (maps, goals, and policies) serves as the foundation of the *Federal Way Comprehensive Plan* (FWCP) by providing a framework for Federal Way's future development and by setting forth policy direction for Federal Way's current and future land uses. a guide for future decision-making related to property investments, land development, public services, and the provision of public infrastructure.

The Land Use Chapter ensures an appropriate mix of land uses (see Table LU-1) are available to:

- Support the City's County-allocated growth targets;
- Achieve the City's economic goals;
- Protect environmentally-sensitive lands;
- Provide appropriate land for recreation and services to residents and businesses;
and
- Provide choices for where to live and work.

As Federal Way ages it will continue to grow, adding new housing units and employees. As the City plans for meeting its housing and employment targets, much of the growth will be focused in denser, mixed-use neighborhoods like City Center, Downtown, and the South Station subarea. The City's land use vision for the next planning cycle (2024-2044) is responsive to the reality that the City has sought and obtained designations for a Regional Growth Center and a Countywide Center and those areas come with an expectation for minimum development densities (residential) and intensities (commercial) of uses. In addition, the City's vision must evolve given recent legislation (HB 1220 and ESSHB 1110) enacted by the legislature focused on ensuring cities provide permanent supportive housing and emergency shelters, and densifying existing and planned single-family neighborhoods.

As Federal Way grows and makes accommodations for growth in certain parts of the City as identified above, the City must stay true to the fact that Federal Way was founded on the strength of its existing neighborhoods. Balancing the stability of those existing assets with the requirements for densification in the future is a key crossroads in the City's journey. Federal Way will make changes to single-family zoning to be consistent with changes in state statutes allowing for regulations to encourage infill redevelopment in existing residential neighborhoods, such as missing middle housing, and limited neighborhood-serving retail, but major changes to stable neighborhoods would be inconsistent with the vision of this Plan.

The Table LU-1 provides the current zoning allocation in the City. In addition, it provides the amount of capacity for growth and development/redevelopment under current zoning.

Table LU-1:
Land Use Allocation

<u>ZONING</u>		<u>DENSITY (Units per Acre)</u>		<u>FLOOR AREA RATIO (FAR)</u>		<u>Vacant or Underbuilt (acres¹)</u>	<u>Available Capacity² (DUs or SF)</u>
	<u># acres</u>	<u>Min Density</u>	<u>Max Density</u>	<u>Min FAR</u>	<u>Max FAR</u>		
Residential							
<u>Suburban Estates</u>	<u>659.3</u>	<u>n/a</u>	<u>0.2</u>	<u>n/a</u>		<u>2.8</u>	<u>0</u>
<u>RS 35.0</u>	<u>631.9</u>	<u>n/a</u>	<u>0.8</u>	<u>n/a</u>		<u>92.1</u>	<u>74 du</u>
<u>RS 15.0</u>	<u>1,108.9</u>	<u>n/a</u>	<u>2.9</u>	<u>n/a</u>		<u>260.7</u>	<u>756 du</u>
<u>RS 9.6</u>	<u>1,787.1</u>	<u>n/a</u>	<u>4.5</u>	<u>n/a</u>		<u>190.7</u>	<u>858 du</u>
<u>RS 7.2</u>	<u>3,998.9</u>	<u>n/a</u>	<u>6.1</u>	<u>n/a</u>		<u>367.8</u>	<u>2,244 du</u>
<u>RS 5.0</u>	<u>137.2</u>	<u>n/a</u>	<u>8.7</u>	<u>n/a</u>		<u>4.2</u>	<u>37 du</u>
Multifamily							
<u>RM 3600</u>	<u>483.0</u>	<u>n/a</u>	<u>12.1</u>	<u>n/a</u>		<u>41.1</u>	<u>497 du</u>
<u>RM 2400</u>	<u>507.8</u>	<u>n/a</u>	<u>18.2</u>	<u>n/a</u>		<u>34.1</u>	<u>621 du</u>
<u>RM 1800</u>	<u>339.1</u>	<u>n/a</u>	<u>24.2</u>	<u>n/a</u>		<u>24.1</u>	<u>583 du</u>
Commercial/Mixed Use							
<u>CC-C</u>	<u>195.2</u>	<u>46</u>	<u>230</u>	<u>1.5</u>	<u>10</u>	<u>78.4</u>	<u>1,8032 du</u> <u>34.1M sf</u>
<u>CC-F</u>	<u>161.9</u>	<u>n/a</u>	<u>100 (est.)</u>	<u>n/a</u>	<u>0.9 (est.)</u>	<u>38.3</u>	<u>3,830 du</u> <u>1.5M sf</u>
<u>BC</u>	<u>330.1</u>	<u>n/a</u>	<u>65 (est.)</u>	<u>n/a</u>	<u>0.9 (est.)</u>	<u>117.4</u>	<u>7,631 du</u> <u>4.6M sf</u>
<u>BN</u>	<u>123.9</u>	<u>n/a</u>	<u>40 (est.)</u>	<u>n/a</u>	<u>0.5 (est.)</u>	<u>31.1</u>	<u>1,244 du</u> <u>677,358 sf</u>
Office							
<u>OP</u>	<u>474.5</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>0.4 (est.)</u>	<u>77.9</u>	<u>1.3M sf</u>
<u>PO</u>	<u>27.9</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>0.4 (est.)</u>	<u>3.1</u>	<u>54,014 sf</u>
<u>CP-1</u>	<u>366.3</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>0.4 (est.)</u>	<u>115.7</u>	<u>2M sf</u>
<u>OP-1</u>	<u>173.7</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>0.4 (est.)</u>	<u>40.6</u>	<u>707,414 sf</u>
<u>OP-2</u>	<u>8.0</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>0.4 (est.)</u>	<u>0</u>	<u>0</u>
<u>OP-3</u>	<u>5.7</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>0.4 (est.)</u>	<u>2.4</u>	<u>41,818 sf</u>
<u>OP-4</u>	<u>66.5</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>0.4 (est.)</u>	<u>62.1</u>	<u>(see agreement)</u>
Commercial/Industrial							
<u>CE</u>	<u>442.3</u>	<u>n/a</u>	<u>n/a</u>	<u>n/a</u>	<u>0.9 (est.)</u>	<u>156.7</u>	<u>6.1M sf</u>

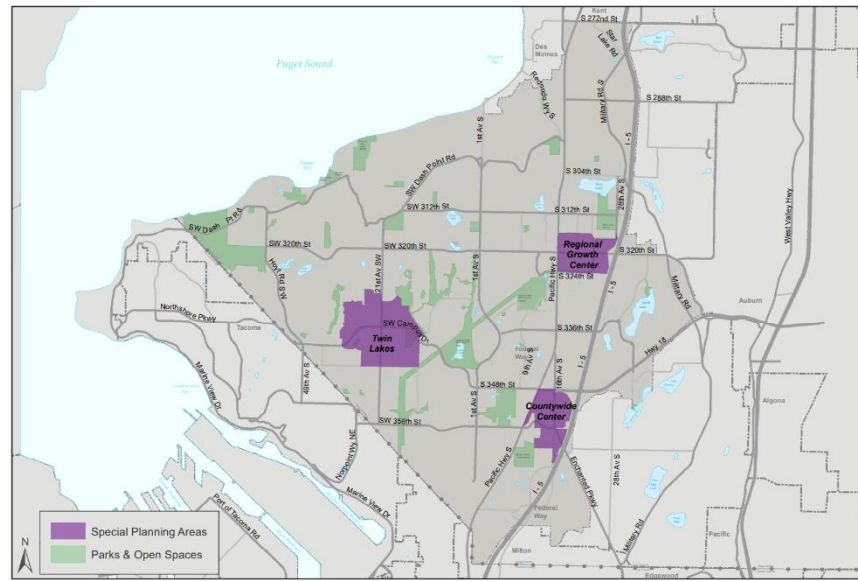
1 Total developable acres (acres zoned minus critical areas)

2 For mixed-use zones, the available capacity is one of the following:

- The maximum dwelling units plus some portion of the commercial square footage for vertically mixed-use buildings; or
- The maximum FAR for commercial-only buildings.

Although the Land Use designations are applied Citywide, there are areas within the City that have been targeted with special planning efforts. The purpose of these special area plans (Map LU-1) is to take a more-detailed look at a particular part of the City and to provide more detailed area-specific goals, policies, and implementation strategies.

Map LU-1: Special Planning Areas



To learn more about these special planning areas refer to Chapter 7 (Centers) of the Comprehensive Plan. Additionally, information about the City Center, the South Station Area, and the Twin Lakes subarea is contained in subarea plans for these areas and can be found by contacting the Planning division of the Federal Way Community Development Department.

Vision

The City's Comprehensive Plan anticipates, guides, and plans for growth in a way that helps the City achieve its vision for the future while satisfying the requirements of the Washington Growth Management Act. Land use planning in the City protects environmentally-sensitive lands and maintains the character of established neighborhoods while allowing the City to evolve to meet the changing needs of the community and the region.

Development of land, according to adopted policies and land use designations discussed in this chapter, should result in an appropriate balance of services, employment, and housing. The land use policies are supplemented by a Comprehensive Plan Designations Map (*Map II-1*) and Zoning Map (*Map II-2*) that provide a visual illustration of the proposed physical distribution and location of various land uses. This map allocates a supply of land for such uses as retail services, employment, parks, open space, and housing to meet future demand.



2.1 POLICY BACKGROUND LAND USE DESIGNATIONS

The land use designations recognize the relationships between broad patterns of land uses found within the City. The designations set forth locational criteria for each specific class of uses consistent with the long-term objectives of the Federal Way Comprehensive Plan. These designations provide the purpose and intent for corresponding and consistent zoning districts (Table LU-2). The locations of the comprehensive plan land use designations are shown on the Comprehensive Plan Designations Map (Map LU-2).

The City is also required to provide lands useful for public purposes (RCW 37.70A.040). The City has chosen to provide this information through referencing other plans as well as by providing information in other Comprehensive Plan chapters. The following is a summary of that information:

- Existing and future transportation corridors are shown in the Transportation and Centers Chapters.
- Existing and future parks are found in the Parks, Recreation, and Open Space (PROS) plan which is referenced in the Parks & Recreation Chapter.
- Stormwater trunk lines, city buildings, and utility district boundaries are on maps within the Capital Facilities Chapter.
- Water and wastewater facilities are addressed in the Capital Facilities Chapter and shown with more specificity within the Lakehaven Water and Sewer District Comprehensive Water and Wastewater System Plans that are referenced in the Capital Facilities Chapter.
- School facilities are addressed and shown in the Federal Way Public Schools Capital Facilities Plan which is referenced in the Capital Facilities Chapter.

- A Fire facilities inventory and map are referenced in the Capital Facilities Chapter.
- City-owned fiber lines are shown on a map in the Utilities Chapter.
- Puget Sound Energy (PSE) electric and natural gas facilities are referenced in the Utilities Chapter including additional information on how to obtain PSE maps.
- Solid Waste facility maps and information are in the King County Comprehensive Solid Waste Management Plan which is referenced in the Utilities Chapter.

Table LU-2:
Land Use Designation – Zoning Correlation

<u>Zones</u>	<u>Residential 1</u>	<u>Residential 2</u>	<u>Commercial</u>	<u>Mixed Use – Non Centers</u>	<u>Mixed Use - Centers</u>	<u>Open space, Parks & Rec</u>
SE						
RS 35						
RS 15						
RS 9.6						
RS 7.2						
RS 5.0						
RM 3600						
RM 2400						
RM 1800						
CE						
PQ						
OP						
OP(1-4)						
CP-1						
BN						
BC						
CC-F						
CC-C						

Residential 1

This designation is the predominant land use category in the City. Residential 1 areas are predominantly suburban in character and provide for lower-density, single-family residential housing. With the mandated code changes for increased densities within the Urban Growth Area, Residential 1 will, over time and as supported by the market, transform into a mix of single-family detached lots and redeveloped lots with multiple units located on them. The City is also hopeful that a number of accessory dwelling units will be added to properties in Residential 1 as the City continues to mature and densify. Given the City’s target for new housing units and the fact that this designation represents the lowest density of housing within the City, new requests for designation of property as Residential 1 should be limited to properties significantly constrained by critical areas.

Historic densities of properties in Residential 1 range from one home per five acres to 8.7 homes per acre with a limit of one home per lot, dependent upon the underlying zoning. Qualities associated with this designation include: low noise levels, limited traffic, private yards, and smaller-scale, setback buildings. Compatible non-residential uses such as schools, parks, day care, governmental facilities, and urban agriculture are allowed in

some zones of Residential 1.

In addition to lower-density residential and compatible uses, this designation provides for the protection of environmentally-sensitive parts of the City such as Dumas Bay and Camp Kilworth, and recognizes that portions of the City are not served by urban infrastructure (i.e. water, sewer). It also provides for a diverse arrangement of interconnected subdivisions, neighborhoods, and communities that have a mix of densities and housing types. Maintaining and creating linkages to other residential areas and nonresidential areas is important for creating a connected community.

Residential 2

The Residential 2 designation represents an opportunity to provide a range of housing types at higher densities than are supported by the Residential 1 designation, but not as dense as the Mixed-Use designations. Residential densities in this designation range from 12.1 residential units per acre to 24.2 residential units per acre, depending on the zone. Since building heights are generally capped at three stories (35 feet), most residences in this designation will be townhouses, duplexes, small-lot detached housing, and “woody-walkup” apartments. Compatible non-residential uses include schools, churches, recreation, parks, governmental facilities, and urban agriculture.

This designation shares many of the same qualities as Residential 1 such as lower traffic volumes and noise, some building setbacks, and small-scale development, while allowing for multifamily uses and increased housing density along with community facilities and institutions. This designation can often act as a transition between the Residential 1 designation and higher density mixed use or non-residential designations.

Commercial

This designation is characterized by employment-generating land uses. Office, retail, manufacturing, and warehousing/storage represent the majority of the uses in this designation, as allowed by the underlying zones. Other uses found in the commercial designation include: entertainment, schools, day care, hospitals, churches, hotels, and breweries. Because of the variety of uses allowed, many of these commercial areas will be economically vibrant and active outside of traditional work hours. Although built for and served primarily by private vehicles, they should be developed to be accessible by foot, bike, car, and public transportation as well. The City should only consider new lands for Commercial designation that will be compatible with adjacent uses and designations and provide an economic value to the City’s tax base.

This designation is comprised of the Commercial Enterprise (CE), Corporate Park (CP), Office Park (OP) and Professional Office (PO) zones. Aside from an area on S 320th Street east of I-5, the CE zone is generally limited to lands south of S 336th Street that are generally served by either Pacific Highway S or Enchanted Parkway/16th Avenue South. This designation is characterized by larger-scale buildings, longer operating hours, and moderate-to-high traffic generation. The CE zone also is the exclusive zone in the City that contains permitted industrial uses.

The CP zone is limited to portions of the old Weyerhaeuser campus, east of I-5 and south of S 320th Street, and is governed by a concomitant agreement. This property is currently

transitioning to warehousing use with the headquarters building currently empty. The OP and PO zones include small-scale office and residentially-compatible employment opportunities, often clustered together and located on well-landscaped parcels and on collector streets such as 1st Avenue South and S 320th Street, west of 8th Avenue S.

Finally, a pre-annexation concomitant development agreement has established the Office Park-4 (OP-4) zone specifically for Enchanted Park. This portion of the commercial designation acknowledges the unique recreational opportunity associated with the Wild Waves use. Enchanted Park is an indoor/outdoor amusement facility most noted for its water park. Although hotel and warehousing uses are allowed on the properties, the city has demonstrated a desire for the continuation of the theme park use.

Mixed Use – Non-Centers

The Mixed Use – Non-Centers designation is for land used for a mixture of residential and commercial uses on a site. Mixed-use development can take a variety of forms, but often is categorized as either vertical mixed-use (residential and non-residential uses located in the same building) or horizontal mixed-use (residential and non-residential uses in different buildings either on the same property or on adjacent parcels). Basic criteria for development include reasonable scale with the surrounding neighborhood, and engagement with the street frontage to facilitate pedestrian, non-motorized, and transit mobility options. Much of the Pacific Highway South corridor through Federal Way has designated Mixed Use – Non-Centers. There are a few other locations such as Twin Lakes and the corner of 1st Avenue South and S 348th Street. The City should only consider applying this designation where there will be a cluster of mixed land uses supported by transit or established bicycle and pedestrian corridors. This designation includes the City Center Frame (CC-F), Community Business (BC), and Neighborhood Business (BN) zones.

The BN zone provides residential, retail and/or service opportunities at a modest density adjacent to residential areas. Architectural and site design guidelines are utilized to ensure compatibility between neighborhood business areas and adjacent residential neighborhoods. Neighborhood Business areas are intended to provide convenient goods (e.g., groceries and hardware) and services (e.g., dry cleaners, dentist, bank) at a pedestrian and neighborhood scale close to adjacent residential uses.

The BC zone allows a broad mix of uses, including general, specialty, and service retail; commercial; office; commercial/residential mixed-use; and supportive uses. This designation envisions denser, high-quality development containing a vibrant and compatible mix of uses. The BC zone may be appropriate in other commercial nodes that have grown or are growing past the scale of the BN designation.

The CC-F zone will have a look and feel similar to the Mixed Use – Centers designation and will provide a zone of less dense, commercial/residential mixed-use development physically surrounding a portion of the Regional Growth Center. The CC-F zone is also intended to provide a transition between the densely-developed CC-C zone and adjoining lower-density residential neighborhoods.

Mixed Use – Centers

This designation is limited to the Regional Growth Center as part of the City Center subarea and the Countywide Center in the South Station subarea. The Regional Growth Center has been part of the City’s plans for a number of years and should not contain any properties zoned other than CC-C. This area also includes the City’s Downtown and is envisioned as mid-rise development and mixed use, benefitted by the Downtown Federal Way Sound Transit station.

The Countywide Center is anchored by a future light rail station anticipated to be operational in the mid 2030’s. For this area, zoning will transform over time and may contain zoning similar to that found in the Regional Growth Center, but likely will also be comprised of CE, Multifamily Residential 1800 (RM-1800), and lower density residential zones (RS-15). Over time, the introduction of new zoning for this area that allows for the development of dense housing is appropriate in advance of the station opening to allow for this area’s transition from an employment dominated area to one that is mixed use.

Open Space, Parks, and Recreation

Open Space, Parks, and Recreation designation applies to parks, public and privately-owned recreational areas, urban forests, and public open-space areas. Lands within this designation include both natural open space areas and active use parks and recreational areas. Natural open space is intended to be conserved and enhanced through habitat restoration and vegetation management to maximize its environmental, habitat, and stormwater benefits, along with low-impact public access such as natural area trails and viewpoints, when appropriate. Parks and recreation lands are intended to provide opportunities for active recreation such as playfields and sports facilities, and urban amenities such as plazas, pocket parks, and community gardens, but may also be utilized for governmental facilities. Other areas include the system of properties tied to the Hylebos wetlands and Spring Valley.

The City’s comprehensive plan is required to be consistent with the Growth Management Act (GMA), Puget Sound Regional Council goals and policies of Vision 2040, and the King County Countywide Planning Policies (CWPPs). VISION 2040 and the CWPPs, both required by the GMA, provide a regional framework to achieve the goals of the GMA.

Policies contained in the comprehensive plan have been prepared to implement the GMA, VISION 2040, and the CWPPs as they apply to the City. By implementing the following goals, in addition to many others, the Land Use Chapter is consistent with GMA, VISION 2040, and the CWPP’s direction:

- Creating a City Center as an area of concentrated employment and housing, served by high capacity transit, public facilities, parks, and open space.
- Limiting growth outside the City Center to areas that are already urbanized.
- Encouraging in-fill development.
- Protecting environmentally sensitive areas.

Growth Management Act

The GMA states that, “...a lack of common goals expressing the public’s interest in

conservation and the wise use of our lands pose a threat to the environment, sustainable economic development, and the health, safety and high quality of life enjoyed by residents of this state” (RCW 36.70A.010). The GMA provides a framework for content and adoption of local comprehensive plans. The GMA provides 13 goals to be, “...used exclusively for the purpose of guiding development of comprehensive plans and development regulations.” A number of the GMA goals pertain to land use. They are as follows:

Urban Growth—Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce Sprawl—Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.

Housing—Encourage the availability of affordable housing to all economic segments of the population of the state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Open Space and Recreation—Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreational facilities.

Environment—Protect the environment and enhance the state’s high quality of life, including air and water quality and the availability of water.

Public Facilities and Services—Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Historic Preservation—Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Property Rights—Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

VISION 2040

VISION 2040 is the long-range growth management, economic, and transportation strategy for the central Puget Sound region encompassing King, Kitsap, Pierce, and Snohomish counties adopted by the Puget Sound Regional (PSRC) in 2008. VISION 2040’s Regional Growth Strategy is a preferred pattern for accommodating future residential and employment growth. It is designed to minimize environmental impacts, support economic prosperity, improve mobility, and make efficient use of existing infrastructure.

The overarching goal of VISION 2040 related to land use is to focus growth within already urbanized areas to create walkable, compact, and transit-oriented communities that maintain unique local character. Centers will continue to be a focus of development. Rural and natural resource lands will continue to be permanent and vital parts of the region.

Development patterns of the last half of the 20th century often separated people from jobs, focused on accommodating the automobile, and altered critical ecosystems. Some of the results have been sprawl development, increasing health concerns, overburdened transportation and infrastructure systems, and increased pollution. The loss of land cover and vegetation to impervious surfaces, including buildings and pavement, also contributes to climate change—although not as significantly as the burning of fossil fuels. More recently, steps have been taken once again to build communities that are walkable and have a mix of uses, and that take advantage of materials and building techniques that have less impact on the environment.

To further this goal VISION 2040 has allocated the majority of the region’s employment and housing growth to Metropolitan Cities and Core Cities. The City of Federal Way is a Core City. Therefore, an important connection between VISION 2040 policies and the City’s land use policies is development of a regional growth center (Urban Center), referred to as the City Center Core in the FWCP. Designated centers are intended to attract residents and businesses because of their proximity to services and jobs, a variety of housing types, access to regional amenities, mass transit service, and other advantages. Centers are recognized for their benefits in creating compact, walkable communities that support transit and other services. Housing and jobs should be located in a manner that provides for easy mobility and accessibility.

Countywide Planning Policies

The 2012 CWPPs address changes to the GMA since its initial adoption in 1990 and reflect the regional direction established in VISION 2040. CWPPs provide a framework for both the county and its respective cities. Adherence to these policies ensures that plans within the county are consistent with one another. These policies address such issues as the designation of urban growth areas, land use, affordable housing, provision of urban services for future development, transportation, and contiguous and orderly development.

The overarching goal related to development patterns in the CWPPs is that growth in King County occurs in a compact, centers focused pattern that uses land and infrastructure efficiently and that protects rural and resource lands. It goes on to say that consistent with the GMA and VISION 2040; urban lands are intended to be the focus of future growth that is compact, includes a mix of uses, and is well-served by public infrastructure. Urban lands also include a network of open spaces where ongoing maintenance is a local as well as a regional concern.

2.2 THE LAND USE CONCEPT POTENTIAL ANNEXATION AREAS

The City of Federal Way Potential Annexation Areas (PAAs) were established through a series of interlocal agreements between the City of Federal Way, King County, and neighboring South King County cities. As part of the Growth Management Act, areas within the King County Urban Growth Boundary are intended to be served by urban services. Potential Annexation Areas are unincorporated areas of King County within the Urban Growth Area (UGA). Federal Way’s PAAs are located adjacent to the City where the City is expected to provide public services and utilities following an annexation

process. The City’s remaining potential annexation areas are located east of I-5 (see Map LU-3).

Based on a land use survey conducted in 2013, the land use designations for the PAAs are detailed in Table LU-3. Prior to moving forward with any annexation actions, updated data should be collected and analyzed to understand the costs for the annexation.

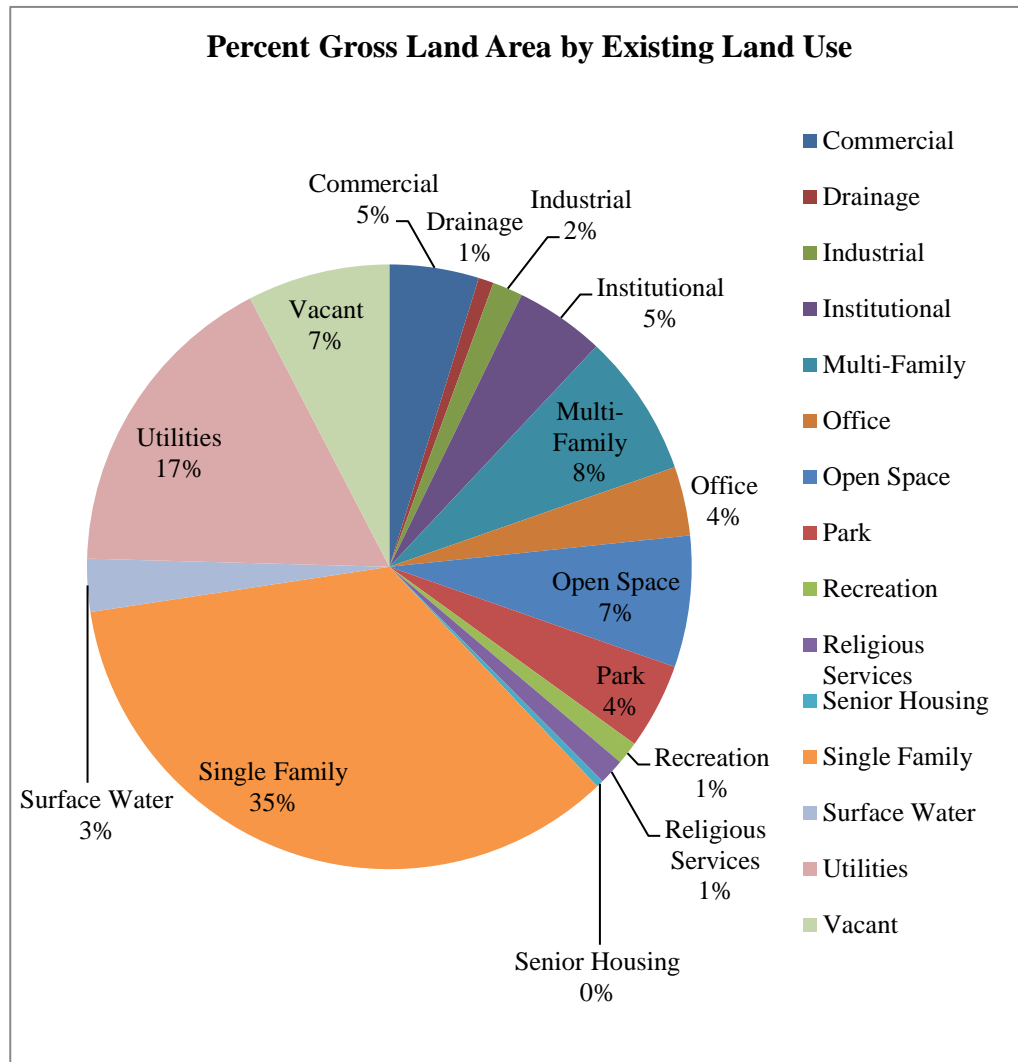
Table LU-3:
PAA Land Use Allocation

	# Acres				
	<u>Camelot</u>	<u>Star Lake</u>	<u>Lakeland</u>	<u>Parkway</u>	<u>Jovita</u>
<u>Residential 1</u>	<u>1,699.2</u>	<u>597.3</u>	<u>1,007.6</u>	<u>247.0</u>	<u>394.1</u>
<u>Residential 2</u>	<u>32.2</u>	<u>35.3</u>	<u>30.1</u>	<u>75.5</u>	<u>2.8</u>
<u>Commercial</u>	<u>2.8</u>	<u>6.9</u>	<u>12.8</u>	<u>3.3</u>	<u>0</u>
<u>Mixed Use – Non Centers</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Mixed Use – Centers</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Open Space, Parks & Recreation</u>	<u>67.6</u>	<u>61.1</u>	<u>88.6</u>	<u>7.5</u>	<u>0.1</u>
<u>Total</u>	<u>1,081.8</u>	<u>700.6</u>	<u>1,139.1</u>	<u>333.3</u>	<u>397.0</u>

Source: 2015 King County

Federal Way’s existing land use pattern (the physical location of uses) exists as a result of development administered by King County until 1990 and subsequent development under Federal Way’s jurisdiction. As shown in *Map II-3 (Generalized Existing Land Use)* and *Figure II-1 (Percent Gross Land Area by Existing Land Use)*, in December 2012, approximately 35 percent of Federal Way’s gross land area was developed as single-family development, 8 percent as multiple family development, and 11 percent for office, commercial, and industrial uses. Updates to the FWCP will not substantially modify this land use pattern.

Figure II-1



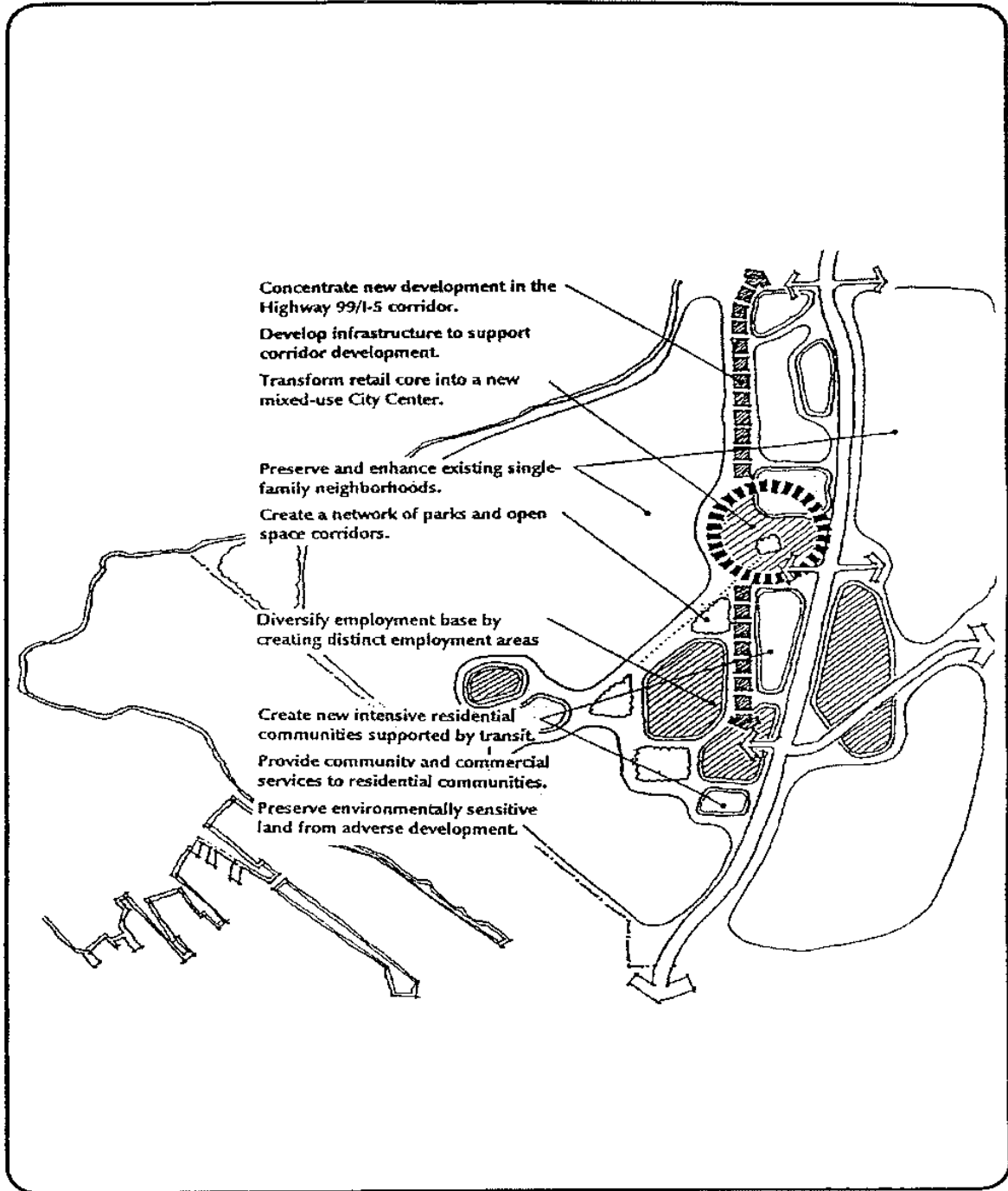
Source: December 2012 City of Federal Way GIS Land Use Layer

What will change is how various pieces of the land use pattern interact to achieve common land use goals. *Figure II-2* depicts the land use concept. The land use concept is intended to facilitate the following:

- Transformation of the retail core into an intensely developed City Center that is the focus of civic activity which provides a sustainable balance of jobs and housing;
- Preservation and enhancement of existing residential neighborhoods;
- A network of parks, trails, open space areas and urban agricultural sites;
- Healthy and active lifestyle opportunities for all residents.

- ~~• Diversification of the City's employment base by creating opportunities for employment growth;~~
- ~~• New retail and service employment opportunities around the I-5/South 320th and I-5/SR-18 interchanges.~~
- ~~• New opportunities for residential development near transit centers;~~
- ~~• Convenient residentially scaled shopping for residential neighborhoods;~~
- ~~• Housing in the City's mixed-use commercial areas close to shopping and employment;~~
- ~~• Redevelopment of "strip commercial" areas along major arterials into attractive, mixed-use corridors served by auto and transit;~~
- ~~• Well-designed commercial and office developments;~~
- ~~• Preservation of environmentally sensitive areas; and~~
- ~~• Accommodation of adopted growth targets for households and jobs and PSRC growth projections.~~

Figure H-2
The Concept Plan Diagram



Source: City of Federal Way

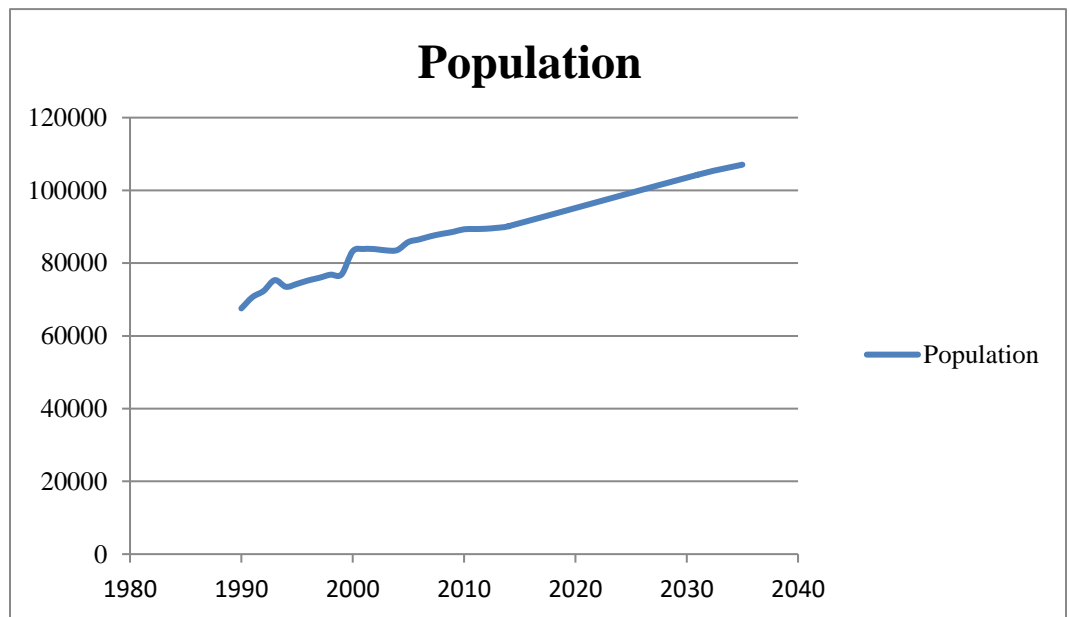
2.3 PROJECTED GROWTH & DEVELOPMENT CAPACITY GOALS & POLICIES

This section contains the goals and policies of the Land Use Chapter of the Comprehensive Plan.

Projected Growth

According to the 2010 U.S. Census, 89,306 people called Federal Way home. As of April 2014, the population had grown to 90,147 (based on the Washington State Office of Financial Management [OFM] population estimates).

**Figure II-3
Population Projection, Federal Way**



Source: U.S. Census and Washington State of Financial Management

Between incorporation in 1990 and April 2014, the City grew at an average rate of 1.39 percent per year. In 2014, Federal Way was the tenth largest city in the state and the fifth largest in King County. Based on PSRC’s projections, the population in 2031 is estimated to be 104,306 based on an average increase of 0.92 percent per year. By 2035, they estimate that the city population will be 107,057, which would equate to an average growth of 0.65 percent per year.

Development Capacity and Targets

The 1977 Buildable Lands amendment to the GMA required six Washington counties and the cities within them to measure their land supply (in acres) and land capacity (in housing units and jobs). The intent is to ensure that these counties and cities have sufficient capacity, realistically measured, to accommodate forecasted growth.

For the City of Federal Way, the adopted 2006–2031 targets are 8,100 new residential units and 12,300 new jobs. From 2006 to 2012, the City gained new housing units at a slower pace than preceding years. The City gained about 600 housing units by 2012. There is a remaining growth target of 7,500 housing units for 2031 and based on existing zoning, we have total capacity for 8,443 new housing units. Two-thirds of the City's residential capacity is in the mixed-use zones, including the City Center.

Between 2006 and 2012, the City experienced a slight job loss, like many South King County cities. The PSRC Covered Employment Data estimates that the City lost 628 jobs during that period. The loss occurred especially in commercial jobs; there was a very slight gain in industrial jobs during that period. However, we are starting to see an increase in job creation starting in 2013. Based on existing zoning, we have total capacity for more than 17,000 additional jobs, primarily in the mixed-use zones, including the City Center. Therefore, we have adequate capacity to accommodate the 12,300 new job target.

2.4 URBAN DESIGN AND FORM

In addition to guiding development, the Land Use chapter also guides the quality and character of the City's future development pattern through goals and policies related to the form, function, and appearance of the built environment. These goals and policies, related to quality development, serve and will continue to serve as a basis from which to develop appropriate implementation measures. Design guidelines, adopted in 1996, 1999, and 2003 are used as an integral component of the development review process. Design guidelines address location and type of pedestrian amenities and public spaces; pedestrian and vehicle circulation; building setbacks, orientation, form, and scale; landscaping; and mixed-use commercial/residential design.

Goal

LU_G1 *Create an attractive, welcoming and functional built environment. Support a land use framework and regulations that implement the goals of the Growth Management Act; are responsive to changes in state statutes; support VISION 2050 Regional Growth Strategy and King County Countywide Planning Policies; include policies addressing environmental justice; and provide sufficient actions to accomplish the goals and policies contained in this plan.*

Policies

LU P1.1 Strongly discourage the spread of commercial zoning and uses into residentially-designated areas. Instead, strongly encourage more intensive utilization of existing commercial and mixed-use areas for commercial purposes, mixed-residential use, and public activities.

LU P1.2 Discourage speculative rezoning and require applicants to provide market-based data and analysis to support rezoning requests.

LUP1 Use development standards and design guidelines to maintain neighborhood character and ensure compatibility with surrounding uses.

LUP2 — Use zoning regulations to achieve a greater range of housing options in multi-family designations.

LUP3 — Use design guidelines and performance standards to create attractive and desirable commercial, office and commercial/residential mixed-use developments.

2.5 — DEVELOPMENT REVIEW PROCESS

The Land Use chapter provides the policy foundation for implementing zoning and development regulations. In developing policy concerning future land use regulations, or revisions to existing regulations, every effort has been made to instill certainty and efficiency in the development process.

Goal

LUG2 — *Develop an efficient and timely development review process based on a public/private partnership.*

Policies

LUP4 — Maximize efficiency of the development review process.

LUP5 — Assist developers with proposals by continuing to offer preapplication meetings in order to produce projects that will be reviewed efficiently.

LUP6 — Conduct regular reviews of development regulations to determine how to improve upon the permit review process.

LUP7 — Integrate and coordinate construction of public infrastructure with private development to minimize costs wherever possible.

2.6 — CITYWIDE POLICIES

Citywide policies apply to all FWCP designations. These general policies are intended to maintain the quality of the living and working environment and ensure that the interests, economy, and welfare of the community are considered.

Policies

LUP 8 — Designate and zone land to provide for Federal Way's share of regionally adopted demand forecasts for residential, commercial, and industrial uses for the next 20 years.

LUP P91.3 — Support Foster a diverse community comprised of neighborhoods that provide a range of housing options; a vibrant City Center; well designed and functioning mixed-use, commercial and office areas; and distinctive neighborhood retail areas.

LU P1.4 The Federal Way Revised Code shall include a process and standards for siting essential public facilities.

LU P1.5 Land use decisions shall not exacerbate environmental health disparities.

LU P1.6 Track progress toward increasing health equity and ensuring environmental justice throughout the City.

Goal

LU G2 *Develop an efficient, predictable, transparent, fair, and timely development review process.*

Policies

LU P2.1 Maximize efficiency and predictability of the development review process and conduct regular reviews of development regulations to determine how to improve upon the permit review process.

LU P2.2 Assist developers with development proposals by continuing to offer preapplication meetings in order to produce projects that will be reviewed efficiently.

LU P2.3 Integrate and coordinate construction of public infrastructure with private development to minimize costs wherever possible.

LU P2.4 Look to incorporate new technologies to improve permit processing times.

LU P2.5 -Ensure noticing of land use decisions is inclusive and accessible to all members of the community.

LU P2.6 -Consider and minimize potential impacts due to displacement resulting from land use decisions.

~~LU P10~~—Support the continuation of a strong residential community.

~~LU P11~~—Evaluate household and employment forecasts on a periodic basis to ensure that land use policies based on previous assumptions are current.

~~LU P12~~—Distribute park, urban agricultural sites, and recreational opportunities equitably throughout the City.

2.7 LAND USE DESIGNATIONS

The land use designations in the FWCP recognize the relationships between broad patterns of land uses. The designations set forth locational criteria for each specific class of uses

consistent with the long-term objectives of the FWCP. These designations provide the purpose and intent for specific zoning districts. The location of comprehensive plan land use designations are shown on the Comprehensive Plan Designations Map (*Map II-1*).

Residential Areas

Single Family

Federal Way is known for its quality single family neighborhoods. This section contains goals and policies that will shape future development and protect or improve the character and livability of established neighborhoods.

The demand for and development of single family housing is expected to continue for the foreseeable future. Single family development will occur as in-fill development of vacant lots scattered throughout existing neighborhoods and as subdivisions on vacant tracts of land.

Single Family Low Density

The Single Family Low Density designation continues the historic application of low density zoning (Suburban Estates, one unit per five acres) in order to retain larger urban lots. This designation is appropriate on or near critical areas, in areas lacking urban level services and infrastructure, and to retain areas that have unique area-wide circumstances. There are two notable locations: Spring Valley, located in the southern portion of the City; and along Puget Sound near Dumas Bay in the vicinity of Camp Kilworth and the Palisades Retreat property.

Moreover, the application of low density zoning is appropriate as a buffer between adjacent land use designations of higher densities. Upon provision of urban services, such as water and sewer, an increase in density may be warranted.

Single Family Medium Density

The Single Family Medium Density designation creates urban lots with a density range of one to three dwelling units per acre to avoid developing on or near environmentally sensitive areas or areas that lack urban infrastructure. The Single Family Medium Density designation can be found along the Puget Sound shoreline and south of South 356th Street, both east and west of SR-99. Lot sizes of 35,000 and 15,000 square feet provide for a transition in density between land designated as Single Family High Density Residential and Single Family Low Density Residential. Upon provision of urban services, such as water and sewer, an increase in density may be warranted.

The relatively large lot sizes along the Puget Sound shoreline areas are appropriate due to geological features, including steep slopes and landslide hazards commonly associated with marine bluffs. This area of lower density zoning occurs on both the east and west sides of 1st Avenue South, south of South 356th Street. However, there are major environmental and ownership differences between the two areas. The area east of 1st Avenue South is characterized by the Hylebos Wetlands and associated streams. In addition, there are many parcels that are either publicly owned or are intended as wetland mitigation for development elsewhere in the drainage basin. Therefore, based on the relative absence of environmental constraints and the future availability of public services in the area west of 1st Avenue South, an increase in density may be warranted.

Single Family High Density

A majority of the single family residential land in the City is designated as Single Family High Density, which is equivalent to RS 9.6 (one unit per 9,600 square feet), RS 7.2 (one unit per 7,200 square feet), and RS 5.0 (one unit per 5,000 square feet) zoning districts respectively, and provide for a range of housing densities. Single Family High Density residential designations are located within close and convenient proximity to neighborhood business centers, areas of existing or future employment, transit, and existing urban infrastructure and services. Future Single Family High Density development should have good access to collector and arterial streets.

Goals

LU G3 *Periodically update the City inventory of buildable land capacity and evaluate development activity and achieved densities to ensure that the City is able to meet both its regionally-adopted housing and employment targets over the next 20 years as well as the criteria for the City's Regional and Countywide Growth Centers.*

~~LU G3~~ *Preserve and protect Federal Way's single family neighborhoods.*

~~LU G3.1~~ *Provide a wide range of housing densities and types in the single family designated areas.*

Policies

LU P3.1 *Designate and zone land to provide for Federal Way's share of regionally adopted demand forecasts for residential, commercial, and industrial uses for the next 20 years.*

LU P3.2 *Accommodate a majority of the City's growth in the Regional Growth Center and Countywide Growth Center.*

LU P3.3 *Evaluate household and employment inventory and forecasts on a periodic basis to ensure that land use policies and regulations based on previous assumptions remain relevant.*

Goal

LU G4 *Preserve and protect Federal Way's neighborhoods.*

Policies

~~LU P134.1~~ *Maintain and protect the character of existing single family neighborhoods through strict enforcement of the City's land use regulations.*

LU P4.2 *Support the continuation of a strong residential community.*

~~LU P144.3~~ *Protect residential areas from impacts of adjacent non-residential uses.*

- ~~**LUP 15** — Revise existing land use regulations to provide for innovation and flexibility in the design of new single family developments and in fill.~~
- ~~**LUP 16** — Encourage the development of transportation routes and facilities to serve single family neighborhoods. Special attention should be given to pedestrian circulation.~~
- ~~**LUP 17** — Encourage the development of parks and the preservation of open space in and adjacent to residential areas to provide adequate recreational opportunities and preserve the natural setting of Federal Way.~~
- ~~**LUP 18** — Continue to consider special development techniques (e.g., lot size averaging, cottage housing, accessory dwelling units, townhomes, duplexes, and planned unit developments) in single family areas provided they result in residential development consistent with the quality and character of existing neighborhoods.~~
- ~~**LUP 19** — Preserve site characteristics that enhance residential development (trees, water courses, vistas, and similar features) using site planning techniques such as clustering, planned unit developments, and lot size averaging.~~

Multi-Family

~~The multi-family residential land use designation represents an opportunity to provide a range of housing types to accommodate anticipated residential growth. The increase in population, aging population, increasing diversity, decline in average family size, and high cost of single family homes have created heavy demand for new housing types. The Land Use chapter encourages the development of housing types, such as duplexes, townhouses, senior housing, quality apartment units and condominiums in existing multi-family areas and within mixed use development in commercial areas.~~

~~During the 1980s, the City's landscape changed, as a number of large apartment complexes were constructed. These apartments, often built without regard to scale or amenities, created a general dissatisfaction with the appearance of multi-family development. In 1999, the City amended its Community Design Guidelines to address the appearance and character of multi-family dwelling units. Incentives for creating desired development such as duplexes and townhouses should be considered.~~

~~Multi-Family uses in large part are in areas currently zoned for multi-family development. Designations of 3600, 2400, and 1800 square feet per dwelling unit, corresponding to densities of 12, 18, and 24 dwelling units per acre respectively, will continue to be used. Opportunities for new development will occur through redevelopment and build-out of remaining parcels. In May 2007, the City adopted regulations governing zero lot line townhouse development and small lot single family housing in the multiple-family zoning districts.~~

Goal

- ~~**LU_G45** *Provide a wide-complete range of housing types-land uses and densities commensurate with market demand, adopted housing targets, and to ensure the community's needs and preferences achieves the diversity needed to be a vibrant community.*~~

Policies

LU_P-205.1 Allow and encourage a variety of multi-family housing types in designated commercial areas, especially in the City Center Core and City Center Frame areas.

~~LU P 21~~ Support multi family development with transportation and capital facilities improvements.

~~LU P 22~~ Multi family residential development should be designed to provide privacy and common open space. Variations in facades and rooflines should be used to add character and interest to multiple family developments.

~~LU P 23~~ Encourage the establishment of street patterns and amenities that encourage walking, bicycling, and transit use.

Commercial Designations

~~Existing commercial areas are predominantly auto-oriented and characterized by one-story low intensity development. In the future, it is desired that these areas become more intensively developed and pedestrian-oriented, and in some designations, accommodate housing. Transforming existing areas into places where people want to live, shop, and work requires changes. Commercial areas should contain street furniture, trees, pedestrian shelters, well-marked crosswalks, and buildings oriented to and along the street to provide interest and allow easy pedestrian access.~~

General Policies for Commercial, Office, and Commercial Enterprise

~~The following apply to all commercial, office, and commercial enterprise designations. In some instances, specific goals and policies may follow a specific land use designation.~~

Policies

LU_P-245.2 Provide employment and business opportunities by allocating adequate land for commercial, office, and industrial development.

LU P5.3 Distribute park, urban agricultural sites, and recreational opportunities equitably throughout the City.

LU P5.4 Establish development regulations that allow for healthy food resources, such as urban agriculture and food banks as a permitted use, and provide for on-site sale and delivery of healthy foods where appropriate on public and private property.

LU P5.5 Continue to consider special development techniques (e.g., lot size averaging, cottage housing, accessory dwelling units, townhomes, duplexes, and planned unit developments) in single-family areas provided they result in residential development consistent with the quality and character of existing neighborhoods.

- LUP 26** — Provide for a mix of commercial and residential uses in most commercial areas.
- LUP 27** — Use design and performance standards to integrate multi-family development into commercial developments as commercial/residential mixed-use development. Performance standards should focus on scale, appearance, and compatibility.
- LUP 28** — Use Community Design Guidelines to promote common open space, public art, and plazas in commercial/residential mixed use, and office developments.
- LUP 29** — Ensure compatibility between non-residential developments and residential zones by regulating height, scale, setbacks, and buffers.
- LUP 30** — Use Community Design Guidelines to encourage quality design and pedestrian and vehicle circulation in office, commercial, and industrial developments.
- LUP 31** — Use Community Design Guidelines to encourage commercial development to locate along street edge (where deemed appropriate) to provide pedestrian street access and interest. Provide pedestrian access between developments and to transit stations.
- LUP 32** — Consider adopting Form-based codes as a tool to create a predictable public realm and appropriate form and scale for new development and redevelopment.
- LUP 33** — Identify and designate streets where on-street parking can be safely provided without unduly slowing traffic flow or jeopardizing traffic safety.
- LUP 34** — Provide developer incentives for inclusion of housing in commercial projects at appropriate locations.

Commercial Enterprise

The Commercial Enterprise (CE) designation was developed from the former Business Park (BP) designation, in order to meet changing market conditions, as indicated by City market studies and by numerous rezone requests. The CE designation is primarily intended to capture the demand for a diverse mix of industrial, office, and retail sales and services, arrayed in well-integrated, high quality developments. Housing is not contemplated for this designation.

The CE designation encompasses areas located generally south of South 339th Street, north of South 359th Street, and west of the Interstate 5/SR 18 interchange. Presently, these areas are characterized by bulk/big box retailers such as Costco and Home Depot; “destination” retail/commercial centers such as Federal Way Crossings and Marketplace; and light manufacturing and warehouse uses; whose convenient access to Interstate 5 and Highway 18 provide a natural location for such development. The area also includes some large undeveloped and underdeveloped parcels.

Goal

LU G56 ~~Develop a quality commercial enterprise environment areas characterized by a viable, vibrant, and attractive mix of commercial, retail, office, industrial, and supportive uses, and utilize locational and design criteria to ensure compatibility between uses.~~

Policies

LUP35 ~~Allow a broad range of commercial, retail, office, industrial, and supportive uses to meet the needs of workers and consumers, in well integrated, well-functioning, high quality developments.~~

LUP36 P6.1 ~~_____ Require commercial development to be compatible with and well integrated/well-integrated into its surroundings and adjacent zones through site and building design and development standards that reduce or eliminate land use conflicts and nuisance impacts; ensure project aesthetics; promote sharing of public facilities and services; and improve vehicular and pedestrian traffic flow and safety, including access control and off-street interconnectivity between adjoining properties where feasible.~~

LUP37 ~~Allow general and specialty retail uses that serve the needs of people employed or residing in the local area, as well as “destination” retail and wholesale businesses that may serve a broader consumer base vis à vis the area’s convenient access to Interstate 5 and Highway 18.~~

LUP P386.2 ~~Do not allow~~ Consider minimizing impacts from traffic flows, loading bays, and outdoor storage for heavy industrial uses during the site plan review process. on properties that adjoin residential zones.

Community Business

~~The Community Business designation encompasses two major retail/commercial areas along the SR 99 corridor, including the segment generally between South 272nd Street and South 312th Street, and the segment between South 324th Street and approximately South 339th Street. Presently, these areas are characterized by a wide range of development types and appearances, including older, single-story developments that provide excellent redevelopment opportunities. This designation also includes the property located at the northwest corner of 1st Avenue South and SW Campus Drive, which is subject to a concomitant development agreement. In addition, there is a Community Business designation on the southwestern corner of 1st Avenue South and SW Campus Drive. The Community Business designation may be appropriate in other commercial nodes that have grown or are growing past the scale of the Neighborhood Business designation.~~

~~The Community Business designation allows a broad mix of uses, including general, specialty, and service retail; commercial; office; commercial/residential mixed-use; and supportive uses. This designation envisions mid-rise (three to seven stories), high quality developments containing a vibrant and compatible mix of well integrated and designed pedestrian-oriented and auto-oriented uses.~~

Goal

LUG6—*Transform Community Business areas into vital, attractive, areas with a mix of uses that appeal to pedestrians, motorists, and residents, and enhance the community's image.*

Policies

LUP 39—Encourage transformation of the Pacific Highway (SR 99) Community Business corridors into quality retail/commercial mixed-use areas, designed to integrate auto, pedestrian, and transit circulation, and to improve traffic flow and safety, including access control and off-street interconnectivity between adjoining properties where feasible. Continue to utilize Community Design Guidelines to ensure quality site and building design and functional and aesthetic compatibility between uses. Integration of pedestrian amenities and open space into retail and office development should also be encouraged.

LUP 40—Encourage a range of pedestrian-oriented retail, while continuing to accommodate auto-oriented retail uses, and provide supportive uses to meet the needs of residents and employees in the area.

Neighborhood Business

There are 14 various sized nodes of Neighborhood Business located throughout the City. These nodes are areas that provide retail and/or services to adjacent residential areas. The FWCP recognizes the importance of architectural and site design guidelines to provide compatibility between neighborhood business areas and adjacent neighborhoods.

Neighborhood Business areas are intended to provide convenient goods (e.g., groceries and hardware) and services (e.g., dry cleaners, dentist, bank) at a pedestrian and neighborhood scale close to adjacent residential uses. Developments combining residential and commercial uses provide a convenient living environment within these nodes. In the future, attention should be given to design features that enhance the appearance or function of these areas. Improvements may include sidewalks, open space and street trees, and parking either on street or oriented away from the street edge. The function of neighborhood business areas can also be enhanced by safe pedestrian, bicycle, and transit connections to surrounding neighborhoods.

The need to address expansion or intensification may occur in the future depending on population growth. Future neighborhood business locations should be carefully chosen and sized to meet the needs of adjacent residential areas. Chapter 12 of the FWCP, “The Twin Lakes Commercial District Sub-Area Plan,” addresses the Neighborhood Business zone centered on Campus Drive SW and SW 21st Avenue more specifically.

Goal

LU_G7 *Provide land use regulations that allow for the flexibility and creativity of good design and the incorporation of sound planning principles. neighborhood and community scale retail centers for the City's neighborhoods.*

Policies

- LU P7.1** Use Community Design Guidelines and other tools to promote common open space, public art, and plazas in commercial/residential mixed-use, and office developments.
- LU P7.2** Use Community Design Guidelines and other tools to require commercial development to locate along the street edge (where deemed appropriate) and to provide pedestrian street access and interest. Provide direct pedestrian access and implement ADA requirements to the extent feasible, between developments and transit routes.
- LU P7.3** Use development standards and design guidelines to maintain neighborhood character and ensure compatibility with surrounding uses.
- LU P7.4** Use design guidelines and performance standards to create attractive and desirable commercial, office, and commercial/residential mixed-use developments.
- LU P7.5** Regularly audit existing land use regulations to provide for innovation and flexibility in the design of new developments.
- LU P7.6** Use design and performance standards to integrate multi-family development into commercial developments as commercial/-residential mixed-use development. Performance standards should focus on scale, appearance, and compatibility.
- LU P7.7** Revise existing land use regulations to provide for innovation and flexibility in the design of new single-family and in-fill developments.
- LUP 41** ~~Integrate retail developments into surrounding neighborhoods through attention to quality design and function.~~
- LUP 42** ~~Encourage pedestrian and bicycle access to neighborhood shopping and services.~~
- LUP 43** ~~Encourage neighborhood retail and personal services to locate at appropriate locations where local economic demand and design solutions demonstrate compatibility with the neighborhood.~~
- LUP 44** ~~Retail and personal services should be encouraged to group together within planned centers to allow for ease of pedestrian movement.~~
- LUP 45** ~~Neighborhood Business centers should consist of neighborhood-scale retail and personal services.~~
- LUP 46** ~~Encourage commercial/residential mixed-use development in Neighborhood Business designations.~~
- LUP 47** ~~Support the provision of transit to Neighborhood Business areas.~~

LUP 48 — In designating new or expanding existing Neighborhood Business centers, the adjacent zoning and land use shall be carefully considered. New Neighborhood Business centers are most appropriately located adjacent to multi-family and high-density single-family residential areas.

Commercial Recreation

The Commercial Recreation designation acknowledges the unique recreational opportunity associated with the Wild Waves property. Wild Waves is an indoor/outdoor amusement facility most noted for its water park. A pre-annexation concomitant development agreement has established the comprehensive plan designation and zoning (Office Park 4) specifically for Wild Waves.

Office

Federal Way is well known for its quality office parks. Developments within the East and West Campus areas embody good design and are representative of desired future office park development. Office park development in West Campus has been complemented by the Weyerhaeuser Corporate Headquarters in East Campus. In 2014, the Weyerhaeuser Company announced that they plan to relocate their headquarters to Seattle in 2016. The City recognizes the opportunity presented by this large, well-situated campus-like property. The City will work with the seller, future owner(s), and the surrounding community to realize the property's potential, while maintaining compatibility with surrounding uses.

Professional Office

The Professional Office designation is intended to allow for well-designed small-scale office development compatible with adjacent residential neighborhoods.

Office Park

The Office Park designation includes the conventional OP zone as well as the OP 1, 2, and 3 zones, which are located in East Campus and governed by a pre-annexation concomitant development agreement between the City of Federal Way and the East Campus property owner(s). The Office Park designation emphasizes high-quality office development that allows for a mix of office and compatible light manufacturing type activities. This classification also permits a limited amount of retail and warehouse support services.

Corporate Park

The Corporate Park designation applies to the Weyerhaeuser Corporate Campus generally located east of Interstate Highway 5. The property is a unique site, both in terms of its development capacity and natural features. Development standards and conditions for the Corporate Park designation are unique to Weyerhaeuser's property and are outlined in a pre-annexation concomitant development agreement between the City and the Weyerhaeuser Company. The agreement governing the Corporate Park designation allows for a wide variety of uses, including, but not limited to, corporate offices, parks, production and light assembly of goods, conference center, warehousing and distribution, and forest uses. Accessory uses such as banking and financial services, restaurants, retail, and helistops are also allowed. This zoning presents unique opportunities for development. The City will evaluate how the property can best be utilized going forward.

Goals

~~LU G8 *Coordinate with local and regional partners in land use planning. Create office and corporate park development that is known regionally, nationally, and internationally for its design and function.*~~

~~LU G9 *Work collaboratively to evaluate and realize the potential of the (former) Weyerhaeuser properties in East Campus.*~~

Policies

~~LU P8.1 *Coordinate with adjacent jurisdictions, tribes, and affected agencies to ensure local land use decisions take into consideration potential impacts beyond the City's boundaries.*~~

~~LU P8.2 *Coordinate with local and regional organizations to promote local farmers markets.*~~

~~LU P49 *In the East Campus Corporate Park area, encourage quality development that will complement existing uses and take advantage of good access to I-5, Highway 18 and future light rail as well as proximity to the City Center.*~~

Goal

~~LU G9 *Respect the character, integrity, and unique qualities of PAA neighborhoods through the annexation process.*~~

Policies

~~LU P9.1 *The City zoning designations for annexed properties should consider existing King County zoning designations and PAA growth targets; other City Goals and Policies of this Comprehensive Plan as part of the annexation process; and provide a variety of housing types.*~~

~~LU P9.2 *Seek to expand the area of annexation proposals when such an expansion would serve to make City boundaries more regular or where the area to be served is a logical extension of City service capabilities and is within a defined potential annexation area.*~~

~~LU P9.3 *Encourage neighborhood retail and personal services to locate at appropriate locations where local economic demand and design solutions demonstrate compatibility with nearby neighborhoods.*~~

Goal

~~LU G10 *The City shall work with King County to strategically annex identified Potential Annexation Areas.*~~

Policies

~~LU P10.1 *Prior to initiation of an annexation, an updated inventory shall be conducted to understand zoning, existing uses, and infrastructure conditions of the area under consideration.*~~

LU P10.2 The City shall be responsive to requests for annexation.

LU P10.3 Ensure the ability of the annexation area or King County to pay the determined fair share of required services prior to annexation.

City Center

City Center Core

The intent of establishing the City Center Core is to create a higher density, mixed-use designation where office, retail, government uses, and residential uses are concentrated. Other uses such as cultural/civic facilities and community services will be highly encouraged.

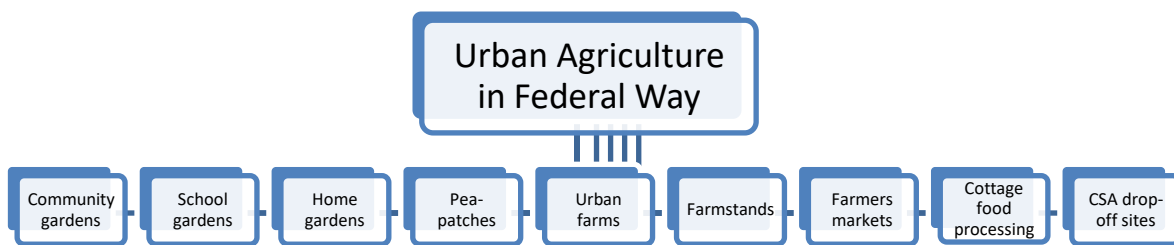
City Center Frame

The City Center Frame designation will have a look and feel similar to the Core and will provide a zone of less dense, commercial/residential mixed-use development physically surrounding a portion of the City Center Core. Together, they are meant to complement each other to create a “downtown” area. A more detailed description, along with goals and policies regarding the City Center Core and Frame, can be found in the City Center chapter.

2.8 HEALTHY FOOD ACCESS: URBAN AGRICULTURE

Purpose

Healthy food resources such as farmers markets, community gardens, pea patches, and urban farms provide public health and economic, social, and environmental benefits for the community. Many of these uses will be located in residential zones; therefore, it is important to ensure that the residential nature of existing neighborhoods is not negatively impacted by noise, odor, stormwater runoff, or traffic that could potentially be generated by an urban agriculture use.



Source: City of Federal Way

Urban agriculture in Federal Way supports and encourages healthy and active lifestyles through a wide range of activities such as raising, cultivation, processing, marketing, and distribution of food in urban areas. Urban agriculture is sustainable as it contributes to quality of life by providing opportunities for community building and encourages social interaction for Federal Way’s diverse population. In addition, urban agriculture activities can contribute to the local economy by providing opportunities for residents to start and

~~grow businesses such as urban farms and cottage food processing as well as by being a good steward of our environment.~~

~~These policies are intended to increase access to healthy food choices for all Federal Way residents.~~

Goal

~~**LUG 10**—*Provide access to healthy food resources for all residents through opportunities for urban agricultural activities, such as farmers markets, farmstands, community supported agriculture (CSA)[†] drop-off sites, community gardens, pea patches, school gardens, home gardens, and urban farms.*~~

Policy

~~**LUP 50**—Establish development regulations that allow for healthy food resources, such as urban agriculture and food banks as a permitted use and provide for on-site sale and delivery of healthy foods, on public and private property, where appropriate.~~

Goal

~~**LUG 11**—*Encourage and support farmers' market opportunities that are accessible to all residents.*~~

Policies

~~**LUP 51**—Establish development regulations that allow for farmers markets as a permitted use on public and private property, where appropriate.~~

~~**LUP 52**—Encourage farmers market to accept public benefits such as food stamp electronic benefit cards, senior farmer market vouchers, and Women, Infant, Children (WIC) benefits.~~

~~**LUP 53**—Coordinate with local and regional organizations to promote local farmers markets.~~

Goal

~~**LUG 12**—*Promote urban agriculture activities through existing and new programming and partnerships.*~~

[†]Community-supported agriculture (CSA) is a food production and distribution system that directly connects farmers and consumers. Consumers buy “shares” in a farm’s harvest in advance. The term “CSA” is also used to refer to an individual farm’s CSA program.

Policies

LUP 54 — Encourage and support the use of public lands for urban agricultural activities by establishing criteria for assessing suitable sites.

LUP 55 — Where appropriate, support joint use agreements for publicly or privately owned sites for uses such as urban farms, community gardens, and pea patches.

LUP 56 — Consider development incentives, grants, and other funding sources to support development of urban agriculture sites and programming.

2.9 ESSENTIAL PUBLIC FACILITIES

Essential public facilities include those facilities that are typically difficult to site, such as airports, state or regional transportation systems, correctional facilities, and mental health facilities. Pursuant to the GMA, no comprehensive plan can preclude the siting of essential public facilities and each should include a process for siting essential public facilities. The GMA includes these provisions because siting certain public facilities has become difficult due to the impacts many of these facilities have on the community. Title 19 of the *Federal Way Revised Code* (FWRC) defines essential public facilities and provides a land use process for siting them.

Goal

LUG13 — *Ensure the City complies with legal mandates to allow the siting of Essential Public Facilities.*

Policy

LUP59 — The FWRC shall include a process for siting essential public facilities.

2.10 PHASING

Phasing focuses growth to those areas where public investments for services are targeted. By doing so, these areas become more attractive for development. Consistent with the CWPPs, Federal Way proposes to use a tiered system for accommodating future growth. The primary purpose of this technique is to assure a logical sequence of growth outward from developed areas. The City can influence phasing by choosing where and when to make strategic capital facility investments. Phased growth will promote efficient use of land by:

- Reducing taxpayers costs by locating new development nearest to existing urban services;
- Adding predictability to service and facility planning;
- Reducing commuter miles and protecting air quality by locating housing and jobs near each other;

- Encouraging in-fill and redevelopment where environmental impacts have already occurred; and
- Reserving land for future parks and open space.

Policies

- LUP60** — Establish priority areas for public facility and service improvements, especially for transportation based on an adopted Capital Facilities Plan (CFP) and Transportation Improvement Program (TIP). Priority areas should be located where public facility and service improvements would effectively advance Federal Way's growth vision. Priority areas will shift over time as improvements are installed and an acceptable level of service is attained.
- LUP61** — When and where service deficiencies are identified, the City, along with service providers, will develop capital improvement programs to remedy identified deficiencies in a timely fashion or will phase growth until such programs can be completed.
- LUP62** — Work with King County through an interlocal agreement to assign phasing to the City's PAA.

2.11 INCENTIVES

Incentives shall be used to direct development activity to desired locations, and to encourage the type and character of desired development. The City has adopted a Housing Tax Exemption for multi-family housing in the City Center and a Planned Action SEPA for a portion of the City Center. Incentives can play an important role in the development of the City Center and must be substantial enough to influence market conditions by making them attractive to the development community.

Policies

- LUP 63** — Develop incentives to encourage desired development in commercial areas, especially in the City Center Core and Frame.
- LUP 64** — Consider incentives for desired types of multi-family residential development (townhouses, duplexes, etc.).

2.12 HISTORIC RESOURCES

Historic preservation involves the identification, maintenance, renovation, and reuse of buildings and sites important to a community's history. Buildings or sites may be associated with a particular style or period in the community's past, or with historic or significant historic events or persons. Historic preservation to date has largely been undertaken by the Historical Society of Federal Way. Historic preservation is listed as the 13th goal in the GMA

which encourages jurisdictions to, “Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.”

Goal

~~LUG 14—Use historic resources as an important element in the overall design of the City.~~

Policies

~~LUP 65—Identify vista points and historic buildings for preservation.~~

~~LUP 66—Develop a process to designate historic landmark sites and structures. Use developer incentives or other mechanisms to ensure that these sites and structures will continue to be a part of the community.~~

~~LUP 67—Recognize the heritage of the community by continuing to name (or rename) parks, streets, and other public places after major figures and/or events.~~

~~LUP 68—Zoning should be compatible with and conducive to continued preservation of historic neighborhoods and properties.~~

~~LUP 69—Safeguard and manifest Federal Way’s heritage by preserving those sites, buildings, structures, and objects which reflect significant elements of the City’s history.~~

~~LUP 70—Work with the Historical Society of Federal Way to come up with a methodology to catalog historic sites using the City’s geographic information system.~~

~~LUP 71—Undertake an effort to publicly commemorate historic sites.~~

~~LUP 72—The City shall continue to work with the Historical Society of Federal Way towards attainment of historic resource policies.~~

2.13 IMPLEMENTATION

The following actions are recommended to implement the policy direction outlined in this chapter. Implementation will occur over time and is dependent on resources available to the City and community, level of private investments, and market conditions. The following items are not listed in order of importance or preference. Many of the implementation strategies identified in the past comprehensive plans have already been completed.

Subarea Plans

Over the years, citizens from various areas of the City have come forth to testify before the Planning Commission and City Council regarding their neighborhood or business area. Development of subarea plans can lead to area specific visions and policies. This type of specific planning, developed with citizen input and direction, can lead to improved confidence and ownership in the community. Areas where subarea planning should be considered include: SR 99 Corridor, South 348th Street area, and the South 356th area.

Incentives

Develop an incentives program, for both residential and commercial development. Incentives should be substantial enough to attract development and should be used to create affordable and desired types of housing and to encourage development within the City Center.

Capital Facility Investment

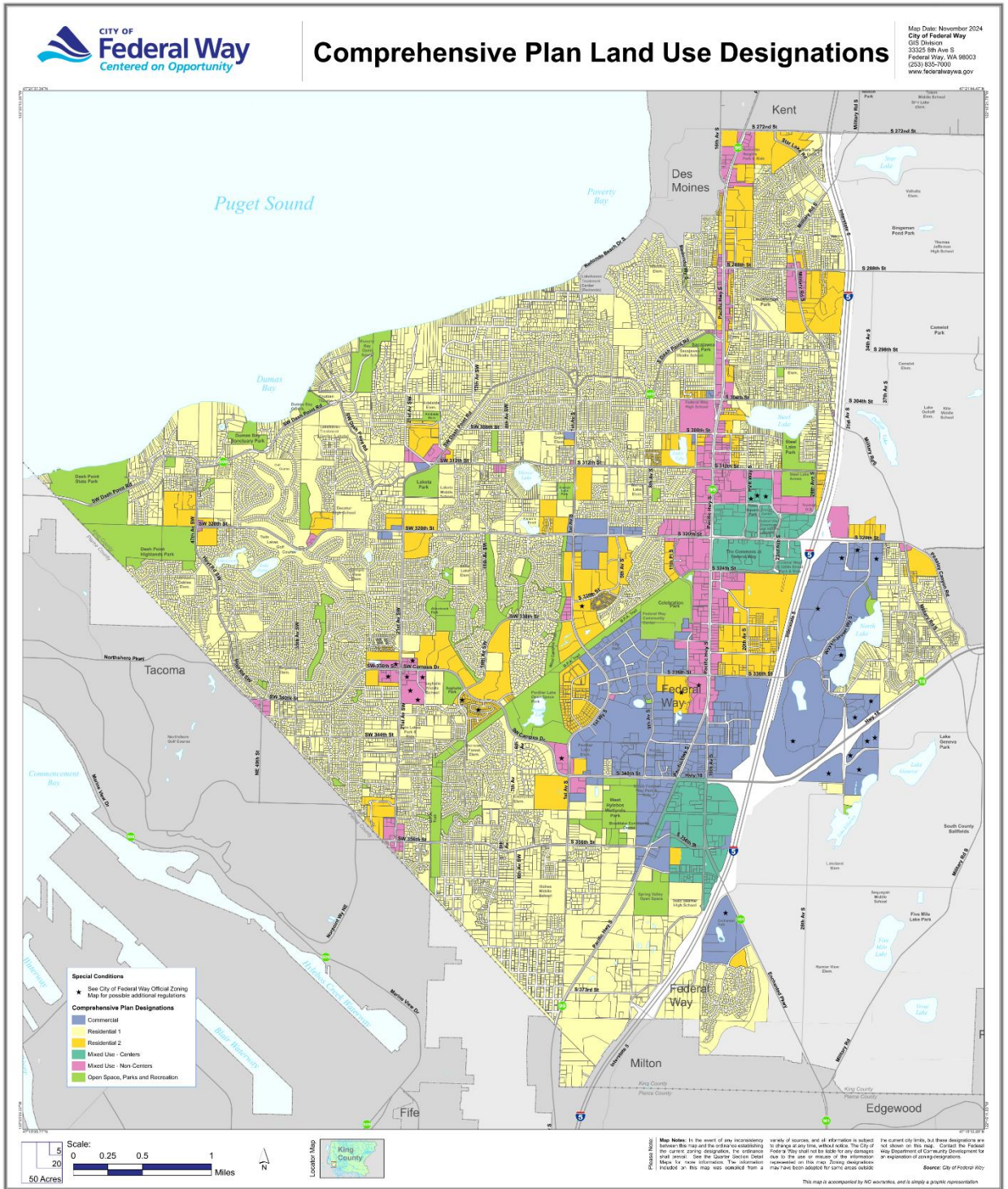
Invest in capital facilities in areas where development and redevelopment is intended to be directed.

**Table H-3
Land Use Classifications**

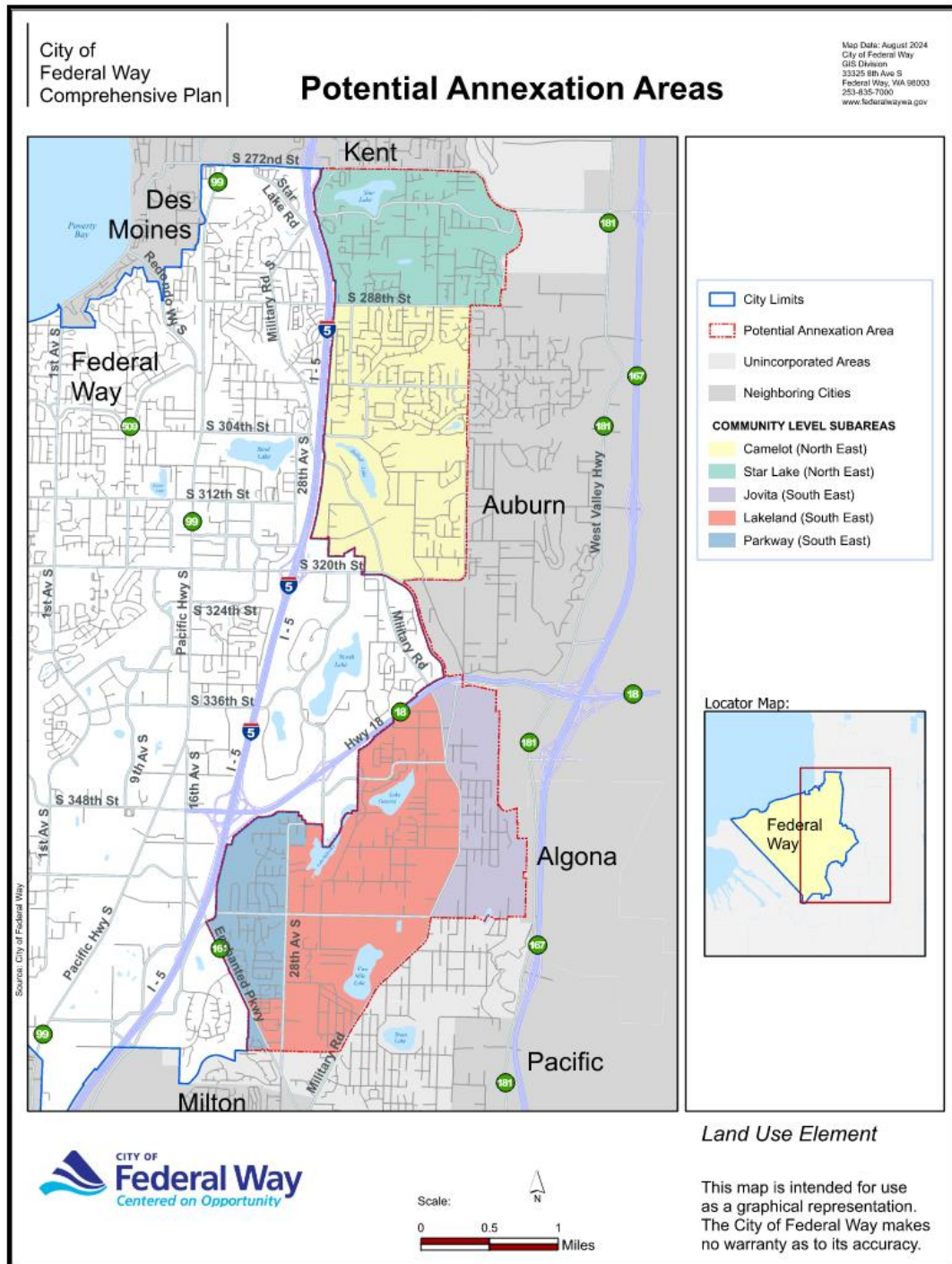
Comprehensive Plan Classification	Zoning Classification
Single Family—Low Density Residential	Suburban Estates (SE), one dwelling unit per five acres
Single Family—Medium Density Residential	RS 35,000 & 15,000
Single Family—High Density Residential	RS 9600, 7200, 5000
Multiple Family Residential	RM 3600, 2400, 1800
City Center Core	City Center Core
City Center Frame	City Center Frame
Office Park	Office Park, Office Park 1, 2, & 3
Professional Office	Professional Office
Community Business	Community Business
Commercial Enterprise	Commercial Enterprise
Neighborhood Business	Neighborhood Business
Corporate Park	Corporate Park 1
Commercial Recreation	Office Park 4
Open Space & Parks	A variety of zoning is assigned.

2.4 MAPS

Map LU-2: Comprehensive Plan Land Use Designations



Map LU-3: Potential Annexation Areas



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APPENDIX

- Appendix TP-A** ITS Master Plan ~~Street Design Guidelines~~
- Appendix TP-B** Transportation System Management Summaries
- ~~Appendix III-C. Concurrency Management System~~
- ~~Appendix III-D. ITS Master Plan~~

ACRONYMS

ATC	Advanced Traffic Controller
ADA	Americans with Disabilities Act
BPA	Bonneville Power Administration
CIP	Capital Improvement Program
CMS	Changeable Message Signs
CCTV	Closed Circuit Television Cameras
CTR	Commuter Trip Reduction
DART	Dial-A-Ride Transit
EMS	Extinguishable Message Signs
FHWA	Federal Highway Administration
FWCP	Federal Way Comprehensive Plan
GMA	Growth Management Act
HOV	High-Occupancy Vehicles
HAR	Highway Advisory Radio
METRO	King County Metro Transit
LOS	Level of Service
MMLOS	Multimodal Level of Service
PSRC	Puget Sound Regional Council
RMS	Ramp Metering Systems
RCW	Revised Code of Washington
RWIS	Roadway Weather Information Systems
SOV	Single-Occupant Vehicle
SEPA	State Environmental Protection Act
SR	State Route
TMS	Traffic Monitoring Station
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TSM	Transportation Systems Management
VMT	Vehicle Miles Traveled
v/c	Vehicle-to-Capacity
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

3.0 INTRODUCTION & VISION

Introduction

The Transportation chapter of the *Federal Way Comprehensive Plan* (FWCP) establishes a framework for providing a future transportation system (facilities and services) that supports anticipated land use described in Chapter 2. This chapter focuses on actions and investments needed to create and manage the transportation infrastructure and services to accommodate future growth assumptions.

The City of Federal Way continues to enhance the vibrancy of its community for living, working, and playing. The new public facilities, trails, and roadway investments contribute toward a vibrant downtown that the City will continue to enhance. This Transportation chapter will guide efforts to enhance mobility and safety for all modes of travel in Federal Way through 2044.

The process of providing a transportation system involves numerous agencies at the local, state, and national levels. The cycle of providing a system involves planning, change approval, funding, implementing, operating, maintenance, monitoring, and administering the elements of the system. Also, some of the transportation system is provided by other agencies, such as King County Metro Transit (Metro~~METRO~~), Sound Transit, Pierce Transit, and the Washington State Department of Transportation (WSDOT). Where possible, the City partners with these agencies to improve mobility and safety.

Vision

Federal Way envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways.



3.1 POLICY BACKGROUND

State and county transportation policies provide a statutory framework for the development of City land use policies. It is important to consider state and county level policies when developing the Transportation Element because they can help guide the development of transportation-supportive policy and investment.

State Policies

The Growth Management Act states that, "...a lack of common goals expressing the public's interest in conservation and the wise use of our lands pose a threat to the environment, sustainable economic development, and the health, safety and high quality of life enjoyed by residents of this state" (RCW 36.70A.010). The Growth Management Act provides a framework for content and adoption of local comprehensive plans. The Growth Management Act provides 1543 goals to be, "...used exclusively for the purpose of guiding development of comprehensive plans and, development regulations, and, where specified, regional plans, policies, and strategies." A number of the Growth Management Act goals pertain to transportation. ~~They are as follows:~~

- *Transportation* – Encourage efficient multi-modal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and

are based on regional priorities and coordinated with county and city comprehensive plans.

- *Open Space and Recreation* – Retain open space and green space, enhance recreational opportunities, enhance ~~conserve~~ fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreational facilities.
- *Environment* – Protect and enhance the environment and enhance the state’s high quality of life, including air and water quality and the availability of water.
- *Public Facilities and Services* – Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- *Climate Change and Resiliency* – Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

Regional Policies

The Puget Sound Regional Council’s VISION ~~2050 2040~~ and the ~~2021 2012~~ King County Countywide Planning Policies, both required by the Growth Management Act, provide a regional framework to achieve the goals of the Growth Management Act.

VISION ~~2050 2040~~ is the long-range growth management, economic, and transportation strategy for the central Puget Sound region encompassing King, Kitsap, Pierce, and Snohomish counties adopted by the Puget Sound Regional Council (PSRC) in ~~2020 2008~~. VISION ~~2050 2040~~’s Regional Transportation Plan Strategy provides a framework for long-range transportation planning by emphasizing transportation investments that offer greater mobility options, alternatives to driving alone, and lower transportation-related energy consumption.

The ~~2021 2012~~ King County Countywide Planning Policies address changes to the Growth Management Act since its initial adoption in 1990 and reflect the regional direction established in VISION ~~2050 2040~~. The countywide ~~policies~~ policies provide a framework for both King County and its respective cities, such as Federal Way. Adherence to these countywide policies ensures that city plans are consistent with one another. These policies address issues such as the designation of urban growth areas, land use, affordable housing, provision of urban services for future development, transportation, and contiguous and orderly development.

In addition, the King County Countywide Planning Policies call for minimizing air pollution and greenhouse gas emissions through supporting mass transit, encouraging non-motorized modes of travel, and reducing trip lengths. Policies contained in this

comprehensive plan have been prepared to implement VISION ~~2050~~ 2040 and the King County Countywide Planning Policies as they apply to the City.

This chapter must be consistent with both VISION ~~2050~~ 2040 and the King County Countywide Planning Policies. By implementing the goals in Section 3.37, the Transportation Chapter is consistent with VISION ~~2050~~ 2040 and the ~~2021~~ 2012 King County Countywide Planning Policies direction.

3.2 THE TRANSPORTATION CONCEPT

Federal Way is primarily situated between Puget Sound and Interstate-5; see *Map TP-1, Overview Map Existing Significant Streets and Highways*. State Route 99 (SR 99), a Highway of Statewide Significance, parallels I-5 through the eastern part of the City. The connections of SR 18, a major east-west corridor and Highway of Statewide Significance, with SR 99, SR 161, and I-5 are closely spaced within the City. These routes experience traffic congestion regularly. Traffic incidents occurring along these routes greatly impact transportation conditions for people traveling within the City and connecting between Tacoma, Des Moines, Seattle, and communities to the east. In this regional context, the City coordinates its transportation planning with a variety of jurisdictions, including the State of Washington, Puget Sound Regional Council, King County, and neighboring communities.

The City of Federal Way's existing transportation network accommodates many modes of travel, including walking, bicycling, public transit, and driving. In Federal Way, the predominant mode of travel is the private automobile, which will continue to play a principal role in transportation for the City's transportation. However, shorter trip lengths are becoming more common and the total miles people are traveling in vehicles is declining. These two factors affect how people choose to travel, such as by walking, by bicycling, by transit, or by vehicle. To achieve City and regional goals, emphasis will be

placed on providing integrated and balanced mobility opportunities for all modes. The



- Promotion of high-occupancy vehicles (HOV) use such as trains, buses, carpools, and vanpools;
- Incorporation of high-capacity transit such as bus rapid transit, light-rail, and commuter rail;
- Expanded bicycle and pedestrian facilities;
- Maximizing existing infrastructure through transportation system management strategies.

Map TP-1 Existing Significant Streets and Highways



How Do People Travel?

Travel patterns in the Federal Way planning area are shown on *Map III-2 (Travel Patterns from Residential Areas in the Federal Way Planning Area)*. Travel patterns generally follow the hierarchy of roadways; people use neighborhood roads to connect to

major collector and arterials. The regional facilities of I-5, SR 99, SR 18, SR 161, and Military Road are the predominant facilities used between Federal Way and neighboring cities.

Travel to work in Federal Way is dominated by the single-occupant vehicle (SOV), which accounts for roughly ~~67~~75 percent of work trips within the City, according to the 2022 American Community Survey. About ~~thirteen~~ten percent of work trips are made by carpoolers. Transit ~~has seen a significant increase in commute trips since the 1990s, doubling to~~trips are about ~~seven~~four percent of work trips. Biking and walking modes account for approximately ~~two~~three percent of work trips. Impacts from the COVID-19 pandemic resulted in an increase in people working from home. In Federal Way, this share is about thirteen percent., while the remaining five percent of work trips is comprised of telecommuters.

**Figure TP-1:
Wynstone neighborhood at SW Campus Drive and 12th Avenue SW
Intersection**



Table TP-1; (Federal Way Travel Patterns), summarizes morning origin and destination trip patterns in Federal Way. The most common pair that accounts for approximately half of the trips are internal trips within Federal Way. Seattle, Tacoma, Kent, and Auburn are the next highest common pair origin and destination locations outside of internal Federal Way trips with trip percentages between 4.0-8.0%.

Table TP-1
Federal Way Travel Patterns

<u>Trip Origin - City</u>	<u>Trip Destination - City</u>	<u>Percent</u>	<u>Trip Origin - City</u>	<u>Trip Destination - City</u>	<u>Percent</u>
<u>Federal Way</u>	<u>Federal Way</u>	<u>50.8%</u>	<u>Federal Way</u>	<u>Federal Way</u>	<u>53.1%</u>
<u>Federal Way</u>	<u>Seattle</u>	<u>7.5%</u>	<u>Tacoma</u>	<u>Federal Way</u>	<u>6.2%</u>
<u>Federal Way</u>	<u>Tacoma</u>	<u>6.3%</u>	<u>Kent</u>	<u>Federal Way</u>	<u>4.2%</u>
<u>Federal Way</u>	<u>Kent</u>	<u>5.5%</u>	<u>Auburn</u>	<u>Federal Way</u>	<u>4.1%</u>
<u>Federal Way</u>	<u>Auburn</u>	<u>4.4%</u>	<u>SeaTac</u>	<u>Federal Way</u>	<u>3.3%</u>
<u>Federal Way</u>	<u>Des Moines</u>	<u>2.0%</u>	<u>Lakeland South CDP</u>	<u>Federal Way</u>	<u>2.8%</u>
<u>Federal Way</u>	<u>Renton</u>	<u>2.0%</u>	<u>Seattle</u>	<u>Federal Way</u>	<u>2.7%</u>
<u>Federal Way</u>	<u>Lakeland North CDP</u>	<u>1.7%</u>	<u>Des Moines</u>	<u>Federal Way</u>	<u>2.5%</u>
<u>Federal Way</u>	<u>SeaTac</u>	<u>1.7%</u>	<u>Lakeland North CDP</u>	<u>Federal Way</u>	<u>2.1%</u>
<u>Federal Way</u>	<u>Tukwila</u>	<u>1.5%</u>	<u>Milton</u>	<u>Federal Way</u>	<u>1.3%</u>
<u>Federal Way</u>	<u>Lakeland South CDP</u>	<u>1.5%</u>	<u>Fife</u>	<u>Federal Way</u>	<u>1.1%</u>
<u>Federal Way</u>	<u>Fife</u>	<u>1.1%</u>	<u>Puyallup</u>	<u>Federal Way</u>	<u>0.8%</u>
<u>Federal Way</u>	<u>Lakewood</u>	<u>1.0%</u>	<u>Lakewood</u>	<u>Federal Way</u>	<u>0.8%</u>
<u>Federal Way</u>	<u>Bellevue</u>	<u>1.0%</u>	<u>Renton</u>	<u>Federal Way</u>	<u>0.8%</u>
<u>Federal Way</u>	<u>Redmond</u>	<u>0.8%</u>	<u>Edgewood</u>	<u>Federal Way</u>	<u>0.7%</u>
<u>Federal Way</u>	<u>Burien</u>	<u>0.8%</u>	<u>South Hill CDP</u>	<u>Federal Way</u>	<u>0.7%</u>
<u>Federal Way</u>	<u>Milton</u>	<u>0.8%</u>	<u>Burien</u>	<u>Federal Way</u>	<u>0.6%</u>
<u>Federal Way</u>	<u>Puyallup</u>	<u>0.6%</u>	<u>Pacific</u>	<u>Federal Way</u>	<u>0.5%</u>
<u>Federal Way</u>	<u>Pacific</u>	<u>0.6%</u>	<u>Tukwila</u>	<u>Federal Way</u>	<u>0.5%</u>
<u>Federal Way</u>	<u>Edgewood</u>	<u>0.5%</u>	<u>Bellevue</u>	<u>Federal Way</u>	<u>0.5%</u>
<u>Federal Way</u>	<u>Other</u>	<u>7.8%</u>	<u>Other</u>	<u>Federal Way</u>	<u>10.8%</u>
	<u>Total</u>	<u>100%</u>		<u>Total</u>	<u>100%</u>



3.3 TRANSPORTATION VISION, AND GOALS, AND POLICIES

It is proposed that the City adopt the following goals and policies with respect to transportation facility improvements that allow it to maintain options into the future, especially with respect to transit enhancements. This may result in a conservative approach to highway improvements that might slow the rate of progress in the area of non-drive-alone mode use.

Goal 1

TP1 — *Maintain mobility through a safe, balanced, and integrated transportation system.*




Policies

TP1.1 — Reduce reliance on drive-alone trips by prioritizing and implementing supportive local-level transit, high-occupancy vehicle (HOV), and non-motorized improvements.




TP1.2 — Develop a transportation system that achieves the following level of service (LOS) metrics :

- Signalized Intersection outside of City Center will experience a 1.2 vehicle to capacity (v/c) ratio or lower
- Unsignalized Intersection outside of City Center will experience a 1.0 vehicle to capacity (v/c) ratio or lower
- The City Center area will experience an average 1.1 vehicle to capacity (v/c) ratio or less.
- Facility completeness as described in the following pedestrian, bicycling, and transit priority areas level of service tables.




Pedestrian Priority Area Level of Service (LOS)

LOS	Within Pedestrian Priority Area Network
	Pedestrian facility as indicated in the Street Design Guidelines
	Provides a lower level facility than recommended in the Street Design Guidelines
	No pedestrian facility provided

Bicycle Priority Area Level of Service (LOS)

LOS	Within Bicycle Priority Area Network
	Bicycle facility as indicated in Street Design Guidelines
	Provides a lower level facility than recommended in the Street Design Guidelines
	No bicycle facility provided

Transit Priority Corridor Level of Service (LOS)

LOS	Measurement*	Pedestrian Access (Optional)	Quality of Service (Optional)+
	More than 80% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving stops	All day frequent service; adequate parking at park-and-rides and stations
	More than 60% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving some stops	Peak period service; insufficient parking at park-and-rides and stations
	Less than 60% of transit stops meet amenity minimum provisions	General lack of sidewalks and pedestrian crossing opportunities	N/A

~~THE STREET DESIGN GUIDELINES ARE PROVIDED IN APPENDIX III A.~~

~~*AMENITIES INCLUDE BUS STOP SHELTER, BENCH, FLAG POST, AND/OR CONCRETE WAITING AREA; THESE AMENITIES ARE DETERMINED BASED ON THE NUMBER OF PEOPLE USING A TRANSIT STOP AS DEFINED BY A TRANSIT AGENCY.~~

~~+CONSIDER THE ADEQUACY OF PARKING PROVIDED AT PARK AND RIDES AND TRANSIT STATIONS~~

~~**TP1.3** — IDENTIFY THE IMPROVEMENTS AND STRATEGIES NEEDED TO FULLY IMPLEMENT THE CITY'S LAYERED NETWORK AND MEET THE LEVEL OF SERVICE REQUIREMENTS FOR TRANSPORTATION.~~

~~**TP1.4** — ALLOW IMPROVEMENTS TO VEHICLE THROUGHPUT ONLY WHERE THEY ENHANCE TRAFFIC AND PEDESTRIAN SAFETY, IMPROVE HIGH CAPACITY TRANSIT AND HOV FACILITIES, OR REDUCE AIR POLLUTION.~~

~~**TP1.5** — ENHANCE MOBILITY USING THE EXISTING FOOTPRINT OF THE ROADWAY AND TECHNOLOGICAL ADVANCEMENTS.~~

~~WHEN WIDENING ROADWAYS, IMPACTS TO NON-MOTORIZED USERS AND TRANSIT VEHICLES AND PASSENGERS SHOULD BE MINIMIZED.~~

~~**TP1.6** — EMPLOY TRAFFIC CALMING MEASURES IN NEIGHBORHOODS THROUGH CONTEXT SENSITIVE DESIGN WHERE TRAFFIC VOLUMES AND SPEEDS CONSISTENTLY EXCEED REASONABLE LEVELS AND AS SET FORTH IN THE ADOPTED NEIGHBORHOOD TRAFFIC SAFETY PROGRAM.~~

~~**TP1.7** — IMPROVE SAFETY ON RESIDENTIAL STREETS BY:~~

~~REDUCING STREET WIDTHS WHILE MAINTAINING ON-STREET PARKING.~~

~~INCREASING SEPARATION BETWEEN SIDEWALKS AND STREETS.~~

~~REDUCING DESIGN SPEEDS TO DISCOURAGE SPEEDING.~~

~~LIMITING THE LENGTH OF STRAIGHT STREETS TO DISCOURAGE SPEEDING.~~

~~OTHER ACTIONS APPROVED BY PUBLIC WORKS.~~

~~**TP1.8** — USE ACCESS MANAGEMENT IMPROVEMENTS TO REDUCE CRASH RATES AND EXTEND CAPACITY OF MAJOR ARTERIALS.~~

~~TP1.9 — PUBLIC WORKS WILL DEVELOP INCIDENT RESPONSE TIMING PLANS FOR MAJOR ARTERIALS.~~

~~TP1.10 — COORDINATE WITH TRANSIT AGENCIES TO PROVIDE CONVENIENT NON-MOTORIZED ACCESS TO TRANSIT FACILITIES.~~

~~TP1.11 — DEVELOP CODE REQUIREMENTS AND A DESIGNATED TRUCK ROUTE SYSTEM THAT ACCOMMODATES THE NEEDS OF THE PRIVATE SECTOR AND RESIDENTS, AND PROVIDES A BALANCE BETWEEN MOVEMENT NEEDS AND QUALITY OF LIFE.~~

~~TP1.12 — DISCOURAGE THE USE OF ROAD FACILITIES BY VEHICLES CARRYING HAZARDOUS MATERIALS AND THOSE WITH WEIGHT, SIZE, OR OTHER CHARACTERISTICS THAT WOULD BE INJURIOUS TO PEOPLE AND PROPERTY IN THE CITY.~~

~~TP1.13 — IDENTIFY TRANSPORTATION PROGRAMS AND STRATEGIES FOR SECURITY AND EMERGENCY RESPONSES.~~

~~TP1.14 — DEVELOP AND MAINTAIN A LAYERED NETWORK THAT PROVIDES CONNECTIVITY AND RECOGNIZES THAT NOT ALL STREETS PROVIDE THE SAME QUALITY OF TRAVEL EXPERIENCE.~~

~~CLASSIFY STREETS AS FREEWAY, PRINCIPAL ARTERIAL, MINOR ARTERIAL, PRINCIPAL COLLECTOR, MINOR COLLECTOR, OR LOCAL STREET.~~

~~ENSURE THAT THE LAYERED NETWORK CONTINUES TO PROVIDE FOR ALL VARIETIES OF STREET USES INCLUDING: REGIONAL MOBILITY AND CROSS TOWN TRIPS, COMMUTING, SHOPPING, AND RECREATIONAL TRAVEL, PROPERTY AND BUSINESS ACCESS, AND PARKING, REGARDLESS OF MODE.~~

~~**TP1.15**— CONTINUE TO ENHANCE THE CITY’S LAYERED NETWORK BY USING THE FOLLOWING METHODS:~~

~~REQUIRE DEDICATION OF RIGHTS OF WAY AS A CONDITION FOR DEVELOPMENT WHEN THE NEED FOR SUCH RIGHTS OF WAY IS LINKED TO THE DEVELOPMENT OR WHERE SHOWN ON THE FUTURE ROADWAY NETWORK;~~

~~REQUEST DONATIONS OF RIGHTS OF WAY TO THE PUBLIC;~~

~~PURCHASE RIGHTS OF WAY IN ACCORDANCE WITH STATE LAWS AND PROCEDURES; AND~~

~~ACQUIRE DEVELOPMENT RIGHTS AND EASEMENTS FROM PROPERTY OWNERS.~~

~~GOAL 2~~

~~TP2 BE FISCALLY AND ENVIRONMENTALLY SUSTAINABLE.~~

~~POLICIES~~

~~TP2.1 — ESTABLISH A FUNDING PROGRAM THAT PRIORITIZES THE MOST CRITICAL NON-MOTORIZED IMPROVEMENTS FIRST.~~

~~TP2.2 — DEVELOP A PROGRAM TO CREATE PORTIONS OF THE NON-MOTORIZED SYSTEM THROUGH PUBLIC-PRIVATE PARTNERSHIPS.~~

~~TP2.3 — PRIORITIZE TRANSPORTATION PROJECTS CONSIDERING CONCURRENCY, SAFETY, MULTIMODAL ENHANCEMENTS, ENVIRONMENTAL IMPACTS, AND COST EFFECTIVENESS.~~

~~TP2.4 — ASSURE COST-EFFECTIVE MAINTENANCE OF TRANSPORTATION FACILITIES UNDER THE CITY'S JURISDICTION, INCLUDING NON-MOTORIZED FACILITIES.~~

~~TP2.5 — LEVERAGE STATE AND FEDERAL FUNDS FOR TRANSPORTATION IMPROVEMENTS.~~

~~**TP2.6** — THE MAINTENANCE AND PRESERVATION OF EXISTING TRAVEL INFRASTRUCTURE SHALL TAKE PRECEDENCE OVER MAJOR STREET IMPROVEMENT PROJECTS THAT EXPAND SYSTEM CAPACITY.~~

~~**TP2.7** — STRATEGICALLY USE PUBLIC AND PRIVATE INVESTMENT TO COMPLEMENT THE MULTI-MODAL VISION OF THE PLAN, INCLUDING “MATCHING” IMPROVEMENTS TO SUPPLEMENT THE EFFORTS OF OTHER AGENCIES TO PROVIDE HOV AND TRANSIT FACILITIES.~~

~~**TP2.8** — CAPACITY ENHANCEMENTS WILL BE CONSTRUCTED WHERE LOWER COST IMPROVEMENTS CANNOT CORRECT DEFICIENCIES; THESE CAPACITY ENHANCEMENTS WILL BE DEVELOPED TO BE AS COMPETITIVE AS POSSIBLE FOR OBTAINING GRANTS.~~

~~**TP2.9** — DEVELOP CLEAN TRANSPORTATION PROGRAMS AND FACILITIES, INCLUDING ACTIONS TO REDUCE POLLUTION AND GREENHOUSE GAS EMISSIONS FROM TRANSPORTATION.~~

~~**TP2.10** — IDENTIFY STABLE AND PREDICTABLE FUNDING SOURCES FOR MAINTAINING AND PRESERVING EXISTING TRANSPORTATION FACILITIES AND SERVICES.~~

GOAL ~~23~~

~~**TG3** ENHANCE COMMUNITY HEALTH, LIVABILITY, AND TRANSPORTATION BY PROVIDING A CONNECTED SYSTEM OF PEDESTRIAN, BICYCLE, AND TRANSIT WAYS THAT ARE INTEGRATED INTO A COORDINATED REGIONAL NETWORK.~~

~~POLICIES~~

~~**TP3.1** THROUGH SUBAREA PLANNING, WITH THE COOPERATION OF TRANSIT SERVICE PROVIDERS, WORK TO MAKE TRANSIT PART OF EACH NEIGHBORHOOD THROUGH APPROPRIATE DESIGN, SERVICE TYPES, AND PUBLIC INVOLVEMENT. THIS SYSTEM SHOULD PROVIDE CONVENIENT CONNECTIONS FROM CITY NEIGHBORHOOD ACTIVITY CENTERS TO THE REGIONAL TRANSPORTATION SYSTEM.~~

~~**TP3.2** PREPARE, PROMOTE, AND PROVIDE FOR AN ENHANCED, HIGH CAPACITY, REGIONAL TRANSIT SYSTEM, MAINTAINING AREA RESIDENTS' MOBILITY AND TRAVEL OPTIONS. THE REGIONAL TRANSIT SYSTEM SHOULD ASSIST IN ATTAINING AIR QUALITY STANDARDS.~~

~~**TP3.3** — ACQUIRE OR PRESERVE RIGHTS OF WAY FOR HIGH CAPACITY TRANSIT WHENEVER POSSIBLE, SUCH AS DEVELOPMENT APPLICATIONS, IN ADVANCE OF THEIR NEED. MAKE ACCOMMODATIONS FOR ANY IMPROVEMENTS, WHETHER PUBLIC OR PRIVATE, TO PROVIDE FOR FUTURE HIGH CAPACITY TRANSIT NEEDS WITHOUT MAJOR REDEVELOPMENT.~~

~~**TP3.4** — FOSTER PHASED IMPROVEMENTS THAT EXPAND TRANSIT SERVICES IN TIME TO MEET THE DEMAND FOR THESE SERVICES.~~

~~**TP3.5** — WORK WITH TRANSIT AGENCIES TO ENSURE AMENITIES SUCH AS SHELTERS, BENCHES, BICYCLE RACKS, LIGHTING, AND INFORMATION KIOSKS ARE INCORPORATED IN THE DESIGN AND IMPROVEMENT OF APPROPRIATE TRANSIT FACILITIES.~~

~~**TP3.6** — SUPPORT TRANSIT COMMUTER OPTIONS (E.G., SUBSCRIPTION BUSES, SPECIAL COMMUTER SERVICES, LOCAL SHUTTLES).~~

~~TP3.7 — PROMOTE EXTENSION OF FIXED GUIDEWAY FACILITIES TO THE REGIONAL AIRPORT AS AN EFFECTIVE MEANS OF RESOLVING CONGESTION PROBLEMS THAT AFFECT CITY RESIDENTS AND BUSINESSES.~~

~~TP3.8 — ENCOURAGE NON-MOTORIZED IMPROVEMENTS THAT MINIMIZE THE NEED FOR RESIDENTS TO USE MOTORIZED MODES BY EXTENDING THE EXISTING NON-MOTORIZED SYSTEM AND PROVIDING:~~

~~ACCESS TO ACTIVITY CENTERS AND SCHOOLS;~~

~~LINKAGE TO TRANSIT, PARK & RIDE LOTS, AND SCHOOL BUS NETWORKS;~~

~~COMPLETION OF PLANNED PEDESTRIAN/JOGGING OR BICYCLE TRAILS;~~

~~DESIGNATING A NETWORK OF STREETS THAT CAN SAFELY AND EFFICIENTLY ACCOMMODATE BICYCLES;
AND,~~

~~EXTEND SIDEWALKS TO ALL STREETS.~~

~~TP3.9 — FACILITATE A SAFE SCHOOL WALKING ROUTES PROGRAM, AND, WHERE POSSIBLE, MAKE CAPITAL BUDGET DECISIONS THAT SUPPORT SUCH A SYSTEM.~~

~~**TP3.10** — PROVIDE A ONE MILE GRID OF BICYCLE FACILITIES CONNECTING MAJOR ACTIVITY CENTERS, RECREATIONAL FACILITIES, AND SCHOOLS.~~

~~**TP3.11** — INCORPORATE PEDESTRIAN AND BICYCLE FEATURES AS DESIGN ELEMENTS IN THE CITY CENTER AS REFLECTED IN THE FEDERAL WAY COMPREHENSIVE PLAN VISION AND CITY CENTER STREET DESIGN GUIDELINES.~~

~~**TP3.12** — INCLUDE SUFFICIENT AREA IN RIGHTS OF WAY FOR BIKE LANES, SIDEWALKS, AND LANDSCAPED MEDIANS TO PROVIDE SEPARATION FROM MOTORIZED TRAFFIC. USE LANDSCAPED MEDIANS TO SEPARATE OPPOSING TRAFFIC WHEN SAFETY AND AESTHETIC PURPOSES DICTATE THE NEED.~~

~~**TP3.13** — ACQUIRE ACCESS PATHS BETWEEN EXISTING DEVELOPMENTS, CUL DE SACS, PUBLIC FACILITIES, BUSINESS AREAS, AND TRANSIT FOLLOWED BY TRAIL CONSTRUCTION TO IMPROVE NON MOTORIZED CIRCULATION. REQUIRE THE SAME FOR ALL NEW DEVELOPMENTS OR REDEVELOPMENTS.~~

~~TP3.14 — REQUIREING DEVELOPERS TO MITIGATE THE IMPACT OF THE DEVELOPMENT ON THE CITY'S TRANSPORTATION SYSTEM BY CONSTRUCTING BIKE LANES, TRAILS, AND SIDEWALKS WHERE THEY WOULD INTERFACE WITH THE EXISTING SYSTEM TO THE EXTENT ALLOWED BY LAW.~~

~~TP3.15 — DEVELOP ACCESS MANAGEMENT STANDARDS TO MINIMIZE THE NUMBER OF CURB CUTS ON ARTERIALS TO IMPROVE PEDESTRIAN AND VEHICLE SAFETY.~~

~~TP3.16 — EMPHASIZE THE ENFORCEMENT OF LAWS THAT REDUCE PEDESTRIAN, CYCLIST, AND VEHICLE CONFLICT.~~

~~TP3.17 — COORDINATE DEVELOPMENT OF THE NON-MOTORIZED SYSTEM WITH SURROUNDING JURISDICTIONS AND REGIONAL SYSTEM EXTENSIONS.~~

~~TP3.18 — INCORPORATE ENVIRONMENTAL FACTORS INTO TRANSPORTATION DECISION-MAKING, INCLUDING ATTENTION TO HUMAN HEALTH AND SAFETY.~~

GOAL 34

~~**TG4 SUPPORT THE CITY'S LAND USE VISION AND PLAN.**~~

~~*POLICIES*~~

~~**TP4.1** — INTEGRATE LAND USE AND TRANSPORTATION PLAN DECISIONS TO SUPPORT THE LAND USE VISION AND PLAN.~~

~~**TP4.2** — ENHANCE TRAFFIC CIRCULATION AND ACCESS WITH CLOSER SPACING OF THROUGH STREETS, WHERE FEASIBLE, AND LIMITING THE AREA TO BE SERVED BY A SINGLE ACCESS POINT COMMENSURATE WITH PLANNED DENSITY.~~

~~**TP4.3** — DETERMINE STREET CLASSIFICATIONS BY BALANCING TRAVEL NEEDS WITH CHANGING RIGHT OF WAY USES AND NEIGHBORHOOD CHARACTER.~~

~~**TP4.4** — PROTECT EXISTING AND ACQUIRE FUTURE RIGHT OF WAY CONSISTENT WITH FUNCTIONAL CLASSIFICATION CROSS SECTION (TRANSIT, RAIL, BIKE, AND PEDESTRIAN) NEEDS.~~

~~TP4.5 — REQUIRE DEVELOPMENTS TO DEDICATE RIGHT-OF-WAY AS NEEDED FOR DEVELOPMENT COMMENSURATE WITH THE IMPACTS OF THE DEVELOPMENT. AT A MINIMUM, SETBACK LIMITS SHALL BE USED TO ASSURE THAT BUILDINGS ARE NOT PLACED WITHIN THE RIGHT OF WAY REQUIREMENTS FOR PLANNED TRANSPORTATION FACILITIES. RIGHT OF WAY DEDICATION SHALL BE COMMENSURATE WITH A DEVELOPMENT'S IMPACT TO THE EXISTING AND PLANNED TRANSPORTATION SYSTEM.~~

~~TP4.6 — DESIGN ARTERIALS TO FIT WITH THE PLANNED CHARACTER OF AREAS (CONTEXT SENSITIVE DESIGN) THEY PASS THROUGH.~~

~~TP4.7 — ENHANCE THE VIABILITY OF REGIONAL AND LOCAL TRANSIT SERVICE BY ESTABLISHING DESIGN STANDARDS FOR STREETS THAT MOVE TRANSIT, PEDESTRIAN, AND CYCLISTS IN THE CITY CENTER.~~

~~TP4.8 — MONITOR GROWTH IN POPULATION AND EMPLOYMENT IN RELATION TO THE LAND USE AND GROWTH ASSUMPTIONS OF THE TRANSPORTATION ELEMENT. REASSESS THE LAND USE AND TRANSPORTATION ELEMENTS AS NEEDED TO ENSURE THAT PLANNED IMPROVEMENTS WILL ADDRESS THE POTENTIAL IMPACTS OF GROWTH.~~

GOAL 5

~~**TG5 DEVELOP AND IMPLEMENT TRANSPORTATION SYSTEMS MANAGEMENT STRATEGIES AND PROGRAMS THAT CONTRIBUTE TO THE OVERALL EFFECTIVENESS OF THE MULTIMODAL TRANSPORTATION SYSTEM.**~~

~~*POLICIES*~~

~~**TP5.1 — REDUCE AUTO DEPENDENCY, ESPECIALLY DRIVE ALONE TRIPS, BY EMPLOYING AND PROMOTING THE APPLICATION OF PROGRAMS ENHANCE MOBILITY AND ASSIST IN ACHIEVEMENT OF THE LAND USE VISION.**~~

~~**TP5.2 — USE TRANSPORTATION DEMAND MANAGEMENT TO HELP ACHIEVE AN APPROPRIATE ARTERIAL LEVEL OF SERVICE THAT BALANCES THE CITY'S GOALS FOR RESIDENTS, CONSUMERS, EMPLOYERS, AND EMPLOYEES.**~~

~~**TP5.3 — SUPPORT TRANSPORTATION DEMAND MANAGEMENT PROGRAMS THAT CAN BE SHOWN TO BE COST EFFECTIVE IN ACHIEVING PLAN GOALS. ALLOW RESIDENTS AND EMPLOYERS DISCRETION TO CHOOSE THE TRANSPORTATION DEMAND MANAGEMENT METHODS THEY WISH TO EMPLOY.**~~

~~TP5.4 — ENCOURAGE EMPLOYERS TO INSTITUTE COMPLEMENTING TRANSPORTATION SYSTEM MANAGEMENT ACTIONS TO THOSE UNDERTAKEN BY THE CITY.~~

~~TP5.5 — SUPPORT THE ACHIEVEMENT OF CITY AND REGIONAL MODE SPLIT GOALS THROUGH ASSISTING ALL COMMUTE TRIP REDUCTION AFFECTED AND VOLUNTARY EMPLOYERS. IN THE FEDERAL WAY PLANNING AREA TO ACHIEVE THE COMMUTE TRIP REDUCTION (CTR) ACT TRAVEL REDUCTION GOALS AND TARGET.~~

~~TP5.6 — DEVELOP COORDINATED TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES WITH REGIONAL REPRESENTATIVES AND OTHER ADJACENT COMMUNITIES.~~

~~TP5.7 — INCENTIVIZE PUBLIC/PRIVATE PROGRAMS THAT STIMULATE TRANSIT, CAR, AND VAN POOL USE.~~

~~TP5.8 — ENCOURAGE THE PROVISION OF A ROBUST TRANSPORTATION ALTERNATIVE RICH ENVIRONMENT SO THAT ALL MEMBERS OF THE COMMUNITY, INCLUDING THOSE WITH TRANSPORTATION DISADVANTAGES, HAVE VIABLE TRAVEL OPTIONS OR ALTERNATIVES.~~

~~**TP5.9** — PRIORITY DEVELOPMENT OF HOV AND TRANSIT PRIORITY LANES, AND PRIORITY TRANSIT AND HOV MOVEMENTS AT TRAFFIC SIGNALS.~~

~~**TP5.10** — CONTINUE TO IMPLEMENT TRAFFIC SIGNAL COORDINATION PROJECTS AS THE PRIMARY COMPONENT OF A TSM PROGRAM. AS FUNDS PERMIT, MONITORING OF TRAFFIC OPERATIONS WILL BE CARRIED OUT TO ASSURE EFFICIENT TIMING OF TRAFFIC SIGNALS.~~

~~**TP5.11** — PUBLIC WORKS WILL MAINTAIN A MECHANISM FOR PUBLIC COMMENTS AND REQUESTS RELATED TO TRAFFIC MONITORING AND OTHER AREAS FOR PROPOSED TRANSPORTATION ENHANCEMENTS.~~

~~**TP5.12** — DEVELOP A REGULAR DATA COLLECTION AND MONITORING PROGRAM.~~

GOAL 6

~~**TG6** BE AN ACTIVE PARTNER BY COORDINATING WITH A BROAD RANGE OF GROUPS TO HELP MEET FEDERAL WAY'S TRANSPORTATION GOALS.~~

POLICIES

~~TP6.1 — IMPLEMENT FEDERAL, STATE, AND COUNTYWIDE PLANNING POLICIES.~~

~~TP6.2 — COORDINATE TRANSPORTATION IMPROVEMENT PROGRAMS WITH APPROPRIATE STATE, REGIONAL, AND LOCAL AGENCIES.~~

~~TP6.3 — PUBLIC WORKS SHALL COORDINATE WITH NEIGHBORING JURISDICTIONS TO DEVELOP A FAIR AND CONSISTENT MEANS OF ADDRESSING THE IMPACTS OF GROWTH AND DEVELOPMENT BETWEEN JURISDICTIONS WITHOUT UNDUE ADMINISTRATIVE BURDENS.~~

~~TP6.4 — THE CITY WILL CONTINUE TO COOPERATE WITH REGIONAL AND LOCAL TRANSIT PROVIDERS TO DEVELOP FACILITIES THAT MAKE TRANSIT A MORE ATTRACTIVE OPTION.~~

~~TP6.5 — WORK WITH THE TRANSIT AGENCIES, WSDOT, KING COUNTY, AND OTHER PARTNERS, IN APPLYING FOR FUNDING FOR HOV IMPROVEMENTS THAT COMPLEMENT TRANSIT AND NON TRANSIT HOV FACILITIES AND PARK AND RIDES WITHIN FEDERAL WAY.~~

~~TP6.6 — COORDINATE WITH OTHER AGENCIES AND STAKEHOLDERS TO PURSUE FUNDING FOR PEDESTRIAN AND BICYCLE AMENITIES.~~

~~TP6.7 — SUPPORT REGIONAL TRANSPORTATION PROJECTS THAT ARE APPROPRIATELY DESIGNED AND WILL PRESERVE THE MOVEMENT OF PEOPLE AND GOODS ON I-5 AND STATE ROUTES.~~

~~TP6.8 — INVOLVE MAJOR GENERATORS OF AREA FREIGHT AND GOODS MOVEMENT IN DISCUSSIONS TO IDENTIFY THEIR NEEDS AND PRIORITIES AS PART OF IMPROVEMENT PROGRAMMING; INCLUDING ACCESS TO REGIONAL MARINE FACILITIES.~~

~~TP6.9 — COORDINATE WITH LOCAL BUSINESS ORGANIZATIONS, AND PROVIDE FEEDBACK TO LOCAL BUSINESS ORGANIZATIONS ON INTERNATIONAL AND REGIONAL TRANSPORTATION ISSUES AND ON TRANSPORT NEEDS AND OPPORTUNITIES RELATED TO ALL MODES OF TRANSPORTATION.~~

3.43 EXISTING CONDITIONS

This section provides a summary of the existing transportation conditions in Federal Way. These existing conditions provide a base to create the future transportation vision for the City.

Introduction to the Layered Network

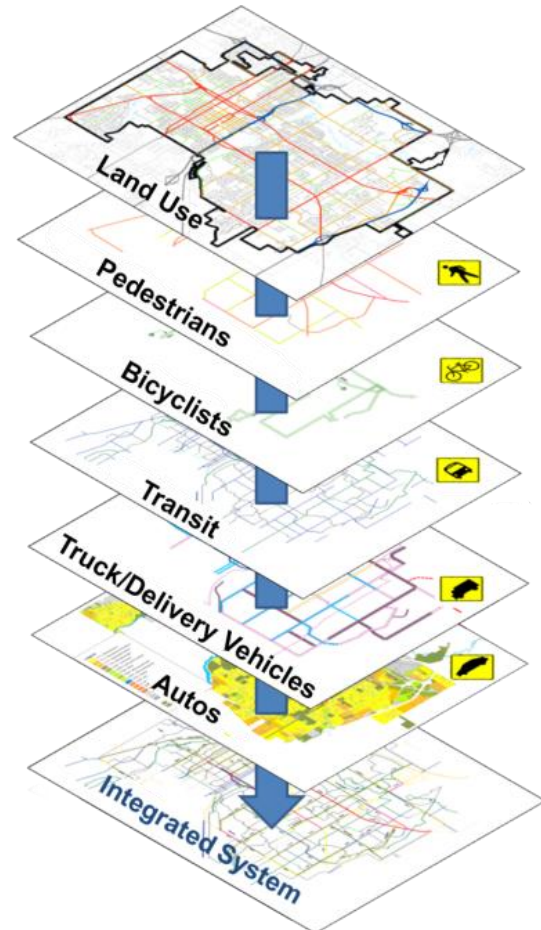
It can be a challenge for a single roadway to meet the demands and expectations of all modes of transportation at any given time. This is also generally not desirable from a user or a planning perspective.

In response to this challenge, the City of Federal Way has adopted a layered network approach that focuses on how the City's transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. Figure T-2H-1 illustrates the concept of a layered network.

The City will implement this layered network through a system of roadway cross-sections that define each street's user priorities and associated infrastructure needs. The City also incorporates recommendations from the Bicycle and Pedestrian Master Plan with roadway projects.

Transportation Level of Service

Transportation level of service (LOS) is a qualitative measure used to evaluate the quality of public infrastructure. Cities have historically measured transportation level of service based on the experience of drivers, in terms of vehicle speed, traffic density, or how long vehicles wait at an intersection. As shown in the Figure T-3H-2 from Planning Urban Roadway Systems (Institute of Transportation Engineers, 2011), transportation level of service does not have to be limited to the experience of just vehicles. This Transportation Element considers the transportation level (quality) of service for walking, biking, and taking transit in Federal Way.



**Figure TP-22:
Layered Network Concept**

This section includes a level of service standard for vehicles, transit, pedestrians, and bicycles. This section also evaluates the level of service for each of these modes under existing conditions, and a later section evaluates the level of service for each mode under future conditions.

**Figure TP-3:
Example Modal Level of Services**



Street and Highway System

Federal Way is served by a network of ~~publicly maintained~~ streets and highways connecting local communities and urban centers in the Puget Sound region, as shown in *Map TP-1 (Existing Significant Streets and Highways Overview Map)*. There are two major freeways and two highways, which are Highways of Statewide Significance (HSS) and Highways of Regional Significance (HRS), respectively, in Federal Way:

- Interstate 5 (I-5) is five lanes in each direction including an HOV lane, with a posted speed limit of 60 mph. This freeway serves as the main north/south freeway for regional travel in western Washington.
- State Route 18 (SR 18) is two to three lanes in each direction, with a posted speed limit of 60 mph. This freeway acts as an east/west alternative to I-90, connecting to I-90 east of Issaquah and serving the communities of Auburn, eastern Kent, Covington, and Maple Valley. It also connects I-5 to SR 167 just east of Federal Way.

The Level of Service (LOS) standards for Highways of Statewide Significance, which include Interstate 5 and State Route 18, are set by WSDOT at LOS D. The LOS for Highways of Regional Significant (HRS) are set by the Puget Sound Regional Council (PSRC). These highways are SR 509 (S/SW Dash Point Road) and SR 161 (16th Avenue South and Enchanted Parkway South) with Tier 1 LOS E mitigated.

Other primary roadways serve major activity centers within Federal Way, including commercial activities in the South 320th Street corridor between Pacific Highway South (SR 99) and I-5 (the City Center), commercial developments along Pacific Highway

South, at South 348th Street and Enchanted Parkway South, and several smaller commercial centers located within various residential areas. The roadway system also serves concentrations of office uses located within the City Center, West Campus, and the former Weyerhaeuser Headquarters/East Campus area. The roadway system within the City connects to the surrounding regional transportation network, which provides access to other major activity centers including Seattle, SeaTac Airport, Tacoma, the Port of Tacoma, Kent, and Auburn.

Functional Classification of Streets and Planned Future Roadways

Public streets are classified according to their functions related to mobility and land access. These functional classifications help facilitate planning for access and circulation, standardization of road designs, and provision of a hierarchy for roadway funding. See Map TP-2 (Functional Classification of Existing and Planned Streets and Highways) and Table TP-2 (Characteristics of Functional Classification of Streets). The types of functional classifications established within Federal Way include: ~~also see Map III-3 (Functional Classification of Existing and Planned Streets and Highways) and Table III-1 (Characteristics of Functional Classification of Streets).~~

- Freeway: A multi-lane, high speed, high capacity roadway intended exclusively for motorized traffic with all access controlled by interchanges and road crossings separated by bridges.
- Principal Arterial: A roadway connecting major community centers and facilities, often constructed with partial limitations on access and minimum direct access to abutting land uses.
- Minor Arterial: A roadway connecting centers and facilities within the community and serving some through traffic while providing greater access to abutting properties.
- Collector: A roadway connecting two or more neighborhoods or commercial areas, while also providing a high degree of property access within a localized area. Collectors have been separated into principal and minor designations according to the degree of travel between areas and the expected traffic volumes.
- Local Street: All other roadways not otherwise classified, providing direct access to abutting land uses and serving as feeders to facilities with higher functional classifications.

Designation of roadway functional classification is an integral part of managing street use and land development. The classification of streets is necessary for receipt of state and federal highway funds. It is important to coordinate roadway classification with anticipated land use change and to apply a consistent approach to the designation of facilities. This ensures that roadways are sized correctly and provide the appropriate level of pedestrian and bicycle accommodation to support the surrounding land use. This also helps reduce the likelihood of long-term capacity problems.

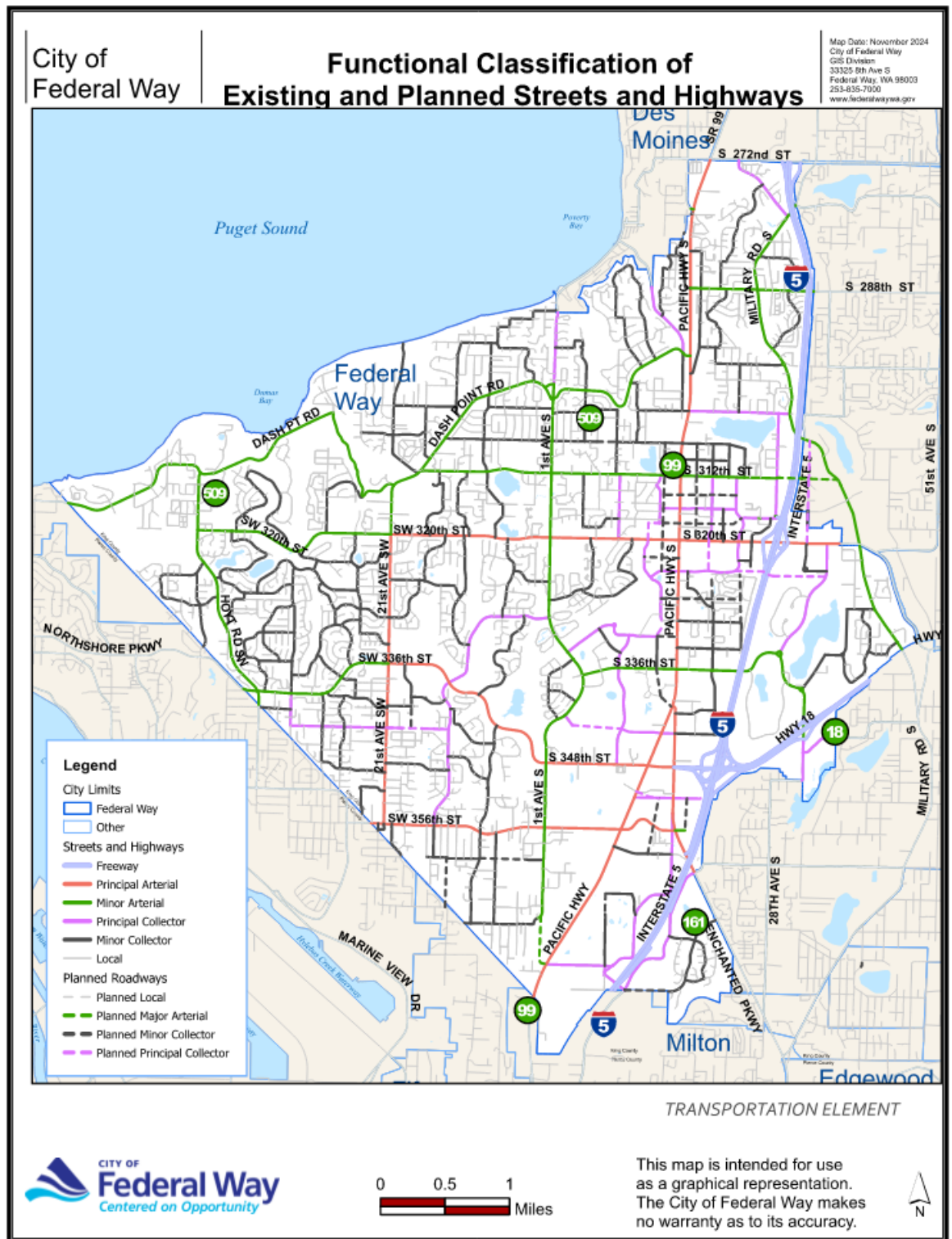
Map TP-2 includes planned roadways. While the intended future location of planned roadways is depicted, the precise location of planned roadways may ultimately be subject to minor modification based on geographic features, critical areas, or other reasons, so long as the functionality and intent of the planned roadway remains unchanged. The timing for construction of planned roads by non-City entities is governed by the City

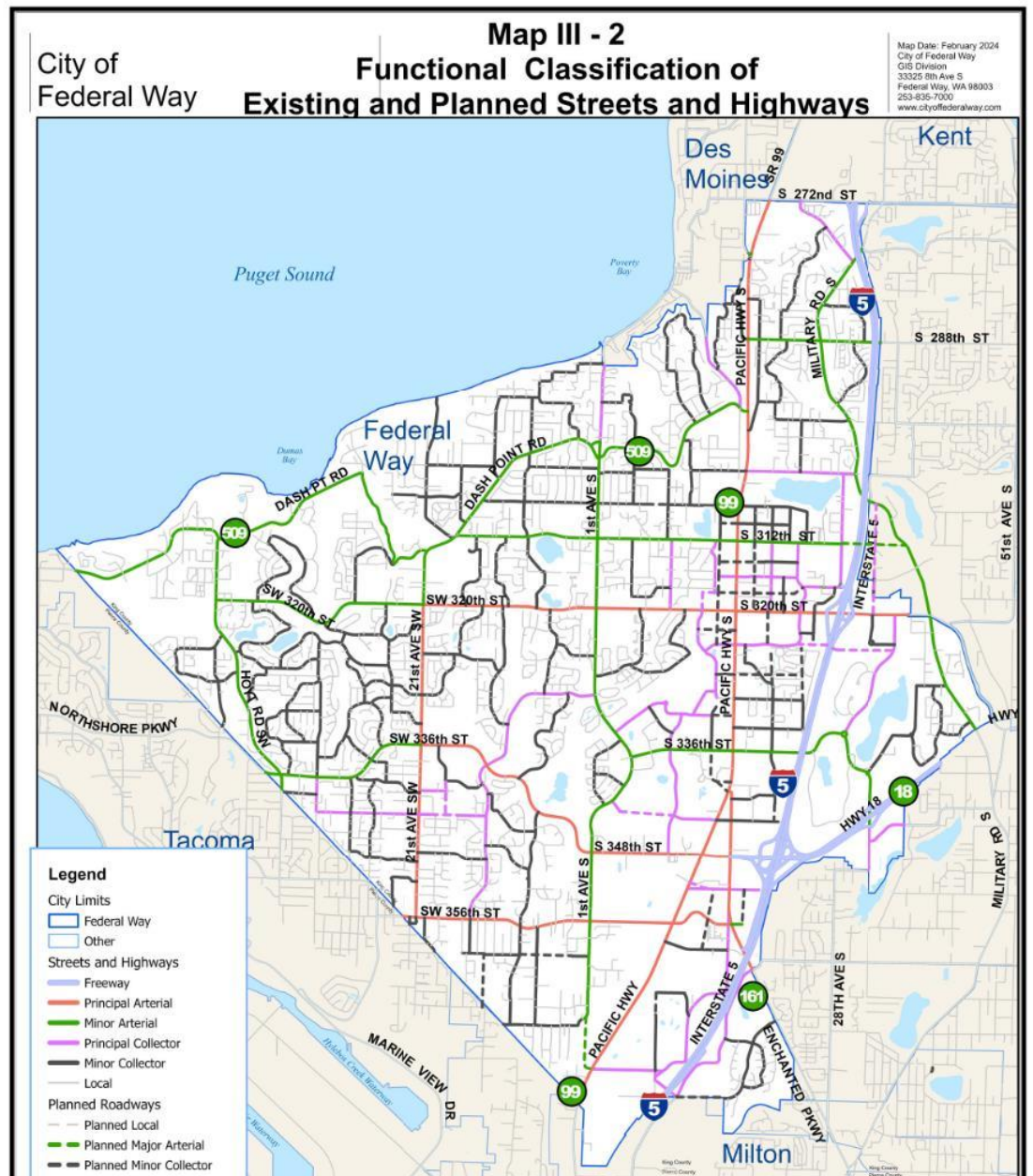
code and the City's development review process. Planned roadways once constructed by non-City entities may be publicly or privately owned, but any such privately-owned roadway must function as a public roadway. The timing for construction of planned roads by the City is dependent on several factors, including but not limited to funding, LOS failure, safety, street connectivity, and City Council prioritization.

**Figure TP-4:
8th Avenue S south of S 312th Street**



Map TP-2: Functional Classification of Existing and Planned Streets and Highways





**Table TP-21:
Characteristics of Functional Classification of Streets⁷**

Road Classification	Number of Lanes	Right of Way Width ⁷		Expected Daily Traffic
		Existing Code	Posted Speed	
Interstate/Freeways ¹	4+ (varies)	Varies	60_mph	30,000+
Principal Arterial ²	2 to 7	68' to 124'	35-50_mph	5,000+
Minor Arterial ³	2 to 5	68' to 106'	30-40_mph	5,000-35,000
Principal Collector ⁴	2 to 5	68' to 100'	25-35_mph	5,000-25,000
Minor Collector ⁵	2 to 3	60' to 80'	25-35_mph	1,000-5,000
Local Street ⁶	2	36' to 66'	25-35_mph	up to 1,000

1. Limited access, state jurisdiction.
2. Connects subregional activity centers and communities.
3. Provides major movement capacity; collecting neighborhood and business traffic to higher level arterials.
4. Connections between neighborhood or commercial areas. Design consideration for trucks.
5. Channels local traffic to principal collectors or arterials. Design for buses per Metro METRO standards.
6. Primary function is access to abutting land use. Through traffic can be discouraged by use of traffic control devices.
7. The exact cross-sections and standards for a each particular street within the community will be established through the are governed by the City Code and City's Development Standards, and established through the City's development review process.
8. —
- 9.7. Map III 4 (Cross Section Application by Street) illustrates which cross section would be used for each arterial and collector within the community. Since the City does not plan local street networks, the applicable street cross section for local streets will be established through the City's development review process, which is ongoing.

Access Management Classification

Access management is the regulation of intersection and driveway spacing along a corridor to enhance safety and preserve roadway capacity. Roadway crash rates are related to the spacing of turning conflicts. By reducing the number of driveways and turning movements through shared access to multiple parcels, and restricting turning movements in congested areas, the safety and efficiency of the City's streets can be maintained. This also reduces conflict zones for vehicles, pedestrians, and bicycles.

Access is a major factor influencing functional classification. Generally, higher classifications (interstates or freeways) serve a limited access function, while lower classifications (local roads, cul-de-sacs) serve a local access function. Washington State legislation (RCW 47.50) requires access to state facilities to be granted by permit and conform to an access management classification system defined in WAC 468.51 and 468.52. The state permits access in unincorporated areas, and cities do so in incorporated areas.

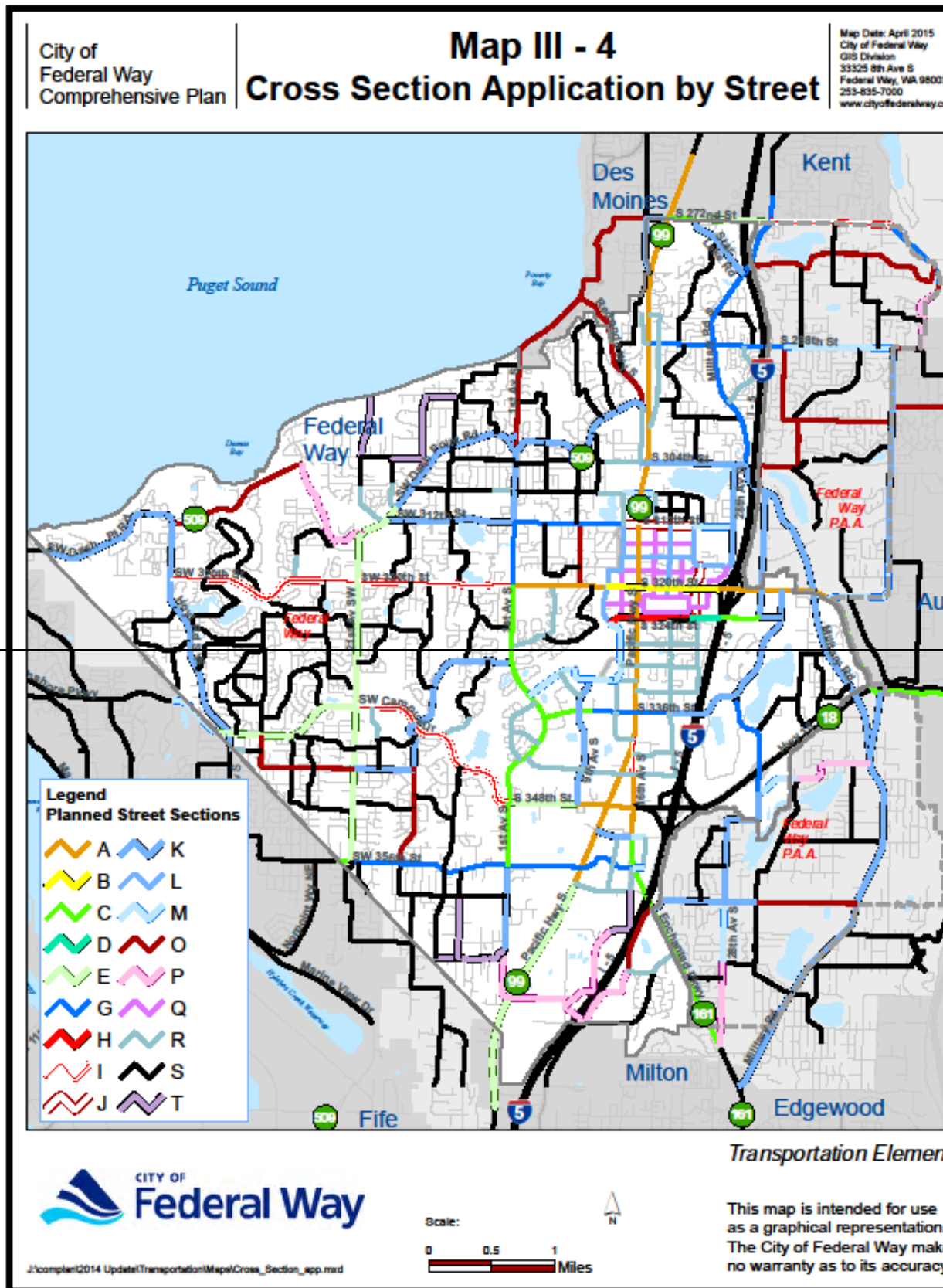
Street standards in the city code support the vision of the Comprehensive Plan and guide development activities, ensuring that street designs promote transit-comparable development with specific standards for widths and parking.

Access Management Classification

Access management is the regulation of intersection and driveway spacing along a corridor and is intended to enhance safety and preserve capacity of roadways. Roadway crash rates are related to the spacing of turning conflicts. By reducing the number of driveways and turning movements through shared access to multiple parcels, and restricting turning movements in congested areas, the safety and efficiency of the City's streets can be maintained. This improvement also reduces the number of conflict zones for all vehicles, pedestrians, and bicycles.

Access is one of the major factors influencing functional classification. Generally, higher classifications (interstates or freeways) serve a limited access function, while lower classifications (local roads, cul-de-sac streets) serve a local access function. The State of Washington approved legislation requiring that access onto state facilities be granted by permit and that such access conform to an access management classification system (Revised Code of Washington [RCW] 47.50). The WSDOT put into place two administrative codes. The first identifies the administrative process (including permit fees for issuing access permits on state facilities), and the second defines the access classification system (Washington Administrative Code [WAC] 468.51 and 468.52, respectively).

A summary of the access classifications from WAC 468.52 is provided in *Table III-2 (Washington State Access Classification System Chapter 468.52 WAC)*. The criteria used to define the classification system included functional classification, adjacent land use (existing and proposed), speeds, setting (urban or rural), and traffic volumes. The



authority to permit access to state facilities lies with the state in unincorporated areas and with the cities in incorporated areas. All state routes within the City are classified, with the exception of SR 18 and I 5, which are limited access facilities and not subject to the access classification system.

**Table III-2
Washington State Access Classification System Chapter 468.52 WAC (7-14-94)**

Class	Functional Characteristics	Posted Speed (MPH)	Typical Planned Median Treatment	Planned Intersection Spacing*	Minimum Private Connection Spacing*
1	High speed/volume, long trips serving: interstate, interregional, intercity travel. Service to abutting land subordinate to service of major traffic movements.	50 to 55	Restrictive, where multi-lane is warranted.	1.0 mi	1320 feet. One per parcel.
2	Medium to high speeds/volumes, medium to long trips serving: interregional, intercity, intra-city travel. Service to abutting land subordinate to service of traffic movement.	Urban: 35 to 50 Rural: 45 to 55	Restrictive, where multi-lane is warranted.	0.5 mi	660 feet. One per parcel.
3	Moderate speeds/volumes, short trips serving: intercity, intra-city, intercommunity travel. Balance between land access and mobility. Used where land use is less than maximum build out, but development potential is high.	Urban: 30 to 40 Rural: 45 to 55	Restrictive where multi-lane is warranted. Two-way left turn lane may be utilized.	Rural: 0.5 mi Urban: 0.5 mi/ less with signal progression analysis.	350 feet
4	Moderate speeds/volumes, short trips serving: intercity, intra-city, intercommunity travel. Balance between land access and mobility. Used where level of development is more intensive and major land use changes less likely than class 3.	Urban: 30 to 35 Rural: 35 to 45	Restrictive if average daily traffic volumes exceed 25,000.	Rural: 0.5 mi Urban: 0.5 mi/ less with signal progression analysis.	250 feet
5	Low to moderate speeds, moderate to high volumes, primarily short trips in intra-city and intra-community travel. Service of land access dominant function.	25-35	Non-restrictive	0.25 mi/less with signal progression analysis.	125 feet

Note: This table is for summary purposes only and is not included

Table III-3 (City of Federal Way Access Management Standards) illustrates the City’s adopted access classification system. The primary purpose of access management is to improve safety; therefore, higher access classifications are triggered either by crash rates or lane configurations that are less safe at higher volumes. Similarly, access spacing standards are the most restrictive for turning movements with the highest potential for crashes. *Map III-5 (WSDOT Access Management Classification on State Highways)* indicates WSDOT’s access classification on state highways in Federal Way.

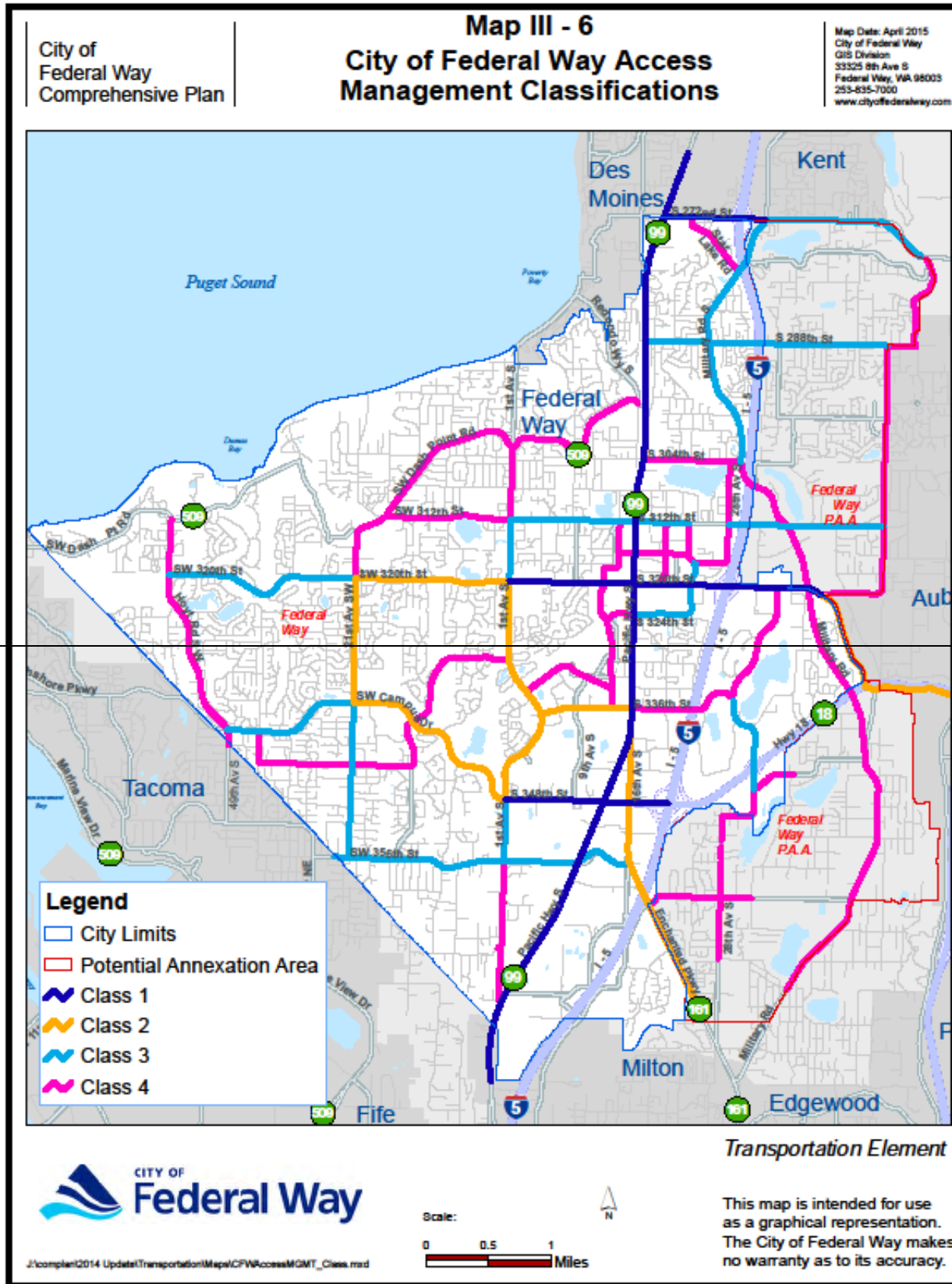
Map III-6 (City of Federal Way Access Management Classifications) indicates the access classifications within the City. These access standards would be implemented as part of review of land development, as an element of street improvement projects, and to ameliorate locations with high crash rates as a part of traffic safety maintenance.



Scale: 0 0.5 1 Miles

Transportation Element

This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.



**Table III-3
City of Federal Way Access Management Standards**

Access Classification	Median Type	Number of Through Traffic Lanes	Spacing of Roadway Elements					Minimum Signal Progression Efficiency** *
			Crossing Movements (feet)	Left-Turn Out (feet)	Left-Turn In (feet)	Right-Turn Out (feet)	Right-Turn In (feet)	
1	Raised	6	Only at signalized intersections.	Only at signalized intersections.	330	150	150	40%
2	Raised	4	330	330	330	150	150	30%
3	Two-Way Left Turn Lane	4	150	150*	150*	150*	150*	20%
4	Two-Way Left Turn Lane	2	150*	150*	150*	150*	150*	10%

*Does not apply to Single-Family Residential uses.

**Greater spacing may be required in order to minimize conflicts with queued traffic.

***If the existing efficiency is less than the standard, new traffic signals may not reduce the existing efficiency.

Raised Medians will be required if any of the following conditions are met:

There are more than two through traffic lanes in each direction on the street being accessed.

The street being accessed has a crash rate over 10 crashes per million vehicle miles, and currently has a two-way left turn lane. Two-way left turn lanes will be required if the street being accessed has a crash rate over 10 crashes per million vehicle miles, and currently does not have a left turn lan

Development and Street Standards

As the transportation system evolves, periodic review of the Federal Way Comprehensive Plan, changes to the subdivision code, and street standards are necessary. Federal Way City's Street standards are adopted in the within Ceity code and in the City's Development Standards, and established through the City's development review process-. The street standards convey the vision of the Comprehensive Plan in greater detail, and- Similar to the classification map, they guide the development process activities. For example, components of the subdivision code can require certain types of street standards (e.g. widths, parking, etc.) to support designated transit compatible development. Street design standards show preferred cross sections for each arterial and street segment in the City.

Traffic Signal Locations

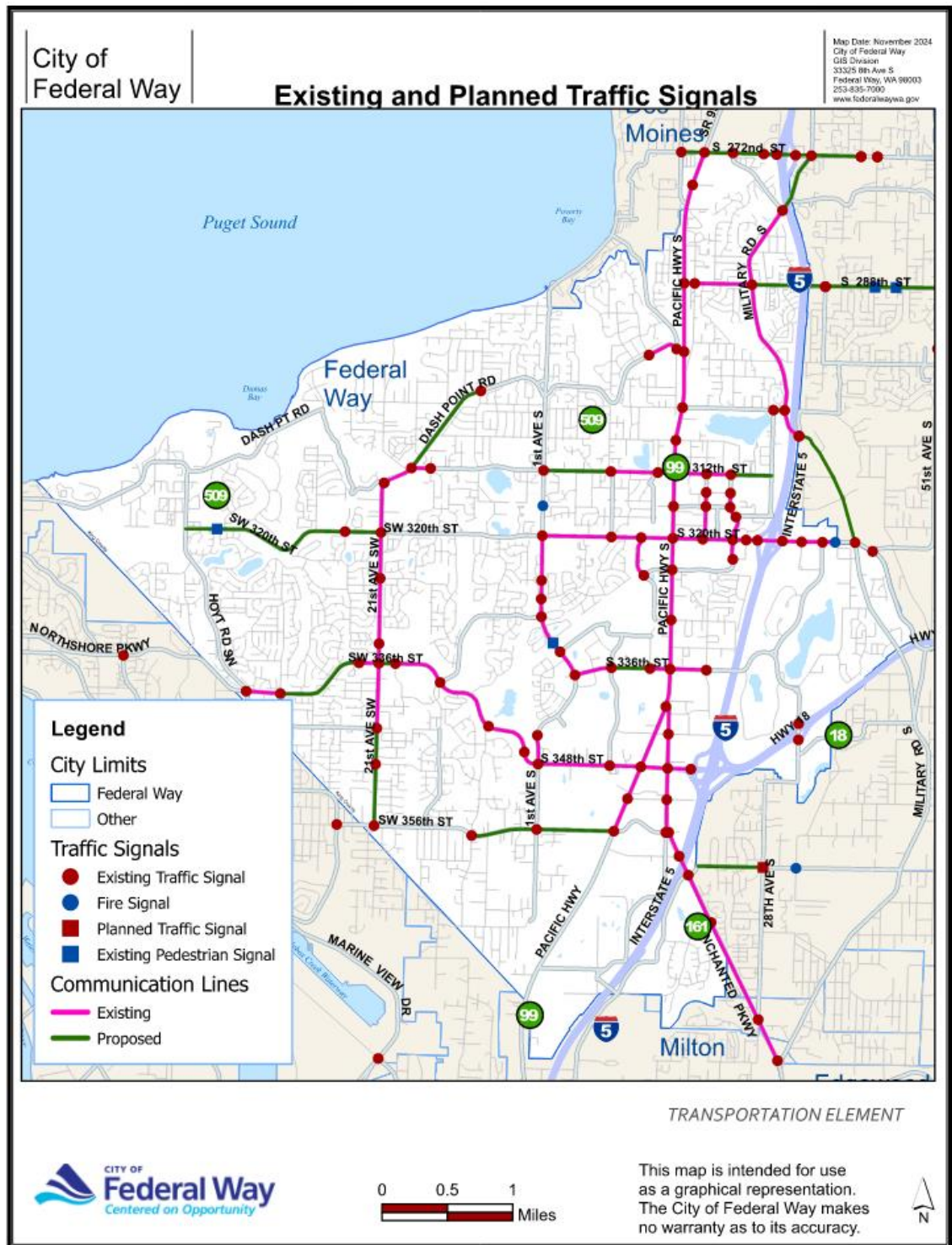
Map ~~TP-37~~ (Existing and Planned Traffic Signals) shows the locations of signalized intersections in Federal Way. Currently, signals are maintained and operated by the City under a contract with King County. The ability to coordinate signals and update signal timing plans throughout Federal Way is important to achieve the maximum operating efficiency (move the greatest number of people, freight, and goods) of roadways. Currently, traffic signal timing plans can be adjusted from the traffic control center for most intersections in the City.

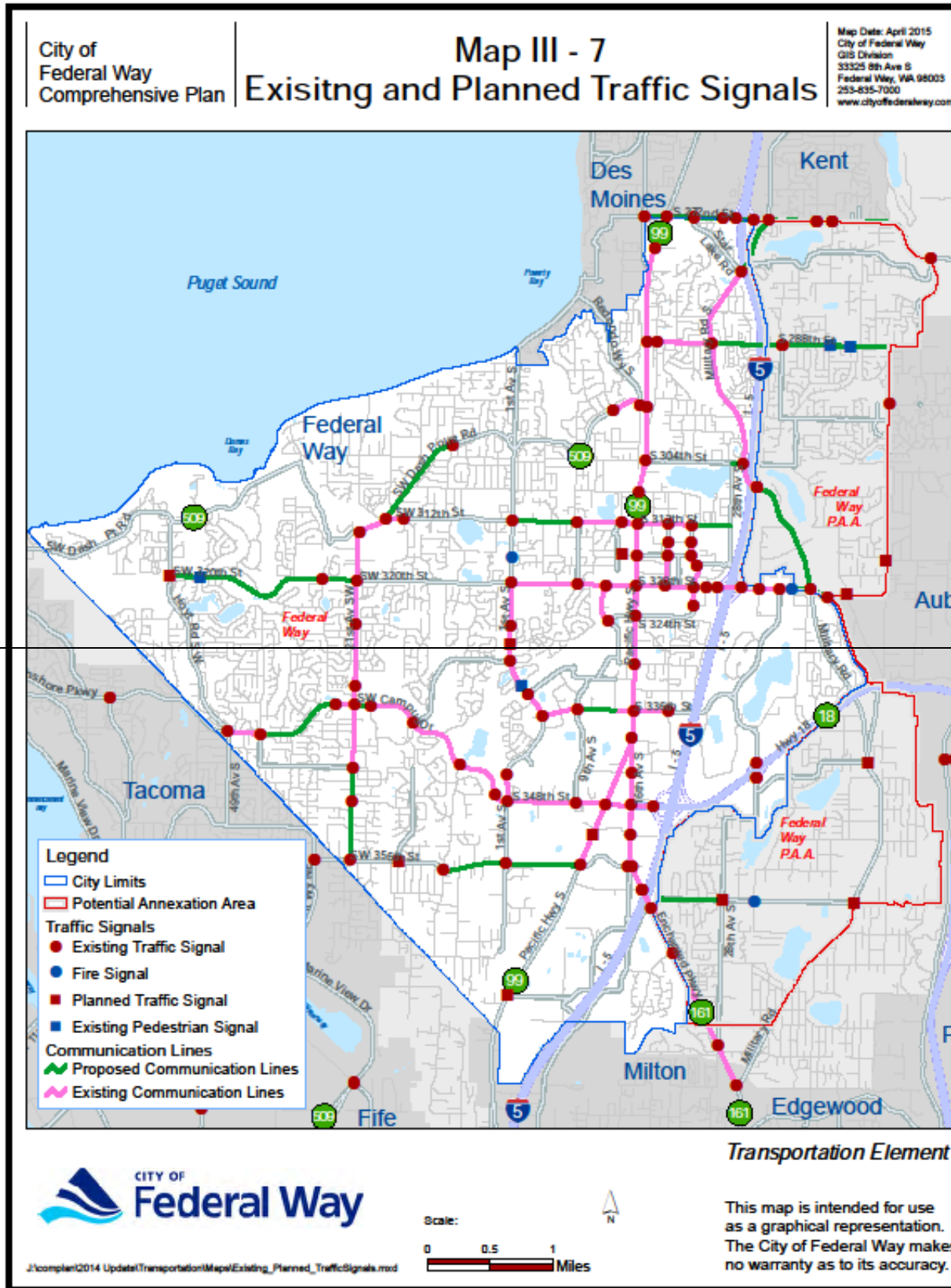
Traffic Volumes

Map ~~TP-48~~ (2023~~14~~ Traffic Volumes) shows the average weekday traffic volumes on selected arterials. Major arterials such as SR 99, SR161, 348th Street, 320th Street, and access points to I-5 carry the most vehicles in the City. Federal Way's busiest arterial, SR 18 between 16th Avenue and the northbound on-ramp of I-5, carries more than 60,000 vehicles per day. In addition, several segments on SR 99 and the segment between SR 99 and I-5 on South 320th Street, carry between 35,000 and 45,000 vehicles per day.

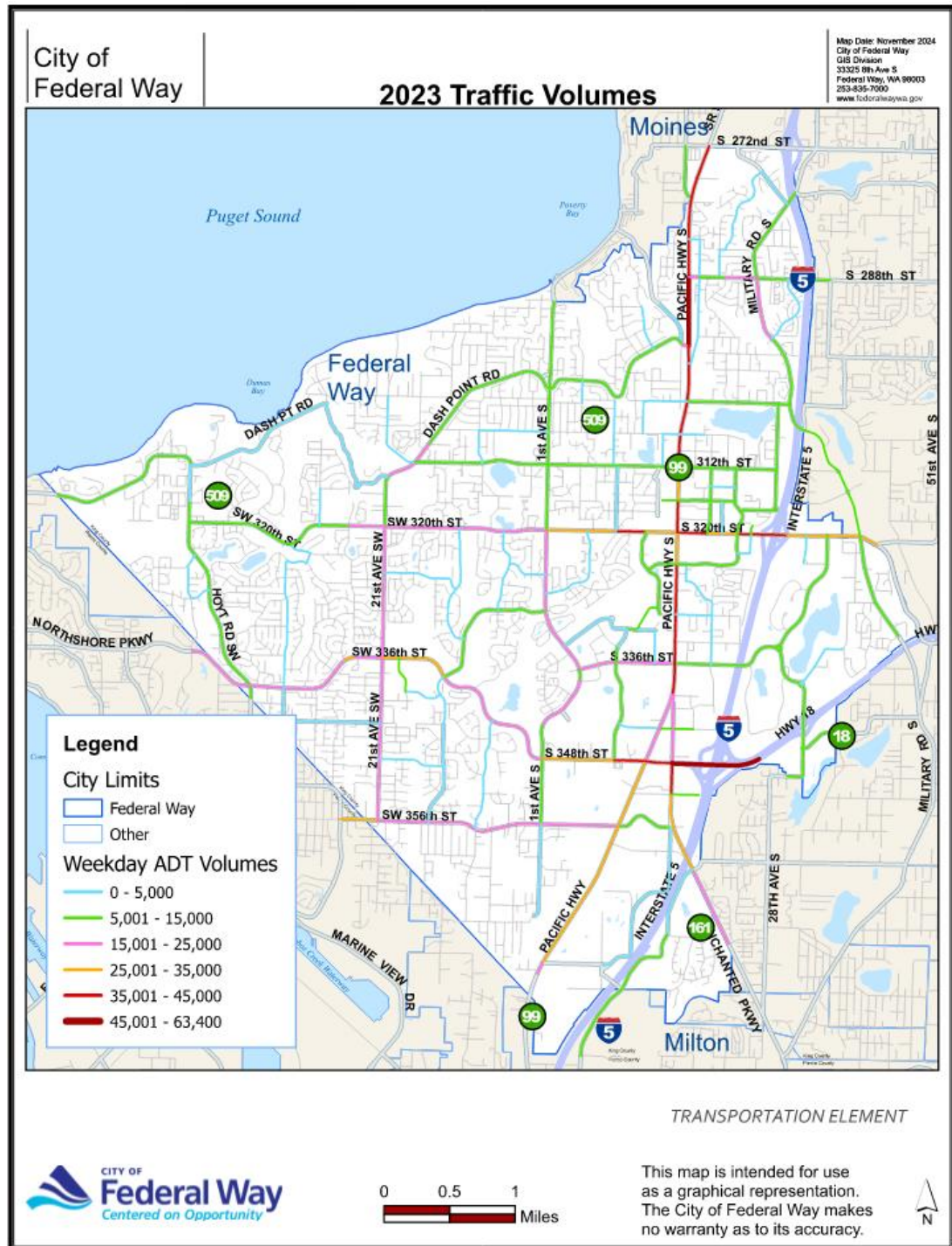
According to the Federal Highway Administration (FHWA), annual vehicle miles traveled (VMT) was steadily increasing between 2012 and 2019, before the COVID-19 pandemic. Due to the pandemic, VMT between February 2020 and January 2021 was the lowest since 2002. VMT has increased since then, and as of 2023, is back to around 2017 levels. VMT is expected to continue to increase. 68,000

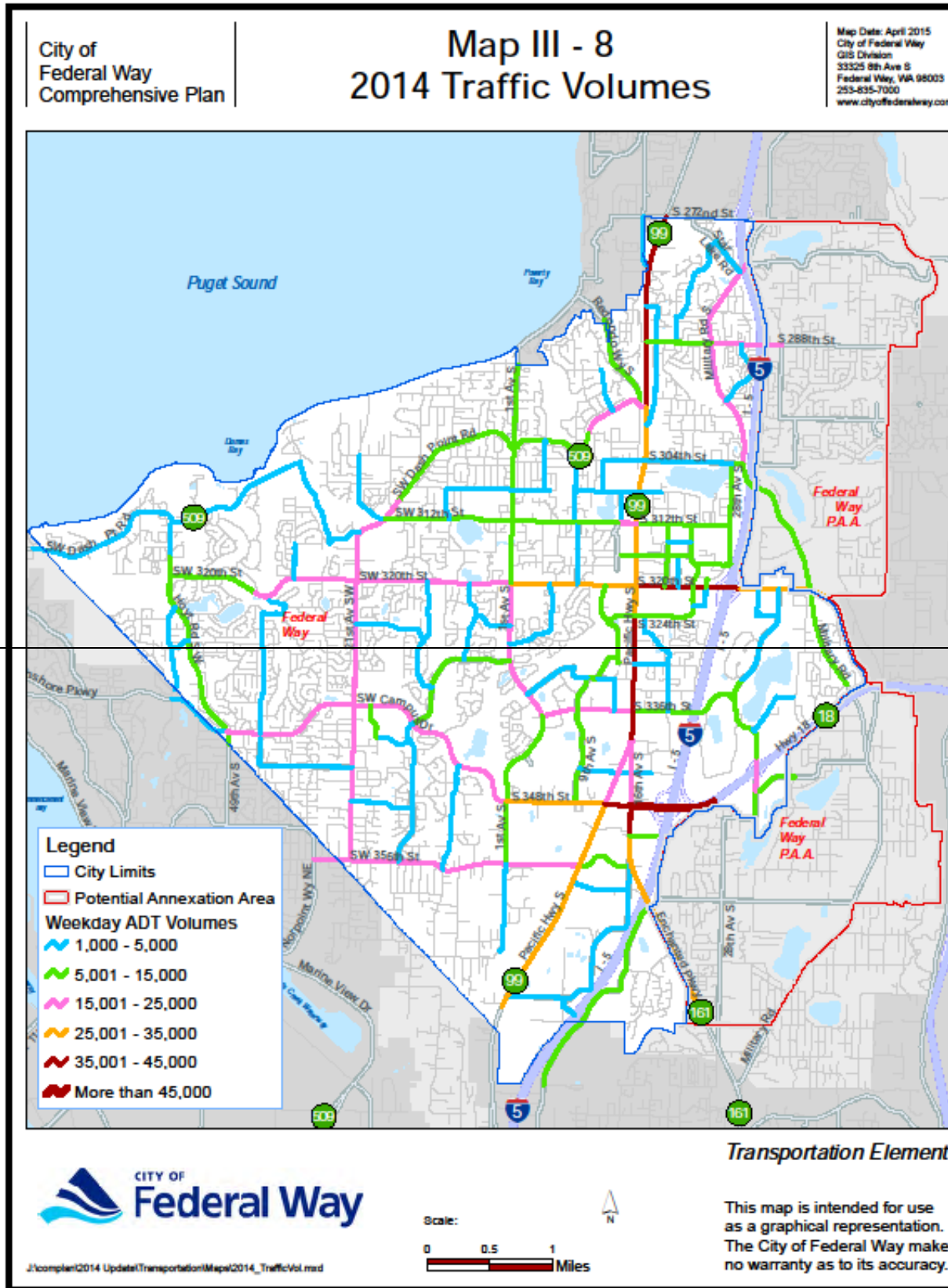
Map TP-3: Existing and Planned Traffic Signals





Map TP-4: 2023 Traffic Volumes





vehicles per day. In addition, several segments on SR 99 and the segment between SR 99 and I-5 on South 320th Street, carry between 35,000 and 45,000 vehicles per day.

According to the Federal Highway Administration (FHWA), annual vehicle miles travelled (VMT) peaked in year 2007 with a total of over 3 trillion vehicle miles traveled nationwide. Since then, annual vehicle miles travelled has exhibited a downward trend. This downward trend is the result of a number of factors including the “Millennial” generation seemingly be less inclined to drive or own automobiles, higher costs of automobile ownership, healthier lifestyle choices, mixed-use and compact development, and more. Also, the number of people who choose alternative transport modes such as transit, walking, or bicycling over driving is increasing. These trends, if continued, will have an impact on the development of future projections for the way people could choose to travel necessary to plan for the future.

High-Occupancy Vehicle Facilities

High Occupancy Vehicle (HOV) facilities are typically roadway lanes dedicated to vehicles with two or more people per vehicle and include motorcycles. HOV facilities are viewed at the regional, state, and federal levels as essential to meet public travel demand needs because they are capable of moving more people than general purpose travel lanes. Also, HOV facilities provide vital accessibility to developing urban centers in the Puget Sound Region. HOV lanes are provided on I-5 within Federal Way.

Locally, the objective of providing HOV lanes in Federal Way is to improve traffic safety and circulation, and support the use of transit, carpools, and right-turn movements. HOV lanes are provided on 348th Street, SR 99, and on 320th Street.

**Figure TP-5:
South 320th Street Looking East**



Auto Level of Service Standard

The City of Federal Way has the following level of service standard for intersections. This level of service is specifically for vehicles, later sections will address the multimodal level of service for bicycles, pedestrians, and transit.

- Signalized intersections will experience a 1.2 vehicle-to-capacity (v/c) ratio or lower
- Unsignalized intersections will experience a 1.0 vehicle-to-capacity (v/c) ratio or lower

Existing Street Deficiencies

Congested intersections result in people experiencing an increased delay to travel through the intersection. They are typically larger intersections with high vehicle demand and have longer crossing times for pedestrians. Congested intersections in Federal Way are located predominately in the City Center area and along SR 99. East/west routes that experience high levels of vehicle demand include South 320th Street and Campus Drive/ South 348th Street.

To determine where intersection deficiencies exist today, the existing traffic volumes and roadway network is compared to the level of service policy (TP 1.2), which defines the volume-to-capacity ratios at signalized and unsignalized intersections in the City. Map TP-459 (2023+4 Weekday PM Peak Congested Streets and Streets and Intersections) illustrates the results of this analysis. The highlighted intersections have a volume-to-capacity ratio over 0.9 during the PM peak hour. The highlighted corridors typically experience queues and delay during the PM peak hour.

Map TP-5: 2023 Weekday PM Peak Congested Streets and Intersections



Traffic Safety

When considering transportation improvements, enhancements to traffic safety must be considered. Collision information for the past five years is reviewed for intersections and street segments to determine areas that could benefit from safety enhancements.

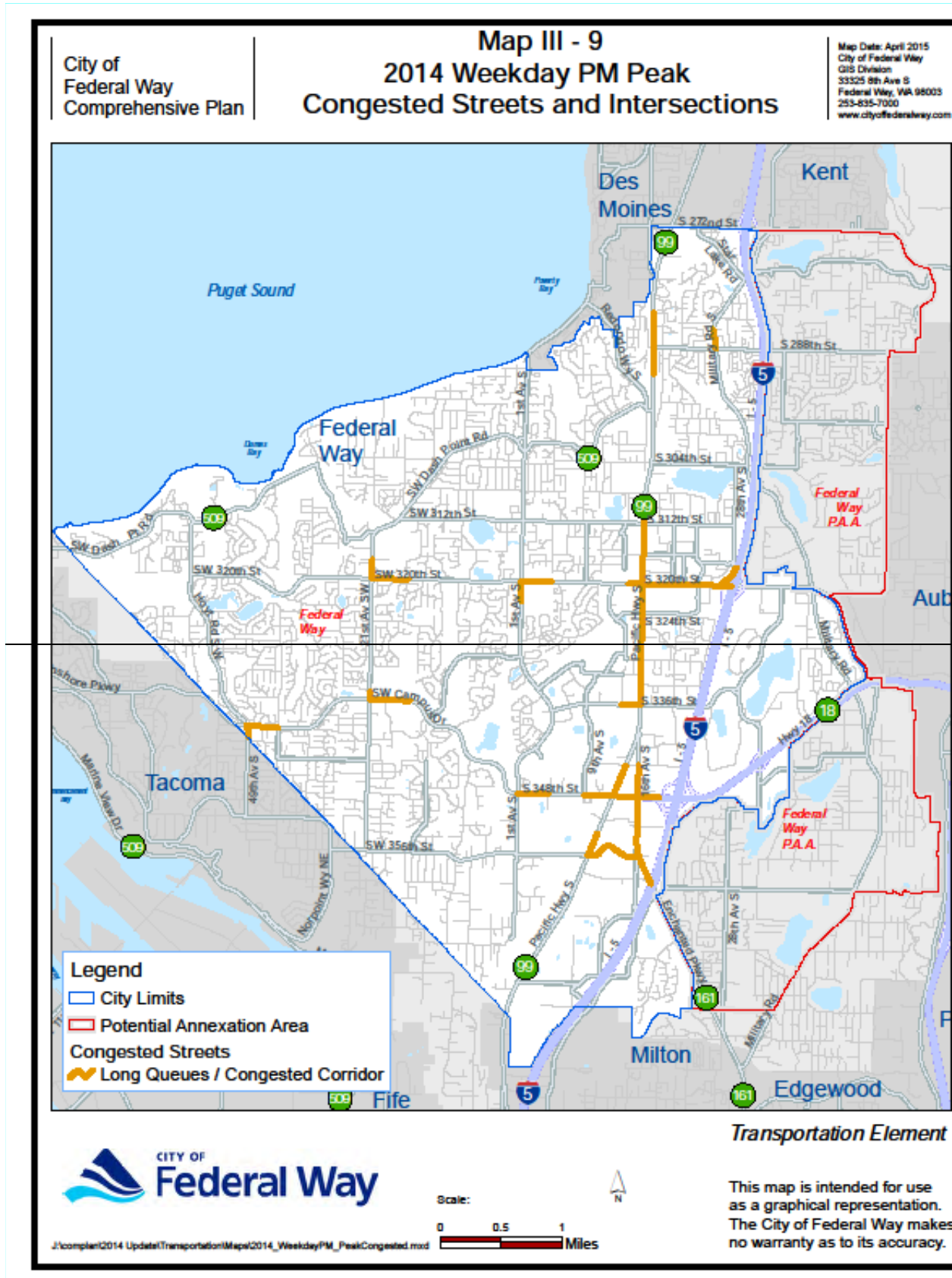
Some collisions in Federal Way are related to congestion; congested roadways can increase user frustration and result in riskier maneuvers. Common risky maneuvers include running a red light at a traffic signal, darting across a busy roadway, rapid lane changes, and speeding. Many collisions in neighborhoods are related to speeding, but also to poor sight distance at unsignalized intersections. The development of the *Future Transportation Vision* and *Near-Term and Long-Term Projects* considers areas with safety issues.

Non-Motorized

The City aims to establish developed a stand-alone **Bicycle and Pedestrian Master Plan, adopted in March 2012**, which establishes a vision for a connected network of bicycle and pedestrian facilities throughout Federal Way. This initiative e-Plan sets an important foundation for continuing to continue the City's success in securing transportation project and program funding. It also establishes an overview of the current status of walking and biking facilities, including barriers and opportunities, and gauges citizen opinion about walking and biking preferences.

The City's overall goal is to set the stage for the City's long-term vision of a safe, accessible, and connected bicycle and pedestrian network.

The Bicycling and Walking goals will include: guide the city as it moves forward with plan implementation and include:



- Bicycle ~~Bicycle~~ and Pedestrian Network and Support Facilities;
- Safety, Security, and Equity;
- Transportation and Land Use;
- Education and Awareness;
- Maintenance and Operations.

~~The Plan is consistent~~ These efforts align with state policies such as the Growth Management Act (GMA) and the Safe Routes to School program. Additionally, ~~these developments are of the Plan~~ is crucial for positioning the Ceity to position itself favorably in ~~the~~ competitive transportation funding programs. ~~In the process of developing the Plan, T~~ the Ceity has coordinated with two regional agencies —PSRC and King County — to ensure consistency with regional policies.

Federal Way’s existing ~~The existing~~ built environment of Federal Way is characterized by conventional suburban style development featuring curvilinear streets, cul-de-sacs, and limited through-street connections. This lack of connectivity poses a challenge in developing a safe and convenient network of bicycling and pedestrian facilities.

Southwest King County Trails Plan

The City of Federal Way is leading the effort to create a regional trails plan for southwest King County. The goal of the plan is to identify a trail network that will improve connectivity for pedestrians and bicyclists, which will be a resource for City staff and nearby agencies who are involved with trail development and management. As of May, 2024, the draft plan is currently in public review.

The plan builds on previous work done for the Bicycle and Pedestrian Master Plan, the Greenway Plan Program, and the Parks, Recreation and Open Space Plan. The plan lays out a vision and goals for a trail network, inventories the existing trail and active transportation infrastructure (including greenways), describes the community engagement process and results, and provides system recommendations.

The plan evaluates and prioritizes trail projects based on connectivity, access, and equity. Fourteen key routes are recommended that form the trail system vision, including seven internal connections and seven regional connections. Three internal corridors were selected as strategic projects for early implementation: 16th Ave S sidepath, Weyerhaeuser Way S sidepath, and S 336th St sidepath. These projects contain details about alignment, trail width/typical cross-sections, buffers, connections, and key destinations. The plan will also include estimated costs and potential funding sources for these three projects. The plan’s final chapter presents a variety of implementation strategies for development, partnerships, and grants.

Priority Walking and Bicycling Network

The priority walking and bicycling network was developed using the potential for active transportation travel. This includes any method of travel that is human-powered, but most commonly refers to walking and bicycling. The potential for active transportation is commonly measured by considering land use characteristics, density of development, and

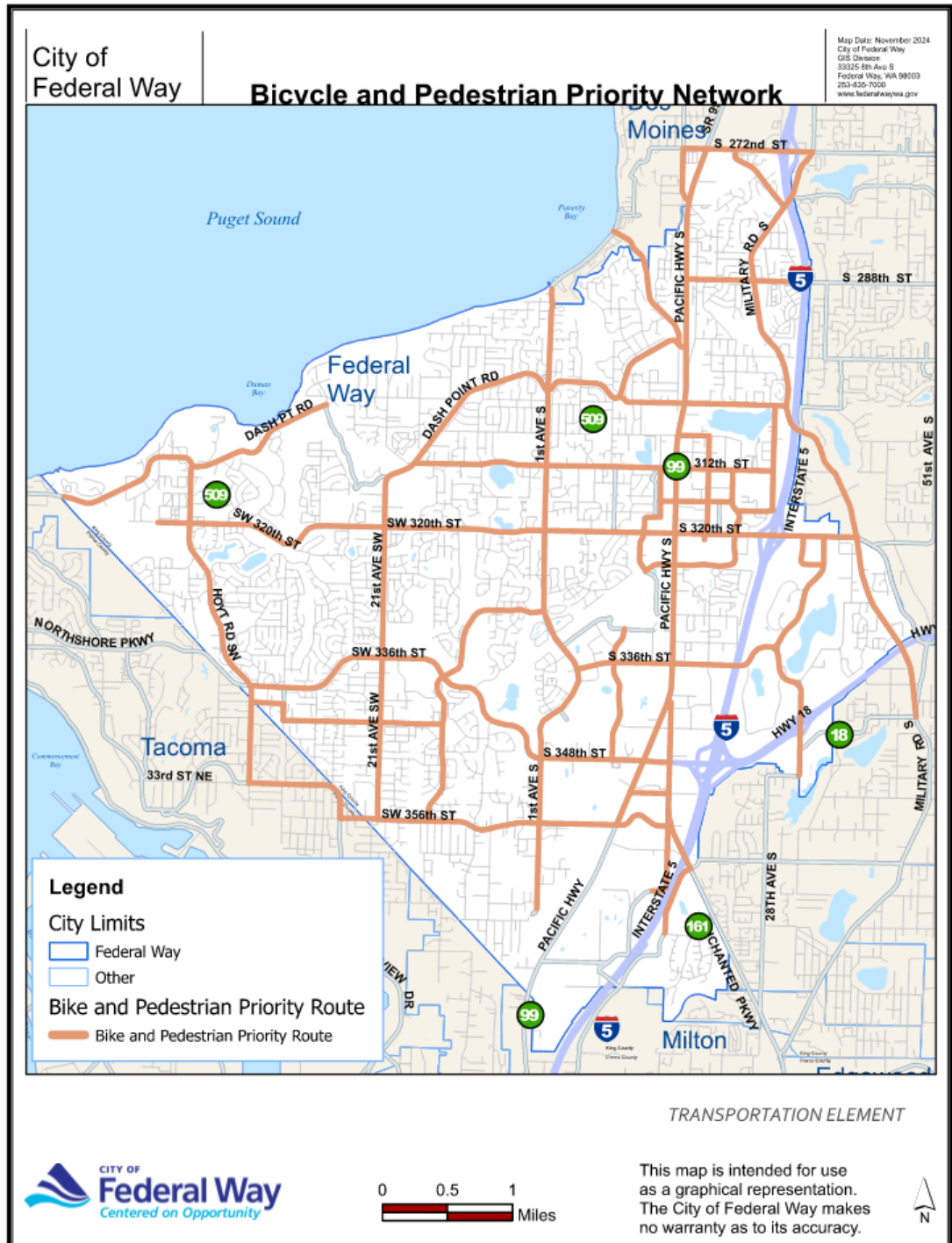
access to transit. The network was created by allocating points using various criteria: school, live, work, shop, play, equity, and transit, and determining the best non-motorized routes to access these locations.

Map TP-6 (Bicycle and Pedestrian Priority Network) will be used for determining where investments in bicycling and pedestrian facilities will likely result in the greatest increase in active transportation in Federal Way. Areas that have the greatest potential for active transportation include the City Center, the Twin Lakes Commercial District Subarea, and their surrounding areas. Additionally, investment in bicycle and pedestrian facilities in these areas can support economic development by making these areas more attractive to pedestrians and bicyclists and complementary to mixed use infill development. This “Priority Network” is also used as part of the multimodal level of service (LOS).

The following criteria were used for identifying priority walking and bicycling routes:

- Suitability for bicycling/walking without improvements
- Whether the route closes a critical gap
- Whether the route provides/enhances a Safe Route to School connection
- Proximity to collision locations
- Whether the route services an immediate safety need
- Whether the route serves key origins and destinations
- Geographic distribution
- Availability and/or Suitability of right-of-way
- How the route will interface with other transportation modes

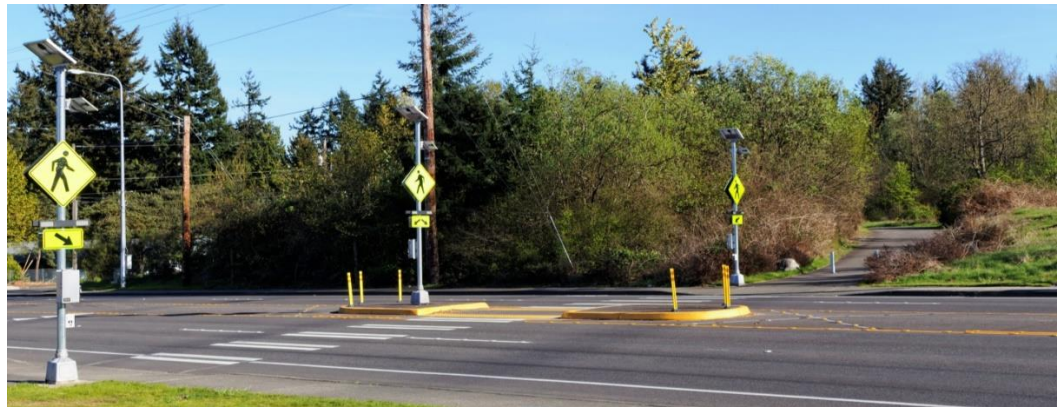
Map TP-6: Bicycle and Pedestrian Priority Network



Bicycle Conditions

Currently, there are approximately 2793 miles of bicycle facilities in Federal Way (summarized in *Map TP-740 (Existing Bicycle Facilities)*), which are all either paved trails, bike lanes, shared lane markings (“sharrows”), or wide shoulders. These facilities include ~~consist~~ of the shared-use Bonneville Power Administration (BPA) Trail, bike lanes, and wide shoulders. A challenge in the city is that many potential cyclists do not feel comfortable riding on or crossing high-volume, high-speed roadways, such as SR 99.

**Figure TP-6:
Bonneville Power Administration (BPA) Trail Midblock Pedestrian Crossing
on SW 356th Street**



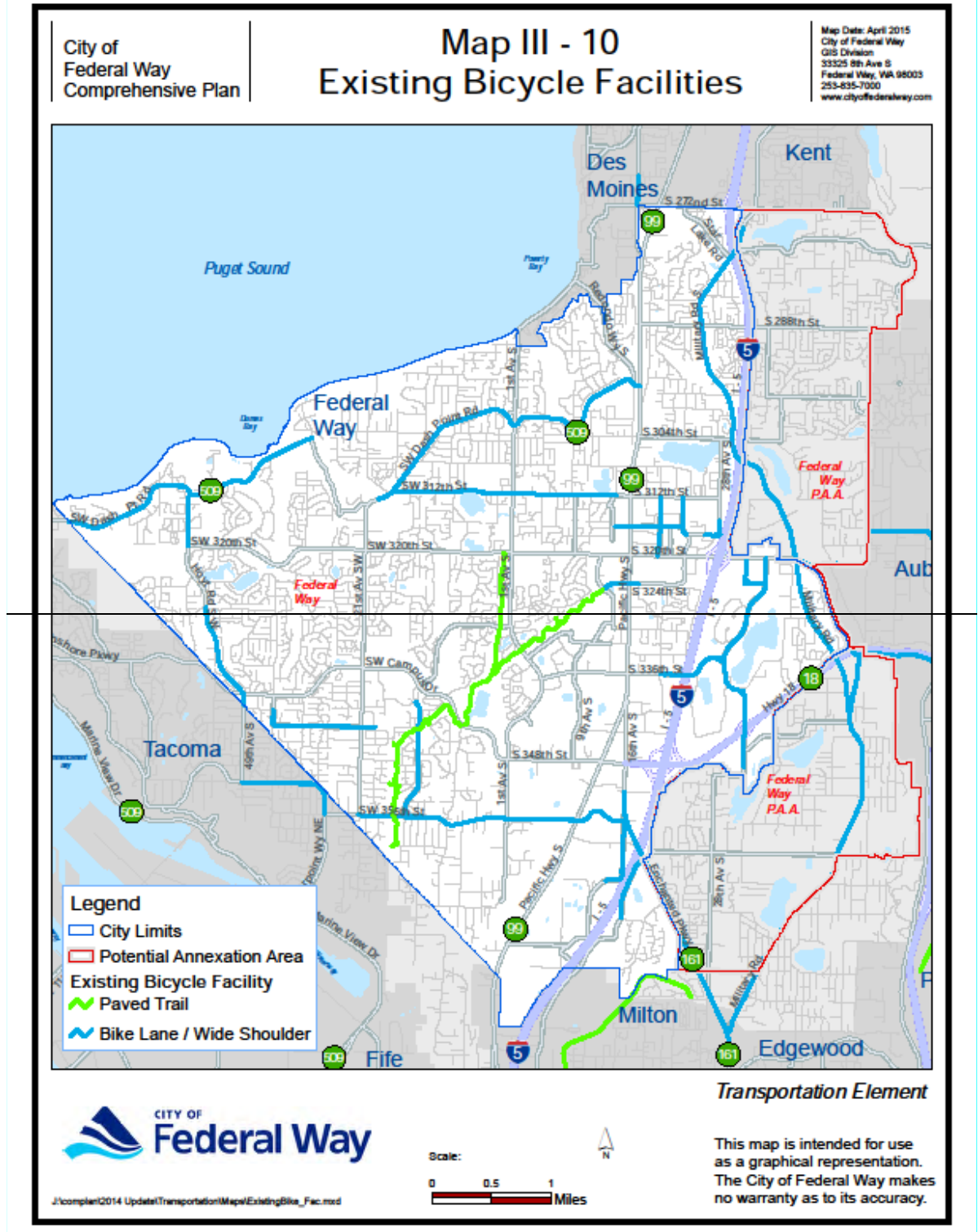
Map TP-7: Existing Bicycle Facilities



Bicycle Level of Service




Building on the Bicycle and Pedestrian Priority Network (see Map TP-6), Table TP-3 (Bicycling Priority Network Level of Service Standards) establishes the level of service standard for bicycling facilities in Federal Way. The Bicycle LOS is for the Bicycle

Priority Network, roadways outside of the Priority Network are not included in the Bicycle LOS standard. The best level of service for bicycling, indicated in the green row, would provide the proposed facilities exactly as shown in, or with greater separation than, the Street Design Guidelines. The yellow level of service requires some sort of bicycle infrastructure on streets called out along Bicycle

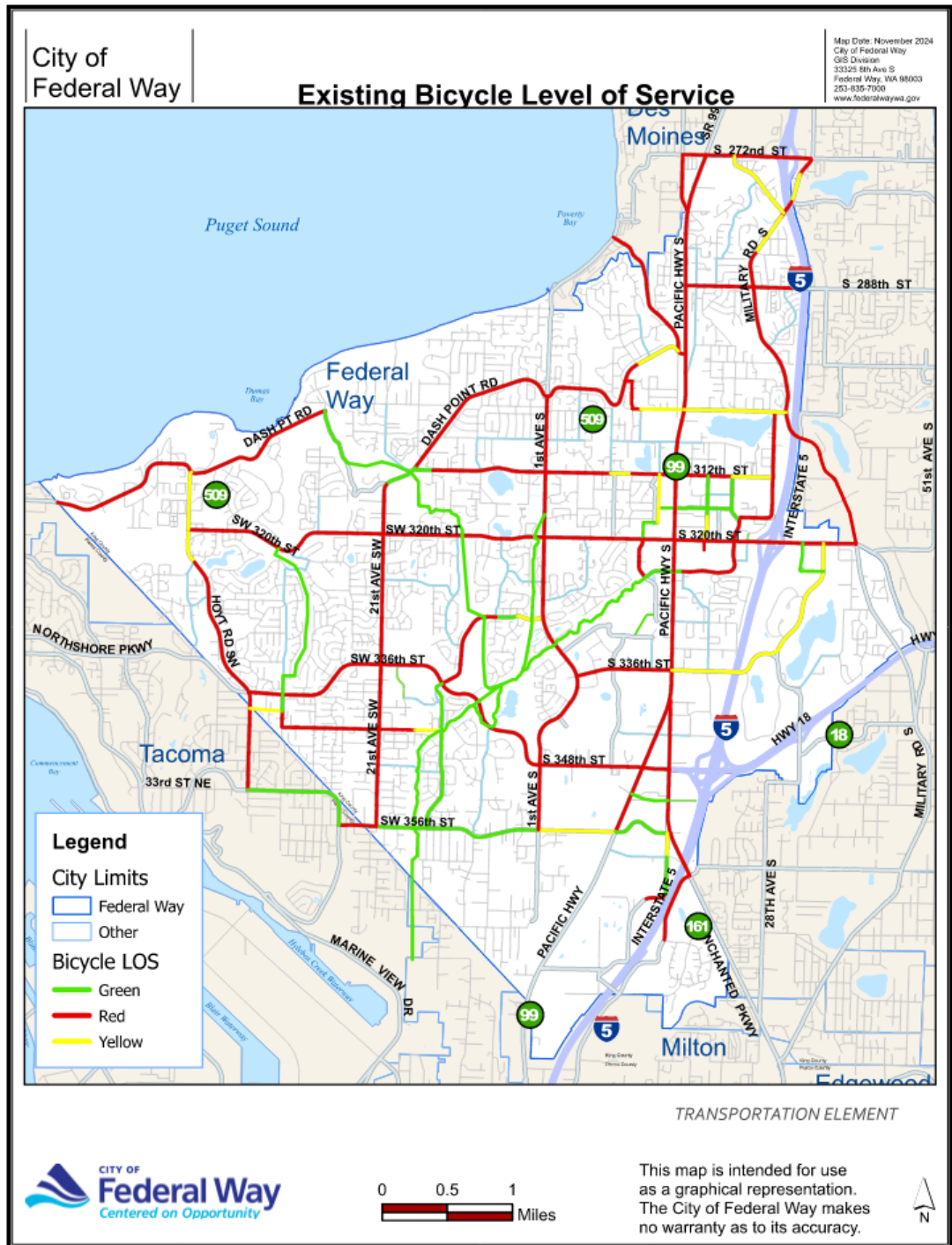


ing Priority Areas. At a minimum, these facilities would be signed bike routes. Incomplete or missing bicycle facilities along Bicycling Priority Areas would fall into the red category and not satisfy the City’s level of service for bicycling. Map TP-8 shows the Existing Conditions Bicycle LOS analysis results.

**Table TP-3:
Bicycle Priority Network Level of Service (LOS) Standard**

LOS	Within Bicycle Priority Network
	<u>Bicycle facility as indicated in the Street Design Guidelines</u>
	<u>Provides a lower-level facility than recommended in the Street Design Guidelines</u>
	<u>No bicycle facility provided</u>

Map TP-8: Existing Bicycle Level of Service



Pedestrian Conditions

Most of the City's ~~247~~^{145.3} miles of pedestrian facilities are sidewalks. Other facilities include the Bonneville Power Administration (BPA) Trail and recreational trails through park facilities. Map TP-9 shows existing sidewalks on the pedestrian priority network identified in Map TP-6. Local roads are omitted from this map for clarity, as illustrated in Map III-11 (Existing Pedestrian Facilities). ~~While most of the arterial roadways have sidewalk facilities, some residential and minor roadways may not have facilities.~~

Federal Way's pedestrian network provides a greater level of connectivity to retail centers than the current bicycle network, although many residents do not find walking to retail centers a pleasant experience due to the high volume and high speeds of traffic on arterial corridors. Also, the State of Washington permits the use of sidewalks by bicyclists unless prohibited in the City. Currently, Federal Way has restrictions for bicycles on sidewalks in the City Center area.

Map TP-9: Existing Pedestrian Facilities



Pedestrian Level of Service




Building on the Bicycle and Pedestrian Priority Network (see Map TP-6), Table TP-4 (Pedestrian Priority Network Level of Services) establishes the level of service standard for pedestrian facilities in Federal Way. The Pedestrian LOS is for the Pedestrian Priority

Network, roadways outside of the Priority Network are not included in the Pedestrian LOS standard. The best level of service for walking, indicated in the green row, would provide the proposed facilities exactly as shown in, or with greater separation than, the Street Design Guidelines. The yellow level of service, which meets the basic needs for safe walking around the City, requires sidewalks or shoulders protected by raised curbs on one side of all the streets called out along Pedestrian Priority Areas. Incomplete or missing pedestrian facilities along Pedestrian Priority Areas would fall into the red category and not satisfy the City’s level of service for walking. Map TP-10 shows the Existing Conditions Pedestrian LOS analysis results.

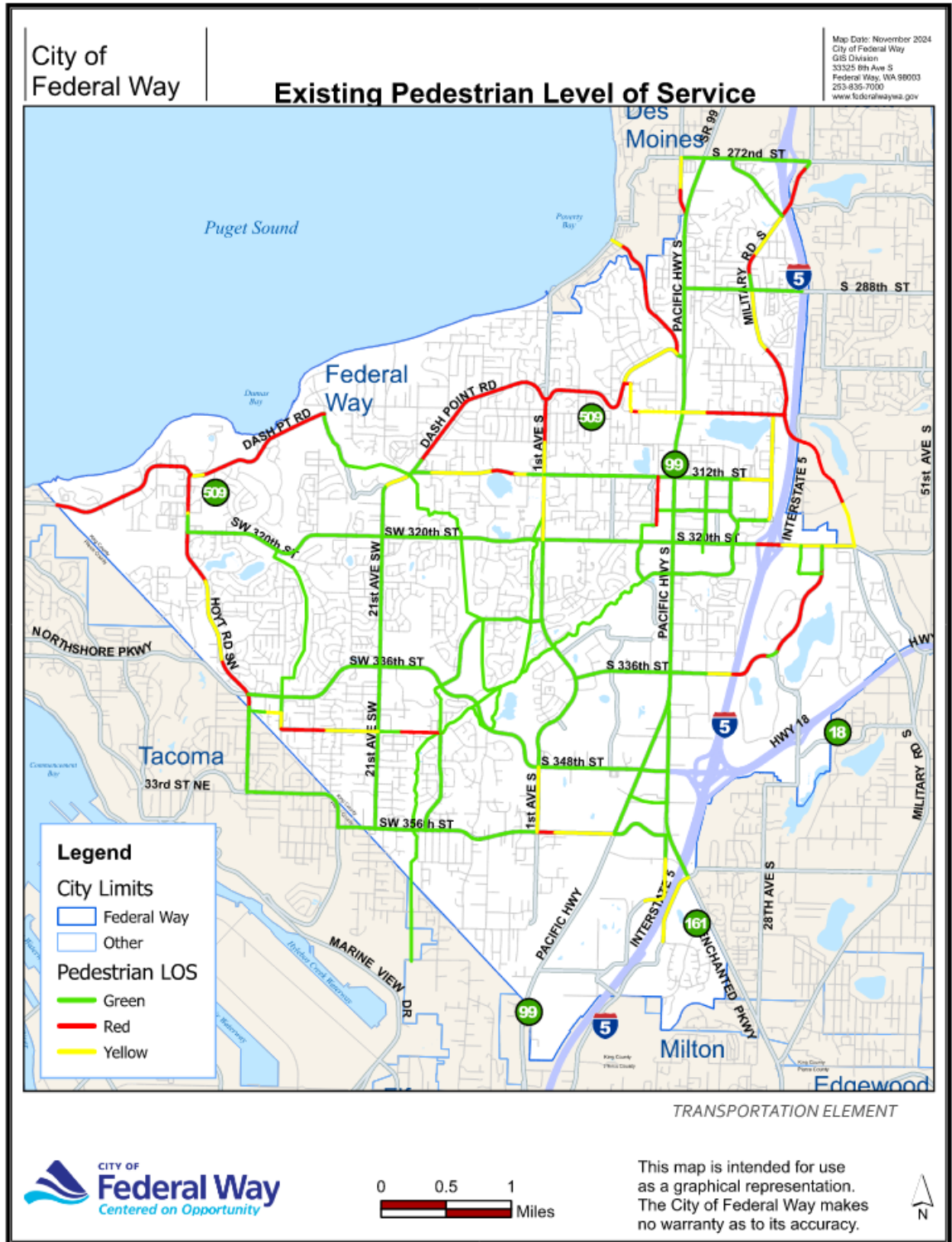


In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown, at busier transit stops, and within half-mile of schools, the City is looking to provide enhanced crossings at regular intervals. The City has installed Rectangular Rapid Flashing Beacons (RRFBs) at midblock locations to improve pedestrian crossing throughout the City.

Table TP-4:
Pedestrian Priority Area Network Level of Service (LOS)

<u>LOS</u>	<u>Within Pedestrian Priority Network</u>
	<u>Pedestrian facility as indicated in the Street Design Guidelines</u>
	<u>Provides a lower-level facility than recommended in the Street Design Guidelines</u>
	<u>No pedestrian facility provided</u>

Map TP-10: Existing Pedestrian Level of Service



**Figure TP-7:
Federal Way Transit Center**



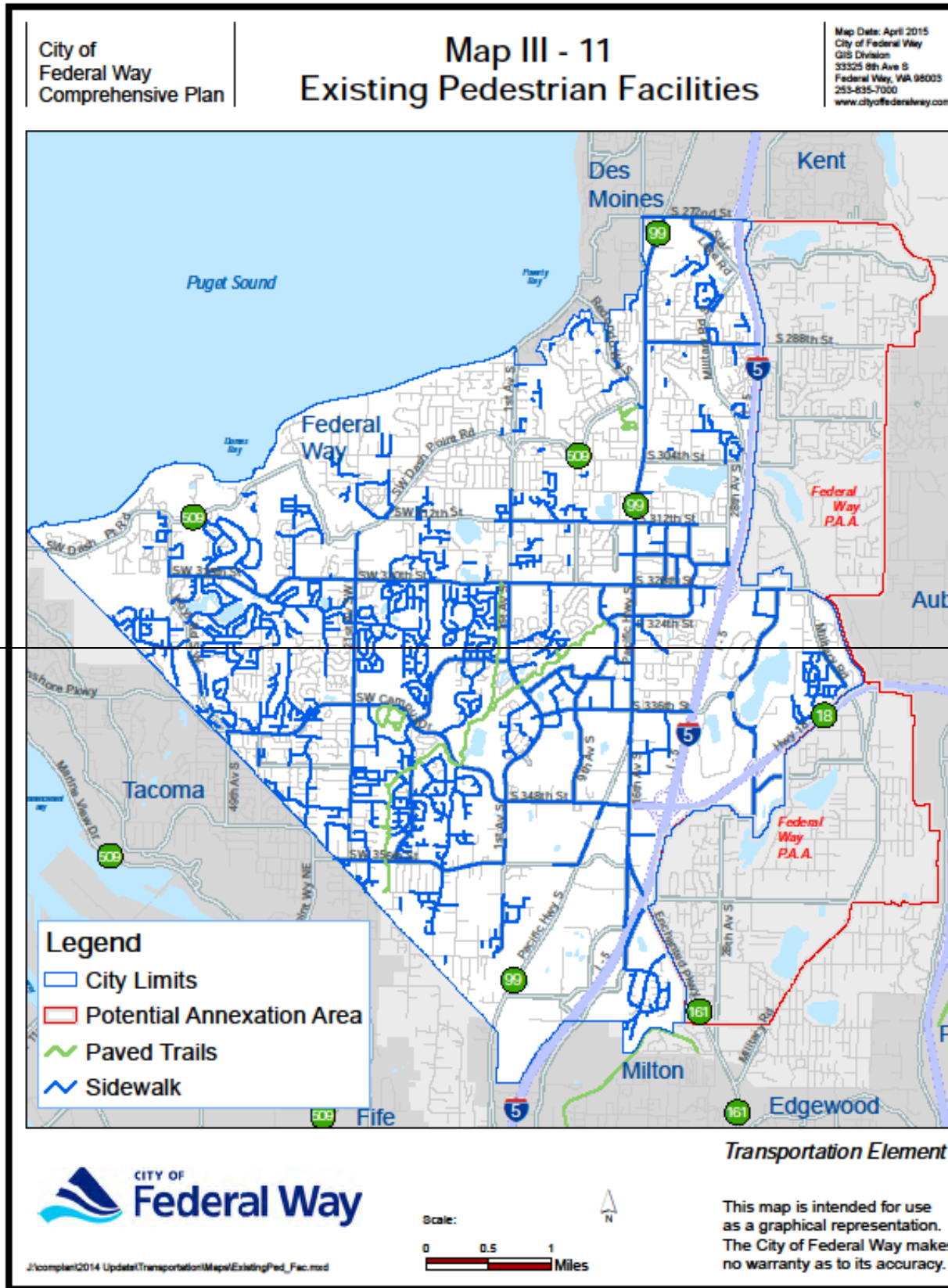
Public Input and Preferences

Public input was considered in the development of the proposed bicycle and pedestrian facility networks and also informed the development of goals and objectives. The following results were collected:

- When trips are less than one mile, residents are more likely to walk.
- People are more apt to bike than walk if a trip is between one and five miles.
- Most residents will drive once trips exceed one mile.
- People who walk in general do so more frequently than those who bike.
- Most people walk or bike for exercise, followed by shopping or errands for walkers, and work commute for cyclists.
- The lack of facilities and/or their condition are the primary detractors for people walking and biking more.

Transit

Public transit service is provided to area residents by a combination of fixed-route, express, dial-a-ride, and subscription bus services. King County ~~Metro~~**METRO** serves the City directly, while Pierce Transit buses provide connections from the Park and Ride lot on I-5 at South 320th and Federal Way Transit Center to Tacoma and Puyallup. Sound Transit serves the Federal Way and Star Lake Park and Ride lots with regional express buses between SeaTac and ~~Tacoma~~**Lakewood**, and between ~~Federal Way~~**Seattle** and Puyallup and a feeder route from ~~Northeast Tacoma~~. Amenities supporting transit patronage include Park and Ride lots and waiting-area shelters. The Federal Way School District and King County's Multi-Service Center also provide special, local area bus services.



Locally and nationally, public transit services, ranging from local buses to regional rail, are witnessing increased attention. Despite declining transit ridership in the late 1980s and early 90s, these services are being viewed at the regional, state, and federal levels as essential to meet public travel needs. Many people with low incomes or special mobility needs depend on transit. The City of Federal Way supports the provision of viable transit services as a component in a multimodal transportation system.

Coupled with carpooling and van pooling, improved transit service is viewed by the City of Federal Way as essential to providing area residents with mobility options in the future. Unlike road services however, the City is constrained by state law and federal regulations in its ability to provide these alternatives. The City's involvement with the provision of transit services is indirect—through such efforts as supportive land use planning (to generate sufficient transit patronage) and roadway design features (to accommodate transit and other high occupancy vehicles). The City's planning process has focused on development of a transit-supportive environment, including improved pedestrian and bicycle access to transit. Public Works projects anticipate enhanced regular route, local bus service, and the future implementation of a regional light rail system.

Expansion of regional transit and HOV systems is critical to the achievement of ~~Vision~~ VISION 205040, which guides the ~~R~~egional ~~M~~etropolitan Transportation Plan. Federal Way's vision, which includes a City Center with surrounding commercial and residential land uses, is enhanced by both an improved regional bus system and a rail system. Local circulation routes will also be essential. The Federal Way plan has been structured with primary emphasis on locations that can become transit centers. In the interim, transit centers will be focused at Park and Ride lots. The Federal Way Link Extension (FWLE) is currently under construction for service to City Center, and is expected to open in 2026. More information on the light rail extension to Federal Way is available in Chapter 7.

In Federal Way there are 1424 regular, and-express, and DART service routes that provide nearly 250 bus trips to, within, and through Federal Way each day serve Federal Way. In total, about 3,000 to 3,500 person trips are made by regular, express, and Dial A-Ride service each day. About four percent of work trips in one percent of all daily (and three percent of peak hour) Federal Way trips are made by transit, which is comparable to other suburban areas in King County.

The majority of service is provided to park and ride facilities where ~~more than half~~ many of Federal Way's transit riders access transit. Routes into the neighborhoods of the City are oriented to the higher density areas where there is lower auto ownership and greater reliance on transit.

Under a demonstration project, ~~Metro~~ METRO instituted Dial-A-Ride Transit (DART) service to portions of the City in 1992. Today, DART service follows a flexible fixed-route transit to provide service to patrons who may not live or work along the regular fixed routes. Map TP-11 and Table TP-5 show Existing Transit Routes and ridership in Federal Way as of Fall 2023. Today, DART service follows a semi-fixed routing with service provided to patrons who do not live or work on fixed routes.

Map TP-11: Existing Transit Routes



**Table TP-5:
Active Transit Routes as of Fall 2023**




<u>Route Number</u>	<u>Route Description</u>	<u>Weekday Service</u>	<u>Peak Hour Frequency</u>	<u>Weekend Service</u>	<u>Weekend Frequency</u>	<u>2023 Avg. Weekday Ridership*</u>
<u>King County Metro Routes</u>						
<u>177</u>	<u>Federal Way to Downtown Seattle</u>	<u>Peak Hour Only</u>	<u>30 minutes</u>	<u>N/A</u>	<u>N/A</u>	<u>100</u>
<u>181</u>	<u>Twin Lakes P&R to Green River College</u>	<u>All Day</u>	<u>20 minutes</u>	<u>All Day</u>	<u>30 minutes</u>	<u>1700</u>
<u>182</u>	<u>Northeast Tacoma to Federal Way</u>	<u>All Day</u>	<u>30 minutes</u>	<u>All Day</u>	<u>60 minutes</u>	<u>400</u>
<u>183</u>	<u>Federal Way to Kent</u>	<u>All Day</u>	<u>30 minutes</u>	<u>All Day (Sat Only)</u>	<u>30 minutes</u>	<u>1000</u>
<u>187</u>	<u>Twin Lakes to Federal Way</u>	<u>All Day</u>	<u>40 minutes</u>	<u>All Day</u>	<u>60 minutes</u>	<u>400</u>
<u>A Line</u>	<u>Tukwila -to Federal Way</u>	<u>All Day</u>	<u>10 minutes</u>	<u>All Day</u>	<u>15 minutes</u>	<u>7900</u>
<u>DART 901/903</u>	<u>Federal Way to Twin Lakes</u>	<u>All Day</u>	<u>60 minutes</u>	<u>All Day</u>	<u>30 minutes</u>	<u>300</u>
<u>Sound Transit Routes</u>						
<u>574</u>	<u>Lakewood to SeaTac</u>	<u>All Day</u>	<u>30 minutes</u>	<u>All Day</u>	<u>30 minutes</u>	<u>1700</u>
<u>577</u>	<u>Federal Way to Seattle</u>	<u>All Day</u>	<u>15 minutes</u>	<u>All Day</u>	<u>60 minutes</u>	<u>800</u>
<u>578</u>	<u>Puyallup to Seattle</u>	<u>All Day</u>	<u>20 minutes</u>	<u>All Day</u>	<u>60 minutes</u>	<u>1300</u>
<u>586</u>	<u>Tacoma to University District</u>	<u>Peak Hour Only</u>	<u>30 minutes</u>	<u>N/A</u>	<u>N/A</u>	<u>200</u>
<u>Pierce Transit Routes</u>						
<u>402</u>	<u>Meridian to Federal Way</u>	<u>All Day</u>	<u>60 minutes</u>	<u>All Day</u>	<u>60 minutes</u>	<u>-</u>
<u>500</u>	<u>Commerce St Station to Federal Way</u>	<u>All Day</u>	<u>60 minutes</u>	<u>All Day</u>	<u>45 minutes</u>	<u>-</u>
<u>501</u>	<u>Milton to Federal Way</u>	<u>All Day</u>	<u>60 minutes</u>	<u>All Day</u>	<u>60 minutes</u>	<u>-</u>
	* <u>Sound Transit Ridership is average daily ridership, including weekends</u>					
	* <u>Pierce Transit ridership data is not available</u>					

Transit Level of Service

Federal Way’s transit level of service is based on the passenger amenities provided at transit stops along Transit Priority Corridors. The transit level of service is determined using a transit agency's policy for the types of passenger amenities provided at transit stops based on the number of passengers accessing the stop. Where more than one transit agency accesses a transit stop, the highest level of amenity provision should be considered the standard. Optionally, the level of service for transit priority corridors could be expanded to consider pedestrian access and the quality of transit service.

The City can achieve the green level of service standard by having over 80% of transit stops meeting amenity minimums along transit priority corridors. The yellow standard, which the City will adopt as its minimum target, can be achieved with more than 60% of transit stops meeting minimum amenity provisions. Transit Priority Corridors with less than 60% of transit stops meeting the minimum amenity provision would fall into the red category and not satisfy the City’s level of service for transit. Federal Way’s measurement of transit level of service is summarized in *Table TP-6 (Transit Priority Corridor Level of Service)*.

**Table TP-6:
Transit Priority Corridor Level of Service (LOS)**

<u>LOS</u>	<u>Measurement*</u>	<u>Pedestrian Access (Optional)</u>	<u>Quality of Service (Optional)+</u>
	<u>More than 80% of transit stops meet amenity minimum provisions</u>	<u>Sidewalks and pedestrian crossing opportunities serving stops</u>	<u>All day frequent service; adequate parking at park-and-rides and stations</u>
	<u>More than 60% of transit stops meet amenity minimum provisions</u>	<u>Sidewalks and pedestrian crossing opportunities serving some stops</u>	<u>Peak period service; insufficient parking at park-and-rides and stations</u>
	<u>Less than 60% of transit stops meet amenity minimum provisions</u>	<u>General lack of sidewalks and pedestrian crossing opportunities</u>	<u>N/A</u>

* Amenities include bus stop shelter, bench, flag post, and/or concrete waiting area; these amenities are determined based on the number of people using a transit stop as defined by a transit agency.

+ Consider the adequacy of parking provided at park-and-rides and transit stations

Local Transit Service Development

Most transit service to and from Federal Way is oriented toward downtown Seattle. Historic, radial expansion of the system from the downtown is one reason for this. More

significant is that density, congestion, and parking costs have kept transit competitive in the downtown Seattle market.

While transit routes exist within Federal Way neighborhoods, the existing street layout, with its many cul-de-sacs and dead-end streets, is not always conducive to transit use. Buses cannot run along every residential street. They usually operate on collector and arterial streets; thus residents often have to walk several blocks to reach a route. Research has shown that when potential patrons ~~have to~~ must walk over half a three-miles, many will not use transit.

Because of the distance between residences and bus stops, and frequent express-type service to Park and Ride lots, many transit users travel to the three Federal Way lots near I-5. ~~However, these lots are nearly always at capacity. Peak hour occupancy at the Park and Rides has fallen since 2019, and as of 2023, most Park and Ride lots have significant available capacity during peak hours. Efforts to expand their capacity by both METRO and WSDOT have been hampered by the relatively high cost of land to provide for expansion.~~ WSDOT constructed a new 600-space Park and Ride lot at 21st SW at SW 344th Street, and Metro constructed another Park and Ride lot at Pacific Highway South and South 276th Street. Sound Transit ~~also constructed~~ constructing a City Center Transit Center with a 1,200 stall parking structure, with 500 additional stalls being added in preparation for light rail service, connecting to an HOV direct access ramp to I-5 via South 317th Street.

In considering future land use and transportation alternatives for the City, a balance must be sought between creating transit compatible land uses and providing system access from park and ride facilities and stations.

Regional Transit System

In November 1996 and November 2016, voters within areas of King, Pierce, and Snohomish Counties approved funding for a Regional Transit System including light rail, commuter rail, and regional express bus services, including funding the Federal Way light rail extension. Vision VISION 205040 and the Regional Metropolitan Transportation Plan, “Destination 2030,” adopted by the Puget Sound Regional Council, and the Countywide Planning Policies for King County call for a high capacity transit (HCT) system linking urban centers and supported by other travel modes.

High-capacity transit is defined as various types of transit systems operating on an enhanced facility (such as fixed guideway, dedicated right-of-way, priority lane, or freeway/express facility) that is designed to carry a large number of riders at higher speeds than conventional transit. HCT may include a mix of commuter rail, light rail, express bus services and facilities and/or other high capacity transit technologies, plus

other associated transit improvements that tie local/regional transit services to each other and to other travel centers.

Today, King County Metro's RapidRide A-line provides frequent bus service between Tukwila International Boulevard Station and the Federal Way Transit Center generally along International Boulevard and Pacific Highway (SR 99). Based on 2023 ridership data, the A Line has an average weekday ridership of 7,900, as summarized in Table TP-5. The City worked closely with Metro on the development of supportive capital infrastructure such as transit lanes, transit signal priority, and stations.

~~Federal Way is also coordinating with Sound Transit in the development of high capacity transit alternatives to extend the regional light rail system south from the city of SeaTac to Federal Way and eventually Tacoma. The Federal Way Link Extension project, currently under construction, will extend light rail from an Angle Lake Station at South 200th Street in SeaTac to Kent/Des Moines and is expected to be open by 2026 by 2023. The planning and environmental process will develop a shovel-ready plan for extending light rail to the Federal Way Transit Center as additional funding is secured. The 7.8-mile extension includes three stations in Kent/Des Moines near Highline College, South 272nd Street, and the Federal Way Transit Center. All three stations add parking for a total of 3,200 spaces along the route. The projected ridership of this project is expected to be approximately 29,000 to 34,000 daily riders by 2026.~~

Implementing the regional transit system will require an array of City efforts in the coming decades. Priorities include City participation in detailed system design, preservation of right-of-way, and station area planning, along with other needs to be identified as the system progresses.

Dial-a-Ride Transit (DART)

As noted above, this service was introduced by ~~Metro~~METRO in 1992. Dial-A-Ride service is demand activated by the users. Users originally phoned in and van service was provided within two hours. Unlike regular route service, only the area being served was defined, not the routes. DART is a fixed-route transit service operated in King County under contract with Hopelink, using smaller transit vehicles (pictured at right) with the flexibility to



perform a limited number of off-route deviations upon request. DART may also go off route to pick up and drop off passengers within a defined service area. The service has since been modified to operate with semi-fixed routes, which due in part to greater schedule reliability, has dramatically increased ridership. Should ridership continue to improve, regular fixed route service may soon be attainable.

Paratransit Service

In addition to the service program for general-purpose travel, Metro ~~METRO~~ has embarked on a significant program to improve services for persons who cannot use regular route bus service. This program has been developed to meet the requirements of

the Americans with Disabilities Act (ADA) of 1990. It provides high quality public transportation service to eligible customers.

People with limited resources who are either 65 or older or who have disabilities (age 14 and over) may qualify for Paratransit. Called ACCESS Transportation, Paratransit service currently provides door-to-door transportation Monday through Friday. Monthly and annual pass stickers are available as well. Key elements to Metro's METRO's Paratransit Plan are the provision of:

- Supplemental service in Western King County within $\frac{3}{4}$ of a mile on either side of regular route service;
- Next-day reservations up to 14 days in advance, with trips scheduled seven days a week;
- Fares held to the same level as one-zone regular bus fares; and
- Scheduled service to be the same as the near-by, regular routes.

Freight and Goods

Decisions that impact the street and highway system can impact the movement of freight and goods. This can affect the economic competitiveness of local and regional businesses. Washington has one of the most trade-dependent economies in the country. More than 60 percent of freight in the state is transported using trucks. Today, Federal Way depends on trucks and motorized vehicles for deliveries.

The City's development standards help assure the provision of adequate on-site facilities for freight delivery such as loading docks; loading zones; the width, frequency, and location of driveways; the turning radius at intersections for curbs; and pavement standards to carry heavy vehicles such as trucks and buses. Other City actions include the restriction of ~~oversized~~over-sized vehicles on roads and bridges that cannot support heavy vehicle weights or size, and the designation of truck routes. Many of these actions are echoed by regional and state activities. In addition to this, Washington aims to provide options and recommendations to address issues related to limited truck parking and rest area shortages.

Local Level Needs and Opportunities

Federal Way displays a unique set of circumstances for freight and goods movement. While extensive truck and ~~rail-oriented~~rail-oriented development has not taken place in Federal Way, freight and goods movement, primarily by trucks passing through the City, impacts roadway operations.

Situated between the major urban centers of Tacoma and Seattle, the Federal Way planning area has four primary arterials carrying freight traffic ~~including~~:

- Military Road, the original arterial through the Ceity, is designed to accommodate heavier freight and goods vehicles. This road no longer carries large numbers of pass-through truck traffic, but provides local access for truck deliveries to established neighborhoods.
- Highway 99 was used as a primary truck route through the area until the interstate system was developed in the 1960s and 70s. Today, SR 99 provides a

distribution function, mostly for delivery purposes, but also affording access to regional facilities such as the US Postal facility just west of Pacific Highway near South 336th Street. SR 99 also provides ~~truck~~-freight trucks an alternate route to I-5.

- Today, the major roadways for freight and goods movement into and through the area are provided by I-5 and SR 18 (between SR 99 and SE Auburn-Black Diamond Road). This section of SR 18 is a major commuter and freight route, and provides regional connections to several corridors and freeways. As the regional economy has grown, the volume of truck traffic along these highways has increased. Today, the highest concentration of regional truck traffic passes through Federal Way's section of the I-5 corridor.

Within the City, continued growth of local truck traffic is anticipated. Densification of the urban core, along SR 99 and South 320th, as well as the South 348th corridor, will lead to increased truck trips.

- Street design standards and road classifications ~~adopted under this plan~~ will assure that new and rehabilitated facilities are built to appropriate standards. These efforts are coordinated with the City of Federal Way Truck Route ~~Plan~~ as illustrated in *Map TP-12 (City of Federal Way Existing Truck Routes ~~Plan~~)*, which depicts existing ~~and proposed~~ truck routes.

Map TP-12: Existing Truck Routes

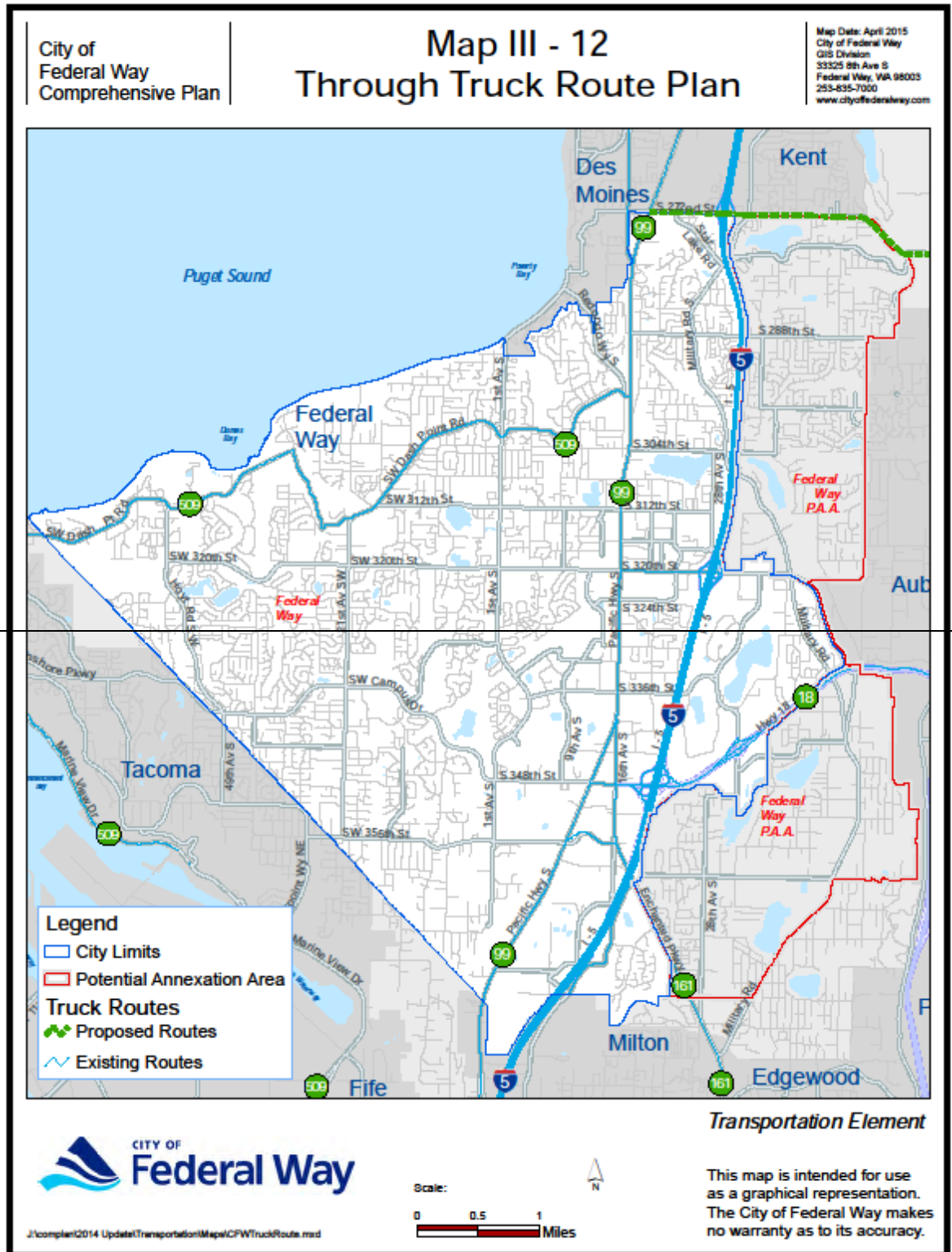


Transportation System Management (TSM)

Transportation System Management (TSM) focuses on ~~maximizing~~ optimizing use of the existing systems travel capacity. The ~~concept first~~ concept was first originated in the mid-1970s ~~with~~ by the U.S. Department of Transportation. Since that time, it has been applied ~~in a~~ by a host of different ways in cities and metropolitan areas around the country. More recently, the 1991 Federal Transportation Act (ISTEA) expanded the vision of Transportation System Management introducing the term Congestion Management Systems.

The focus of Transportation System Management is to identify ways to manage the transportation system (usually streets and highways, from a local agency perspective) to achieve local objectives such as improving safety, reducing delay for system users, providing information to travelers and improving the reliability of transportation. ~~to maximize the carrying capacity of existing facilities.~~ Transportation System Management activities can include new construction, but they typically modify an existing facility. Many of these activities are strategies that include coordinati with other transportation agencies. These activities can be grouped into the following categories:

- Geometric Improvements
- Access Management
- Signalization Improvements
- Capacity Enhancements
- Integrated Corridor Management
- Traffic Incident Management
- Event Planning
- Road and Weather Management



Not all Transportation and System Management (TSM) strategies are appropriate for a city to undertake. The more popular and successful ones are listed in *Table TP-74 (TSM Strategies Applicable to Federal Way)*.

**Table TP-74:
TSM Strategies Applicable to Federal Way**

Strategy	Low or None	High
<i>Geometric Improvements</i> -Channelization -Bus Turnouts -Exclusive Turn Lanes -Intersection Widening		✓ ✓ ✓ ✓
<i>Signalization Improvements</i> -New Signals -Signal Removal -Coordination -Timing/Phasing Optimization -Monitoring - <u>Adaptive Signal Timing</u> - <u>Advanced Traffic Signal Performance Measures</u>	✓	✓ ✓ ✓ ✓ ✓ ✓
<i>Access Management</i> -Turn Prohibitions -Restrictive Mediums -Driveway Consolidations/Removal -Signing		✓ ✓ ✓ ✓
<i>Capacity Enhancements</i> -Arterial Frontage Roads -Railroad Over-Crossings -Intersection Grade Separation - <u>Addition of Turn Lanes</u>	✓ ✓ ✓ ✓	
<i>Integrated Corridor Management</i> - <u>Develop plans to manage parallel corridors for all users</u>		✓
<i>Traffic Incident Management</i> - <u>Implement quick clearance goals for traffic incidents</u> - <u>Safety and incident management training for emergency responders</u>		✓ ✓

Strategy	Low or None	High
<u>Event Planning</u> - Response plans for planned special events (festivals, sporting events etc.) -Response plans for emergencies (major crashes, Haz Mat)		✓ ✓
<u>Road and Weather Management</u> - Implement field devices to measure road and weather conditions. -GPS on snowplows and de-icer trucks to improve situational awareness and routing -Reporting road and weather conditions to the public		✓ ✓ ✓

Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) are a subset of TSM strategies. ~~ITS Intelligent Transportation Systems~~ is a combination of field devices and communication systems designed to help manage congestion, enhance safety, and inform travelers of multiple travel options. Examples of Intelligent Transportation Systems active in the Federal Way area include:

- Closed Circuit Television (CCTV) Cameras
- Changeable Message Signs (CMS)
- Ramp Metering Systems (RMS)
- Traffic Monitoring Station (TMS)
- Highway Advisory Radio (HAR) & Extinguishable Message Signs (EMS)
- Roadway weather Information Systems (RWIS) Map CF-2 Fiber Optic (FO) Systems
- Advanced Traffic Controller (ATC)

The City of Federal has updated their ITS plan in 2024. This updated Plan is included in Appendix TP-A, An Intelligent Traveler Systems Plan, similar to an Intelligent Transportation Systems plan, was developed for the State of Washington. Directed by WSDOT, it established a framework for implementation of a variety of projects. Appendix III B (Transportation System Management Summaries), Table B-1 summarizes the main categories of Intelligent Traveler System applications, their relative applicability in Federal Way, and the degree of impact each might have on the City’s vision and plan.

Transportation Demand Management (TDM)

Transportation demand management (TDM) refers to activities that help people use the transportation system more efficiently. The Puget Sound Regional Council's VISION 20540 requires the identification of transportation system management and demand management programs and strategies.

Appendix TP-B, Table B-2 summarizes the various transportation demand management alternatives by their functional grouping and potential effectiveness, implementation difficulties, and expected cost effectiveness. Fortunately, several of the more effective options are within the purview of the City. While many of these transportation demand management strategies will need to be implemented and managed by the private sector, Federal Way can provide the infrastructure needed to support such strategies, such as transit and HOV lanes and expanded bicycle and pedestrian networks.

PSRC's ~~Vision~~ VISION 20540 identified basic strategies that overlap with those presented in *Appendix TP-B*. These strategies include:

- Telecommuting Programs
- Parking Management and Pricing
- Flexible Work
- Shuttle Services
- Ridesharing Programs
- Traveler Information, Public Relations, and Marketing
- ITS Technology, such as a data management system and communication tools

Commute Trip Reduction

Federal Way is required by the State to provide a Commute Trip Reduction (CTR) plan. This plan applies to employers with more than 100 employees. It provides a framework for reducing the proportions of drive alone commute trips and vehicle miles traveled per employee by affected employers in the City's jurisdiction, major employment installations, and other areas designated by the City with local major employers to customize strategies and programs to most effectively reduce the number of drive-alone trips employees make.

Federal Way currently has ~~814~~ worksites affected by the Commute Trip Reduction (CTR) law. *Figure III-1* summarizes the existing mode split for these employers based on their reporting.

3.54 FUTURE TRANSPORTATION VISION

Federal Way envisions a future transportation system that serves all users and modes of travel by offering a safe and robust network of walkways, bicycle facilities, intersections, and roadways. This chapter describes Federal Way's vision for its future transportation network and the infrastructure improvements that will get the City there.

As identified in this plan, most of the improvements are focused on the development of a 'layered' transportation network, which focuses less on providing vehicular capacity and more on accommodating all modes of travel. While some of the roadway improvements are needed to meet the City's vehicular level of service (LOS) standard, many of the future improvements could focus on providing safer and more complete facilities for walking, bicycling, and riding transit in order to improve access and mobility for all road users, and meet multimodal level of service (LOS) standards.

The layered network was introduced in the existing conditions section, along with auto, bicycle, pedestrian, and transit LOS standards. This section provides a systems-a summary of the layered network, a system_ for prioritizing modal travel by corridor, ; the process for forecasting predicting future travel demand, ; how level of service, a measurement of the adequacy of a facility, is evaluated for all modes; and the process employed to prioritize projects.

~~Introduction to the Layered Network~~

It can be a challenge for a single roadway to meet the demands and expectations of all modes at any given time. This is also generally not desirable from a user or a planning perspective.

In response to this challenge, the City of Federal Way has adopted a layered network approach that focuses on how the City’s transportation network can function as a system to meet the needs of all users. In such a system, individual travel modes are prioritized on different facilities throughout the overall network. *Figure III-2* illustrates the concept of a layered network.

The City will implement this layered network through a system of roadway cross sections that define each street’s user priorities and associated infrastructure needs, see *Appendix III-A (Street Design Standards)*. The City also coordinates recommendations from the Bicycle and Pedestrian Master Plan with roadway projects.

Future Travel

Travel can be described in terms of the purpose of the trip and the trip beginning and end points. Federal Way exhibits a wide variety of travel purposes. Trips cover all modes of travel such as walking, bicycling, driving, and taking transit.

To help predict future travel, transportation professionals develop models that are typically city-city-specific, but coordinated with the regional vision and model. The models were used to estimate existing and future traffic volumes within the Federal Way planning area. The model can also be used to estimate demands for various modes of travel, including auto, carpool, and transit.

There is a fairly consistent relationship between the number of trips produced each day and the density of residential dwelling units. Depending on the density of the area and other factors, it is possible to forecast the total number of trips produced in an area. In a similar fashion, employment densities can be used to forecast person trips attracted to an area. Each parcel of land generates traffic based on its type of use and intensity of development. The evening peak hour is a modeling standard, since it usually is when the highest demand occurs.

The Growth Management Act (GMA) requires that the Transportation Element supports the land uses envisioned in the Comprehensive Plan. Thus, an important component of

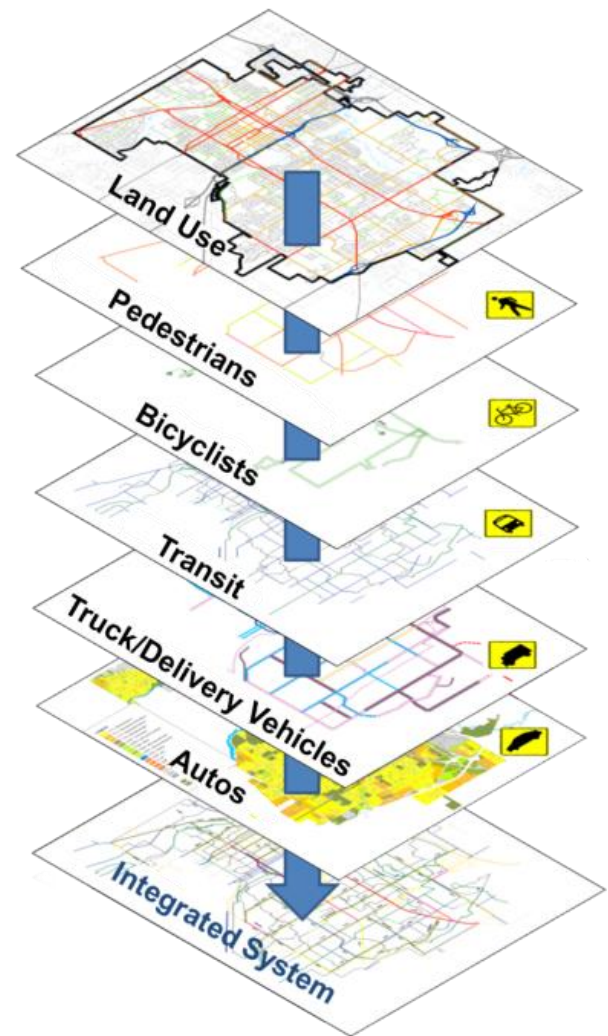


Figure III-2. Layered Network Concept

the work was forecasting how the future land uses envisioned in the City, as well as regional growth, would influence demand on Federal Way's transportation network. The following is a description of the travel demand modeling process:

- *The Modeling Tool:* As a part of the Comprehensive Plan update, Federal Way ~~updated the created~~ a city-focused travel model adapted from the latest version of the Puget Sound Regional Council (PSRC) Trip-Based Travel Model. This model forecasted traffic volumes during the evening commute hour (highest volume hour between 4pm and 6pm) along many of Federal Way's key streets and intersections. This tool provides a reasonable foundation developing year 2018 and ~~2044~~ 2040 forecasts, as the underlying land use assumptions have been updated to match the land use forecasts for the current Comprehensive Plan.
- *Estimate Land Use Growth in the City:* As a part of the Comprehensive Plan update, the City is planning for expected growth in housing units and employment over the next ~~205~~ years through ~~2044~~ 2040 consistent with county-adopted growth targets. Based on growth estimates from PSRC and review by City staff, Federal Way is preparing for over almost 465,000 housing units/households, more than 106,000 people and more than almost 530,000 jobs/workers (within current City limits including the planning analysis area) by ~~2044~~ 2040. The City then allocates the growth throughout Federal Way based on adopted zoning, observed development patterns, and other City policies. The same growth assumptions contained in the Land Use Chapter were used for the Transportation Chapter. Neighboring cities are assumed to develop in a pattern consistent with VISION 2050 and King County Countywide Planning Policies.
- *Capture Regional Growth Patterns:* Other communities throughout the region are going through this very same process, based on direction from PSRC. Because travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Federal Way's streets. One of the primary advantages of basing the Federal Way model on the PSRC Trip-Based Travel Model is that all regional growth assumptions are naturally consistent with PSRC estimates.
- *Translating Land Uses into Trips:* The next step is evaluating how the City and regional growth assumptions described above translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). Traffic analysis zones can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each traffic analysis zones (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.
- *Model Refinements:* The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, travel patterns were refined to reflect existing driver preferences, including recognizing the relative attractiveness of principal and minor arterials over minor collector and local residential streets with significant traffic calming features.

Transportation Level of Service

Transportation level of service (LOS) is a qualitative measure used to evaluate the quality of public infrastructure. Cities have historically measured transportation level of service based on the experience of drivers, in terms of vehicle speed, traffic density, or how long vehicles wait at an intersection. As shown in the *Figure III-3* from *Planning Urban Roadway Systems* (Institute of Transportation Engineers, 2011), transportation level of service does not have to be limited to the experience of just vehicles. This Transportation Element considers the transportation level (quality) of service for walking, biking, and taking transit in Federal Way. Refer to *Appendix III-C (Concurrency Management System)* for additional information.

Figure III-3

Example Modal Level of Services



Project Prioritization

Project Prioritization is part of the process associated with implementing projects in the order most needed. Because the total estimated cost of all identified network improvements is substantial, it is unrealistic to expect that all of the improvements will be implemented in the near term. Therefore, it is important to establish a strategy for moving forward. The project prioritization process is a tactical effort to determine the sequence of events to meet strategic goals, as summarized in the Transportation Improvement Program (TIP). To assist City staff, elected officials, and citizens in making potentially difficult near-term decisions, this plan uses a modal focus to evaluate project prioritization and then links each project back to Federal Way’s transportation goals. The process for prioritization is described below:

Project Prioritization Step One: Layered Network

All projects are considered as part of the layered network and ranked. This reduces double-counting for level of service improvements and for meeting concurrency, and ensures that the appropriate project modal elements are being considered. The equally-weighted project prioritization measures used to prioritize projects are summarized as follows:

- *Concurrency Requirement:* The project is needed to maintain the proposed multimodal level of service and/or concurrency. Projects that provide improvements for more than one mode would receive higher scores. This includes projects along walking, bicycling, and transit priority areas, and improving roadway conditions.
- *Level of Service Improvement:* The project reduces vehicle delay or enhances the quality of the facility (modal specific) based on the adopted level of service standards. Projects that provide the improvements described in the street standard guidelines would receive higher scores.
- *Safety:* The project enhances a safety concern. Projects that enhance safety would receive higher scores.
- *Severity:* The project enhances a safety concern with a history of severe collisions. Locations with severe or increased severity collisions would receive higher scores.
- *System Efficiency:* The project includes transportation system management elements, including those described in the Intelligent Transportation Systems (ITS) plan. Projects that improve the travel of non-drive-alone trips, including transit, would receive higher scores.
- *Ease of Implementation:* The project is evaluated using engineering judgment to consider the likely scope elements of the project, such as right-of-way acquisition, overall project cost, and sensitive areas impacts. Projects that are easier to implement or have multi-jurisdictional support would receive higher scores.
- *Community Support:* The project has been identified as having community support. Projects that exhibit positive community support would achieve higher scores.
- *Freight:* The project would have an impact on an identified freight route. Projects that enhance freight travel would receive higher scores.

Step Two: Achieving Goals

After each ranked project list is created, projects are evaluated by their relationship to the six overarching transportation goals based on a weighting completed by City staff. Projects that meet more goals would achieve higher scores.

Project Prioritization Step Three: Cost / Benefit

A cost-/benefit weighting is used to related how well a project performs as part of the layered network and achieves the citywide transportation goals related to the anticipated cost to Federal Way of the project. Projects with a good benefit/cost ratio would receive higher scores.

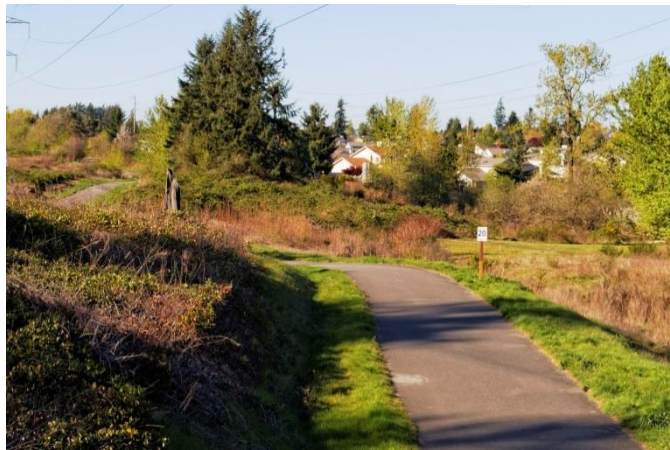
Process for Modal Integration

The bicycle and pedestrian LOS standards, described in the existing conditions section, are based on the bicycle and pedestrian Priority Network. The bicycle and pedestrian LOS standards were~~The *Bicycle and Pedestrian Master Plan* provides the framework for the walking and bicycling sections and were considered in developing the Transportation Improvement Plan (near-term) and Capital Improvement Program (long-term). To refine the project prioritization, it is recommended that the "Priority Network Route" selection criteria be employed. The Priority Network Route selection criteria would encourage bicycle and pedestrian projects that align with the Priority Network, shown in *Map TP-6*; d assist in determining the routes with the most need and/or potential benefit of walking or bicycling facility improvement. These p~~"Priority network Routes" is ~~are~~ also used as part of the multimodal level of service.

Figure TP-8: Bonneville Power Administration (BPA) Trail



Bonneville Power Administration (BPA) Trail



The following criteria for identifying priority walking and bicycling routes were proposed in the Bicycling and Pedestrian Master Plan:

- ~~Suitable for bicycling/walking without improvements~~
- ~~Closes critical gap~~
- ~~Provides/enhances Safe Route to School connection~~
- ~~Collision locations~~
- ~~Service immediate safety need~~
- ~~Serves key origins and destinations~~
- ~~Geographic Distribution~~
- ~~Right of Way Available and/or Suitable~~
- ~~Interface with other transportation modes~~

Modal Networks

The transportation vision for Federal Way is a multi-modal, integrated transportation system where the focus is on user choice and safety. Still, system needs and future projects are best understood at the modal level. This section summarizes the future

transportation vision and establishes multimodal level of service standards and concurrency framework for roadways, walking, bicycling, and transit, and identifies 2044 Future LOS for each mode. During the prioritization process, projects were identified that contained multi-modal elements.

Street and Highway System

Nearly every street in Federal Way's roadway network is used by residents and workers at some point each day to access their homes, jobs, and other destinations. Many of these streets are local streets and do not see significant traffic volumes throughout the day. Similarly, goods movement and delivery vehicles use some corridors frequently while other streets see only the occasional local delivery.

Urban areas, such as Federal Way's City Center, benefit from level of service policies that offer flexibility to balance the level of vehicle congestion with pedestrian, bicycle, and transit access. Also, the level of congestion experienced in Federal Way is greatly impacted by State facilities. The level of service policy proposed for the *Street and Highway System* recognizes this impact to local congestion by adopting an area wide level of service standard. See *Appendix III-D (Transportation System Management)* for additional information.

To address future roadway needs, Federal Way has adopted the following level of service policy that sets the following standards for the street and highway system:

Signalized intersections outside of City Center will experience a 1.2 vehicle to capacity (v/c) ratio or lower

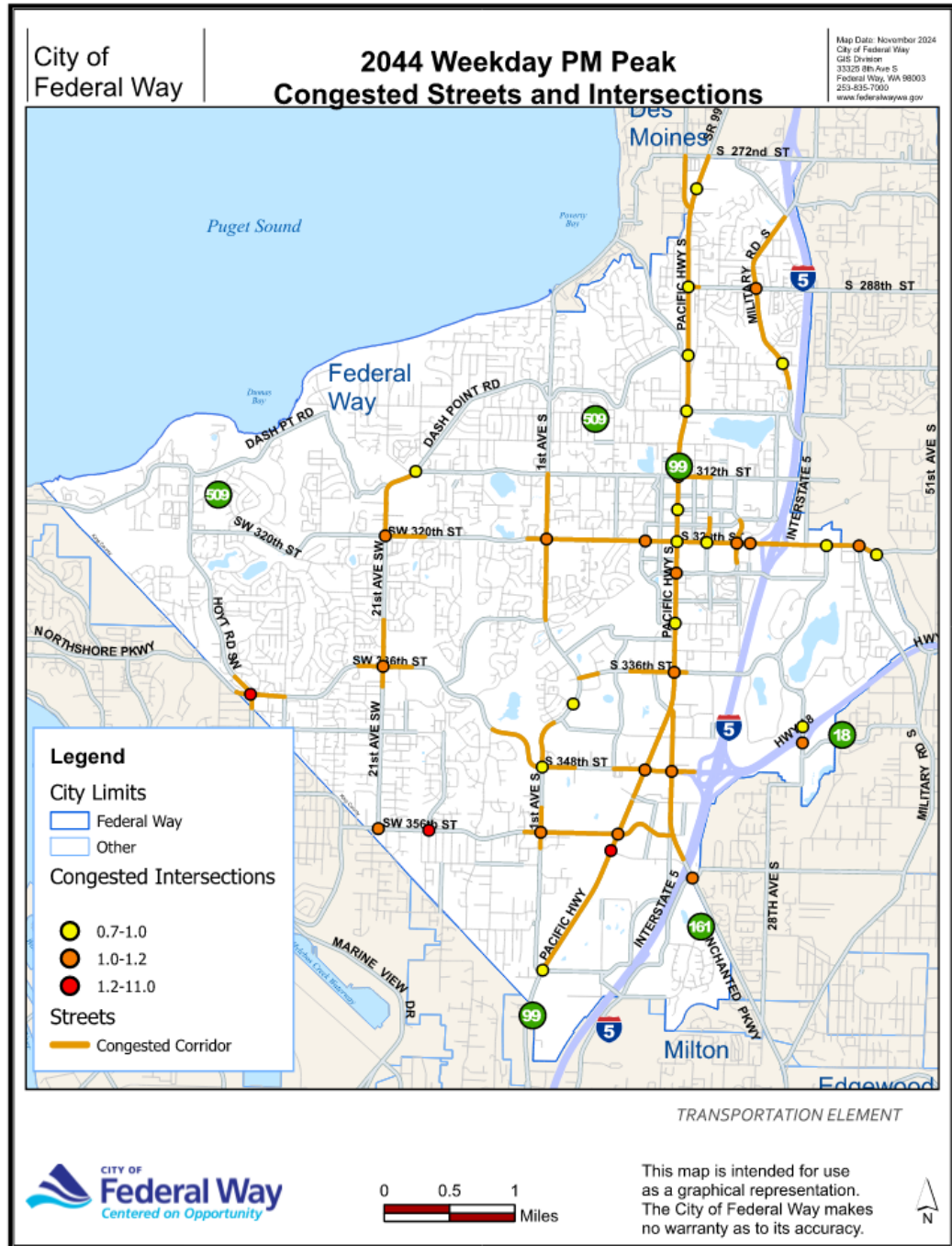
Unsignalized intersections outside of City Center will experience a 1.0 vehicle to capacity (v/c) ratio or lower

The City Center area will experience an average of 1.1 vehicle to capacity (v/c) ratio or less.

The auto LOS above standards described in the Existing Conditions section were used to develop the future roadway improvements, which have been incorporated into the City's *Street Design Guidelines (see Appendix III-A)*. The proposed cross section for each of Federal Way's streets and types of motorized and non-motorized space improvements are provided. These cross sections will guide future investments in streetscape and layered network objectives.

Map TP-13 illustrates intersections that are expected to exceed a volume-to-capacity ratio of 0.9 during the PM peak hour in 2044. The highlighted corridors are expected to see queues and delay during the PM peak hour in 2044.

Map TP-13: 2044 Weekday PM Peak Congested Streets and Intersections



Future State Actions

The City’s transportation plan is in compliance with the WSDOT’s direction and vision. The transportation plan for Federal Way relies on the State in the following action areas:

- HOV system completion on I-5 and other freeways.
- Implementation of the State System Plan. This plan identifies, in priority order, the need for maintenance, preservation, safety, economic initiatives, environmental retrofit, and mobility (capacity) improvements. The latter may not be fully funded and may therefore affect the implementation of the following WSDOT projects:
 - HOV access improvements, primarily I-5 medians.
 - Interchange improvements for I-5 from SR 18 to SR 161.
 - SR 509 extension from Burien along the western and southern sections of SeaTac Airport south to I-5.
 - The SR 509 extension north from Tacoma to the new SR 167 connection on I-5 at Fife.
- Continued improvements to monitoring, with possible provision of information systems regarding travel conditions.
- Right-of-way acquisition for rail and the above improvements before construction.
- The addition of park and ride lots and added capacity for existing ones.
- SR 18 improvements east of SR 99
- Advanced vehicle identification (AVI) on SR 99 to provide transit priority.

Map III-13 illustrates roadway locations that do not meet Federal Way's level of service policy.

Traffic Safety

When considering transportation improvements, enhancements to traffic safety must be considered. Collision information for the past five years is reviewed for intersections and street segments to determine areas that could benefit from safety enhancements. These safety issues can be addressed by implementing the following measures:

- Identify high collision locations on an annual basis, and identify projects to enhance safety at these locations.
- Implement access management measures to reduce turning conflicts in high collision corridors
- Enforce intersection sight distance standards to remove vision obstructions on the corners of intersections and at driveways.
- Where supported in residential areas, install traffic calming measures.
- Educate the public through project open houses and press releases on safety benefits of transportation projects.
- Increase enforcement of traffic laws, particularly laws pertaining to behaviors that cause the most severe and highest frequency of crashes.

Regional Growth Center Mode Share Goal

For its regional growth centers (RGCs), Federal Way is required to develop mode split targets that align with the policy goals of planning these areas to be more compact and accessible for walking, biking, and transit modes. The following is a summary of and envisioned future mode split targets for commute trips within Federal Way's City Center Regional Growth Center.

- SOV – 70%
- HOV – 13%
- Walk and Bike – 4%
- Transit – 13%

The non-SOV mode shares reflect the City's goal of accommodating travel by all modes and prioritizing transportation investments within the RGC. These mode share goals also informed the travel modeling performed for this plan to ensure that transportation infrastructure investments align with forecasted travel demand.

High-Occupancy Vehicle (HOV)

HOV enhancements within the Federal Way planning area will consist of signal priority treatments, exclusive lanes, increased park and ride opportunities, and other improvements to be identified as demand increases. These latter improvements can include separate (preferential) access lanes or roadways. This means utilizing HOV lanes on highways and arterial streets wherever practical, if transit and car-pool movements can be enhanced, and optimizing the occupancy rate to move the most people possible.

Non-Motorized

The Bicycle and Pedestrian Priority Network, shown in Map TP-6, along with the existing conditions bicycle and pedestrian level of service analysis (Maps T-8HH-8 and T-10HH-10, respectively), were used to identify priority non-motorized projects. As part of the Bicycling and Walking Master Plan, several analysis corridors were developed based on previously proposed facilities, public input, and staff input. The analysis assessed appropriate treatments and preferred bicycle facility types along City roadways. The analysis identified opportunities to incorporate bike lanes into certain existing roadways, but found that there are few opportunities to retrofit roadways to include bicycle lanes.

A multi-modal level of service (MMLoS) analysis was conducted to examine the link and intersection conditions along existing roadways. This analysis helped stakeholders and City staff make decisions based on how roadway configurations affect all users. The results suggest that while the levels of service vary throughout the City, streets at locations with high traffic volumes, higher traffic speeds, and little separation between pedestrians/cyclists and vehicles scored relatively poorly.

In addition, a potential for walking and biking analysis was conducted based on land use characteristics, density of development, and access to transit. The results suggest that the City Center, the Twin Lakes Commercial District Subarea, and their surrounding areas have the greatest potential for active transportation.

Improved walking and biking conditions will improve transportation choices, safety, and mobility for citizens who do not have access to a car. It may also have an overall benefit to residents' health.

Priority Walking and Bicycling Areas

The priority walking and bicycling areas were developed using a potential for active transportation analysis. This includes any method of travel that is human powered, but most commonly refers to walking and bicycling. The potential for active transportation is commonly measured by considering land use characteristics, density of development, and access to transit. A "heat map" was created by allocating points using the criteria: school, live, work, shop, play, equity, and transit.

Map III-14 (Priority Walking and Bicycling Areas) will be used for determining where investments in bicycling and pedestrian facilities will likely result in the greatest increase in active transportation in Federal Way. Areas that have the greatest potential for active transportation include the City Center, the Twin Lakes Commercial District Subarea, and their surrounding areas. Additionally, investment in bicycle and pedestrian facilities in these areas can support economic development by making these areas more attractive to pedestrians and bicyclists and complementary to mixed use infill development. These "Priority Areas" are also used as part of the multimodal level of service.

Walking

Pedestrian facilities proposed are largely new sidewalk sections. The location of the proposed new sidewalk sections was largely influenced by information the Federal Way School District maintains on recommended walking routes to elementary schools and priority walking and bicycling areas. During citizen engagement, many people commented on the desire to have more sidewalks in their neighborhood specifically related to access to neighborhood schools. Establishing safe and convenient walking routes enables more children to walk to school which improves student health and potentially saves the School District transportation costs where bus routes can sometimes be reduced when safety deficiencies are corrected.

A more complete pedestrian network also can support Federal Way's business centers. With better sidewalk connections, residents who live close to business centers may choose to make more trips by foot. Once a person gets in a car, it is easier to decide to drive far away for that cup of coffee or small errand. Making it easier and more pleasant to walk encourages more localized shopping decisions in a community and supports economic development.

Building on the Walking and Bicycling Priority Areas (see *Map III-14*), *Table III-5 (Pedestrian Priority Area Level of Services)* establishes the level of service standard for pedestrian facilities around the City. The best level of service for walking, indicated in the green row, would provide the proposed facilities exactly as shown, or with greater separation, in the *Street Design Guidelines (Appendix III A)*. The yellow level of service, which meets the basic needs for safe walking around the City, requires sidewalks or shoulders protected by raised curbs on one side of all the streets called out along Pedestrian Priority Areas. Incomplete or missing pedestrian facilities along Pedestrian




Priority Areas would fall into the red category and not satisfy the City's level of service for walking.

In addition to the presence of pedestrian facilities along a corridor, the City also emphasizes the importance of safe pedestrian crossings. Particularly downtown, at busier transit stops, and within half-mile of

schools, the City is looking to provide enhanced crossings at regular intervals. The City has installed Rectangular Rapid Flashing Beacons (RRFBs) at midblock locations to improve pedestrian crossing throughout the City.



**Table III-5
Pedestrian Priority Area Level of Service (LOS)**

LOS	Within Pedestrian Priority Area Network
	Pedestrian facility as indicated in the Street Design Guidelines
	Provides a lower level facility than recommended in the Street Design Guidelines
	No pedestrian facility provided

Bicycling

The proposed bicycle facilities consist of a variety of facility types that are dependent on the existing configuration and function of the City's roadways. Where possible, bike lanes are proposed, but these popular solutions are limited in Federal Way where there are few cross-town connections and lots of competition for pavement width with virtually all motor vehicle traffic being necessarily funneled into these few corridors.

Implementing the Proposed Bicycle and Pedestrian Plan Network

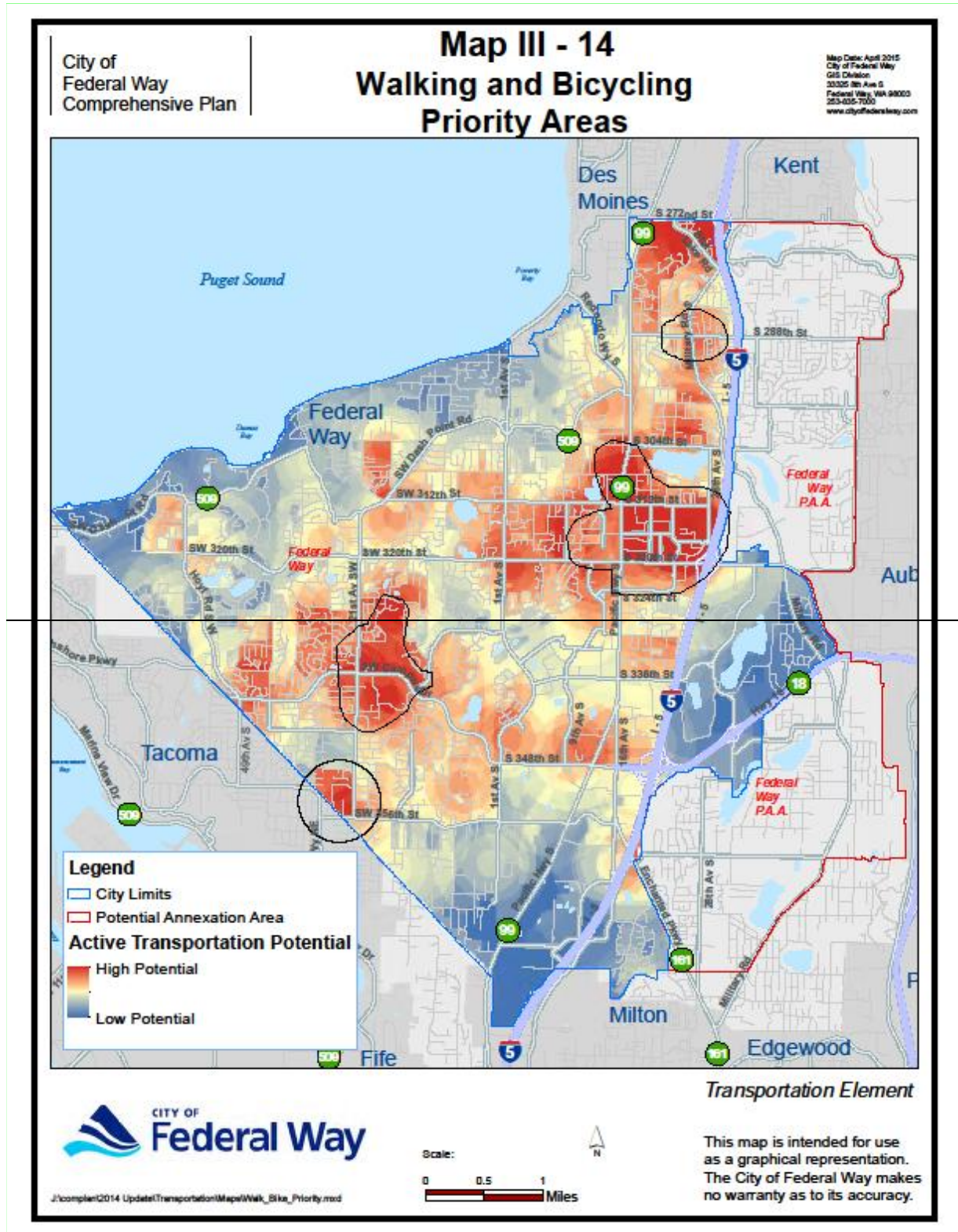
The resources necessary to implement this vision are well beyond what is immediately available to the City. Therefore, moving forward with development of the network will require further review and possibly some difficult decisions in establishing priorities for the near term.

Planning Level Cost Estimates

Plans should prepare planning-level cost estimates for the bicycle and pedestrian facilities proposed in this plan. These estimates are general in nature and useful for determining the relative scale of investment that will be necessary to implement all the identified facilities. The planning-level cost estimates do not take into consideration all the unique physical characteristics of each roadway segment.

Prioritization Criteria




Given the high total estimated cost of all proposed improvements, a prioritization strategy is crucial. It would be unrealistic to expect that all improvements will be implemented in the near term. The criteria for prioritizing projects include the potential for active transportation, connection to existing facilities, and safety considerations. These criteria will guide the selection of projects to ensure the most critical and beneficial improvements are addressed first. In implementing the prioritization criteria, the City can choose to weigh certain criteria more heavily than others.



Building on the *Walking and Bicycling Priority Areas* (see *Map III-14*), *Table III-6 (Bicycling Priority Area Level of Services)* establishes the level of service standard for

bicycling facilities around the City. The best level of service for bicycling, indicated in the green row, would provide the proposed facilities exactly as shown, or with greater separation, in the *Street Design Guidelines (Appendix III A)*. The yellow level of service requires some sort of bicycle infrastructure on streets called out along Bicycling Priority Areas. At a minimum, these facilities would be signed bike routes. Incomplete or missing bicycle facilities along Bicycling Priority Areas would fall into the red category and not satisfy the City’s level of service for bicycling.

**Table III-6
Bicycle Priority Area Level of Service (LOS)**

<u>LOS</u>	Within Bicycle Priority Areas Network
	Bicycle facility as indicated in the Street Design Guidelines
	Provides a lower level facility than recommended in the Street Design Guidelines
	No bicycle facility provided

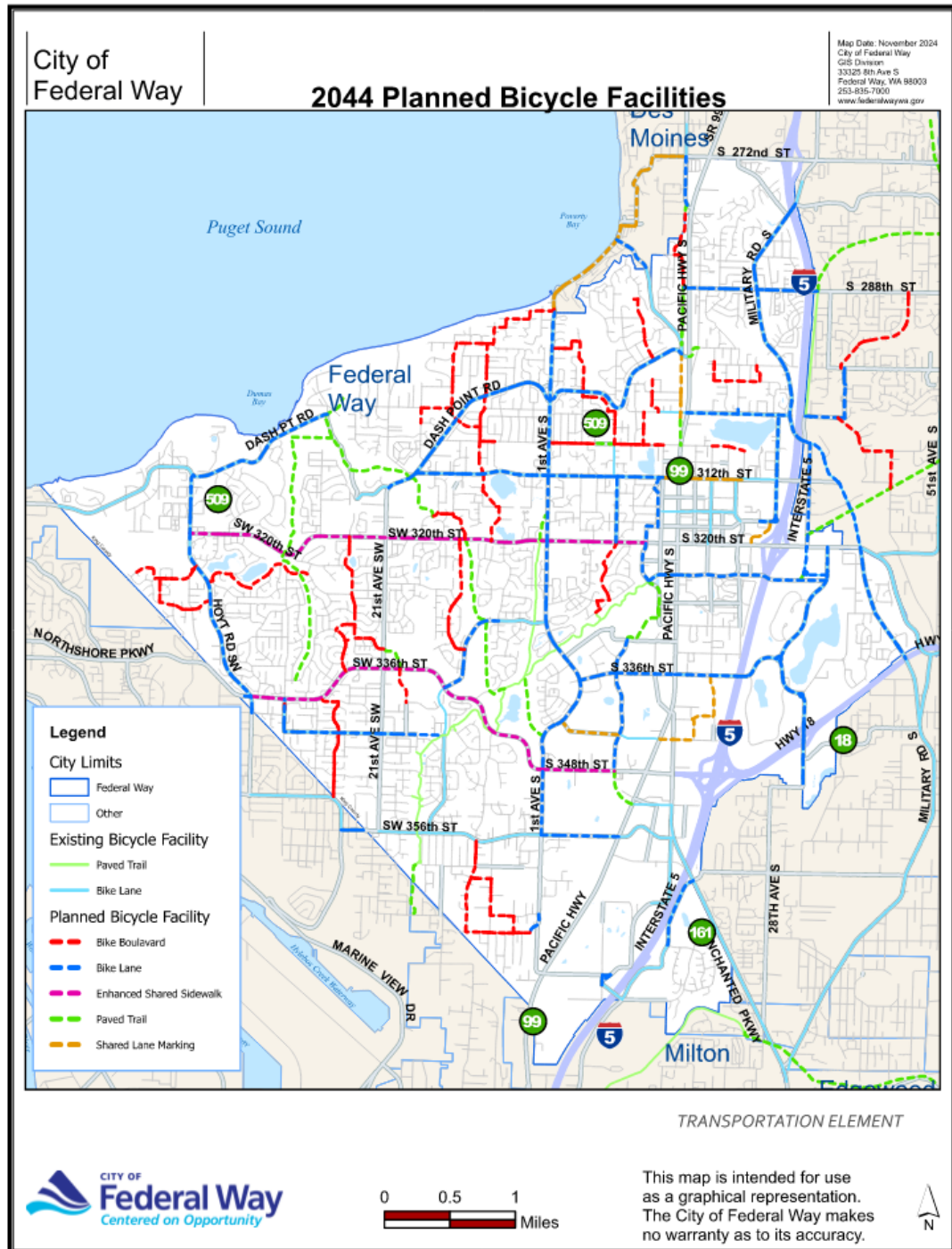
Proposed Facility Networks

Maps THH-145 and THH-156 summarize the future bicycle and pedestrian facilities, respectively. As with the proposed future location of planned roadways, the intended future location of planned pedestrian and bicycle facilities may ultimately be subject to minor modifications, so long as the functionality and intent of the planned improvements remains unchanged. The following pedestrian and bicycle facility types are proposed.

- *Bike Boulevard (also called Greenways):* Low-volume and low-speed (typically residential) streets that have been optimized for bicycle travel. Bicycle Boulevard treatments can be applied at several different intensities.
- *Bike Lane:* Marked space along a length of roadway designated with paint for the exclusive use by bicyclists. If there is space available, some bike lanes can be buffered with a wider (a minimum two-foot) pavement marking.
- *Enhanced Shared Sidewalk:* Shared bicycle and pedestrian facility adjacent to, but separated from, the roadway. Designed to function similar to a shared use path.
- *Paved Trail:* These provide a desirable facility and recreational trips, particularly for novice riders and for cyclists of all skill levels preferring separation from traffic. Shared use paths generally provide new travel opportunities.

- Shared Lane Marking: Also called “sharrows,” shared lane markings are pavement markings used to indicate shared space for bicyclists and motorist on low volume streets that do not have room for bike lanes.

Map TP-14: 2044 Planned Bicycle Facilities



***Bike Boulevard (also called Greenways):* Low-volume and low-speed (typically residential) streets that have been optimized for bicycle travel. Bicycle Boulevard treatments can be applied at several different intensities.**

Shared Use Path/Trail: These provide a desirable facility and recreational trips, particularly for novice riders and for cyclists of all skill levels preferring separation from traffic. Shared use paths generally provide new travel opportunities.

Shared Lane Marking: Also called “sharrows,” shared lane markings are pavement markings used to indicate shared space for bicyclists and motorist on low volume streets that do not have room for bike lanes.

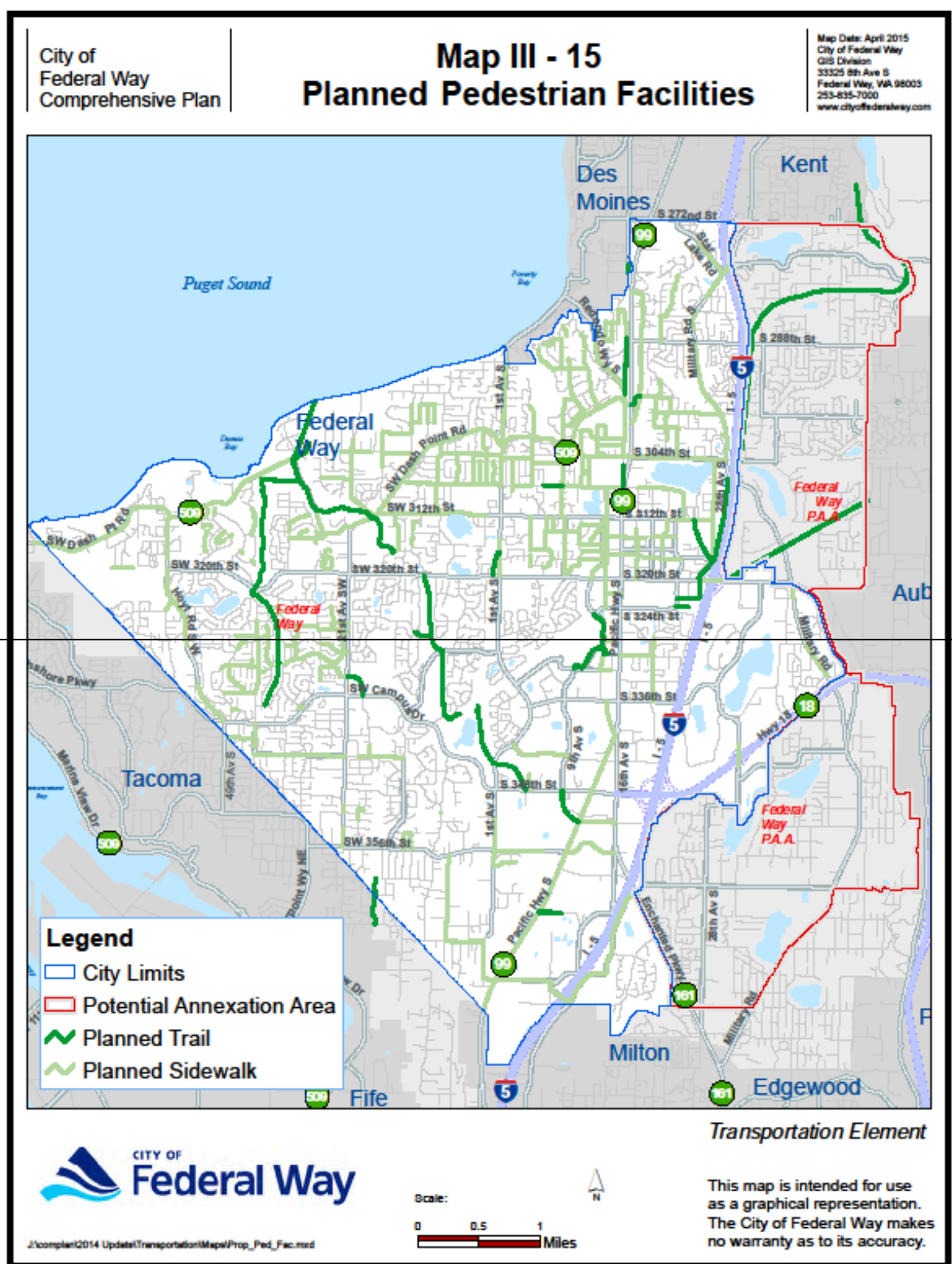
Wide Shoulder: Typically found in less dense areas, shoulder zones are paved roadways with striped shoulders wide enough for pedestrian and bicycle travel.

Bike Lane: Marked space along a length of roadway designated with paint for the exclusive use by bicyclists. If there is space available, some bike lanes can be buffered with a wider (a minimum two-foot) pavement marking.

Enhanced Shared Sidewalk: Shared bicycle and pedestrian facility adjacent to, but separated from, the roadway. Designed to function similar to a shared use path.
Sidewalk Infill/Repair: Completing sidewalk gaps greatly improves pedestrian connectivity by providing a continuous, barrier-free walkway easily accessible for all users.

Accessway: Simple connectors provide direct routes between residential areas, retail and office areas.

Map TP-15: 2044 Planned Pedestrian Facilities





- ~~Sidewalk Infill/Repair: Completing sidewalk gaps greatly improves pedestrian connectivity by providing a continuous, barrier-free walkway easily accessible for all users.~~
- ~~Accessway: Simple connectors provide direct routes between residential areas, retail and office areas.~~

Citizens indicated the greatest preference for facilities separated from vehicles or having clearly designated pavement area exclusively for bikes. However, the opportunities for

designated bicycle lanes and separate shared use facilities are limited or expensive. As a result, bicycle boulevards are a key element of building a complete bicycle network in Federal Way.

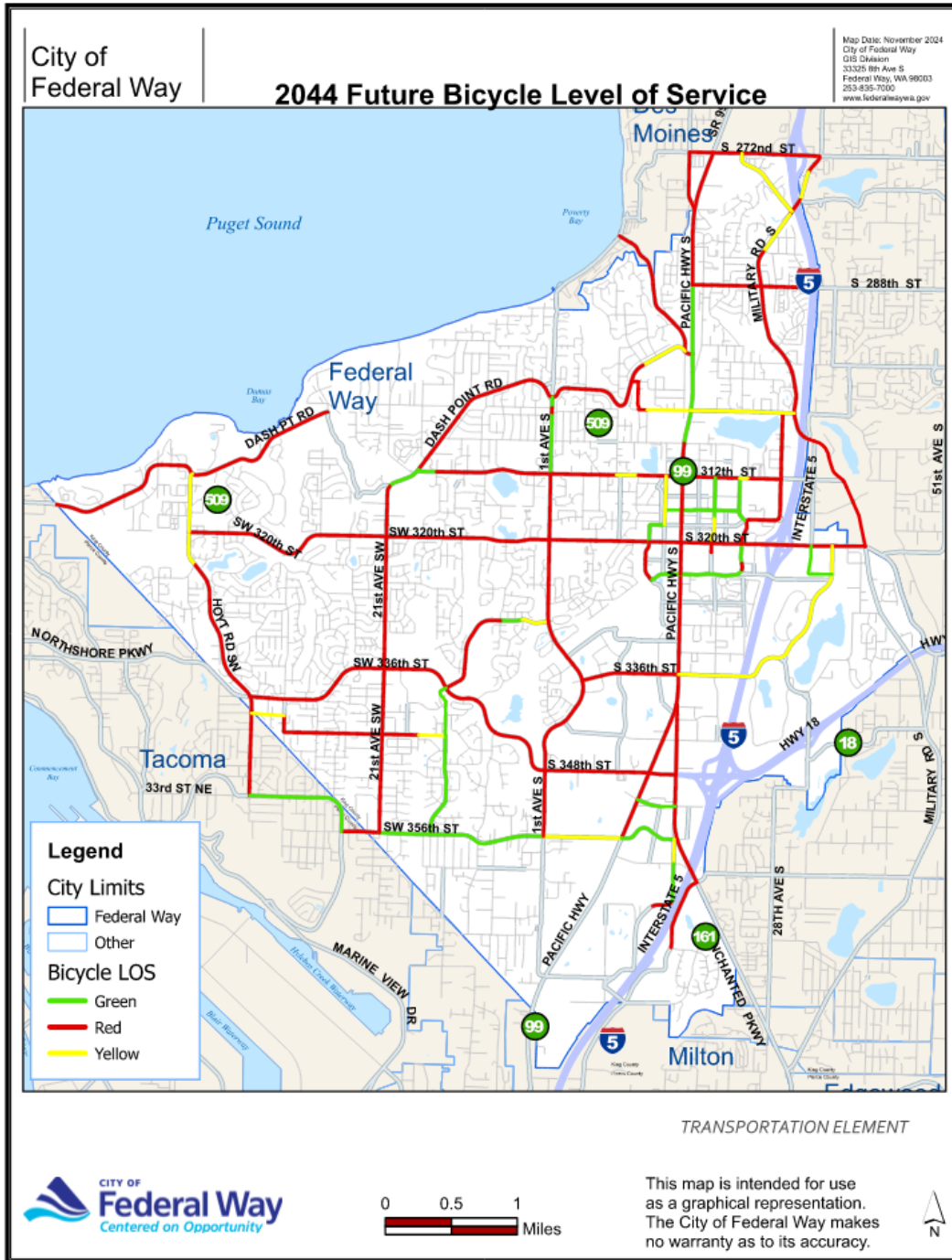
Due to limited resources, the development of the walking and bicycling network will require further review and establishment of priorities for the near term. The following 2011-2024 planning level estimate costs were developed to help determine the relative scale of investment that will be necessary to implement all of the identified facilities. A summary of projects costs to complete the walking and bicycling layered network, ~~per the Walking and Bicycling Master Plan,~~ is presented in *Table TP-7-8 (Non-Motorized Improvement Costs)*.

**Table TP-78:
Non-Motorized Improvement Costs**

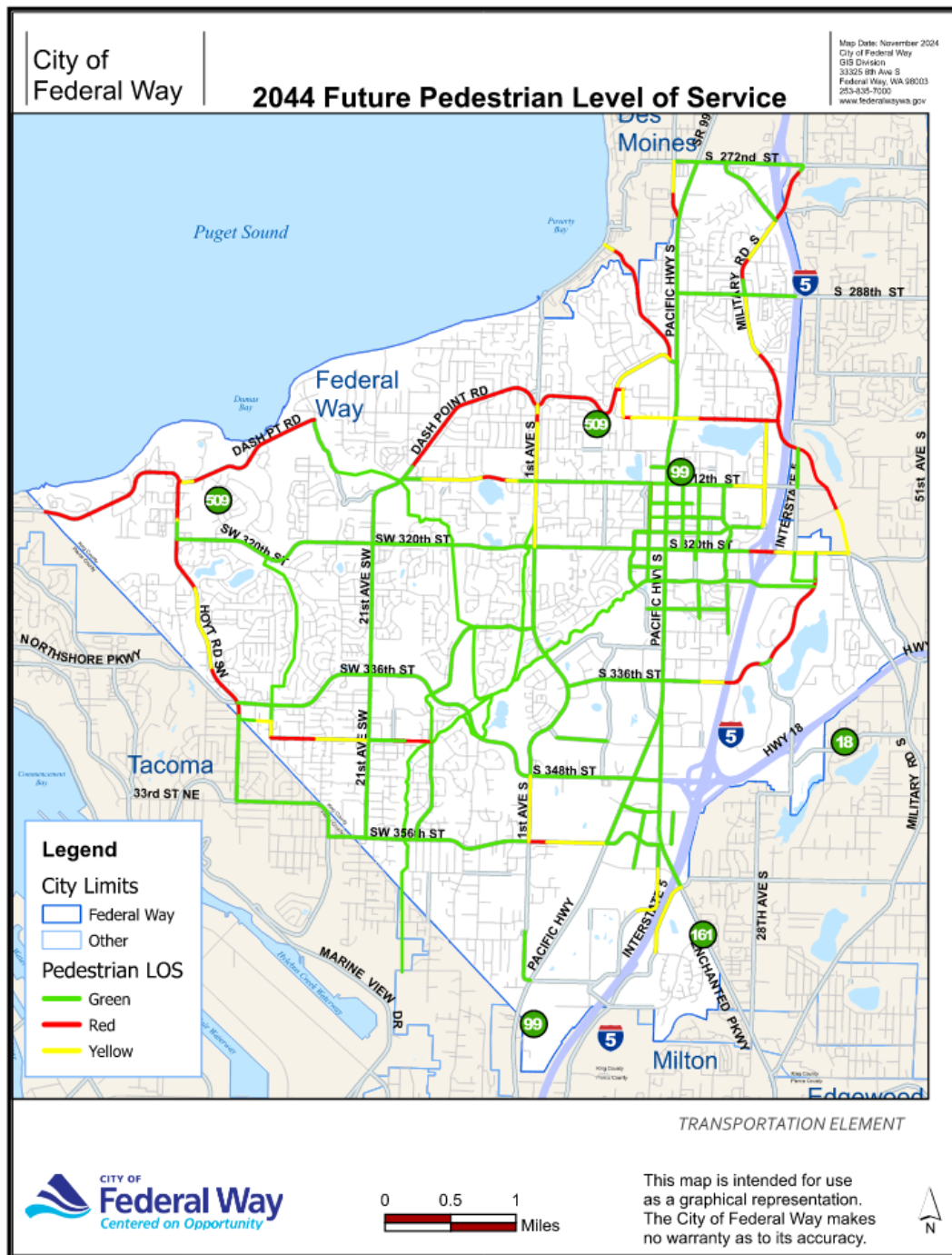
Facility Types	Estimate Costs
Sidewalk Network	\$62 million for facilities on 61 miles roadway (approx. 320,000 linear feet)
Trail network	\$21 million for facilities on 16 miles (84,000 linear feet)
Bicycle Network	\$57 million for facilities on 71 miles of roadway (374,000 linear feet)
Crossing Modifications	\$4 million for modifications at 21 intersections along 320th and 348th/Campus Drive.

With the projects from Map TP-14 and Map TP-15, Map TP-16 and Map TP-17 show the 2044 Future Conditions for Bicycle and Pedestrian Level of Service, respectively.

Map TP-16: 2044 Future Bicycle Level of Service



Map TP-17: 2044 Future Pedestrian Level of Service



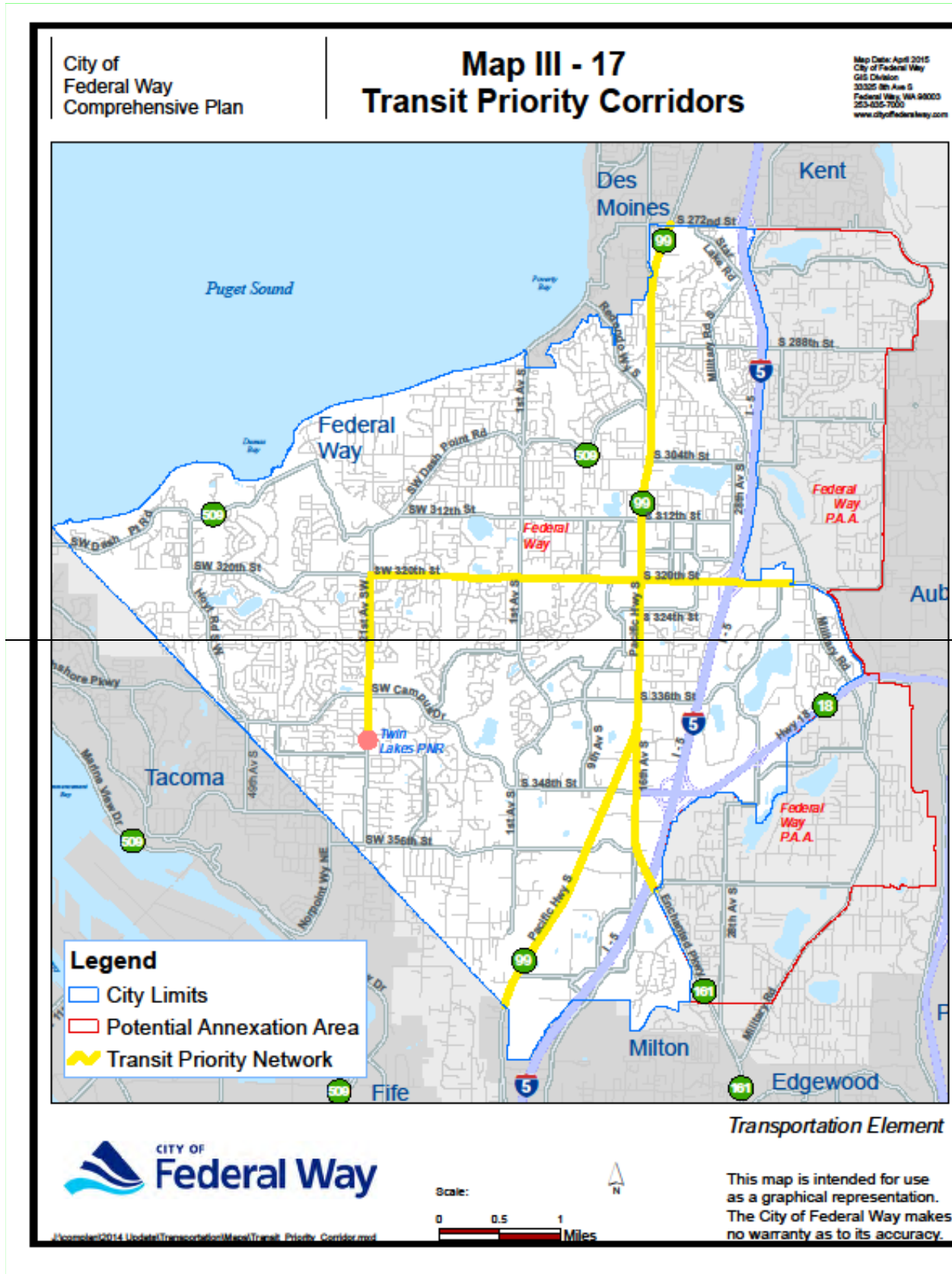
Transit

While the City itself does not operate transit, corridors that are welcoming to transit and have appropriate supportive amenities can encourage residents and employees to use transit. This could lead to additional service hours from transit providers such as King

County Metro, Pierce Transit, and Sound Transit. The Transit Priority Corridors identifies the corridors that the City should focus their efforts on and is shown in *Map TP-187 (Transit Priority Corridors)*. The City can enhance transit use by offering:

- Street lighting
- Safe routes for accessing transit stops
- Transportation System Management approaches to enhance transit speed and reliability

**Map TP-18:
Transit Priority Route**








Federal Way’s transit level of service is based on the passenger amenities provided at transit stops along Transit Priority Corridors. The transit level of service is determined using a transit agencies policy for the types of passenger amenities provided at transit stops based on the number of passengers accessing the stop. Where more than one transit agency accesses a transit stop, the highest level of amenity provision should be considered the standard. Optionally, the level of service for transit priority corridors could be expanded to consider pedestrian access and the quality of transit service.

The City can achieve the green level of service standard by having over 80% of transit stops meeting amenity minimum provided along transit priority corridors. The yellow standard, which the City will adopt as its minimum target, can be achieved with more than 60% of transit stops meeting minimum amenity provisions. Transit Priority Corridors with less than 60% of transit stops meeting the minimum amenity provision would fall into the red category and not satisfy the City’s level of service for transit. Federal Way’s measurement of transit level of service is summarized in *Table III-8 (Transit Priority Corridor Level of Service)*.

At the time of this update, Pierce Transit, King County Metro, and Sound Transit are undergoing updates of the long range plans.

**Table III-8
Transit Priority Corridor Level of Service (LOS)**

LOS	Measurement*	Pedestrian Access (Optional)	Quality of Service (Optional)+
	More than 80% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving stops	All day frequent service; adequate parking at park and rides and stations
	More than 60% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving some stops	Peak period service; insufficient parking at park and rides and stations
	Less than 60% of transit stops meet amenity minimum provisions	General lack of sidewalks and pedestrian crossing opportunities	N/A

Centers

Chapter 7 of the Comprehensive Plan addresses the Regional Growth Center and Countywide Center in Federal Way. Federal Way is expecting two future Link Light Rail stations:- the Federal Way Link Extension (FWLE) Federal Way Downtown Station (located west of 23rd Avenue S and north of S 320th Street) scheduled to begin operations in 2026, and the Tacoma Dome Link Extension (TDLE) station (located west of Enchanted Parkway S and either north or south of S 352nd Street), anticipated in 2035. The Centers surrounding the Light Rail stations will focus on transit-oriented development with dense housing land use and multimodal connections. Details regarding the planned **streets and multimodal connections in the Centers are available in Chapter 7.** *Amenities include bus stop shelter, bench, flag post, and/or concrete waiting area; these amenities are determined based on the number of people using a transit stop as defined by a transit agency. +Consider the adequacy of parking provided at park and rides and transit stations

Freight and Goods

With the enhancement of neighborhood centers, truck deliveries may increase as consumer activity shifts to these areas. While localized neighborhood intrusion is unlikely, isolated cases can be managed using traffic calming techniques. Where

pavement, bridge, and neighborhood traffic management systems, or planned land uses indicate that roadways cannot handle truck traffic, designated truck routes will be adopted to protect existing investments and assure continued quality of life.

To accomplish effective planning and management of freight and goods movement in the area, traffic monitoring (volume counts) will include vehicle classification, allowing the patterns of use to be better understood. Another technique that can be employed to assure adequate consideration of truck needs is the involvement of those industries and businesses generating the traffic in roundtable discussions.

Regional Activities

The only trucking center in Federal Way is Ernie's Center on SR 99 at South 330th Street. This facility caters to the movement of freight and goods by offering fuel. Looking toward the future, several regional road projects may affect freight and goods movement through the area. ~~Improvements along I-5, which will make truck traffic more efficient, include truck climbing lanes in the Southcenter area. At present, there are major points of delay for peak hour traffic. Trucks arriving on I-5 and on SR 18 just east of I-5 from SR 167 have problems, since they are not able to approach the hill climb at posted speed and delay other travelers.~~

Perhaps one of the most significant regional improvements is the SR 167 completion project, which will add a new connection to I-5 in Fife. Construction began in 2022, and the final stage of construction is expected to be complete in 2029. ~~enhanced connection of SR 167 with I-5 at Fife and into the Port of Tacoma.~~ The current industrial development in the area of the Port masks the growing importance of the Green River Valley, both as a transportation corridor and as a generator of freight and goods movement. Increasing accessibility to the SR 167 corridor will provide an alternate route for ~~truck based~~ truck-based freight and goods movement.

~~The SR 509 completion project began construction in 2022. SR 509 is being studied for consideration of an extension, tying back to I-5 at South 210th Street.~~ This route will open an alternate route to the Port of Seattle's international freight facilities, as well as to provide access to the airport industrial complex. To the extent that this new route's design considers impacts to I-5, SR 99, ~~and the local and local~~ street system in Federal Way, it ~~provides great benefit to Federal Way~~ will increase traffic on I-5 through Federal Way which will cause greater diversion to SR 99 and other City streets.

Other long-range actions that will affect freight and goods movement in this north/south corridor include Intelligent Traveler Service (ITS)—with improved (truck) vehicle identification, and commuter rail service in the Green River Valley. Intelligent Traveler Service features will be incorporated into the “high tech,” I-5 corridor being designed under the state DOT's Venture Program. Advanced communication systems will allow better detection of slow-downs, accidents, and even hazardous vehicles moving through Federal Way, which certainly affect the City's local residents traveling these regional facilities.

To the extent that Commuter Rail service in the Valley can avoid impacting freight and goods movement, it is viewed as a positive step in the direction of providing high capacity transit to the south end of the region. Care must be taken to avoid forcing a shift

in cargo carrying capacity from rail to truck in the south county corridor. Highway commuter needs warrant keeping this “traffic” on rails.

Consistent with the requirements set at the federal level, PSRC and WSDOT are focusing increased efforts towards understanding freight and goods movement and identifying solutions to problems faced by local, regional, state, and international shippers. PSRC’s VISION 2050 calls for a safe, efficient, and reliable transportation system for the movement of people, goods, and services. PSRC’s VISION 2050 highlights freight-related considerations for local jurisdictions to consider in future planning, including:

- Safety and mobility considerations as population and freight needs grow simultaneously.
- Maintenance and preservation of major freight corridors as heavy truck traffic increases.
- Increase in door-to-door deliveries with small and medium trucks may put strain on the space available to accommodate deliveries. Using studies by the Port of Seattle and WSDOT, PSRC and the Economic Development Council have established a Freight Mobility Roundtable. The Roundtable brings together key carriers, producers, and consumers, as well as nationally recognized consultants on the topic. This effort is seen as setting the pace for other areas around the country. The Roundtable efforts will be linked with a series of other efforts by the Regional Council, including:

Building a commodities flow database;

Identifying current and future problem areas that inhibit or restrict the effective movement of freight and goods;

Recommending road, intermodal, and other system improvements to address these problems, while meeting federal and state Clean Air Act strictures; and
Developing planning guidelines for use at the local level.

- The benefits of supporting these regional activities will be maintenance of accessibility for City residents and businesses.

Transportation System Management

Transportation Systems Management (TSM) focuses on ~~maximizing~~ optimizing use of the existing systems travel capacity. Its focus is to identify ways to manage the transportation system (usually streets and highways, from a local agency perspective) to achieve local objectives such as improving safety, reducing delay for system users, providing information to travelers and improving the reliability of the transportation system. ~~maximize the carrying capacity of existing facilities.~~

Intelligent Transportation Systems

Federal Way outlines their approach for futures transportation system management in their Intelligent Transportation Systems (ITS) plan. These plans define the application of

technology to address transportation problems such as congestion, safety, and mobility. ~~As outlined in the ITS Plan, the City has an ever-expanding communication network with plans to create a robust~~The City has completed the Traffic Management Center (TMC) and will create a secondary Satellite Management Center in conjunction with an enhanced Emergency Management Center. The plan provides a framework to complete gaps in the communication network, install traffic monitoring capabilities, increase staff resources, and increase collaboration with the following entities:

- WSDOT
- King County
- Transit Agencies (King County Metro Transit, ~~Pierce~~Pierce Transit, Sound Transit)
- Adjacent Cities
- Valley Communications (“ValleyCom”)
- Participants of the City of Federal Way Emergency Operations Center

As the ITS program grows to include more technology and extended interagency coordination, the Public Works Department that oversees and operates these projects will periodically update the ITS Master Plan, included in *Appendix TP-DA*, and evaluate changing needs and technology. The plan documents current needs and provides a strategic plan for completing proposed ITS projects and programs.

Commute Trip Reduction (CTR) Plan

The City’s Commute Trip Reduction (CTR) plan and Transportation Demand Management (TDM) strategies should be updated to reflect new legislation and to be aligned with PSRC’s Regional Transportation Demand Management (TDM) Action Plan. The goal of the Federal Way CTR plan is to ~~achieve an increase non drive-alone rate (DAR) of 63% trips in the 2025-2029~~2019-2020 timeframe to 24.4% and reduce vehicle miles traveled by approximately 11% and greenhouse gas emissions (GHG) by approximately 22% among major work sites. Building upon the success of the existing commute trip reduction program, the City strives to meet the goals of the plan for the future by working in partnership and coordination with other agencies and employers.

Commute Trip Reduction (CTR) Recommendations

The following recommendations are made for Commute Trip Reduction (CTR):

- Encourage voluntary expansion of the CTR Program to employers of less than 100 employees as funding allows. The encouragement by employers may be as diverse as subsidized bus passes, ~~carpool~~car pool space priority, bike racks, shower facilities, van pools, ~~carpool~~car pool information access, telecommuting, variable work hours, etc.
- Facilitate enhancements to the HOV System. This may include the acquisition of property for HOV lanes, construction of arterial HOV lanes on City arterials and State highways, and priority treatments for buses at traffic signals. At the very least, opportunities to support improved access to the state system of HOV lanes should be identified and supported.
- Increase density of land uses and encourage a mix of uses to locate near bus routes, park and ride lots, and transit centers through the adoption of the FWRC

and its supporting zoning. This policy is vital to the creation of a regional bus and rail system and will also be an effective way to reduce traffic congestion and air pollution.

- Enhanced pedestrian and bicycle access and security in the City Center, neighborhood shopping areas, and multifamily nodes.
- Improve pedestrian and bicycle access to bus routes and transit centers. This can be a requirement of subdivision, development, and redevelopment. The City may need to acquire easements and construct trail connections. Development incentives could be granted for providing such amenities that are pedestrian, bike, and transit friendly.
- While bicycle, pedestrian, and bus transit services and facilities may be desirable for other reasons; they should not be looked on as highly cost-effective strategies to the exclusion of those actions listed above.

3.56 NEAR-TERM AND LONG-TERM PROJECTS

This chapter presents the ~~Transportation Improvement Plan (near term) and~~ Capital Improvement Program (which includes near-term and long-term) which forms the basis of this Transportation Element. Collectively, the capital improvements add up to over \$~~800~~1.4 billion in transportation projects to be constructed over the next few decades.

~~For planning purposes, the near term Transportation Improvement Plan represents years 0 to 6 (2016-2021) and is financially constrained to only those projects that could realistically receive funding over the next six years. It is unlikely that all of the projects on the six year list would receive funding because they total over \$257 million. Projects included on the Six Year Project List are considered community priorities that the City would move forward in the near term should funds become available. The Transportation Improvement Plan counts on strong coordination with other agencies to help finance needed improvements on the state highway system, facilities in adjacent jurisdictions, along with expanded transit services provided by Metro. These projects provide a starting point for the City in developing its financial constrained Six Year Transportation Improvement Plan, which is updated every year and is developed based on more updated knowledge related to project feasibility and funding availability.~~

The long-term Capital Improvement Program list (71-20+ years) reaches out to, and potentially beyond, the 20440 year time horizon and represents important projects that tend not to have identified funding or are only necessary to address future growth.

The ~~Transportation Improvement Plan and~~ Capital Improvement Program ~~were~~ was developed to create a transportation system that realizes Federal Way's ultimate transportation goals:

- *Goal 1:* Maintain and enhance mobility through a safe, balanced, and integrated transportation system.
- ~~*Goal 2:* Be fiscally and environmentally sustainable.~~
- *Goal 32:* Enhance community health and livability through pedestrian, bike, and transit, and transportation improvements that are regionally connected. by providing a connected system of pedestrian, bicycle, and transit ways that are integrated into a coordinated regional network.
- *Goal 43:* Ensure Federal Way's future transportation network decisions are consistent with Support the City's land use vision and plan.
- *Goal 54:* Develop and implement transportation systems management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system.
- *Goal 65:* Be an active partner with outside agencies and groups to achieve Federal Way's transportation vision. by coordinating with a broad range of groups to help meet Federal Way's transportation goals.
- *Goal 6:* Preserve, maintain, and expand the lifespan and usefulness of Federal Way's existing transportation infrastructure.

With these goals in mind, as well as completing the layered network, the respective project lists were developed.

The Six Year Project List, *Table III-9 (Transportation Improvement Plan—2016 to 2021)* seeks to maintain concurrency, focus on projects that provide the most benefit to Federal Way residents, and leverage outside funds to the maximum extent possible. *Map III-18 (Transportation Improvement Plan 2016—2021)* displays the locations of these projects in Federal Way. None of these projects conflict with the goals listed above. It is recognized that the availability of outside funds is not always predictable. As a result, any of the projects on the near term list are high priority projects that the City would consider moving forward should funding become available.

**Table III-9
Transportation Improvement Plan (TIP)—2016 to 2021**

Capital Projects			
ID* *	Location	Description	Total (\$)*
1a	City Center Access Phase 1	Update environmental documentation for modified access at S 320th St & S 324th St	2,500
1b	City Center Access Phase 2	Add HOV lanes on S 320th St, realign ramps in SE quadrant	132,109
2	10th Ave SW @ SW Campus Dr	Add SB right turn lane	1,229
3	SW 344th St: 12th Ave SW—21st Ave SW	Extend 3 lane principal collector with bike lanes, sidewalks, illumination	10,164
4	1st Ave S @ S 328th St	Install raised median, improve access at 328th	1,897
5	S 320th St @ 20th Ave S	Add 2nd left turn lanes EB, WB	2,856
6	SR 99 @ S 312th St	Add 2nd left turn lane NB	6,708
7	S 304th St @ 28th Ave S	Add NB right turn lane, signal	2,371
8	S 352nd St: SR 99—SR 161	Extend 3 lane principal collector and signal at SR 99	5,619
9	SW 320th St @ 21st Ave SW	Add 2nd WB left turn lane, Intereconnect to 26th Ave SW	6,169
10	SW 320th St @ 47th Ave SW	Install traffic signal	569
11	S 312th St @ 28th Ave S	Add SB right turn lane	771
12	SW 336th Wy / SW 340th St: 26th Pl SW—Hoyt Rd	Widen to 5 lanes, add signal at 26th Pl SW	21,821
13	S 356th St: SR 99—SR 161	Widen to 5 lanes, bike lanes, sidewalks, illumination	6,112
14	S 356th St @ SR 161	Add 2nd NB Left to SR 161—support phase of Triangle Project	4,100
15	S 320th St & 1st Ave South	Add EBL, WBL, WBR, NBT, SBR; widen to 5 lanes N to 316 or Alternative Measure	10,460
16	S 344th Wy & Weyerhaeuser Way S	Roundabout	1,763
17	SR 99 HOV Lanes Phase 5: S 340th St—S 356th St	Add HOV lanes, install raised median; roundabout at 340 th St, turn lanes at 348 th	17,600
18	Citywide	Traffic signal modifications	914

19	S 288 th St: Military Rd S—I-5	Overlay	637
20	S 324 th St: SR 99—S 322 nd St	Overlay	871
21	16 th Ave S: S 344 th St—S 348 th St	Add SB auxiliary lane	6,105
22	Citywide	Implement Adaptive Traffic Control System	1,000
-	Subtotal Capital Projects	-	244,345

*Costs in 2016 and represent thousands of dollars.

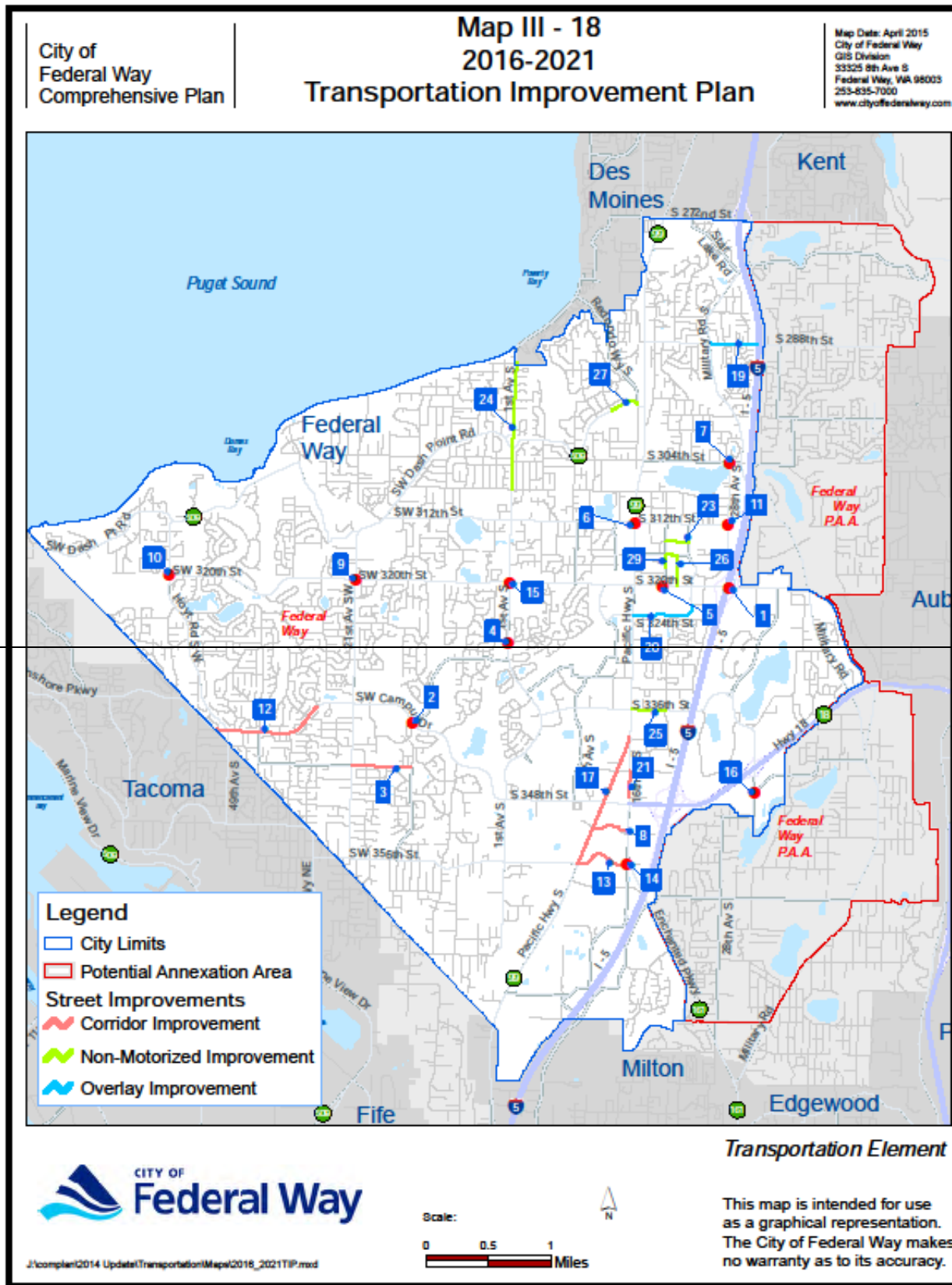


Table III-9 (Continued)

Non-Motorized Capital Projects			
ID	Location	Description	Total (\$)*
23	S 314 th St: 20 th Ave S—23 rd Ave S	Install sidewalks, ADA ramps, curbs & gutter, pedestrian improvements	3,345
24	1 st Ave S: S 292 nd St—S 312 th St	Shoulder improvements	3,770
25	S 336 th St: SR 99—20 th Ave S	Install sidewalk on north side	639
26	21 st Ave S: S 316 th St—S 320 th St	Install sidewalk on west side	1,356
27	SR 509: 11 th Pl S—16 th Ave S	Install sidewalk on south side	1,500
28	Citywide Pedestrian Safety	Install mid-block crossing treatments	640
29	20 th Ave S & S 316 th St	Install sidewalk on east and south sides	395
-	Subtotal Non-Motorized Capital Projects-		11,645
-	-	-	-
-	TOTAL CAPITAL PROJECT COSTS-		185,980

The full list of projects that the City would like to complete during the 20 year planning horizon (including the 6 year projects) are shown in *Table TP-910 (Capital Improvement Program – 2016-2024 to 20440)* and illustrated in *Maps TP-189A-C9 (2024-2044 Capital Improvement Plan)*. While all of these projects would help complete the layered network and realize the City’s transportation vision, many are deemed to be longer-term.

**Table TP-9:
Capital Improvement Program (CIP) Street and Intersection Projects –
2024-2044**

<u>Project Number</u>	<u>Project Description</u>	<u>Cost (2024 \$1,000)</u>
	<u>Capital Project List</u>	
<u>07-03</u>	<u>30th Ave S @ S 288th St: Install signal or roundabout</u>	<u>512</u>
<u>10-01</u>	<u>Military Rd S @ Camelot: Roundabout</u>	<u>1,763</u>
<u>07-07</u>	<u>1st Ave S @ S 308th St: Install signal or roundabout</u>	<u>512</u>
<u>00-02</u>	<u>28th Ave S @ S 312th St: Add SB right-turn lane (11)</u>	<u>831</u>
<u>98-34</u>	<u>21st Ave SW @ SW 320th St: Add WB left-turn lane, interconnect to 26th Ave SW (9)</u>	<u>7,815</u>
<u>07-06</u>	<u>1st Ave S @ SW 301st St: Install signal or roundabout</u>	<u>1,015</u>
<u>16-12</u>	<u>11th Pl S @ S 320th St: Add 2nd NB left-turn lane</u>	<u>859</u>
<u>16-20</u>	<u>S 320th St @ 20th Ave S: Add 2nd left-turn lanes EB, WB (5)</u>	<u>3,618</u>
<u>07-14</u>	<u>23rd Ave S @ S 320th St: Add SB left-turn lane, NB thru and right-turn lanes</u>	<u>11,027</u>

<u>Project Number</u>	<u>Project Description</u> <u>Capital Project List</u>	<u>Cost (2024</u> <u>\$1,000)</u>
<u>02-01</u>	<u>City Center Access (Phases 1 and 2): S 320th St @ I-5 Bridge Widening: Add HOV lanes through interchange, reconstruct SE quadrant of interchange to realign ramps (1a & 1b)</u>	<u>120,186</u>
<u>16-15</u>	<u>SR 99 @ S 324th St: Add 2nd left-turn lanes NB, SB, and NB right-turn lane</u>	<u>3,866</u>
<u>16-19</u>	<u>1st Ave S @ S 328th St: Install raised median, improve access at 328th (4)</u>	<u>2,403</u>
<u>16-16</u>	<u>21st Ave SW @ SW 336th St: Add 2nd left-turn lanes NB, SB, and SB right-turn lane</u>	<u>3,866</u>
<u>16-17</u>	<u>S 336th St: SR 99 - 20th Ave S: Widen to 5 lanes, add 2nd left-turn lanes EB, WB @ SR 99</u>	<u>4,714</u>
<u>93-07c</u>	<u>21st Ave SW: SW 344th St - SW 356th St: Widen to 5 lanes, add 2nd SB right-turn lane @ 356th</u>	<u>27,412</u>
<u>10-01</u>	<u>S 373rd St @ SR99: Add Signal or roundabout or two-way left-turn lane</u>	<u>5,273</u>
<u>16-01</u>	<u>SR 99 @ S 288th St: Add NB right-turn lane</u>	<u>573</u>
<u>98-15</u>	<u>Military Rd S: S 288th St - S 304th St: Widen to 5 lanes</u>	<u>29,706</u>
<u>16-02</u>	<u>Military Rd S @ S 288th St: Add 2nd left-turn lanes and right-turn lanes eastbound and westbound</u>	<u>2,947</u>
<u>98-01</u>	<u>S 304th St @ SR 99: Add left-turn lanes on 304th</u>	<u>1,842</u>
<u>94-24</u>	<u>14th Ave S: S 312th St - S 316th St: Ring Road extension</u>	<u>6,932</u>
<u>01-05</u>	<u>SR 99 @ S 312th St: Add 2nd NB left-turn lane (6)</u>	<u>8,497</u>
<u>16-09</u>	<u>SR 99 @ S 312th St: Add 2nd left-turn lane EB, WB, and WB right-turn lane</u>	<u>2,148</u>
<u>16-10</u>	<u>23rd Ave S: S 316th St - S 317th St: Add NB lane</u>	<u>859</u>
<u>93-08</u>	<u>S 316th St: SR 99 - 11th Pl S: Ring Road extension</u>	<u>10,503</u>
<u>16-11</u>	<u>8th Ave S @ S 320th St: Add left-turn lanes NB, SB</u>	<u>614</u>
<u>99-02</u>	<u>S 320th St @ 1st Ave S: Add 2nd left lanes all legs, WB, SB right-turn lane, widen 1st Ave S to 5 lanes to S 316th St (15)</u>	<u>11,225</u>
<u>16-13</u>	<u>S 324th St Interchange: Extend 5-lane minor arterial to 32nd Ave S</u>	<u>170,491</u>
<u>98-32</u>	<u>13th Pl S: S 330th St - S 332nd St: Extend 3 lane collector</u>	<u>6,077</u>
<u>16-18</u>	<u>16th Av S @ S 341st Pl: Add signal</u>	<u>512</u>
<u>16-25</u>	<u>16th Ave S: S 344th St - S 348th St: Add SB auxiliary lane (21)</u>	<u>6,576</u>
<u>05-03</u>	<u>Weyerhaeuser Wy S @ S 344th Wy: Install roundabout (16)</u>	<u>2,233</u>
<u>92-22</u>	<u>1st Ave S: S 348th St - S 356th St: Widen to 5 lanes, add 2nd SB right-turn lane @ 356th</u>	<u>9,137</u>
<u>92-18a</u>	<u>S 356th St: SR 99 - SR 161: Widen to 5 lane, bike lanes, sidewalks (13)</u>	<u>7,309</u>
<u>93-09</u>	<u>1st Ave S: S 366th St - SR 99: Extend 2-lane road, signal or roundabout at SR 99</u>	<u>9,564</u>
<u>92-14</u>	<u>Military Rd S: S Star Lake Rd - S 288th St Widen to 5 lanes, sidewalks, and illumination</u>	<u>44,915</u>
<u>07-01</u>	<u>S Star Lake Rd @ 25th Dr S: Install signal or roundabout</u>	<u>512</u>

<u>Project Number</u>	<u>Project Description</u>	<u>Cost (2024</u>
	<u>Capital Project List</u>	<u>\$1,000)</u>
<u>10-01</u>	<u>S Star Lake Rd: @ Military: Add right-turn lane on S Star Lake Rd</u>	<u>1,282</u>
<u>02-04</u>	<u>SR 18 @ SR 161: Add 3rd thru lane NB, SB. 3rd left-turn lane NB, SB</u>	<u>15,467</u>
<u>05-01</u>	<u>SR 509 @ 4th Ave S: Install roundabout</u>	<u>1,079</u>
<u>94-10b</u>	<u>SR 509: 9th Pl S - 16th Ave S: Widen to 5 lanes, signal at 9th Pl S</u>	<u>11,140</u>
<u>98-05</u>	<u>S 324th St: SR 99 - 23rd Ave S: Widen to 5 lanes</u>	<u>13,367</u>
<u>92-20</u>	<u>47th Ave SW @ SW 320th St: Signalize (10)</u>	<u>654</u>
<u>97-01</u>	<u>SW 336th Wy / SW 340th St: 26th Pl SW - Hoyt Rd SW: Signal Coordination</u>	<u>358</u>
<u>98-07</u>	<u>SW 336th Wy / SW 340th St: 26th Pl SW - Hoyt Rd SW: Widen to 5 lanes (12)</u>	<u>27,642</u>
<u>98-10a</u>	<u>SW 344th St: 12th Ave SW - 21st Ave SW: Extend 3-lane principal collector with bike lanes, sidewalks (3)</u>	<u>12,875</u>
<u>98-10c</u>	<u>10th Ave SW @ SW Campus Drive: Add SB right-turn lane (2)</u>	<u>1,557</u>
<u>98-13</u>	<u>SW 344th St & 35th Ave SW: 21st Ave SW - SW 340th Street: Bike lanes, sidewalks</u>	<u>15,657</u>
<u>16-23</u>	<u>Citywide: Traffic signal modifications (18)</u>	<u>1,158</u>
<u>16-24</u>	<u>Citywide: Implement Adaptive Traffic Control System (22)</u>	<u>5,910</u>
<u>16-21</u>	<u>Citywide Pedestrian Safety: Install mid-block crossing treatments (28)</u>	<u>4,401</u>
<u>01-03</u>	<u>SR 509 @ 26th Pl SW: Add WB left-turn lane</u>	<u>1,288</u>
<u>14-01</u>	<u>Weyerhaeuser Wy S: S 336th St - 33rd Pl S: Widen to 5 lanes</u>	<u>3,580</u>
<u>92-23</u>	<u>S 304th St: SR 99 - 28th Ave S: Widen to 3 lanes</u>	<u>14,584</u>
<u>16-03</u>	<u>SR 509 @ SW 301st St: Install compact roundabout</u>	<u>915</u>
<u>16-14</u>	<u>S 324th St: 11th Pl S - SR 99: Widen to 5 lanes</u>	<u>2,292</u>
<u>07-12</u>	<u>6th Ave SW @ SW 320th St: Install signal or roundabout</u>	<u>512</u>
<u>07-18</u>	<u>Military Rd S @ S 328th St: Install signal or roundabout</u>	<u>512</u>
<u>92-06b</u>	<u>S 356th St: 1st Ave S - SR 99: Widen to 5 lanes</u>	<u>21,539</u>
<u>98-20</u>	<u>S 312th St: 1st Ave S - 14th Ave S: Widen to 5 lanes</u>	<u>36,389</u>
<u>16-07</u>	<u>SR 509 @ SW 312th St: Add 2nd WB left-turn lane</u>	<u>1,145</u>
<u>05-04</u>	<u>S 312th St @ 18th Ave S: Install signal</u>	<u>512</u>
<u>98-17</u>	<u>S Star Lake Rd: S 272nd St - Military Rd S: Widen to 3 lanes (see 10-1) for intersection improvement</u>	<u>11,815</u>
<u>98-39</u>	<u>1st Ave S: SW 301st St - SW 312th St: Widen to 3 lanes</u>	<u>14,853</u>
<u>98-24</u>	<u>Hoyt Rd SW: SW 320th St - SW 340th St: Widen to 3 lanes</u>	<u>15,276</u>
<u>93-07a</u>	<u>21st Ave SW: SW 312th St - SW 320th St: Widen to 5 lanes</u>	<u>15,662</u>
<u>16-04</u>	<u>SR 509 @ SW 308th St: Install roundabout</u>	<u>1,705</u>
<u>16-05</u>	<u>SR 509 @ SW 306th St/12th Av SW: Install roundabout</u>	<u>1,705</u>
<u>16-06</u>	<u>SR 509 @ 16th Ave SW: Install roundabout</u>	<u>1,705</u>
<u>16-08</u>	<u>8th Ave SW @ SW 312th St: Install roundabout</u>	<u>1,705</u>

<u>Project Number</u>	<u>Project Description</u>	<u>Cost (2024</u>
	<u>Capital Project List</u>	<u>\$1,000)</u>
<u>94-11</u>	<u>S 308th St: 5th Pl S - 8th Ave S: Extend 2-lane street</u>	<u>2,455</u>
<u>07-13</u>	<u>SR 99 @ S 320th St: Add NB right-turn lane</u>	<u>3,652</u>
<u>98-23</u>	<u>47th Ave SW: SR 509 - SW 318th St: Widen to 3 lanes</u>	<u>6,377</u>
<u>98-14</u>	<u>S 288th St: Military Rd S - I-5: Widen to 5 lanes</u>	<u>14,620</u>
<u>94-10a</u>	<u>SR 509: 1st Ave S - 9th Pl S: Widen to 3 lanes</u>	<u>19,805</u>
<u>94-17</u>	<u>SR 509: 1st Ave S - 16th Ave SW: Widen to 3 lanes</u>	<u>37,808</u>
<u>05-02</u>	<u>City Center Couplet: S 316th St/S 324th St: 11th Pl S - 23rd Ave S: Restripe for clockwise couplet</u>	<u>1,024</u>
<u>07-02</u>	<u>SR 99 @ S 288th St: Add EB left-turn lane</u>	<u>1,433</u>
<u>07-15</u>	<u>25th Ave S @ S 320th St: Add 2nd EB left-turn lane, NB right-turn lane</u>	<u>16,469</u>
<u>98-18</u>	<u>28th Ave S: S 304th St - S 317th St: Widen to 3 lanes</u>	<u>20,795</u>
<u>98-57</u>	<u>SR 509: 30th Ave SW - 47th Ave SW: Widen to 3 lanes</u>	<u>23,765</u>
<u>98-58</u>	<u>SR 509: 47th Ave SW - West City Limits: Widen to 3 lanes</u>	<u>29,706</u>
<u>07-19</u>	<u>1st Wy S @ S 336th St: Add 2nd SB left-turn lane</u>	<u>9,330</u>
<u>98-30</u>	<u>10th Ave SW @ SW 334th St: Signalization or roundabout</u>	<u>512</u>
<u>98-26</u>	<u>S 320th St @ 5th Ave S: Signalization</u>	<u>512</u>
<u>00-07</u>	<u>S 348th St @ 9th Ave S: Add 2nd SB left-turn lane</u>	<u>2,947</u>
<u>92-12</u>	<u>4 Av S: S 312 St - S 316 Pl: improve vertical alignment</u>	<u>40,509</u>
<u>95-02</u>	<u>S 312th St: 23rd Ave S - 28th Ave S: Widen to 3 lanes</u>	<u>9,451</u>
<u>98-31</u>	<u>SW 356th St @ 13th Wy SW/14th Ave SW: Signalization</u>	<u>512</u>
<u>07-16</u>	<u>Military Rd S @ S 320th St: Add 2nd NB left-turn lane</u>	<u>7,119</u>
<u>98-29</u>	<u>SW 320th St @ 11th Ave SW: Signalization</u>	<u>512</u>
<u>14-02</u>	<u>SR 509 @ 30th Ave SW: Install roundabout</u>	<u>1,278</u>
<u>98-28</u>	<u>SW 320th St @ 7th Ave SW: Signalization</u>	<u>512</u>
<u>98-19</u>	<u>S 308th St: 8th Ave S - 14th Ave S: Install curb, gutter, sidewalks</u>	<u>6,752</u>
<u>92-11</u>	<u>SW Campus Dr: 1st Ave S - 7th Wy SW: Widen lanes/sidewalk</u>	<u>2,626</u>
<u>00-16</u>	<u>SR 99 @ Spring Valley Montessori School: Add NB left-turn lane</u>	<u>8,838</u>
<u>95-20</u>	<u>Military Rd S: S 320th St - SR 18: Widen to 3 lanes</u>	<u>48,610</u>
<u>24-009</u>	<u>SW 340th St: 37th Ave SW - City Limits: Widen to 5 lanes</u>	<u>3,650</u>
<u>24-010</u>	<u>SW 340th St: 31st Ave SW - 37th Ave SW: Widen to 5 lanes</u>	<u>6,465</u>
<u>24-011</u>	<u>21st Ave S @ S 320th St: Install traffic signal</u>	<u>1,190</u>
<u>24-012</u>	<u>Citywide: Install variable lane use control signs</u>	<u>1,085</u>
<u>24-013</u>	<u>SW 344th St @ 27th Ave SW: Construct compact roundabout</u>	<u>699</u>
<u>24-014</u>	<u>Citywide: High Friction Surface Treatment Application</u>	<u>4,121</u>

<u>Project Number</u>	<u>Project Description</u>	<u>Cost (2024 \$1,000)</u>
	Capital Project List	
<u>24-015</u>	<u>S 332nd St: 13 Pl S - SR 99: Extend S 332nd St from 13 Pl S to SR 99</u>	<u>1,300</u>
<u>24-016</u>	<u>Citywide: Local Road Safety Plan</u>	<u>500</u>
	Subtotal Street and Intersection Projects	1,126,021

Non-Motorized Capital Projects		
<u>Project Number</u>	<u>Project Description</u>	<u>Cost (2024 \$1,000)</u>
<u>00-06b</u>	<u>S 314th St: PVR Wy S - 23rd Ave S: Add sidewalks and streetlights (23)</u>	<u>3,570</u>
<u>98-41</u>	<u>1st Ave S: S 292nd St - S 312th St: Shoulder improvement (24)</u>	<u>4,057</u>
<u>16-30</u>	<u>S 336th St: SR 99 - 20th Ave S: Add sidewalk north side (25)</u>	<u>809</u>
<u>16-27</u>	<u>SR 509: 11th Pl S - 16th Ave S: Install sidewalk on south side (27)</u>	<u>1,791</u>
<u>98-39</u>	<u>9th Ave S: S 332nd St - S 348th St: Widen for Bike Lanes</u>	<u>19,805</u>
<u>98-42</u>	<u>S Park & Ride Trail: SR99 @ 352nd - S 348th @ 9th: Extend Trail</u>	<u>1,891</u>
<u>24-017</u>	<u>SW King County Regional Trail Plan: Plan to connect trails to adjacent cities</u>	<u>300</u>
<u>16-21</u>	<u>Citywide Pedestrian Safety: Install mid-block crossing treatments (28)</u>	<u>4,401</u>
<u>24-018</u>	<u>Citywide RRFB Upgrades: Replace median-mounted RRFB's with mast arm mountings</u>	<u>853</u>
<u>24-019</u>	<u>Federal Way Transit Center: Pedestrian Access Improvements</u>	<u>1,024</u>
<u>24-020</u>	<u>S 312th St: Steel Lake Park - 28th Ave S: Install sidewalk and streetlights on south side</u>	<u>771</u>
<u>24-021</u>	<u>City Center Access - BPA Trail Extension: Construct multi-use path between Celebration Park and Federal Way Transit Center</u>	<u>7,217</u>
<u>24-022</u>	<u>Pacific Hwy S Trail - 16th Ave S (S 288th St to S 308th St): Construct multi-use path</u>	<u>3,678</u>
<u>24-023</u>	<u>Pacific Hwy S Trail - 16th Ave S (SR 509 to S 308th St): Construct multi-use path</u>	<u>2,347</u>
<u>24-024</u>	<u>Pacific Hwy S Trail - S 288th St to S 272nd St: Construct multi-use path</u>	<u>11,000</u>
<u>24-025</u>	<u>S 288th St: Military Rd S - 34th Ave S: Restripe to 3 lanes with bike lanes, improve pedestrian facilities</u>	<u>911</u>
<u>24-026</u>	<u>S 288th St: 16th Ave S - 34th Ave S: Restripe to 3 lanes with bike lanes, improve pedestrian facilities</u>	<u>2,681</u>
<u>24-027</u>	<u>FWHS - City Center Greenway: S 308th St / 20th Ave S: Greenway improvements</u>	<u>538</u>
<u>24-028</u>	<u>Citywide: Local Improvement District Non-Motorized Improvement Program</u>	<u>2,267</u>
<u>24-029</u>	<u>S 320th St Grade Separation: Conceptual design and feasibility analysis to lower S 320 St in City Center</u>	<u>300</u>
<u>24-030</u>	<u>28th Ave S: S 312th St - S 308th Ln: Install sidewalk and streetlights on east side of 28th Ave S and south side of S 308th Ln</u>	<u>3,150</u>
	Subtotal Non-Motorized CIP	73,362

Maintenance and Preservation		
Project Number	Project Description	Cost (2024 \$1,000)
24-001	Overlay Citywide	105,800
24-002	Street Vegetation Management	4,200
24-003	Street Operations and Maintenance	80,000
24-004	ADA Retrofits	8,620
24-005	Intelligent Transportation System (ITS) and Traffic Signal Replacements	21,780
24-006	Traffic Maintenance (Signs, markings, signals, ITS, and streetlights)	16,500
24-007	Electricity for signal and streetlights	9,500
24-008	Demand Management Program	2,000
Subtotal Maintenance and Preservation		248,400
Total City Expenditures		1,447,783

**Table III-10
Capital Improvement Program (CIP) — 2016 to 2040**

Project Number	Project Description	Cost (2016 \$1,000)
Capital Project List		
95-17	SR 99: S 340th St—S 356th St: Construct HOV lanes, install raised median; roundabout at 340 th St, turn lanes @ 348th (17)	17,600
97-01	SW 336th Wy / SW 340th St: 26th Pl SW—Hoyt Rd SW: Signal Coordination	-283
92-18b	SR 161 @ S 356th St: Add NB left turn lane, EB right turn lane, or install roundabout (14)	-4,100
92-18a	S 356th St: SR 99—SR 161: Widen to 5 lane, bike lanes, sidewalks (13)	-6,112
16-22	S 352nd St: SR 99—SR 161: Extend 3 lane principal collector and signal at SR 99 (8)	5,619
16-23	Citywide: Traffic signal modifications (18)	914
16-24	Citywide: Implement Adaptive Traffic Control System (22)	1,000
16-25	16th Ave S: S 344th St—S 348th St: Add SB auxiliary lane (21)	6,105
16-19	1st Ave S @ S 328th St: Install raised median, improve access at 328th (4)	1,897
16-20	S 320th St @ 20th Ave S: Add 2nd left turn lanes EB, WB (5)	2,856
16-21	Citywide Pedestrian Safety: Install mid-block crossing treatments (28)	640
16-26	S 304th St @ 28th Ave S: Add NB right turn lane, signal (7)	2,371
94-10b	SR 509: 9th Pl S—16th Ave S: Widen to 5 lanes, signal at 9th Pl S	-8,794
07-06	1st Ave S @ SW 301st St: Install signal or roundabout	-404
16-11	8th Ave S @ S 320th St: Add left turn lanes NB, SB	-485
16-13	S 324th St Interchange: Extend 5 lane minor arterial to 32nd Ave S	-134,587
07-07	1st Ave S @ S 308th St: Install signal or roundabout	-404
07-04	Military Rd S @ S 296th Pl: Install signal or roundabout	-404
16-18	16th Av S @ S 341st Pl: Add signal	-404
16-01	SR 99 @ S 288th St: Add NB right turn lane	-452
98-32	13th Pl S: S 330th St—S 332nd St: Extend 3 lane collector	-4,797

Table III-10
Capital Improvement Program (CIP)—2016 to 2040

Project Number	Project Description	Cost (2016 \$1,000)
94-24	14th Ave S: S 312th St—S 316th St: Ring Road extension	-5,472
93-08	S 316th St: SR 99—11th Pl S: Ring Road extension	-8,291
01-05	SR 99 @ S 312th St: Add 2nd NB left turn lane (6)	6,708
07-22	16th Ave S: SR 99—SR 18: Add HOV lanes	-22,384
02-01	City Center Access (Phases 1 and 2): S 320th St @ I 5 Bridge Widening: Add HOV lanes through interchange, reconstruct SE quadrant of interchange to realign ramps (1a & 1b)	-134,609
10-01	S 373rd St @ SR99: Add Signal or roundabout or two-way left turn lane	-482
05-03	Weyerhaeuser Wy S @ S 344th Wy: Install roundabout (16)	-1,763
05-01	SR 509 @ 4th Ave S: Install roundabout	-1,009
07-03	30th Ave S @ S 288th St: Install signal or roundabout	-404
98-10e	10th Ave SW @ SW Campus Drive: Add SB right turn lane (2)	1,229
16-09	SR 99 @ S 312th St: Add 2nd left turn lane EB, WB, and WB right turn lane	-1,696
02-04	SR 18 @ SR 161: Add 3rd thru lane NB, SB, 3rd left turn lane NB, SB	-12,210
98-07	SW 336th Wy / SW 340th St: 26th Pl SW—Hoyt Rd SW: Widen to 5 lanes (12)	21,821
98-15	Military Rd S: S 288th St—S 304th St: Widen to 5 lanes	-23,450
07-01	S Star Lake Rd @ 25th Dr S: Install signal or roundabout	-404
16-02	Military Rd S @ S 288th St: Add 2nd left turn lanes and right turn lanes eastbound and westbound	-2,326
98-10a	SW 344th St: 12th Ave SW—21st Ave SW: Extend 3 lane principal collector with bike lanes, sidewalks (3)	10,164
99-02	S 320th St @ 1st Ave S: Add 2nd left lanes all legs, WB, SB right turn lane, widen 1st Ave S to 5 lanes to S 316th St (15)	-10,460
98-01	S 304th St @ SR 99: Add left turn lanes on 304th	-1,454
10-01	S Star Lake Rd @ Military: Add right turn lane on S Star Lake Rd	-401
16-15	SR 99 @ S 324th St: Add 2nd left turn lanes NB, SB, and NB right turn lane	-3,052
16-16	21st Ave SW @ SW 336th St: Add 2nd left turn lanes NB, SB, and SB right turn lane	-3,052
00-12	S 308th St: 14th Ave S—18th Ave S: Widen to 3 lanes	-3,198
16-17	S 336th St: SR 99—20th Ave S: Widen to 5 lanes, add 2nd left turn lanes EB, WB @ SR 99	-3,721
98-34	21st Ave SW @ SW 320th St: Add WB left turn lane, interconnect to 26th Ave SW (9)	6,169
92-22	1st Ave S: S 348th St—S 356th St: Widen to 5 lanes, add 2nd SB right turn lane @ 356th	-7,213
93-09	1st Ave S: S 366th St—SR 99: Extend 2 lane road, signal or roundabout at SR 99	-7,550
98-05	S 324th St: SR 99—23rd Ave S: Widen to 5 lanes	-10,552
92-20	47th Ave SW @ SW 320th St: Signalize (10)	569
95-07	S 288th St: 19th Ave S—Military Rd S: Widen to 5 lanes	-12,364
93-07e	21st Ave SW: SW 344th St—SW 356th St: Widen to 5 lanes, add 2nd SB right turn lane @ 356th	-21,639

Table III-10
Capital Improvement Program (CIP)—2016 to 2040

Project Number	Project Description	Cost (2016 \$1,000)
92-14	Military Rd S: S Star Lake Rd—S 288th St Widen to 5 lanes, sidewalks, and illumination	-35,456
16-10	23rd Ave S: S 316th St—S 317th St: Add NB lane	-678
16-12	11th Pl S @ S 320th St: Add 2nd NB left turn lane	-678
00-02	28th Ave S @ S 312th St: Add SB right turn lane (11)	771
07-14	23rd Ave S @ S 320th St: Add SB left turn lane, NB thru and right turn lanes	-8,705
98-13	SW 344th St & 35th Ave SW: 21st Ave SW—SW 340th Street: Bike lanes, sidewalks	-12,360
10-01	Military Rd S @ Camelot: Roundabout	1,392
01-03	SR 509 @ 26th Pl SW: Add WB left turn lane	-1,017
07-05	Military Rd S @ S 298th St: Install signal or roundabout	-404
14-01	Weyerhaeuser Wy S: S 336th St—33rd Pl S: Widen to 5 lanes	-2,826
92-23	S 304th St: SR 99—28th Ave S: Widen to 3 lanes	-11,513
16-03	SR 509 @ SW 301st St: Add WB right turn lane	-226
16-14	S 324th St: 11th Pl S—SR 99: Widen to 5 lanes	-1,809
07-12	6th Ave SW @ SW 320th St: Install signal or roundabout	-404
07-18	Military Rd S @ S 328th St: Install signal or roundabout	-404
92-06b	S 356th St: 1st Ave S—SR 99: Widen to 5 lanes	-16,416
98-20	S 312th St: 1st Ave S—14th Ave S: Widen to 5 lanes	-28,726
07-20	SW Campus Dr: 1st Ave S—21st Ave SW: Add HOV lanes	-63,956
16-07	SR 509 @ SW 312th St: Add 2nd WB left turn lane	-904
93-12	SR 509 @ 47th Ave SW: Install roundabout	-1,009
05-04	S 312th St @ 18th Ave S: Install signal	-404
98-17	S Star Lake Rd: S 272nd St—Military Rd S: Widen to 3 lanes (see 10-1) for intersection improvement	-9,327
98-39	1st Ave S: SW 301st St—SW 312th St: Widen to 3 lanes	-11,725
98-24	Hoyt Rd SW: SW 320th St—SW 340th St: Widen to 3 lanes	-12,059
93-07a	21st Ave SW: SW 312th St—SW 320th St: Widen to 5 lanes	-12,364
16-04	SR 509 @ SW 308th St: Install roundabout	-1,346
16-05	SR 509 @ SW 306th St/12th Av SW: Install roundabout	-1,346
16-06	SR 509 @ 16th Ave SW: Install roundabout	-1,346
16-08	8th Ave SW @ SW 312th St: Install roundabout	-1,346
94-11	S 308th St: 5th Pl S—8th Ave S: Extend 2-lane street	-1,938
07-13	SR 99 @ S 320th St: Add NB right turn lane	-2,883
98-23	47th Ave SW: SR 509—SW 318th St: Widen to 3 lanes	-5,034
98-14	S 288th St: Military Rd S—I 5: Widen to 5 lanes	-11,541
94-10a	SR 509: 1st Ave S—9th Pl S: Widen to 3 lanes	-15,634

Table III-10
Capital Improvement Program (CIP)—2016 to 2040

Project Number	Project Description	Cost (2016 \$1,000)
94-17	SR 509: 1st Ave S—16th Ave SW: Widen to 3 lanes	-29,846
05-02	City Center Couplet: S 316th St/S 324th St: 11th Pl S—23rd Ave S: Restripe for clockwise couplet	-808
07-02	SR 99 @ S 288th St: Add EB left turn lane	-1,131
07-15	25th Ave S @ S 320th St: Add 2nd EB left turn lane, NB right turn lane	-13,001
98-18	28th Ave S: S 304th St—S 317th St: Widen to 3 lanes	-16,416
98-57	SR 509: 30th Ave SW—47th Ave SW: Widen to 3 lanes	-18,760
98-58	SR 509: 47th Ave SW—West City Limits: Widen to 3 lanes	-23,450
07-19	1st Wy S @ S 336th St: Add 2nd SB left turn lane	-7,365
98-30	10th Ave SW @ SW 334th St: Signalization or roundabout	-404
11-01	21st Ave S @ S 320th St: Install signal	-404
98-26	S 320th St @ 5th Ave S: Signalization	-404
00-07	S 348th St @ 9th Ave S: Add 2nd SB left turn lane	-2,326
92-12	4 Av S: S 312 St—S 316 Pl: improve vertical alignment	-3,1978
95-02	S 312th St: 23rd Ave S—28th Ave S: Widen to 3 lanes	-7,461
98-31	SW 356th St @ 13th Wy SW/14th Ave SW: Signalization	-404
07-16	Military Rd S @ S 320th St: Add 2nd NB left turn lane	-5,620
98-29	SW 320th St @ 11th Ave SW: Signalization	-404
14-02	SR 509 @ 30th Ave SW: Install roundabout	-1,009
98-28	SW 320th St @ 7th Ave SW: Signalization	-404
98-19	S 308th St: 8th Ave S—14th Ave S: Install curb, gutter, sidewalks	-5,330
92-11	SW Campus Dr: 1st Ave S—7th Wy SW: Widen lanes/sidewalk	-2,073
00-16	SR 99 @ Spring Valley Montessori School: Add NB left turn lane	-6,977
95-20	Military Rd S: S 320th St—SR 18: Widen to 3 lanes	-38,373
-	Subtotal Capital Projects	-1,015,244

Non-Motorized Capital Projects		
Project Number	Project Description	202416 cost
00-06b	S 314th St: 20th Av S—23rd Ave S: Add sidewalks and street lights (23)	-2,665
98-41	1st Ave S: S 292nd St—S 312th St: Shoulder improvement (24)	-3,770
16-30	S 336th St: SR 99—20th Ave S: Add sidewalk north side (25)	-639
16-29	21st Ave S: S 316th St—S 320th St: Install sidewalk on west side (26)	1,356
16-27	SR 509: 11th Pl S—16th Ave S: Install sidewalk on south side (27)	1,500
16-28	20th Ave S & S 316th St: Install sidewalk on east and south sides (29)	395

98-39	9th Ave S: S 332nd St - S 348th St: Widen for Bike Lanes	-15,634
98-42	S Park & Ride Trail: SR99 @ 352nd - S 348th @ 9th: Extend Trail	-1,493
-	Subtotal Non-Motorized CIP	27,452
-	-	-
-	Total City Expenditures	1,042,696

3.67 FINANCING AND IMPLEMENTATION

Provision of transportation facilities and services requires the timing of new projects to meet the needs of the community. At the same time, existing facilities must be maintained and the public’s investment protected, maximizing the life of the infrastructure. The purpose of this section is to describe various strategies available to the City to implement the preferred transportation and land use plan.

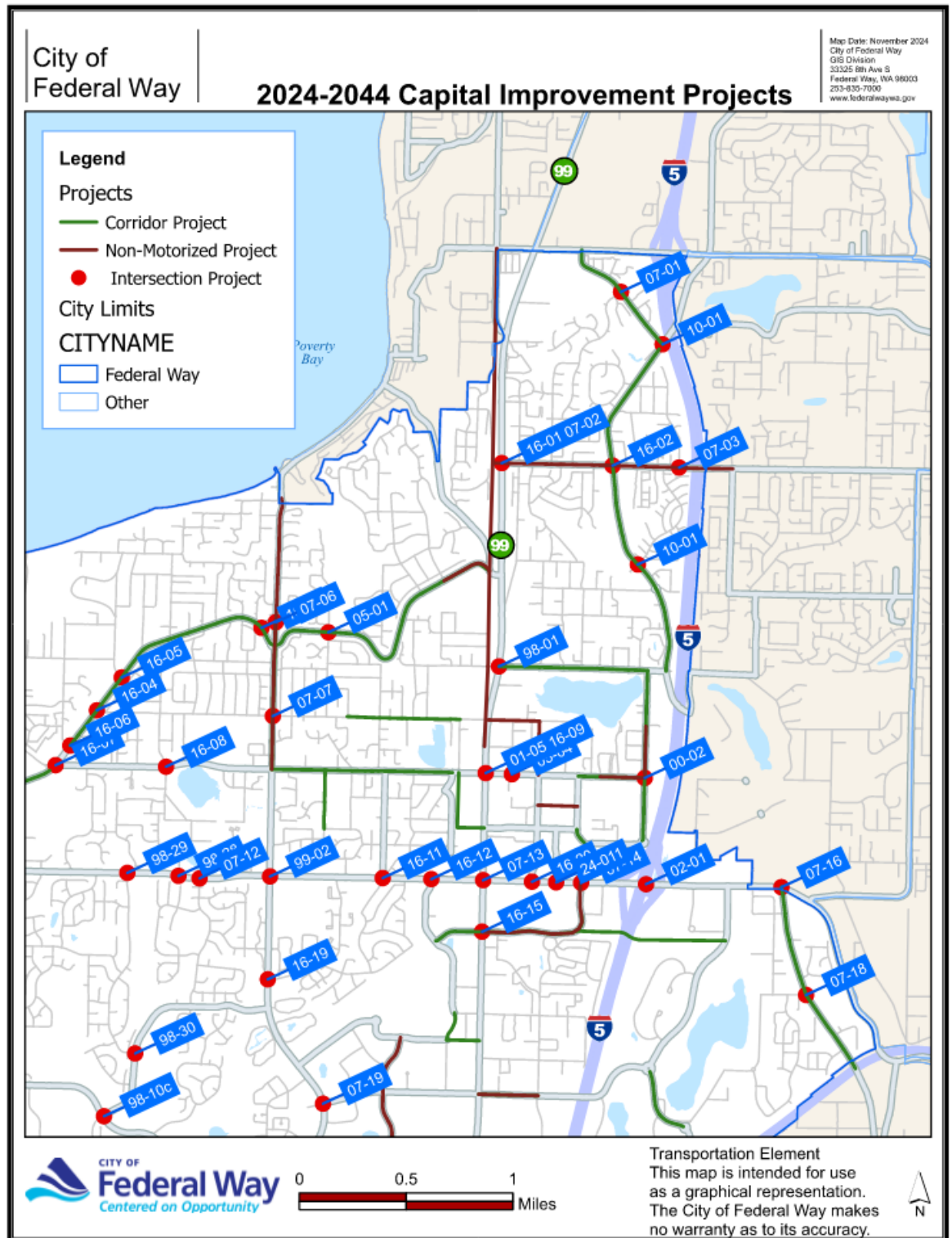
The preferred plan proposes a balanced investment among modes of travel, providing mobility options and increasing the commitment to travel by transit, ridesharing, bicyclists, and pedestrians.

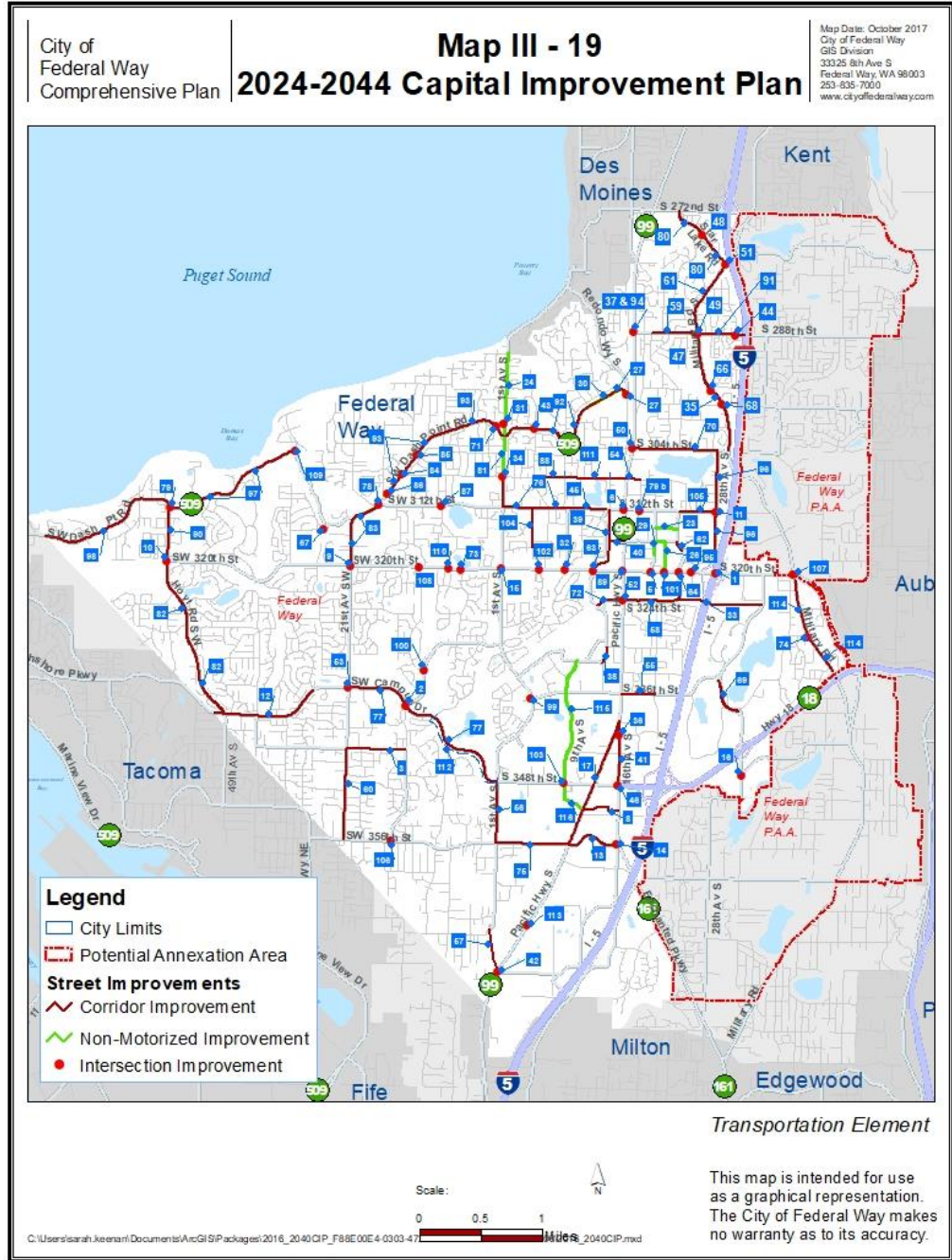
The implementation plan for Federal Way focuses on the next six-year time period within which to forecast needs and to identify reliable options for transportation funding.

Financing

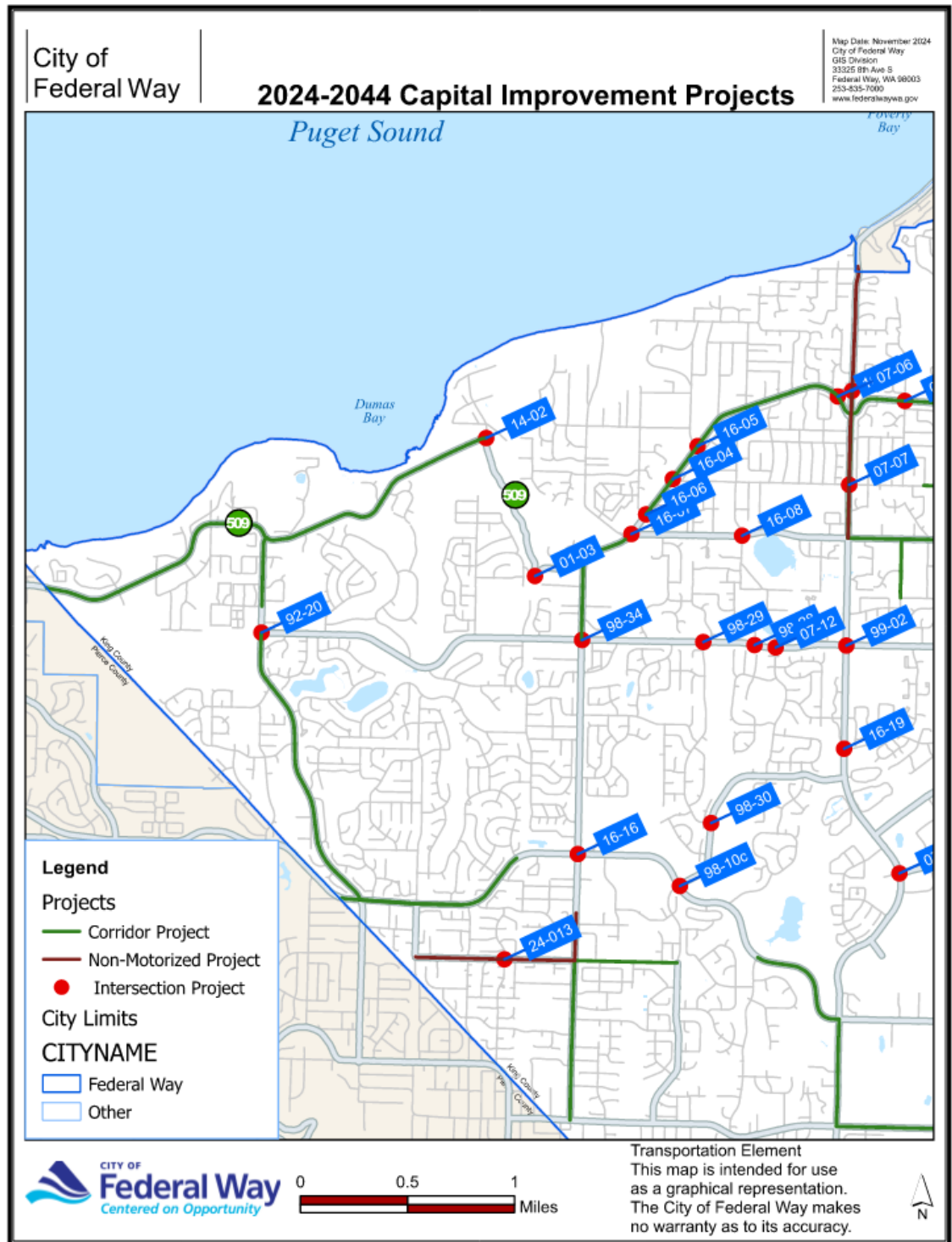
The purpose of a transportation financing strategy is to develop an adequate and equitable funding program to implement transportation improvements in a timely manner. Without adequate funding the transportation plan cannot be implemented in an efficient and cost-effective manner. The financing program recognizes various user groups and modes.

**Map TP-19A:
2024-2044 Capital Improvement ~~Plan~~Projects**

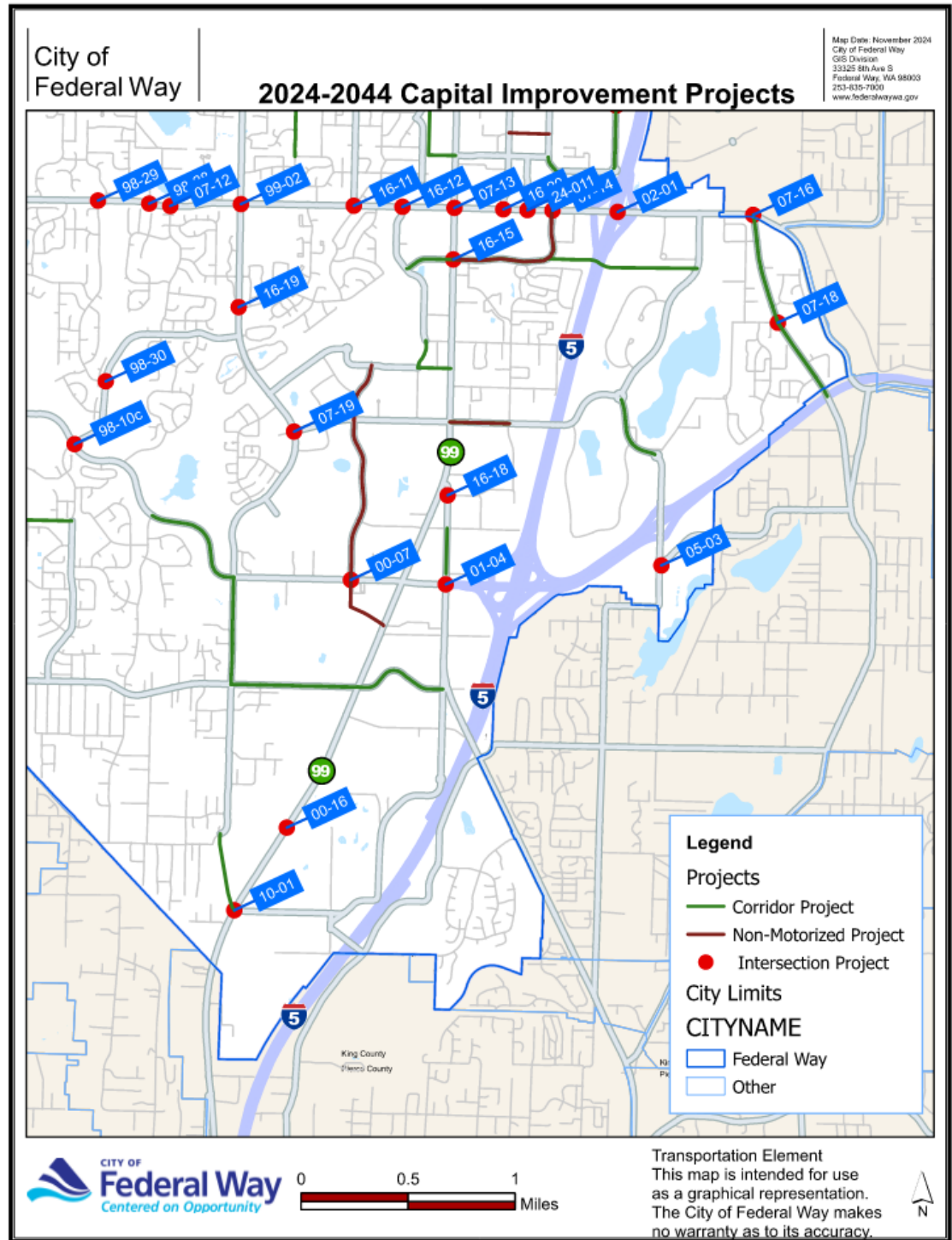




Map TP-19B: 2024-2044 Capital Improvement Projects



Map TP-19C: 2024-2044 Capital Improvement Projects



Funding sources are not fixed and require annual review and reprogramming. Where non-City funds are sought, the City’s projects may be competing for limited funds. Without attention to financing requirements, the operation, maintenance, and expansion of the transportation system will not occur in a timely fashion.

Estimates of Revenue

The last ~~five~~ four years (~~2009-2021~~ to ~~2024~~14) of financial revenues were reviewed. *Table TP-11-10* presents annual revenue estimates for six existing sources of revenue for transportation capital improvements for the City of Federal Way. Each source of revenue has a low estimate, a high estimate, and the average of the two. ~~It should be noted that the City has been successful to attaining state and federal grants, with roughly two thirds of revenue from these sources.~~

**Table TP-11-10:
Estimates of Specific Revenue by Sources ~~2015~~2021-2024 (\$ Millions)**

	Source of Revenue	Low Estimate (\$)	High Estimate (\$)	Average (\$)
1.	Federal Grants – Annual Average	<u>1.51</u> .2	<u>3.12</u> .5	<u>2.31</u> .9
2.	State Grants - Annual Average	<u>1.81</u> .4	<u>3.62</u> .9	<u>2.72</u> .2
3.	Motor Vehicle Fuel Tax	<u>0.40</u> .2	<u>0.70</u> .4	<u>0.50</u> .3
4.	Road/Street Maintenance	<u>0.10</u> .2	<u>0.20</u> .4	<u>0.20</u> .3
5.	Traffic Mitigation	<u>1.40</u> .2	<u>2.80</u> .4	<u>2.10</u> .3
6.	Transfer from Other Sources such as Real Estate Excise Tax and -Community Development Block Grants	<u>7.01</u> .1	<u>14.02</u> .3	<u>10.51</u> .7
	Total: Existing Annual Revenue for Capital	<u>12.24</u>.4	<u>24.48</u>.8	<u>18.36</u>.6
	Total: 2520-year Revenue for Capital	<u>244</u>110	<u>489</u>220	<u>367</u>165

The estimate of each of the existing revenue sources listed in *Table TP-11-10* is described below in *Existing Revenues for Transportation Capital Projects*, with existing revenue sources numbered 1 through 6.

Existing Revenues for Transportation Capital Projects

1. Federal Grants – Annual Average (net of Committed Grants)

The estimate is based on the annual average of \$3.1 million of federal grants received by the City since 2021. The low estimate of \$1.5 million is based on 50 percent of the historical average, while a high estimate of \$3.1 million is based on 100 percent of the historical average. The average of these values is \$2.3 million.

2. *State Grants – Annual Average (net of Committed Grants)*

The estimate is based on the annual average of ~~\$2.73.6~~ million of state grants received by the City since ~~2009~~2021. The low estimate of ~~\$1.41.8~~ million is based on 50 percent of the historical average, while a high estimate of ~~\$2.93.6~~ million is based on 100 percent of the historical average. The average of these values is ~~\$2.2~~\$2.7 million.

3. *Motor Vehicle Fuel Tax*

The Street Fund was established to account for the receipt and disbursement of state levied unrestricted motor vehicle fuel taxes, which must be accounted for in a separate fund. The Street Fund is used primarily for ongoing operating and maintenance expenses of the street system. However, the City transfers a portion of the Street Fund money to the City’s capital improvement program (CIP) for transportation projects. The estimate is based on the annual average of ~~\$311,000~~708,000 received by the City since ~~2009~~2021. A low estimate of ~~\$155,000~~354,000 is based on 50 percent of the historical average. The high estimate of ~~\$708,000~~ \$311,000 is based on 100 percent of the historical average. The average of these values is ~~\$233,000~~531,000

4. *Road and Street Maintenance*

The Street Fund funds ongoing operations and maintenance of the Federal Way street system. Since ~~2009~~2021, an annual average of ~~\$371,000~~225,000 has been allocated from this fund. A low estimate of ~~\$113,000~~186,000 is based on 50 percent of the historical average. The high estimate of ~~\$225,000~~ 371,000 is based on 100 percent of the historical average. The average of these values is ~~\$169,000~~278,000.

5. *Traffic Impact Fee Funds Mitigation*

Federal Way assesses traffic impact ~~fees mitigations~~ for new developments through the ~~adopted traffic impact fee program~~ a combination of impact fees for system-level improvements and SEPA traffic mitigation for site-specific impacts. The City has collected an annual average of ~~\$432,000~~2.8 million in ~~traffic mitigation~~ TIF fees since ~~2009~~2021. Prior to 2010 the City also collected SEPA-based mitigation fees for system-level improvements. When impact fees were adopted, the SEPA mitigation was limited to site-specific impacts. A low estimate of ~~\$216,000~~1.4 million is based on 50 percent of the historical average. The high estimate of ~~\$2.8 million~~ \$432,000 is based on 100 percent of the historical average. The average of these values is ~~\$324,000~~\$2.1 million.

6. *Transfer from Other Sources*

Federal Way also uses funds from other sources, such as real estate excise taxes (REET) and community block grants, to fund many types of infrastructure improvements, including transportation projects. This estimate is based on an average of ~~\$2.3~~14 million transferred from other sources since ~~2009~~2021. A low estimate of ~~\$7.4~~ million is based on 50 percent of the historical average. The high estimate of ~~\$14.2~~3 million is based on 100 percent of the historical average. The average of these values is ~~\$10.5~~7 million.

Future Revenues for Transportation Capital Projects

A key GMA planning requirement is the concept of fiscal restraint in transportation planning. A fiscally constrained Transportation Element must first allow for operation and maintenance of existing facilities, and then capital improvements. To introduce fiscal constraint into the plan, an inventory of revenues and costs was undertaken to identify funds that are likely to be available for capital construction and operations.

The proposed Transportation Element for Federal Way contains a variety of projects that would cost approximately ~~\$850 million~~ 1.4 billion over ~~205~~ years. *Table TP-12-11* summarizes the costs of the major types of transportation investments by type. The Transportation Element focuses on capital projects that will help the City achieve its mobility goals. The plan also includes ongoing pavement maintenance to ensure that the roadway network is kept in good condition.

**Table TP-12-11:
Costs of Federal Way Transportation Element (25+ years)**

Project Type	Description	Total Cost (\$ Millions)
Intersection and Streets	Traffic signals and roundabouts	461,126
Streets	Street extensions and widenings	20-25
Multimodal Projects Non-motorized	Sidewalks, trails, bike lanes, and downtown investments	14-16 <u>73</u>
Maintenance	Overlay and pavement repair, lighting, signal operations, snow removal	15-20 <u>248</u>
	Total	53-67 <u>1,447</u>

*Costs denoted in millions

It is worthwhile to note that average annual funding for transportation (including maintenance) in the City of Federal Way has averaged around ~~\$9-18~~ million in recent years. Revenues include those from outside sources and grants, general city funds, real estate excise taxes, impact fees, and gas tax receipts. The City aggressively pursues federal and state funding sources for transportation projects in order to maximize the use of City funds to maintain City streets and fund improvements to streets that would not fare well in grant-funding selection criteria.

Based on the data in *Table TP-10-11 (Estimates of Specific Revenue by Sources 2015-2021-202440 (\$ Millions))* the City's existing revenue sources could generate between ~~\$110-244~~ and ~~\$220-489~~ million over the next ~~25-20~~ years.

The comparison of revenues to costs indicates that the City will need to carefully prioritize its projects, since not all of the transportation needs are likely to be affordable with existing revenue sources during the ~~25~~-year period. If this occurs, the City has several options:

- Increase the amount of revenue from existing sources, including impact fees, real estate excise taxes, transportation benefit district, or increased general fund revenues.
- Adopt new sources of revenue:
 - Proceeds from General Obligation Bonds
 - Creation of Local Improvement Districts
 - Reciprocal impact fees with adjacent jurisdictions

- Business license fee per employee
- The City can explore the feasibility and likely revenue amounts from these or other sources as the plan is implemented over the next several years.
- Lower the level of service standard, and therefore reduce the need for some transportation improvements.

Note that the City could also weigh changing the land use element to reduce the amount of development planned (and thus reduce the need for additional public facilities). However, overflow from congested freeways would be likely to congest City arterials regardless.

Transit Funding

Operating funding for transit services primarily comes from local (regional) sales tax revenues, farebox revenues, and in the case of Sound Transit, a Motor Vehicle Excise Tax. Capital funding primarily comes from federal grants. One of Metro bus service is allocated to three subareas of King County, the East, South, and West (Seattle/north suburban) subareas. The West subarea has 63 percent of the bus service. Due to the 2008 recession, Metro modified criteria for allocating transit service, and Federal Way had somewhat less service cuts than many cities in the South subarea. The current economic recovery allowed King County to stave off further planned service reductions, and is developing a Long Range Plan to build support for a new revenue package. King County Metro's priority investments in ridership recovering from losses due to the pandemic. Transit ridership is still down following travel pattern disruptions of the COVID-19 pandemic. Metro is working to bring service back towards pre-pandemic levels to increase ridership and bring reliable service to the region.

3.7 TRANSPORTATION VISION, AND GOALS, AND POLICIES

It is proposed that the City adopt the following goals and policies with respect to transportation facility improvements that allow it to maintain options into the future, especially with respect to transit enhancements. This may result in a conservative approach to highway improvements that might slow the rate of progress in the area of non-drive alone mode use.

Federal Way's transportation vision is an aspirational statement that expresses the type of transportation system Federal Way will have by the year 2044 or, in many cases, much earlier. Federal Way envisions a transportation system that serves all users and modes of travel by offering a safe and well-maintained network of walkways, bicycle facilities, intersections, and roadways that conveniently connect residents, workers, and visitors to public transportation, downtown Federal Way, and other major destinations.

The following goals further define the vision, while policies express how the goals will be achieved.

Goal 1

T_G1 *Maintain and enhance mobility through a safe, balanced, and integrated transportation system.*

Policies




T_P1.1 Reduce reliance on drive alone trips by prioritizing and implementing supportive local-level transit, high occupancy vehicle (HOV), and non-motorized improvements for pedestrians and bicycles.

T_P1.2 Develop a transportation system that achieves the following level of service (LOS) metrics:-




- ~~Vehicles at sSignalized iIntersection outside of City Center~~ will experience a 1.2 ~~vehicle to capacity (v/c)~~ ratio or lower
- ~~Vehicles at uUnsignalized iIntersection outside of City Center~~ will experience a 1.0 ~~vehicle to capacity (v/c)~~ ratio or lower
- ~~The City Center area will experience an average 1.1 vehicle to capacity (v/c) ratio or less.~~
- Facility completeness as described in the following pedestrian, bicycling, and transit priority areas level of service tables-

**Table TP-12:
Level of Service (LOS) for Pedestrian, Bicycle, and Transit Corridor Priority**


Pedestrian Priority Area ~~Level of Service (LOS)~~



LOS	Within Pedestrian Priority Area Network
	Pedestrian facility as indicated in the Street Design Guidelines
	Provides a lower-level facility than recommended in the Street Design Guidelines
	No pedestrian facility provided

Bicycle Priority Area ~~Level of Service (LOS)~~

LOS	Within Bicycle Priority Area Network
	Bicycle facility as indicated in Street Design Guidelines
	Provides a lower-level facility than recommended in the Street Design Guidelines
	No bicycle facility provided

Transit Priority Corridor Level of Service (LOS)

LOS	Measurement*	Pedestrian Access (Optional)	Quality of Service (Optional)+
	More than 80% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving stops	All day frequent service; adequate parking at park-and-rides and stations

LOS	Measurement*	Pedestrian Access (Optional)	Quality of Service (Optional)+
	More than 60% of transit stops meet amenity minimum provisions	Sidewalks and pedestrian crossing opportunities serving some stops	Peak period service; insufficient parking at park-and-rides and stations
	Less than 60% of transit stops meet amenity minimum provisions	General lack of sidewalks and pedestrian crossing opportunities	N/A

The Street Design Guidelines are provided in Appendix TP-A.

* Amenities include bus stop shelter, bench, flag post, and/or concrete waiting area; these amenities are determined based on the number of people using a transit stop as defined by a transit agency.

+ Consider the adequacy of parking provided at park-and-rides and transit stations

TP1.3 Identify the improvements and strategies needed to fully implement the City’s Layered Network and meet the level-of-service requirements for transportation.

TP1.4 Allow improvements to vehicle throughput only where they enhance traffic and pedestrian safety, improve high capacity transit and HOV facilities, improve bike and pedestrian mobility, or reduce air pollution.

TP1.5 Enhance breadth of mobility options using the existing footprint of the roadway and technological advancements.

TP1.6 When widening roadways, safety improvements shall be considered and implemented to compensate for added level of stress from additional traffic lanes and/or speeds. ~~When widening roadways, impacts to non-motorized users and transit vehicles and passengers should be minimized.~~

TP1.76 Employ traffic calming measures in neighborhoods through context sensitive design where traffic volumes and speeds consistently exceed reasonable levels and as set forth in the adopted Neighborhood Traffic Safety Program.

TP1.87 Improve safety on residential streets by:

- Reducing street widths while maintaining on-street parking.
- Increasing separation between sidewalks and streets.
- Reducing design speeds to discourage speeding.
- Limiting the length of straight streets to discourage speeding.
- Traffic calming.
- Other actions approved by Public Works.

TP1.98 Reduce crash rates and extend capacity of major roadways through the use of Access Management improvements. ~~to reduce crash rates and extend capacity of major arterials.~~

TP1.109 ~~Public Works will d~~Develop incident response timing plans for major roadways~~arterials.~~

TP1.1140 Coordinate with transit agencies to provide convenient non-motorized access to transit facilities.

- ~~TP1.11~~ — ~~Develop code requirements and a designated truck route system that accommodates the needs of the private sector and residents, and provides a balance between movement needs and quality of life.~~
- ~~T_P1.12~~ Discourage the use of road facilities by vehicles carrying hazardous materials and those with weight, size, or other characteristics that would be injurious to people and property in the City.
- ~~T_P1.13~~ Identify transportation programs and strategies for security and emergency responses.
- ~~T_P1.14~~ ~~Develop and m~~Maintain a Layered Network that provides connectivity and recognizes that not all streets provide the same quality of travel experience.
- ~~Classify streets as Freeway, Principal Arterial, Minor Arterial, Principal Collector, Minor Collector, or Local Street.~~
 - ~~Ensure that complete street principles are applied in a context-sensitive way. Ensure that the Layered Network continues to provide for all varieties of street uses including: regional mobility and cross-town trips, commuting, shopping, and recreational travel, property and business access, and parking, regardless of mode.~~
- ~~T_P1.15~~ Continue to enhance the City’s Layered Network by using the following methods:
- Require dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development or where shown on the Future Roadway Network;
 - Request donations of rights-of-way to the public;
 - Purchase rights-of-way in accordance with State laws and procedures; and
 - Acquire development rights and easements from property owners.
- ~~T_P1.16~~ Prioritize transportation projects considering concurrency, safety, multimodal enhancements, environmental impacts, and cost effectiveness. Social equity should be a key factor in selecting transportation investments.

Goal 2

~~TG2~~ — ~~Be fiscally and environmentally sustainable.~~

Policies

~~TP2.1~~ — ~~Establish a funding program that prioritizes the most critical non-motorized improvements first.~~

~~TP2.2—Develop a program to create portions of the non-motorized system through public-private partnerships.~~

~~TP2.3—Prioritize transportation projects considering concurrency, safety, multimodal enhancements, environmental impacts, and cost effectiveness.~~

~~TP2.4—Assure cost-effective maintenance of transportation facilities under the City’s jurisdiction, including non-motorized facilities.~~

~~TP2.5—Leverage state and federal funds for transportation improvements.~~

~~TP2.6—The maintenance and preservation of existing travel infrastructure shall take precedence over major street improvement projects that expand system capacity.~~

~~TP2.7—Strategically use public and private investment to complement the multi-modal vision of the plan, including “matching” improvements to supplement the efforts of other agencies to provide HOV and transit facilities.~~

~~TP2.8—Capacity enhancements will be constructed where lower cost improvements cannot correct deficiencies; these capacity enhancements will be developed to be as competitive as possible for obtaining grants.~~

~~TP2.9—Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.~~

~~TP2.10—Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.~~

Goal ~~23~~

T_G23 *Enhance community health ~~and~~ livability, ~~and~~ through pedestrian, bike, and transit transportation improvements that are regionally connected by providing a connected system of pedestrian, bicycle, and transit ways that are integrated into a coordinated regional network.*

Policies

T_P23.1 Through subarea planning, with the cooperation of transit service providers, ~~connectwork to make transit part of each neighborhoods to regional mass transit through appropriate designs and services, service types, and public involvement. This system should provide convenient connections from city neighborhood activity centers to the regional transportation system.~~

T_P23.2 Prepare, promote, and provide for an enhanced, high-capacity, regional transit system ~~by~~, maintaining and enhancing area residents' mobility and travel options to high capacity transit centers. ~~The regional transit system should assist in attaining air quality standards.~~

T_P23.3 ~~Acquire or preserve rights of way for high capacity transit whenever possible, such as development applications, in advance of their need. Make accommodations for any improvements, whether public or private, to provide for future high-capacity transit needs without major redevelopment.~~

T_P23.4 Foster phased improvements that expand transit services in time to meet the demand for these services.

T_P23.5 Work with transit agencies to ensure amenities such as shelters, benches, bicycle racks, lighting, and information kiosks are incorporated in the design and improvement of appropriate transit facilities.

~~**TP3.6** Support transit commuter options (e.g., subscription buses, special commuter services, local shuttles).~~

~~**TP3.7** Promote extension of fixed guideway facilities to the regional airport as an effective means of resolving congestion problems that affect City residents and businesses.~~

T_P2.63.8 Encourage non-motorized improvements that minimize the need for residents to use motorized modes by extending the existing non-motorized system and providing:

1. Safe and comfortable a Access to activity centers and schools;
2. Linkage to transit, park & ride lots, and school bus networks;
3. Completion of planned pedestrian/jogging or bicycle trails;
4. ~~Designating~~ Designation of a network of streets that can safely and efficiently accommodate bicycles; and,
5. Extension of sidewalks to all streets.

T_P2.73.9 Facilitate a safe school walking routes program, and, where possible, make capital budget decisions that support such a system.

- ~~T P2.8 3.10~~ Provide a one-mile grid of bicycle facilities connecting major activity centers, recreational facilities, and schools.
- ~~T P2.9 3.11~~ Incorporate pedestrian and bicycle features as design elements in the City Center as reflected in the Federal Way Comprehensive Plan Vision and City Center Street Design Guidelines.
- ~~T P2.10 3.12~~ Include sufficient area in rights-of-way for bike lanes, sidewalks, and landscaped medians to provide separation from motorized traffic and enhanced aesthetics. ~~Use landscaped medians to separate opposing traffic when safety and aesthetic purposes dictate the need.~~
- ~~T P2.11 3.13~~ Acquire access paths between existing developments, cul-de-sacs, public facilities, business areas, and transit followed by trail construction to improve non-motorized circulation. Require the same for all new developments or redevelopments to the extent allowed by law.
- ~~T P2.12 3.14~~ ~~Requireing~~ developers to mitigate the impact of the development on the City's transportation system by constructing bike lanes, trails, and sidewalks where they would interface with the existing system to the extent allowed by law.

~~TP3.15~~ Develop access management standards to minimize the number of curb cuts on arterials to improve pedestrian and vehicle safety.

~~T P2.13 3.16~~ Promote self-enforcing design standards that minimize pedestrian, cyclist, and vehicle conflicts. ~~Emphasize the enforcement of laws that reduce pedestrian, cyclist, and vehicle conflict.~~

~~TP3.17~~ Coordinate development of the non-motorized system with surrounding jurisdictions and regional system extensions.

~~TP3.18~~ Incorporate environmental factors into transportation decision making, including attention to human health and safety.

~~T P2.14~~ Establish a connected system of pedestrian, bicycle, and transit ways that are integrated into a coordinated regional network.

~~T P2.15~~ Establish a funding program that prioritizes the most critical non-motorized improvements first.

~~T P2.16~~ Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation.

~~Goal 34~~

~~T G34~~ Support the ~~Ensure~~ Federal Way's future transportation network decisions are consistent with the City's land use vision and plan.

Policies

- T_P34.1** In partnership with adjacent communities and other agencies, implement cost-effective transportation demand management strategies that provide options and flexibility for employers and all users of the transportation system. ~~Integrate land use and transportation plan decisions to support the land use vision and plan.~~
- T_P34.2** Enhance traffic circulation and access with closer spacing of through streets, where feasible, and limiting the area to be served by a single access point commensurate with planned density.
- T_P34.3** Determine street classifications by balancing travel needs with changing right-of-way uses and neighborhood character.
- T_P34.4** Protect existing, and acquire future, right-of-way consistent with functional classification cross-section (transit, rail, bike, and pedestrian) needs.
- T_P34.5** Require developments to dedicate right-of-way as needed for development commensurate with the impacts of the development. At a minimum, setback limits shall be used to assure that buildings are not placed within the right-of-way requirements for planned transportation facilities. Right-of-way dedication shall be commensurate with a development's impact to the existing and planned transportation system.
- T_P34.6** Design arterial roadways to fit with the planned character of areas (context sensitive design) they pass through.
- T_P34.7** Enhance the viability of regional and local transit service by establishing design standards for streets that move transit, pedestrians, and cyclists in the City Center.
- T_P34.8** Establish land use policies and fees necessary to evaluate for and clean contamination of soils and the environment surrounding fuel pumping stations as they are phased out. ~~Monitor growth in population and employment in relation to the land use and growth assumptions of the Transportation Element. Reassess the Land Use and Transportation Elements as needed to ensure that planned improvements will address the potential impacts of growth.~~
- T_P3.9** Update parking requirements established in FWRC to consider appropriate regulations considering the provision of electric vehicle parking in new development.
- T_P3.10** Coordinate with local utilities agencies to transition the City's existing internal combustion motor inventory to electric vehicles, and establish rates and capital improvements necessary to support the electric grid's increased demand for electricity to fuel automobiles.

Goal 45

T_G45 *Develop and implement transportation systems management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system.*

Policies

~~TP5.1~~ — Reduce auto dependency, especially drive-alone trips, by employing and promoting the application of programs enhance mobility and assist in achievement of the land use vision.

~~T_P4.15.2~~ Use In partnership with adjacent communities and other agencies, implement cost-effective transportation demand management to help achieve an appropriate arterial level of service that balances the City's goals for residents, consumers, employers, and employees. strategies that provide options and flexibility for employers and all users of the transportation system.

~~TP5.3~~ — Support transportation demand management programs that can be shown to be cost-effective in achieving plan goals. Allow residents and employers discretion to choose the Transportation Demand Management methods they wish to employ.

~~T_P4.25.4~~ Encourage employers to institute complementing Transportation System Management actions to those undertaken by the City.

~~T_P4.35.5~~ Support the achievement of Work toward City and regional mode split goals in partnership with through assisting all Commute Trip Reduction (CTR)- affected and voluntary employers, in the Federal Way planning area to achieve the Commute Trip Reduction (CTR) Act travel reduction goals and target.

~~TP5.6~~ — Develop coordinated Transportation Demand Management (TDM) strategies with regional representatives and other adjacent communities.

~~T_P4.45.7~~ Incentivize public/private programs that stimulate transit, carpool, and van-pool use.

~~TP5.8~~ — Encourage the provision of a robust transportation alternative rich environment so that all members of the community, including those with transportation disadvantages, have viable travel options or alternatives.

~~TP5.9~~ — Prioritize development of HOV and transit priority lanes, and prioritizing transit and HOV movements at traffic signals.

~~T_P4.5~~ ~~5.10~~ — Continue to implement traffic signal coordination projects as the primary component of a TSM program. As funds permit, monitoring of traffic operations will be carried out to en assure efficient timing of traffic signals.

~~T_P4.6~~ ~~5.11~~ ~~M~~Public Works will maintain a mechanism for public comments and requests related to traffic monitoring and other areas for proposed transportation enhancements.

~~T P4.7~~ ~~5.12~~—Develop and maintain a regular data collection and monitoring program.

Goal ~~56~~

~~T G56~~ *Be an active partner with outside agencies and groups to achieve Federal Way's transportation vision by coordinating with a broad range of groups to help meet Federal Way's transportation goals.*

Policies

~~TP6.1~~—Implement federal, state, and countywide planning policies.

~~TP6.2~~—Coordinate transportation improvement programs with appropriate state, regional, and local agencies.

~~T P5.16.3~~ ~~C~~Public Works shall coordinate with neighboring jurisdictions to develop a fair and consistent means of addressing the impacts of growth and development between jurisdictions without undue administrative burdens.

~~T P5.26.4~~ ~~C~~The City will continue to cooperate with regional and local transit providers to develop facilities that make transit a more attractive option.

~~T P5.36.5~~ Work with the transit agencies, WSDOT, King County, and other partners, ~~in~~ applying for to pursue funding for HOV improvements that complement transit and non-transit HOV facilities and park and rides within Federal Way.

~~T P5.4~~ Strategically use public and private investment to complement the multi-modal vision of the plan, including “matching” improvements to supplement the efforts of other agencies to provide HOV and transit facilities.

~~T P5.56.6~~ Coordinate with other agencies and stakeholders to pursue funding for pedestrian and bicycle amenities.

~~T P5.66.7~~ Support well-designed regional transportation projects that ~~are appropriately designed and~~ will preserve the movement of people and goods on I-5 and state routes.

~~T P5.76.8~~ Involve major generators of area freight and goods movement in discussions to identify their needs and priorities as part of improvement programming; including access to regional marine facilities.

~~T P5.86.9~~ Coordinate with local businesses and organizations, and historically underrepresented populations, to and provide feedback ~~to local business organizations on international and regional~~ and local transportation issues and on transport needs and opportunities related to all modes of transportation.

~~T P5.9~~ Coordinate development of the non-motorized system with surrounding jurisdictions and regional system extensions.

T P5.10 Develop a program to create portions of the non-motorized system through public-private partnerships.

Goal-6

T G6 *Preserve, maintain, and expand the lifespan and usefulness of Federal -
Way's existing transportation infrastructure.*

Policies

T P6.1 Ensure cost-effective maintenance of transportation facilities under the City's jurisdiction, including non-motorized facilities.

T P6.2 The maintenance and preservation of existing travel infrastructure shall take precedence over major street improvement projects that expand system capacity.

T P6.3 Construct capacity enhancements only where congestion is most severe and where lower cost improvements cannot correct deficiencies; these capacity enhancements will be developed to be as competitive as possible for obtaining grants.

T P6.4 Identify stable and predictable funding sources for maintaining and preserving existing transportation facilities and services.

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Appendix T-A

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)
MASTER PLAN

August 27, 2024

1. INTRODUCTION

Intelligent Transportation Systems (ITS) are defined as the application of technology to address transportation problems such as congestion, safety, and mobility.—In the Puget Sound Region, substantial investments in ITS have been made by cities and counties and the Washington State Department of Transportation (WSDOT). The City of Federal Way has an ever-expanding communication network with plans to expand a robust Traffic Management Center (TMC) and a secondary Satellite Management Center. This document provides a plan to complete gaps in the communication network, install traffic monitoring capabilities, increase staff resources, and increase collaboration with the following entities:

- WSDOT
- Puget Sound Regional Council (PSRC)
- King County
- Transit Agencies (King County Metro Transit, Pierce Transit, Sound Transit)
- Adjacent Cities
- Valley Communications (“ValleyCom”)
- Participants of the City of Federal Way EOC

As the ITS program grows to include more technology and extended interagency coordination, the Traffic Division that oversees and operates these projects will periodically update the ITS Master Plan and evaluate changing needs and technology. This plan documents these current needs and provides a strategic plan for completing proposed ITS projects and programs.

PLAN OVERVIEW

This ITS Master Plan is organized into the following chapters:

- **The Current Transportation Environment:** This chapter discusses the current transportation environment in Federal Way includes the roles and responsibilities of various groups who are involved with operating and maintaining the transportation systems and roads as well as other agencies that are considered stakeholders for the development of the Federal Way ITS program.
- **Review of Plans and Anticipated Regional Projects:** Existing reports and plans were reviewed to gain an understanding of transportation issues and planned projects in Federal Way.—These documents include:
 - Transportation Element of the Comprehensive Plan
 - 2024 - 2029 six-year Transportation Improvement Plan (TIP)
 - 20-year Capital Improvement Plan
 - Destination 2030 (PSRC), and
 - Vision 2050 (PSRC)
- **ITS Existing Conditions and Needs Assessment:** This chapter provides an overview of the systems in place today and an identification of implantation needs for problem locations (corridors, intersections, etc.) that may have applicable ITS solutions.
- **Concept of Operations:** The concept of operations establishes the roles and responsibilities between organizations, and the level of information sharing among those organizations.
- **ITS Master Plan Projects List:** This chapter provides a project list based upon identified needs and the Concept of Operations.

2. CURRENT TRANSPORTATION ENVIRONMENT

Federal Way is the fifth largest city in King County and the ~~9th~~^{11th} largest in the State of Washington, with a 2023~~14~~ population of approximately 9100,000 people. The city limits encompass 22.5 square miles with 292 centerline miles of paved streets. Interstate five (I-5) bisects the city running north and south, State Route (SR) 99 runs parallel to I-5. State Route 509 connects southwest Pierce County with SR 99 in the northern portion of Federal Way. SR 161 and SR 18 also service Federal Way connections to north, south, east, and west of the city.

Economically the area employs approximately 29,000 people with the major employers being the DaVita, World Vision, City of Federal Way, Weyerhaeuser, and St Francis Medical Center. Origin-destination studies show the major arterials as access to I-5 for ~~work-based~~work-based trips as well as carrying through-traffic from north and south of Federal Way commutes. The City has completed major investments into the roadway network and Park & Rides, which includes widening SR 99 and adding five core lane-miles of HOV lanes as well as additional HOV lane-miles on S 348th Street (access to SR 18). Construction of the Sound Transit Station was completed in 2006 with direct access to I-5.

2.1 ITS PROGRAM STAKEHOLDERS

Within Federal Way, the Traffic Division of Public Works conducts planning, design, operations, and maintenance of the existing traffic signal interconnect system. These functions shall remain the same for the future ITS system in the City. The division regularly coordinates with other City and non-City agencies. The following are considered key stakeholders for both the existing and future programs.

- **WSDOT Northwest Region:** WSDOT is responsible for the operation and maintenance of I-5 while Federal Way maintains and operates the other state routes within the city. WSDOT monitors roadway conditions via their many traffic cameras, and the Northwest Region operates a Traffic Systems Management Center (TSMC) located in North Seattle. WSDOT allows Federal Way to access video feeds or images from the City TSMC. The TSMC monitors, detects and responds to traffic incidents and shares information with the Washington State Patrol (WSP) via a direct link to WSP's Computer Aided Dispatch (CAD) system. WSDOT also posts real-time traveler information messages on their website as well as statewide 511 systems, which is a telephone traveler information system that provides customized road reports and other information based upon a traveler's location. Today, WSDOT has fiber optic systems along S 320th Street, SR 161, and SR 99 entering the City of Kent. Federal Way's planned program connects to these extension areas.
- **King County Road Services:** King County Road Services division has an active ITS program with an ACTRA centralized signal control system, a Traffic Control Center (TCC) in downtown Seattle, and a multi-phase ITS Strategic Plan. Other agencies adjoining the City of Federal Way -deploy the same type of software or employ King County. ~~King County has a Traffic Control Center (TCC) in downtown Seattle, and a multi-phase ITS Strategic Plan.~~
- **City of Auburn:** Federal Way shares its boundaries with the Potential Annexation Areas (PAA) of King County which border Auburn's recently annexed areas. Auburn operates and maintains a TMC. Federal Way's concept master plan would connect to this system.

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- **City of Kent:** The City of Kent shares a north boundary with Federal Way. There is a planned Kent ITS network connection along S 272nd Street to connect to ValleyCom Dispatch and Auburn’s TMC. ValleyCom Dispatch is the regional 911 communications dispatch center.
-
- **King County Transit Speed and Reliability:** King County Metro’s Speed and Reliability Division works with local jurisdictions to deploy Transit Signal Priority (TSP). TSP is currently being deployed within Federal Way on the main transit corridors of SR 99 and S 320th Street.
-
- **Sound Transit and Pierce Transit:** Both transit agencies serve Park & Rides within Federal Way. Sound Transit provides regional transit connections to areas north and south of Federal Way. Pierce Transit provides service to and ~~from the City of Tacoma area~~, from the City of Tacoma area to the south of Federal Way. Real-time traffic information will be provided at Park & Ride facilities to provide commuters and drivers valuable decision-making information.
-
- **Federal Way School District:** The Federal Way School District is headquartered next to the City Hall. The intent of this stakeholder partnership is to share data for transportation services and emergency management personnel, which dispatches to all schools within Federal Way.
-
- **Emergency Management:** The Federal Way Emergency Operations Center (EOC) is also located at City Hall, with a secondary command center at the South King Fire and Rescue station near 1st Ave S and S 320th Street. This ITS Plan includes a satellite TMC at the South King Fire and Rescue station. The Fire Department is dispatched via ValleyCom Dispatch located in Kent. The Fire Department responds to incidents across the city and along freeways from several fire stations. The City’s arterials are the main routes used by the Fire Department, and Opticom emergency vehicle signal preemption is installed at the signalized intersections on these routes. Other operation members of the EOC are Lakehaven Utility District, Puget Sound Energy, and representatives from St. Francis Hospital.
-
- **Law Enforcement:** The Federal Way Police Department is located in the same building as Public Works and assists in staffing the EOC. The FWPD operates the “Safe Cities” project, which includes 80 pan-tilt-zoom cameras located in Federal Way’s City Center. Integrating the “Safe Cities” video monitoring system with the TMC is an opportunity to leverage existing ITS resources to improve traffic management capabilities.
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3. 3. REVIEW OF PLANS AND ANTICIPATED REGIONAL PROJECTS

3.1 3.4-REVIEW OF PLANS

The ITS Master Plan is intended to integrate with other local and regional planning efforts.

- **Federal Way Comprehensive Plan - Transportation Element:** The goal of the Federal Way Transportation Element is to provide a balanced multi-modal transportation system

that will support land use patterns and adequately serve existing, and future, residential and employment growth within the City. This Transportation Element of the Comprehensive Plan comprises a set of framework transportation policies to support Federal Way's land use ~~Vision~~ vision and a more detailed and technical plan for implantation of the framework policies. The Transportation Element coordinates transportation projects with other relevant projects in adjacent jurisdictions and the region. Concurrent with this ITS plan update, Federal Way has updated the Comprehensive Plan integrating new policy framework consistent with the Puget Sound Regional (PSRC) Vision 2040 document. The ITS Master Plan is intended to fold into the Transportation Element of the Comprehensive Plan.

— **6-Year Transportation Improvement Plan (TIP) 2024~~15~~ - 20209**: The TIP is updated annually and is part of the overall Capital Improvement Program for the City. It includes prioritized project descriptions and projected funding for transportation improvements. TIP projects are evaluated and programmed based on the following criteria:

- Concurrency Requirement
- Level of Service Improvement
- Collision Rate Improvement
- Collision Severity Rate Improvement
- HOV Supportive
- Non-Motorized Supportive
- Community Support
- Air Quality
- Ease of Implementation
- Benefit/Cost Ratio
-

ITS projects do not have a dedicated funding source, so incorporating ITS elements into programmed TIP projects is an important strategy to expand the program capabilities. The 2024-2029 TIP includes construction of ~~a new~~ new traffic signals, implementation of adaptive signal timing and detection upgrades but does not explicitly include ITS communication elements.

- **Puget Sound Regional ITS Architecture**: The Puget Sound Regional ITS Architecture was updated in 2008 and provides a framework for ensuring institutional agreement and technical integration for the implementation of individual ITS projects, or groups of ITS projects. The Regional ITS is a federally mandated planning document that provides a framework for the integrated deployment of ITS within the Puget Sound Region. Since Federal Way is part of the Puget Sound Regional ITS Architecture, the City is not required to develop a separate regional architecture. However, as funding applications for new projects are developed, the City will need to self-certify that it has met the Federal requirements for ITS Architecture compliance.
- **PSRC Destination 2030 and Vision 2050**: The PSRC's Destination 2030 Transportation Improvement Plan carries several projects sponsored by Federal Way. The ITS Master Plan identifies projects that can be folded into the regional program. An example of the projects would be fiber network connections with CCTV sharing capabilities incorporated into existing projects, HOV queue jump lanes, future Transit Signal Priority, Incidence Response Programs, and the TMCs, both main and Satellite.

3.2 3.2-ANTICIPATED REGIONAL PROJECTS

WSDOT has planned projects in the Federal Way area as well as in the transportation network that affects the City roadway network. The work being done through these projects represent opportunities to expand ITS infrastructure.

- **SR 167 Extension, Tacoma to Edgewood (interchange near MP 139):** Improvements include new construction of a freeway segment. The SR 167 Extension is a critical missing link in the state's highway network. Its completion is expected to improve safety and reduce congestion along local roads and freeways in the surrounding area. Construction is currently unfunded.
- **Roundabout at SR 161/S. 356th/16th Ave S.:** Construction of a roundabout at a complex intersection. The project may require ITS elements to ensure effective operations.
- **I-5 SR 509 Corridor Completion and Freight Improvement Project:** When finished, SR 509, the South Airport Access roadway, and new I-5 lanes/improvements, will become a key component within the Seattle and south King County transportation network. When considered in conjunction with the planned Alaskan Way Viaduct improvements, this project provides a critical north-south corridor alternative to I-5 through Seattle and South King County.

4. 4.—ITS EXISTING CONDITIONS AND NEEDS ASSESSMENT

4.1 4.1-EXISTING ITS SYSTEM

- **Central Signal System:** Traffic signal communication consists of six pairs of copper wire and fiber optic interconnections and e. Ethernet is used to connect individual cabinets with TACTICS, the City's central signal system. The City manages operations at 87 signalized intersections within ~~the city city limits.~~ F five of these signals are WSDOT's signals and three are King County's. Twelve of the signals are not interconnected to the traffic signal management system.
- **Signal Priority:** Transit Signal Priority (TSP) has been implemented along several corridors in coordination with King County Metro Transit and Peirce Transit. King County Metro is planning for TSP on the 320 corridor from SW 21st to the East City Limits which will impact nine traffic signals.
- **Real-time Traffic Monitoring:** WSDOT is employing a program called "Traffic Busters" which was. ~~This program was~~ implemented in 2008. The program goals are to proactively manage traffic congestion using an ITS network to that connects across agencies, shares equipment across agencies, provide a complete regional traffic ~~(C2C)~~ signal communications link (C2C), and provide ~~for a website~~ with for agreements and contracts. Twenty-two agencies are connected to this system.

The "Traffic Buster" System Architecture is as follows:

- Access to 1 gigabit synchronous backbone
- 100 ~~mbps~~ Mbps (megabit per second) agency connection to the backbone
- Private network with a sub-network for agency use
- Share Cameras 10 at a time (MPEG4 encoders)
- See cameras 4 at a time (MPEG4 decoders)
- PC terminal and software as needed
- IP network for C2C connections
- Phase 1 provides: Regional network camera coordination
- Phase 2 provides: Regional data collection, signal coordination, and incident management plans
-

4.2 -NEEDS ASSESSMENT

The transportation needs and problem locations identified by Traffic Division staff generally fall within the areas of Traffic Management for mobility and safety, Emergency Management, Special Event Management and Road Maintenance. Incident management is also considered part of Traffic Management, with an incident considered to be a planned or unplanned event that results in traffic congestion, versus an emergency being a major catastrophe that results in an activation of the ECC.

Traffic Management:—The deployment of a robust TMC and Satellite TMC will enable many opportunities for centralized control of future ITS field devices. In order for the City to maximize the return on the TMC investment, there is a need for devices that can provide a high level of real-time traffic monitoring and congestion management. The replacement and supplementation of in-pavement loop detectors with video detection at key intersections can provide enhanced traffic data while reducing maintenance costs. Cameras that provide automated traffic counts would provide important data for signal timing plans. Additions of Pan-Tilt Zoom (PTZ) traffic cameras and greater access to WSDOT freeway cameras will also provide significantly enhanced real-time monitoring capability. The procurement of fixed and/or portable Dynamic Message Signs at the interchange access to the City at SR 18 and S 320th Street, as well as at key locations along the major corridors of SR 99, SR 161, SR 18, SR 509, are needed for providing en-route information to travelers. These signs could also be used for any construction notifications for impacts to main travel ways.

The Traffic Division has noted these key traffic and safety needs:

- Coordinate with WSDOT, King County, and other cities to address management of incidents on I-5 and SR 99. Additionally, explore techniques to handle congestion on the City arterials due to incidents and special events. This may include development of “action plan sets” – predefined signal coordination plans that are designed to provide high-capacity throughput on detour routes.
- Continued fiber optic system installation as well as bringing all signalized intersections online. Include 24-count fiber on all signal capital projects.
- Replace existing 6-pair fiber with fiber optic.
- The City has implemented a Traffic Management Center (TMC) and 1.0 Full-Time Equivalent (FTE) is dedicated to the TMC. To support the expanded real-time monitoring of traffic conditions, additional TMC staff would be required.—In order to provide

coverage during morning or afternoon peak periods, emergencies, and special events, additional staffing would be required. An additional FTE might be required for this duty to cover the required time periods.

- Continue the shared use agreement with the Police Department to share Safe City surveillance equipment.
- Continue to explore ways to make Transit Signal Priority more effective and reliable.
- Continue implementation of adaptive control traffic signal control strategies, which adjust traffic signal timing in real-time.
- Speed Monitoring and speed feedback signs on curves with a crash history.
- Improved safety and visibility at school and pedestrian crossings.
- Leverage adaptive signal timing software and the initial implementation of Automated Traffic Signal Performance Measures (ATSPM) to download and archive traffic volume data.
- Real-time traffic conditions data broadcast to the public similar to WSDOT and the City of Bellevue's traffic flow maps.

Emergency Management:—Over the past few years there have been discussions with Emergency Management promoted by the Federal Way Traffic Division (support to EOC), ~~with Emergency Management~~ regarding ITS needs for enhancing traffic/emergency management. The following are highlights of the discussed needs to support the EOC via an ITS:

- Development of a citywide emergency response plan coordinated with an ITS system.
- Access to a TMC and Satellite TMC functioning with the EOC to include traffic camera images, or video feeds, signal system workstation, and access to weather and traffic sensor data from—existing and future devices.
- Pre-defined signal timing plans for major incidents such as earthquakes, floods, and HAZMAT spills. Timing plans would also be needed to accommodate traffic incidents on I-5 and events that affect I-5 in Tacoma and Seattle.
- The EOC could also receive information and notifications of snow plowing and other road maintenance activities.
- A procedure by which the EOC could request specific messages to be sent on the Dynamic Message Signs.

Road Maintenance: The Federal Way Streets Division manages road maintenance. The Streets Division has installed four in-roadway weather stations. This benefits the Streets Division by Improving the ability to detect standing water, and snow and ice conditions from the field.

Additionally, the Streets Division has installed Opticom in its fleets of snowplows and sanders. This reduces the chances that a plow will need to stop at a red light and improves efficiency of snowplow operations.—It also ensures that sand and de-icer materials are applied at steady rates as the impact of starting and stopping can impact application and safety rates.

5. 5. FEDERAL WAY CONCEPT OF OPERATIONS

As the City moves forward with implementation of their ITS program, it is necessary to consider how the various City divisions and departments will work together with key stakeholders to most

effectively accomplish their goals and objectives as a roadway service provider. A Concept of Operations identifies two things:

1. The roles and responsibilities that an agency and partners have in deploying and operating ITS projects and programs.
2. The electronic information exchanges that need to occur between the agencies.

The previous sections of this report present the Federal Way ITS program in terms of identified needs, ~~the existing and planned projects and identified needs.~~ ~~The~~ This Concept of Operations section is intended to provide a view as to how Federal Way would operate on a day-to-day basis with a fully functional ITS program in place. ~~The Concept of Operations~~ It helps establish the roles and responsibilities for operations and the maintenance of equipment, and also the levels of electronic information and device control sharing among ~~the~~ partners. Essentially Effectively, the Concept of Operations guides how ~~the Concept of Operations defined what information is electronically gathered and manipulated by each agency,~~ and how it that is shared with other across the agencies to the benefit of all. ~~Because the Concept of Operations defines information sharing links between agencies, it is also a required link~~ requirement between two agencies that wish to send streaming video to each other, compared to two agencies who simply wish to share traffic volume data.

The Concept of Operations is intended to be forward thinking to support the current and new projects that will be identified in this ITS Master Plan. In addition, by identifying electronic linkages between agencies necessary for sharing information and video images, the Concept of Operations begins to define requirements for the communications infrastructure that will be needed to support future projects. However, The ~~the~~ City's Concept of Operations must blend with the Puget Sound Regional ITS Architecture developed through the Puget Sound Regional Council (PSRC), which includes a Concept of Operations from a regional perspective. ~~The Regional ITS Architecture is a technical framework for the deployment and integration of ITS in a given area. The Puget Sound Regional ITS Architecture, developed for the Puget Sound Regional Council (PSRC), includes a Concept of Operations from a regional perspective. However, a~~ a more detailed analysis from Federal Way's perspective is warranted as part of this ~~Master Plan development work.~~ The Concept of Operations is intended to be forward thinking to support the current and new projects that will be identified in this ITS Master Plan. In addition, by identifying electronic linkages between agencies necessary for sharing information and video images, the Concept of Operations begins to define requirements for the communications infrastructure that will be needed to support future projects.

~~THIS SECTION PROVIDES THE RECOMMENDED CONCEPT OF OPERATIONS FOR THE CITY OF FEDERAL WAY.~~

5.1 APPROACH TO DEVELOPING THE CONCEPT OF OPERATIONS ~~APPROACH TO DEVELOPING THE CONCEPT OF OPERATIONS~~

This section provides the recommended Concept of Operations for the City of Federal Way.

In developing a Concept of Operations, it is recognized that relationships between agencies embody two main components:

- 1) What roles and responsibilities does each agency play in the relationship, and

2) What kinds of information are shared. Seven types of roles or responsibilities are used to describe agency-to-agency relationships. They are listed as follows from the lowest to the highest level of interaction:-

- **Consultation:** One party confers with another party, in accordance with an established process, about an anticipated action and then keeps that party's information about actions taken.
- **Cooperation:** The parties involved in carrying out the planned and/or project development processes work together to achieve a common goal or objective.
- **Coordination:** The comparison of the transportation plans, programs, and schedules of one agency with related plans, programs, and schedules of other agencies, and adjustment of plans, programs and schedules to achieve general consistency.
- **Information Sharing:** The electronic exchange of data and device status information between parties for the purpose of coordinated responses, planning, and analysis.
- **Control Sharing:**—The ability, through operational agreements, to allow for one party to control another party's field devices to properly respond to incident, event, weather, or traffic conditions.
- **Operations:** One party fully operates field equipment of a second party, typically because the second party does not have this capability and contracts for the service.
- **Maintenance:** One party maintains the equipment for a second party.

Along with these seven roles and responsibilities are associated information types that are typical for agency-agency exchange. Five primary types of electronic information exchanges are identified:

- **Video:** The dissemination of live video and still images from one party's field cameras to another's via email, web page, or ftp site.
- **Data:** The dissemination of data from one party to another party.—Data can include but is not limited to, traffic data, weather data, parking data, transit data, etc.
- **Command:**—The ability for one party to control field devices. Command can include but is not limited to, changing DMS messaging, changing traffic signal timing, camera control, etc.
- **Request:** The ability for one party to solicit either data or request a change, such as DMS messaging or signal times, from another party.
- **Status:** The ability for one party to monitor field devices, and receive such information as current signal timing/response plan, current message sets, etc.

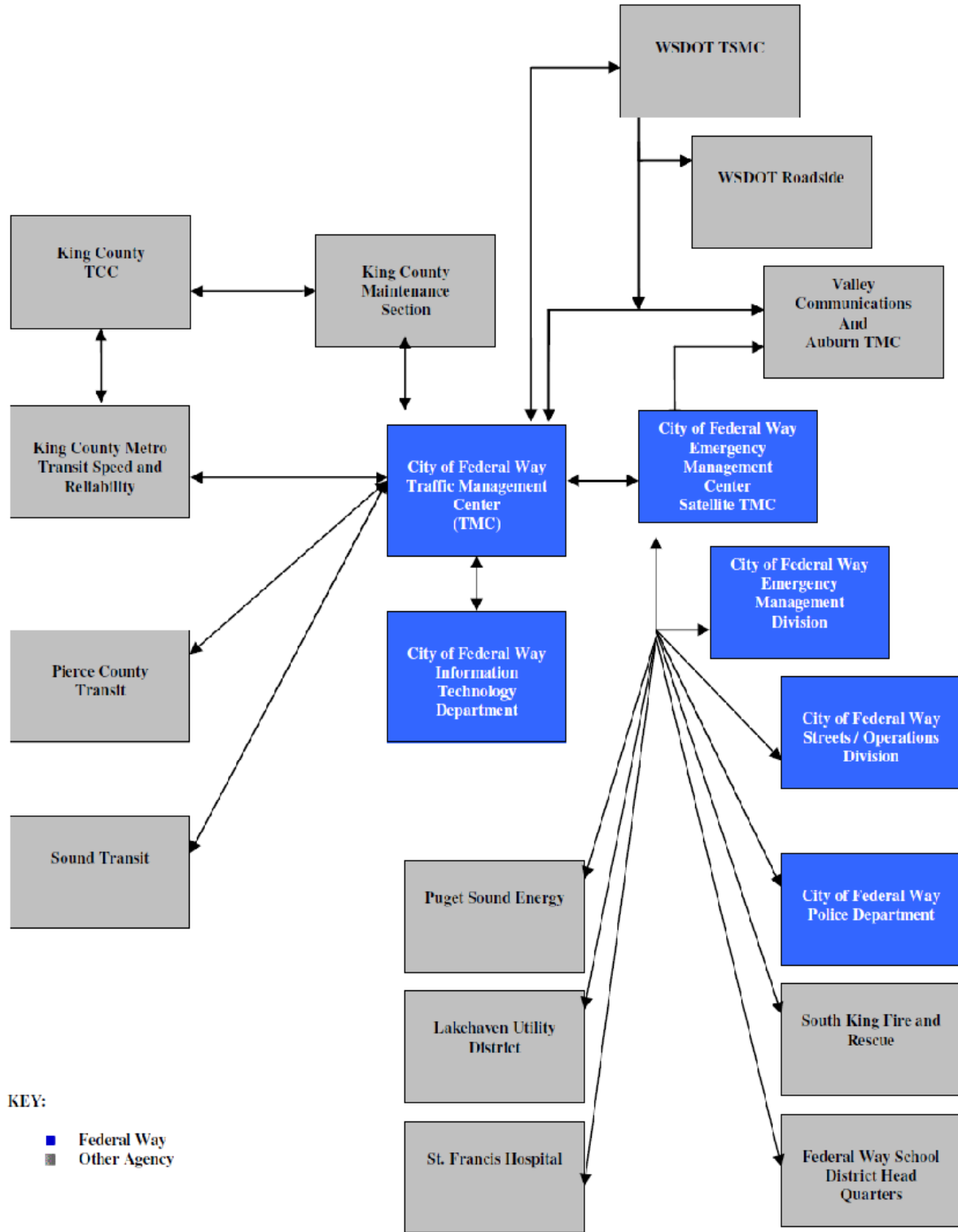
A diagram representation of these relationships for Federal Way is provided in FIGURE 1 on the next page. The roles and responsibilities of these entities in the Federal Way ITS Program are described below:

- City of Federal Way TMC: The TMC would operate the city's centralized signal system and monitor the conditions on the city arterials and freeways. The TMC also coordinates and shares other agency data and monitored conditions.
- City of Federal Way EOC: The Federal Way EOC would receive direct communications from the TMC and the satellite TMC. This data share would be in the form of camera images via the intranet and/or email notifications for a web page or ftp site. Cameras

would provide a view into traffic issues, weather, and/or emergency issues. The satellite TMC would provide backup access to the City Hall location. The EOC would also have the ability to request that a particular message be placed on the future DMS or traveler information web page, and .The EOC would have the ability to have a subset of participants in this program to effectively manage direction of the operations with:

- ○ City of Federal Way Streets / Operations Division
- City of Federal Way Police Department
- South King County Fire and Rescue
- Federal Way School District Head Quarters
- Puget Sound Energy
- Lakehaven Utility District
- St. Francis Hospital
- **Valley Communications and Auburn TMC:** As mentioned earlier, the Valley Communications Center is the hub for all 911 communications in South King County located in the City of Kent. At the north boundaries of Federal Way on S 272nd Street, the City of Kent plans a fiber optic connection through to Valley Communications. Federal Way would be able to connect to this system at S 272nd Street @ SR 99. Federal Way envisions a partnership with the Regional fiber consortium to connect to this system and carry this system to the City of Auburn's TMC. This vision of partnership would include all the Federal Way EOC operations support, the City of Kent, the City of Auburn, WSDOT, and the participants of all operations of Valley Communications. Data sharing would include traffic conditions and emergency response messages through cameras via intranet and/or email. Through the Federal Way EOC, messages would be able to be sent out to future DMS with traveler information and/or emergency notification instructions.

**FIGURE 1: CONCEPT OF OPERATIONS
INFORMATION SHARING, DATA, AND VIDEO FLOW CONCEPT**



~~The roles and responsibilities of these entities in the Federal Way ITS Program are described below:~~

~~City of Federal Way TMC: The TMC would operate the city's centralized signal system and monitor the conditions on the city arterials and freeways. The TMC also coordinates and shares other agency data and monitored conditions.~~

~~City of Federal Way EOC: The Federal Way EOC would receive direct communications from the TMC and the satellite TMC. This data share would be in the form of camera images via the intranet and/or email notifications for a web page or ftp site. Cameras would provide traffic issues, weather and/or emergency issues. The satellite TMC would provide backup access to the City Hall location. The EOC would also have the ability to request that a particular message be placed on the future DMS or traveler information web page. The EOC would have the ability to have a subset of participants in this program to effectively manage direction of the operations with:~~

~~City of Federal Way Streets / Operations Division~~

~~City of Federal Way Police Department~~

~~South King County Fire and Rescue~~

~~Federal Way School District Head Quarters~~

~~Puget Sound Energy~~

~~Lakehaven Utility District~~

~~St. Francis Hospital~~

~~Valley Communications and Auburn TMC: As mentioned earlier, the Valley Communications Center is the hub for all 911 communications in South King County located in the City of Kent. At the north boundaries of Federal Way on S 272nd Street, the City of Kent plans a fiber optic connection through to Valley Communications. Federal Way would be able to connect to this system at S 272nd Street @ SR 99. Federal Way envisions a partnership with the Regional fiber consortium to connect to this system and carry this system to the City of Auburn's TMC. This vision of partnership would include all the Federal Way EOC operations support, the City of Kent, the City of Auburn, WSDOT, and the participants of all operations of Valley Communications. Data sharing would include traffic conditions and emergency response messages through cameras via intranet and/or email. Through the Federal Way EOC messages would be able to be sent out to future DMS with traveler information and/or emergency notification instructions.~~

~~WSDOT Roadside:—As mentioned previously, WSDOT would provide Federal Way with viewing access to some of their I-5 cameras and newer technology for the program "Traffic Busters" program. In turn, Federal Way could share its cameras with conditions on S 320th Street, SR 99, SR 509, SR 161, and SR 18.~~

- ~~• **WSDOT TSMC:** WSDOT and Federal Way would have a center-to-center connection that would be in operation. The "Traffic Buster" WSDOT program plans to connect fiber optics to WSDOT hub at I-5 just south of S 320th Street. Federal Way envisions that this~~

would allow future camera viewing internal to Federal Way along arterials that parallel the freeways and ramp terminals.—Adding ramp terminals to this system would promote access to the central system of both agencies and coordinate traffic with the ramp terminal queues mitigating backups on and off of I-5.

- **King County Maintenance and King County TCC:** Federal Way would data share camera images ~~or~~ and/or traffic data with King County Maintenance. King County contracts with Federal Way for maintaining traffic signals. This process would effectively manage signal issues with a shorter response time. King County Maintenance shares traffic data and monitoring with the King County Traffic Control Center (TCC). Both agencies would be able to share information with the Federal Way TMC. King County has expressed a desire to operate a regional transportation data warehouse that could be used to “power” regional traveler information systems, such as a regional arterial traffic flow map.—If the data warehouse is developed, Federal Way would like to share data through that channel.
- **King County Metro Speed and Reliability:** The Speed and Reliability Division of Metro, which works with local cities to deploy Transit Signal Priority, has expressed a need for the technology.—Currently, Metro has no automated way of knowing what happens at the intersection beyond the driver’s request. TSP equipped signals in Federal Way may be unnecessarily pre-empted without the traffic information of the ~~down~~ streamdownstream signals. Deploying this information would assist both Metro and the City to manage traffic conditions effectively.—Additionally, Metro buses would have the capability to give travel times on routes to effectively measure needs and promote accomplishments in signal coordination with the ITS.
- **Pierce Transit and Sound Transit:** Both agencies operate within Federal Way. Setting up data stations at the Park & Rides where Federal Way TMC would post traveler information would empower not only drivers but also transit users through the region. Data sharing would be terminals showing traffic conditions and alternative routes that are available and routes to avoid.

6. 6. FEDERAL WAY ITS PROJECT DESCRIPTIONS

The Concept of Operations and needs identified by stakeholders, combined with other factors over the years, guided the development of potential projects for the City of Federal Way. Factors that influence the selection of projects include the following:

- “Trouble Spots”, defined as mobility and safety issues, and key intersections on the arterial network-
- Gaps in existing and planned ITS deployments-
- Locations of key centers, including transportation, event, and employment centers-
- Transit corridors-
- Communications infrastructure-
- Projects identified by stakeholders as future or currently unfunded projects-
-
- Opportunities for coordination between City departments and other regional agencies-
-

Future Projects

- CAV Plan
- EV Plan - for their own fleet?
- Freight - dilemma zone
- Parking management?
- Red light running
- Expanding adaptive system into the annexed area
-

6.1 TRAFFIC MANAGEMENT TRAFFIC MANAGEMENT

Traffic Management projects include those that use ITS to improve safety and reduce congestion through roadway surveillance and monitoring, data collection/collection improvements, traffic flow improvements, data collection improvements, and incident response, to improve safety and reduce congestion on the roadway.

TM-1: Vehicle Detection Expansion Project

Description:

This is an ongoing program. Implementation of the ITS Master Plan sets goals, structure, and organization in place for this project. This project would develop a decision-making framework for the selection of detection technology and location to support the City's goals such as the operation of SCOOT (adaptive signal system), TACTICS (central signal system), or count stations. These could include video detection, radar detection, or "counting" loops installed at midblock and/or at intersections to provide data that can be used to supplement traffic management and congestion monitoring. When supplemented with a robust communications network, real-time data from in-pavement or vehicle video detectors can be used to determine the level of congestion along a roadway. This information can be ~~used~~ utilized to adjust signal timing at the TMC as well as share with the public as traveler information.

TM-1 would be an ongoing program to expand and upgrade video detection and signal controller upgrades across the City via programmed CIP projects implemented when those segments have other projects. ~~Additionally~~ Additionally, the replacement of, or supplementation to, in-pavement loops at critical intersections with video detection cameras and communications infrastructure to provide data and video images back to the TMC can be accomplished as standalone projects or in conjunction with projects. Video detection is the preferred approach where feasible for most intersections, however, "Counting" loops may be more appropriate at some locations, as well as strategic placement of pan-tilt-zoom camera. Software support is included with the Communications Plan.

Justification:

Depending on the size of an intersection, video detection is slightly higher in initial costs than in-pavement loops. ~~The costs for m~~ Maintenance requirement costs for video detection are lower than in-pavement loops. Video detection and pan-tilt-zoom cameras provide enhanced, readily available traffic data as well as ~~and~~ the benefit of immediate access.

Dependencies:

This project could be deployed independently; through a CIP project, or in tandem with the Communications Plan and Automated Traffic Counts projects.

Stakeholders:

City of Federal Way
Travelers
Transit Agencies
Local and State Government Transportation Departments and EOC's

Estimated Costs:

~~Estimated~~ Approximate costs for of a full program over 20 years for a city-wide program at an estimated 80 signals, video detection, ~~pan-tilt-zoom~~ pan-tilt-zoom cameras, counting loops, and controller conversions would be approximately ~\$10,000 per intersection and miscellaneous mid-block locations, as determined by the engineering analysis.

A program would be approximately \$450,000 for every 6 years.

Assumes 80 intersections	80	\$ 10,000.00	\$ 800,000.00	
30 mid blocks and/or ramp terminals	30	\$ 10,000.00	\$ 300,000.00	
LS controller upgrades	1	\$ 75,000.00	\$ 75,000.00	
				\$ 1,175,000.00
Design costs @ 15%			\$ 176,250.00	\$ 176,250.00
Construction Management Costs @ 15%			\$ 176,250.00	\$ 176,250.00
Total contract estimate				\$ 1,527,500.00

I-1: Vehicle Detection Expansion Project

Description:

This is an ongoing program. Implementation of the ITS Master Plan sets goals, structure, and organization in place for this project. This project would develop a decision-making framework for the selection of detection technology and location to support the City's goals such as the operation of SCOOT (adaptive signal system), TACTICS (central signal system) or count stations. These could include video detection, radar detection, or "counting" loops installed at midblock and/or at intersections provide data that can be used to supplement traffic management and congestion monitoring. When supplemented with a robust communications network, real time data from in-pavement or vehicle video detectors can be used to determine the level of congestion along a roadway. This information can be used to adjust signal timing at the TMC as well as share with the public as traveler information.

TM-1 would be an ongoing program to expand and upgrade video detection and signal controller upgrades across the City via programmed CIP projects implemented when those segments have other projects. Additionally the replacement of or supplementation to in-pavement loops at critical intersections with video detection cameras and communications infrastructure to provide data and video images back to the TMC can be accomplished as standalone projects or in conjunction with projects. Video detection is the preferred approach where feasible for most intersections. "Counting" loops may be more appropriate at some locations as well as strategic placement of pan tilt zoom camera. Software support is included with the Communications Plan.

Justification:

Depending on the size of an intersection, video detection is slightly higher in initial costs than in-pavement loops. The costs for maintenance requirements for video detection are lower than in-pavement loops. Video detection and pan tilt zoom cameras provide enhanced readily available traffic data and the benefit of immediate access.

Dependencies:

This project could be deployed independently; through a CIP project based, or in tandem with the Communications Plan and Automated Traffic Counts projects.

Stakeholders:

City of Federal Way
Travelers
Transit Agencies
Local and State Government Transportation Departments and EOC's

Estimated Costs:

Estimated costs for a full program over 20 years for a city wide program at an estimated 80 signals, video detection, pan tilt zoom cameras, counting loops, controller conversions would be approximately \$10,000 per intersection and miscellaneous mid-block locations, as determined by the engineering analysis.

A program would be approximately \$450,000 for every 6 years.

Assumes 80 intersections	80	\$ 10,000.00	\$ 800,000.00	
30 mid blocks and/or ramp terminals	30	\$ 10,000.00	\$ 300,000.00	
LS controller upgrades	1	\$ 75,000.00	\$ 75,000.00	
				\$ 1,175,000.00
Design costs @ 15%			\$ 176,250.00	\$ 176,250.00
Construction Management Costs @ 15%			\$ 176,250.00	\$ 176,250.00
Total contract estimate				\$ 1,527,500.00

TM-3: Concept of Operations for Roundabout at SR 161, S 356, 16th Ave. S.

<u>Location:</u> <u>SR 161, S 356 St, 16th Ave. S.</u>
Description: WSDOT is constructing a roundabout at the intersection of SR 161, S 356, 16th Ave. South. The complex geometry may require metering to ensure the roundabout functions as intended over its design life. A Concept of Operations will be required to determine how the metering system functions. Additionally, pan-tilt-zoom cameras will be required to monitor the roundabout, including queueing.
Justification: Determines the operating parameters for a new roundabout.
Dependencies: WSDOT construction project.
Stakeholders: City of Federal Way Travelers Transit Local and State Government Transportation Departments and EOC's
Estimated Costs: \$250,000 for development of ConOps.

TM-4: Dangerous Curve Warning System

TM-4: Dangerous Curve Warning System

Description:

The City has identified several sharp curves that can be hazardous to motorists traveling too fast. This project would install radar speed detection and flashing dynamic message signs to alert drivers. Identified locations would be evaluated citywide.

This project could initially be deployed at a single location as a demonstration project using a speed radar trailer.

An alternative treatment is high friction surface at curves with high crash frequency ~~is high friction surfaces~~. The City has identified 17 problematic curves and has received grant funding to install high friction surfaces at six of ~~curves~~ these types of curves. After implementation of the high friction surfaces, a review of crash data ~~would show eif the additional ITS based countermeasure of an ITS based solution would be practical.~~

Justification:

Reduce crashes, particularly fatal and serious injury crashes.

Dependencies:

Funding.

Stakeholders:

City of Federal Way
Travelers
Transit

Estimated Costs:

Estimated costs for 20 signs is \$200,000.00 for 20 signs.

TM-5B: Fiber interconnect (Signal Interconnections) TM-5A

<u>TM-5B: Fiber interconnect (Signal Interconnections)</u>	
<u>Location:</u> 21st Ave SW @ SW 344 St. to SW 356th St	
<u>Description:</u> <u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u> <u>Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone systemcopper wire and phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as n-Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals.</u> <u>This project segment interconnects six signals with improved technology.</u>	
<u>Justification:</u> <u>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</u> <u>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</u>	
<u>Dependencies:</u> <u>Funding.</u> <u>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</u>	
<u>Stakeholders:</u> <u>City of Federal Way</u> <u>Travelers</u> <u>Transit</u> <u>All bordering agencies and WSDOT</u>	
<u>Estimated Costs:</u>	
	6 controller fiber modems
\$ 219,700.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

\$585,000.00 for 3,900 feet at \$150/ft.

TM-5C: Fiber interconnect (Signal Interconnections)

TM-5C: Fiber interconnect (Signal Interconnections)

Location:

9th Ave S @ S 336th to 13th Place @ 336th

(Project is in Design and Funding Identified)

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects two signals with improved technology.~~

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

	2 controller fiber modems
\$ 57,850.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

\$ 240,000.00 for 1,600 feet at \$150/ft.

TM-5E: Fiber interconnect (Signal Interconnections)

TM-5E: Fiber interconnect (Signal Interconnections)

Location:

1. S 312th St: SR99 to 23rd Ave S Ave
2. S and 23rd Ave S: S312th St to S 317th St

(The project is scheduled for construction in 2024.)

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects six signals with improved technology.~~

Justification:

-Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

1. \$345,000.00 for 2,300 feet at \$150/ft.

	6 controller fiber modems
\$ 116,350.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

2. \$270,000.00 for 1,800 feet at \$150/ft.

TM-5F: Fiber interconnect (Signal Interconnections)

TM-5F: Fiber interconnect (Signal Interconnections)

Location:

23rd Ave S: S 320th St to S 322nd St

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. However, not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects two signals with improved technology.~~

Justification:

-Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

-Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

\$120,000.00 for 800 feet at \$150/ft.

	2 controller fiber modems
\$ 30,355.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

TM-5G: Fiber interconnect (Signal Interconnections)

<p><u>TM-5G: Fiber interconnect (Signal Interconnections)</u></p>
<p><u>Location:</u></p> <p><u>S 320th St: I-5 NB Ramps to Military Rd S</u></p> <p><u>(The project is designed and funding has been identified for construction.)</u></p>
<p><u>Description:</u></p> <p><u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u></p> <p><u>Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</u></p> <p><u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u></p> <p><u>Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects six signals with improved technology.</u></p>
<p><u>Justification:</u></p> <p><u>-Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</u></p> <p><u>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</u></p>
<p><u>Dependencies:</u></p> <p><u>Funding.</u></p> <p><u>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</u></p>
<p><u>Stakeholders:</u></p> <p><u>City of Federal Way</u></p> <p><u>Travelers</u></p> <p><u>Transit</u></p> <p><u>All bordering agencies and WSDOT</u></p>
<p><u>Estimated Costs:</u></p>

\$450,000.00 for 3,000 feet at \$150/ft.		6 controller fiber modems
	\$ 119,600.00	Assumes 25% conduit installation
		Assumes 100% 24 strand fiber material costs
		Assumes 100% 24 pull fiber labor costs
		Assumes lump sum testing and terminations
		Assumes (2) cameras per controller intersection
		No new loops
		no new cabinets
		Design costs @ 15%
		Construction Management Costs @ 15%

	3 controller fiber modems
\$ 115,960.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

TM-5J: Fiber interconnect (Signal Interconnections)

TM-5J: Fiber interconnect (Signal Interconnections)

Location:

S 356th St: 21st Ave SW to SR99

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects three signals with improved technology.~~

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

\$1,470,000.00 for 9,800 feet at \$150/ft.

	3 controller fiber modems
\$ 184,600.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

TM-5K: Fiber interconnect (Signal Interconnections)

<u>TM-5K: Fiber interconnect (Signal Interconnections)</u>
<u>Location:</u> <u>21st Ave SW: SW 312th St to SW 320th St</u>
<u>Description:</u> <u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u> <u>Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</u> <u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u> <u>Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects three signals with improved technology.</u>
<u>Justification:</u> <u>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</u> <u>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</u>
<u>Dependencies:</u> <u>Funding.</u> <u>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</u>
<u>Stakeholders:</u> <u>City of Federal Way</u> <u>Travelers</u> <u>Transit</u> <u>All bordering agencies and WSDOT</u>
<u>Estimated Costs:</u>

\$495,000.00 for 3,300 feet at \$150/ft.

	3 controller fiber modems
\$ 73,450.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

TM-5L: Fiber interconnect (Signal Interconnections)

<u>TM-5L: Fiber interconnect (Signal Interconnections)</u>
<u>Location:</u> <u>S 312th St: SR509 to 8th Ave S</u>
<u>Description:</u> <u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u> <u>Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</u> <u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u> <u>Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects three signals with improved technology.</u>
<u>Justification:</u> <u>-Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</u> <u>-Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</u>
<u>Dependencies:</u> <u>Funding.</u> <u>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</u>
<u>Stakeholders:</u> <u>City of Federal Way</u> <u>Travelers</u> <u>Transit</u> <u>All bordering agencies and WSDOT</u>
<u>Estimated Costs:</u>

		3 controller fiber modems
\$	156,650.00	Assumes 25% conduit installation
		Assumes 100% 24 strand fiber material costs
		Assumes 100% 24 pull fiber labor costs
		Assumes lump sum testing and terminations
		Assumes (2) cameras per controller intersection
		No new loops
		no new cabinets
		Design costs @ 15%
\$405,000.00		Construction Management Costs @ 15%

for 2,700 feet at \$150/ft.

TM-5M: Fiber interconnect (Signal Interconnections)

TM-5M: Fiber interconnect (Signal Interconnections)

Location:

SR 509: SW 312th St to 8th Ave SW

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects one signal with improved technology.~~

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

\$646,200.00 for 4,300 feet at \$150/ft.

	1 controller fiber modems
\$ 72,150.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

TM-5N: Fiber interconnect (Signal Interconnections)

TM-5N: Fiber interconnect (Signal Interconnections)

Location:

SW 320th St: 47th Ave SW to 21st Ave SW

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects two signals with improved technology.~~

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

\$1,260,000.00 for 8,400 feet at \$150/ft.

	2 controller fiber modems
\$ 160,550.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

TM-50: Fiber interconnect (Signal Interconnections)

<u>TM-50: Fiber interconnect (Signal Interconnections)</u>
<u>Location:</u> <u>SW 340th St/ SW 336th Wy: Hoyt Rd to 21st Ave SW</u>
<u>Description:</u> <u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u> <u>Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</u> <u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u> <u>Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects two signals with improved technology.</u>
<u>Justification:</u> <u>Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</u> <u>Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</u>
<u>Dependencies:</u> <u>Funding.</u> <u>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</u>
<u>Stakeholders:</u> <u>City of Federal Way</u> <u>Travelers</u> <u>Transit</u> <u>All bordering agencies and WSDOT</u>
<u>Estimated Costs:</u>

		2 controller fiber modems
\$	102,830.00	Assumes 25% conduit installation
		Assumes 100% 24 strand fiber material costs
		Assumes 100% 24 pull fiber labor costs
		Assumes lump sum testing and terminations
		Assumes (2) cameras per controller intersection
		No new loops
		no new cabinets
		Design costs @ 15%
		Construction Management Costs @ 15%
\$885,000.00		
<u>for 5,900 feet at \$150/ft.</u>		

TM-5P: Fiber interconnect (Signal Interconnections)

TM-5P: Fiber interconnect (Signal Interconnections)

Location:

S 288th St: Military Rd. to 45th PI S

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects five signals with improved technology.~~

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

\$915,000.00		5 controller fiber modems	for 6,100 feet at
	\$ 189,150.00	Assumes 25% conduit installation	
		Assumes 100% 24 strand fiber material costs	
		Assumes 100% 24 pull fiber labor costs	
		Assumes lump sum testing and terminations	
		Assumes (2) cameras per controller intersection	
		No new loops	
		no new cabinets	
		Design costs @ 15%	
		Construction Management Costs @ 15%	
<u>\$150/ft.</u>			

TM-5Q: Fiber interconnect (Signal Interconnections)

<p><u>TM-5Q: Fiber interconnect (Signal Interconnections)</u></p>
<p><u>Location:</u></p> <p><u>Military Rd S: 31st Ave S to S 272nd St</u></p> <p><u>(A portion of this segment will be constructed in the 2024 construction season.)</u></p>
<p><u>Description:</u></p> <p><u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u></p> <p><u>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.</u></p> <p><u>The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.</u></p> <p><u>Although the majority of Federal Way’s signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects four signals with improved technology.</u></p>
<p><u>Justification:</u></p> <p><u>-Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.</u></p> <p><u>-Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.</u></p>
<p><u>Dependencies:</u></p> <p><u>Funding.</u></p> <p><u>Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.</u></p>
<p><u>Stakeholders:</u></p> <p><u>City of Federal Way</u></p> <p><u>Travelers</u></p> <p><u>Transit</u></p> <p><u>All bordering agencies and WSDOT</u></p>
<p><u>Estimated Costs:</u></p>

\$120,000.00 for 800 feet at \$150/ft.		4 controller fiber modems
	\$ 234,000.00	Assumes 25% conduit installation
		Assumes 100% 24 strand fiber material costs
		Assumes 100% 24 pull fiber labor costs
		Assumes lump sum testing and terminations
		Assumes (2) cameras per controller intersection
		No new loops
		no new cabinets
		Design costs @ 15%
		Construction Management Costs @ 15%

TM-5R: Fiber interconnect (Signal Interconnections)

TM-5R: Fiber interconnect (Signal Interconnections)

Potential Annexations Areas (PAA) from King County:

1. S 360th St: Milton Rd S to Military Rd S
2. Military Rd S: S 360th St to S 320th St
3. S 321st St: Peasley Canyon Rd to 51st Ave S
4. 51st Ave S: S 321st St to S 316th St

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be centrally controlled by the TMC and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up phone system to master controllers over copper wire. The dial up system is archaic and does not centrally control all the signals as not all of the controllers have a master isolating a few signals.

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. These project segments install new traffic signals and interconnect the major roadways of the Federal Way PAA signals with improved technology.~~

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding and Cost Benefit.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

1. \$1,305,000.00 for 8,700 feet at \$150/ft.
2. \$2,115,000.00 for 14,100 feet at \$150/ft.
3. \$336,750.00 for 2,245 feet at \$150/ft.
4. \$243,000.00 for 1,620 feet at \$150/ft.

	10 controller fiber modems
\$ 2,411,500.00	Assumes 25% conduit installation
	Assumes 100% 24 strand fiber material costs
	Assumes 100% 24 pull fiber labor costs
	Assumes lump sum testing and terminations
	Assumes (2) cameras per controller intersection
	No new loops
	no new cabinets
	Design costs @ 15%
	Construction Management Costs @ 15%

TM-6: Event Management Plan

<u>TM-6: Event Management Plan</u>
<u>Description:</u> <u>Directing traffic during both planned and unplanned events is a major traffic management issue. This project would develop a plan and “technology toolkit” for congestion management during planned events in, and outside of, the city. The technologies could include portable devices such as dynamic messaging systems (DMS) to direct vehicles to available parking, camera, and detection that could be installed in advance on an as-needed basis. Events that occur are Regional and National Events such as events at the Aquatic Center, the Triathlon, and at Enchanted Parkway.</u>
<u>Justification:</u> <u>Traffic disruptions during major events impact emergency management response and public access to events.</u>
<u>Dependencies:</u> <u>Funding.</u>
<u>Stakeholders:</u> <u>City of Federal Way</u> <u>Travelers</u> <u>Transit</u> <u>All bordering agencies and WSDOT</u> <u>King County Road Services</u> <u>Organizations who could help develop the scenarios that the event management plan would address</u>
<u>Estimated Costs:</u> <u>Estimate includes plan development and mobile DMS and wireless camera units.</u> <u>Total estimated budget costs: \$100,000.00</u>

TM-7: Communications Plan

TM-7: Communications Plan

Description:

This project would develop a detailed ITS Communications Plan for Federal Way to link up the City's future ITS deployment. The Plan would identify options for accessing ~~existing, and~~existing communications infrastructure as well as building new communications infrastructure to support existing ITS deployments and recommended projects identified in the ITS Master Plan. As one example, the Communications Plan would consider new fiber being installed as part of the Federal Way School District relocation and routed to Park & Rides.

The Communications Plan would identify other key needs of transferring information, address alternative communication approaches, and provide order of magnitude of cost estimates.

Justification:

Ensures efficient utilization of existing and planned communication infrastructure.

The structured expansion of the City's communication network is vital for access to real-time information from devices such as vehicle detectors and cameras.

Dependencies:

None, this project is recommended for early deployment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

King County Road Services

Estimated Costs:

Cost for deployment and development of a citywide communications plan.

Total estimated budget costs: \$75,000.00

TM-8: Advance Warning at Traffic Signals

TM-8: Advance Warning at Traffic Signals

Description:

This project would develop a methodology and plan for implementing advance-warning signage at traffic signals with high-speed approaches. The project will examine different methods for dilemma zone protection at the ramps from I-5 at SR 18 and 99W at 356th. Low-cost solutions for dilemma zone protection will be implemented such as truck extensions.

Justification:

Reduces the risk of fatal and serious injury crashes.

Dependencies:

Communications and advanced traffic controllers are required to be in place.

Stakeholders:

City of Federal Way

Travelers

WSDOT

Estimated Costs:

Cost for deployment and development of a citywide communications plan.

Total estimated budget costs: \$75,000.00

6.2 EMERGENCY MANAGEMENT EMERGENCY MANAGEMENT

Emergency Management Projects include those that would improve Federal Way's ability to provide a coordinated response to a major disaster, either manmade or natural. The City has a finalized Emergency Plan in place.

EM-1 : Center to Center Communications with the Federal Way EOC and Satellite communications for TMC

Description:

The Federal Way Emergency Operations Center is housed within City Hall along with the TMC. There is a second command center at the South King Fire and Rescue station near 1st Ave S and S 320th Street. Both locations serve as a center for local agencies to coordinate responses and manage a major emergency. Federal Way Public Works has been assigned a seat at the EOC, which is activated in situations such as earthquakes, terror threats, and other situations.

Justification:

Expanded access to WSDOT video and data, in the spirit of regional coordination. Contribute to improved data sharing between regional centers.

Dependencies:

TM2 - WSDOT Video Access Upgrade—.

Stakeholders:

City of Federal Way
All bordering agencies and WSDOT
King County Road Services
King County Emergency Management
WSDOT

Estimated Costs:

Cost for deployment and development of a Satellite TMC for the EOC.

Total estimated budget costs: \$250,000.00

6.3 MAINTENANCE

Maintenance projects are those that would provide weather and road conditions monitoring for increased efficiency of road maintenance operations.

6.4 TRAVELER INFORMATION

Traveler information provides for the dissemination of roadway information collected by the TMC to reach travelers both pre-trip and en route so that they may make informed travel decisions.

TI-1: Regional Traveler Information

Description:

The King County ITS Strategic Plan has identified projects to provide regional arterial traveler information via the internet. This project should provide the communications link and processing capabilities to automatically share information from Federal Way's ITS systems, such as traffic flow data and camera images, to the King County regional system and/or the City web site, or public access cable channel.

Justification:

This project would maximize the return on investing in ITS such as communications, traffic camera images, and vehicle detection by providing information to the broadest possible audiences.

Dependencies:

Federal Way ITS Project Arterial Flow Map would provide useful information that could be distributed through additional channels.

Regional agreement must be reached on traveler information concept, including commitment from one agency to provide the central data warehouse.

Stakeholders:

City of Federal Way
King County
General Public Access Cable Channel
WSDOT

Estimated Costs:

Costs include integration and web/cable TV interfaces.

Total project cost that includes engineering, construction administration, and contingencies
\$150,000.00

6.5__TRANSIT

Transit projects are transit projects that interface with the City's transportation infrastructure, such as traffic signals.

TR-1: Pierce County Transit Signal Priority - 500 Route

Description:

This project would implement transit signal priority on the 500 Route to the Transit Center.

Justification:

-Improves transit reliability and on-time performance.

Dependencies:

ConOps for TSP to coordinate with the City's signal-.

Stakeholders:

City of Federal Way
Pierce County Transit
Travelers
WSDOT

Estimated Costs:

The costs would be borne by Pierce County Transit.

6.6 ~~COST SUMMARY~~

APPENDIX

A

City of Federal Way ITS Master Plan

APPENDIX

B

Detailed ITS Project Cost Estimate TM-1: Vehicle Detection Expansion Project

Description:

This is an ongoing program. Implementation of the ITS Master Plan sets goals, structure, and organization in place for this project. This project would develop a decision-making framework for the selection of detection technology and location to support the City's goals such as the operation of SCOOT (adaptive signal system), TACTICS (central signal system) or count stations. These could include video detection, radar detection, or "counting" loops installed at midblock and/or at intersections provide data that can be used to supplement traffic management and congestion monitoring. When supplemented with a robust communications network, real-time data from in-pavement or vehicle video detectors can be used to determine the level of congestion along a roadway. This information can be used to adjust signal timing at the TMC as well as share with the public as traveler information.

TM-1 would be an ongoing program to expand and upgrade video detection and signal controller upgrades across the City via programmed CIP projects implemented when those segments have other projects. Additionally the replacement of or supplementation to in-pavement loops at critical intersections with video detection cameras and communications infrastructure to provide data and video images back to the TMC can be accomplished as standalone projects or in conjunction with projects. . Video detection is the preferred approach where feasible for most intersections. "Counting" loops may be more appropriate at some locations as well as strategic placement of pan tilt zoom camera. Software support is included with the Communications Plan.

Justification:

Depending on the size of an intersection, video detection is slightly higher in initial costs than in-pavement loops. The costs for maintenance requirements for video detection are lower than in-pavement loops. Video detection and pan tilt zoom cameras provide enhanced readily available traffic data and the benefit of immediate access.

Dependencies:

This project could be deployed independently; through a CIP project, or in tandem with the Communications Plan and Automated Traffic Counts projects.

Stakeholders:

City of Federal Way

Travelers

Transit Agencies

Local and State Government Transportation Departments and EOC's

Estimated Costs:

Estimated costs for a full program over 20 years for a city wide program at an estimated 80 signals, video detection, pan tilt zoom cameras, counting loops, controller conversions would be approximately \$10,000 per intersection and miscellaneous mid-block locations, as determined by the engineering analysis.

A program would be approximately \$450,000 for every 6 years.

TM 3: Concept of Operations for Roundabout at SR 161/S 356/16th Ave. S.

Description:

WSDOT is constructing a roundabout at the intersection of SR 161/S/356/ 16th Ave. South. The complex geometry may require metering to ensure the roundabout functions as intended over its design life. A Concept of Operations will be required to determine how the metering system functions. Additionally pan=tilt-zoom cameras will be required to monitor the roundabout including queueing.

Justification:

Determines the operating parameters for a new roundabout

Dependencies:

WSDOT construction project.

Stakeholders:

City of Federal Way

Travelers

Transit

Local and State Government Transportation Departments and EOC's

Estimated Costs: \$250,000 for development of ConOps.

TM 4: Dangerous Curve Warning System

Description:

The City has identified several sharp curves that can be hazardous to motorists traveling too fast. This project would install radar speed detection and flashing dynamic message signs to alert drivers. Identified locations would be evaluated citywide.

~~This project could initially be deployed at a single location as a demonstration project using a speed radar trailer.~~

~~An alternative treatment at curves with high crash frequency is high friction surfaces. The City has identified 17 problematic curves and received grant funding to install high friction surfaces at six curves. After implementation of the high friction surfaces, review of crash data would show of the additional countermeasure of an ITS based solution would be practical.~~

~~Justification:~~

~~Reduce crashes, particularly fatal and serious injury crashes.~~

~~Dependencies:~~

~~Funding:~~

~~Stakeholders:~~

~~City of Federal Way~~

~~Travelers~~

~~Estimated Costs: Estimated costs for 20 signs is \$200,000.00~~

~~TM 5B: Fiber interconnect (Signal Interconnections)~~

~~21st Ave SW @ SW 344 St. to SW 356th St~~

~~Description:~~

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects six signals with improved technology.~~

~~Justification:~~

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

~~Dependencies:~~

~~Funding:~~

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

~~Stakeholders:~~

~~City of Federal Way~~

~~Travelers~~

~~Transit~~

~~All bordering agencies and WSDOT~~

~~Estimated Costs:~~

~~TM-5C: Fiber interconnect (Signal Interconnections)~~

~~9th Ave S @ S 336th to 13th Place @ 336th~~

~~(Project is in Design and Funding Identified)~~

~~Description:~~

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects two signals with improved technology.~~

~~Justification:~~

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

~~Dependencies:~~

~~Funding:~~

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

~~\$250,000 \$150 / linear foot assumed to cover all associated costs~~

~~TM-5E: Fiber interconnect (Signal Interconnections)~~

~~S 312th St: SR99 to 23rd Ave S Ave S and 23rd Ave S: S312th St to S 317th St~~

~~(The project is scheduled for construction in 2024.)~~

Description:

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects six signals with improved technology.~~

Justification:

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

Dependencies:

Funding:

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

TM 5F: Fiber interconnect (Signal Interconnections)

23rd Ave S: S 320th St to S 322nd St

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial-up phone system to master controllers over copper wire. However, not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects two signals with improved technology.

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding:

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

TM 5G: Fiber interconnect (Signal Interconnections)

S 320th St: I-5 NB Ramps to Military Rd S

(The project is designed and funding has been identified for construction.)

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects six signals with improved technology.

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding:

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

TM-5J: Fiber interconnect (Signal Interconnections)

S 356th St: 21st Ave SW to SR99

Description:

The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects three signals with improved technology.

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

TM-5K: Fiber interconnect (Signal Interconnections)

21st Ave SW: SW 312th St to SW 320th St

Description: The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects three signals with improved technology.~~

~~Justification:~~

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

~~Dependencies:~~

~~Funding:~~

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

~~Stakeholders:~~

~~City of Federal Way~~

~~Travelers~~

~~Transit~~

~~All bordering agencies and WSDOT~~

~~Estimated Costs:~~

~~TM 5L: Fiber interconnect (Signal Interconnections)~~

~~S 312th St:SR509 to 8th Ave S~~

~~Description: The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects three signals with improved technology.~~

~~Justification:~~

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

~~Dependencies:~~

~~Funding.~~

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

~~Stakeholders:~~

~~City of Federal Way~~

~~Travelers~~

~~Transit~~

~~All bordering agencies and WSDOT~~

~~Estimated Costs:~~

TM 5M: Fiber interconnect (Signal Interconnections)

SR 509: SW 312th St to 8th Ave SW

~~Description: The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects one signal with improved technology.~~

~~Justification:~~

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

~~Dependencies:~~

~~Funding.~~

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

~~TM 5N: Fiber interconnect (Signal Interconnections)~~

~~SW 320th St: 47th Ave SW to 21st Ave SW~~

~~Description: The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects two signals with improved technology.~~

~~Justification:~~

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

~~Dependencies:~~

~~Funding.~~

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

~~Stakeholders:~~

~~City of Federal Way~~

~~Travelers~~

~~Transit~~

~~All bordering agencies and WSDOT~~

~~Estimated Costs:~~

~~TM-5O: Fiber interconnect (Signal Interconnections)~~

~~SW 340th St/ SW 336th Wy: Hoyt Rd to 21st Ave SW~~

~~Description:~~

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects two signals with improved technology.~~

~~Justification:~~

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

~~Dependencies:~~

~~Funding:~~

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

~~Stakeholders:~~

~~City of Federal Way~~

~~Travelers~~

~~Transit~~

~~All bordering agencies and WSDOT~~

~~Estimated Costs:~~

~~TM-5P: Fiber interconnect (Signal Interconnections)~~

~~S 288th St: Military Rd. to 45th Pl S~~

~~Description: The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects five signals with improved technology.~~

~~Justification:~~

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

~~Dependencies:~~

~~Funding:~~

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

~~Stakeholders:~~

~~City of Federal Way~~

~~Travelers~~

~~Transit~~

~~All bordering agencies and WSDOT~~

~~Estimated Costs:~~

TM 5Q: Fiber interconnect (Signal Interconnections)

Military Rd S: 31st Ave S to S 272nd St

(A portion of this segment will be constructed in the 2024 construction season.)

Description: The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.

Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master

~~isolating a few signals. The dial up system is archaic and does not centrally control all the signals. This project segment interconnects four signals with improved technology.~~

~~Justification:~~

~~Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.~~

~~Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.~~

~~Dependencies:~~

~~Funding:~~

~~Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.~~

~~Stakeholders:~~

~~City of Federal Way~~

~~Travelers~~

~~Transit~~

~~All bordering agencies and WSDOT~~

~~Estimated Costs:~~

~~TM 5R: Fiber interconnect (Signal Interconnections)~~

~~Potential Annexations Areas (PAA) from King County:~~

~~S 360th St: Milton Rd S to Military Rd S~~

~~Military Rd S: S 360th St to S 320th St~~

~~S 321st St: Peasley Canyon Rd to 51st Ave S~~

~~51st Ave S: S 321st St to S 316th St~~

~~Description:~~

~~The interconnecting of traffic signals allows the signals at various intersections along a corridor to be controlled centrally by the TMC, and coordinated with other nearby signals, resulting in improved traffic flow along a given corridor.~~

~~Although the majority of Federal Way's signals have been interconnected, they are on a dial up copper wire and phone system to master controllers. Not all of the controllers have a master isolating a few signals. The dial up system is archaic and does not centrally control all the~~

signals. These project segments install new traffic signals and interconnect the major roadways of the Federal Way PAA signals with improved technology.

Justification:

Interconnected signals provide better traffic flow and rapid response to incidents because of the ability to adjust signal timing from the TMC.

Today, there is fiber interconnect being installed that will complete one full loop, interconnecting the rest of the signals into a second loop and into the first loop will complete the job.

Dependencies:

Funding and Cost Benefit.

Availability of Communications. The Communications Plan shall identify a strategy and prioritization of each fiber interconnection segment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

Estimated Costs:

TM 6: Event Management Plan

Description:

Directing traffic during both planned and unplanned events is a major traffic management issue. This project would develop a plan and "technology toolkit" for congestion management during planned events in and outside of the city. The technologies could include portable devices such as DMS to direct vehicles to available parking, camera, and detection that could be installed in advance on an as-needed basis. Events that occur are Regional and National Events such as events at the Aquatic Center, the Triathlon, and at Enchanted Parkway.

Justification:

Traffic disruptions during major events impact emergency management response and public access to events.

Dependencies:

Funding

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

King County Road Services

Organizations who could help develop the scenarios the event management plan would address.

Estimated Costs:

Estimate includes plan development and mobile DMS and wireless camera units.

Total estimated budget costs: \$100,00.00

TM 7: Communications Plan

Description:

This project would develop a detailed ITS Communications Plan for Federal Way to link up the City's future ITS deployment. The Plan would identify options for accessing existing and building new communications infrastructure to support existing ITS deployments and recommended projects identified in the ITS Master Plan. As one example, the Communications Plan would consider new fiber being installed as part of the Federal Way School District relocation and routed to Park & Rides. The Communications Plan would identify other key needs of transferring information and address alternative communication approaches and provide order of magnitude of cost estimates.

Justification:

Ensures efficient utilization of existing and planned communication infrastructure.

The structured expansion of the City's communication network is vital for access to real-time information from devices such as vehicle detectors and camera's.

Dependencies:

None, this project is recommended for early deployment.

Stakeholders:

City of Federal Way

Travelers

Transit

All bordering agencies and WSDOT

King County Road Services

Estimated Costs:

Cost for deployment and development of a citywide communications plan.

Total estimated budget costs: \$75,000.00

TM-8: Advance Warning at Traffic Signals

Description:

This project would develop a methodology and plan for implementing advance warning at traffic signals with high speed approaches. The project will examine different methods for dilemma zone protection at the ramps from I-5 at SR 18 and 99W at 356th. Low cost solutions for dilemma zone protection will be implemented such as truck extensions..

Justification:

Reduces the risk of fatal and serious injury crashes

Dependencies:

Communications and advanced traffic controllers are required to be in place.

Stakeholders:

City of Federal Way

Travelers

WSDOT

Estimated Costs:

Cost for deployment and development of a citywide communications plan.

Total estimated budget costs: \$75,000.00

4.2 Emergency Management

Emergency Management Projects include those that would improve Federal Way's ability to provide a coordinated response to a major disaster, either manmade or natural. The City has a finalized Emergency Plan in place.

EM-1: Center to Center Communications with the Federal Way EOC and Satellite communications for TMC

Description:

The Federal Way Emergency Operations Center is housed within City Hall along with the TMC. There is a second command center at the South King Fire and Rescue station near 1st Ave S and S 320th Street. Both locations serve as a center for local agencies to coordinate responses and manage a major emergency. Federal Way Public Works has been assigned a seat at the EOC, which is activated in situations such as earthquakes, terror threats, and other situations.

Justification:

Expanded access to WSDOT video and data, in the spirit of regional coordination.

Contribute to improved data sharing between regional centers.

Dependencies:

TM2 – WSDOT Video Access Upgrade

Stakeholders:

City of Federal Way

All bordering agencies and WSDOT

King County Road Services

King County Emergency Management

WSDOT

Estimated Costs: Cost for deployment and development of a Satellite TMC for the EOC.

Total estimated budget costs: \$250,000.00

4.3 Maintenance

Maintenance projects are those that would provide weather and road conditions monitoring for increased efficiency of road maintenance operations.

4.4 Traveler Information

Traveler information provides for the dissemination of roadway information collected by the TMC to reach travelers both pre-trip and en-route so that they may make informed travel decisions.

TI-1: Regional Traveler Information

Description:

The King County ITS Strategic Plan has identified projects to provide regional arterial traveler information via the internet. This project should provide the communications link and processing capabilities to automatically share information from Federal Way's ITS systems, such as traffic flow data and camera images, to the King County regional system and/or the City web site or public access cable channel.

Justification:

This project would maximize the return on investing in ITS such as communications, traffic camera images, and vehicle detection by providing information to the broadest possible audiences.

Dependencies:

Federal Way ITS Project Arterial Flow Map would provide useful information that could be distributed through additional channels.

Regional agreement must be reached on traveler information concept, including commitment from one agency to provide the central data warehouse.

Stakeholders:

City of Federal Way

King County

General Public Access Cable Channel

WSDOT

Estimated Costs:

Costs include integration and web/cable TV interfaces.

Total project cost that includes engineering, construction administration, and contingencies
\$150,000.00

4.5 Transit

Transit projects are transit projects that interface with the City's transportation infrastructure such as traffic signals.

TR-1: Pierce County Transit Signal Priority - 500 Route

Description:

This project would implement transit signal priority on the 500 Route to the Transit Center

Justification:

~~Improves transit reliability and on-time performance~~

~~Dependencies:~~

~~ConOps for TSP to coordinate with the City's signal~~

~~Stakeholders:~~

~~City of Federal Way~~

~~Pierce County Transit~~

~~Travelers~~

~~WSDOT~~

~~Estimated Costs:~~

~~The costs will be borne by Pierce County Transit.~~

4.5 Cost Summary

The following table presents a summary of all the estimated project costs.

5. PRIORITIES FOR DEPLOYMENT

The detailed description of each proposed project in the previous sections included any noted dependencies on other projects. A dependency indicates that the respective project relies upon elements of another project for full implementation. These dependencies imply an order of deployment and higher priority of deployment for projects that are a precursor to others.

Appendix III-A in the 2015 Comprehensive Plan, *Street Design Guidelines*, is deleted in its entirety with this 2024 periodic update.

APPENDIX T-B: Transportation System Management Review Summaries

This Appendix includes a summary of Intelligent Traveler Systems (ITS) applications and an evaluation of transportation demand management strategies in Federal Way.

Table B-1 provides a summary of the main categories of ITS application, their relative applicability in Federal Way, and the degree of impact each might have on the City’s vision and plan.

Table B-1. Intelligent Traveler Systems (ITS) Applications in Federal Way

ITS CATEGORY	EXAMPLE APPLICATION AREA	DEGREE OF CITY CONTROL	IMPACT TO VISION
Public Transit	Monitoring of Transit Operations	→	→
	Automatic Fare Payment	↘	→
	Dynamic Ridesharing	→	→
	✓ HOV Lanes & Parking	↗	↗
	✓ HOV-Signal Priority	↗	↗
	HOV-Automated Highways	→	→
	✓ Employer-Based TDM Initiatives	→	↗
	Vehicle Guidance & Control	↘	→
	Road Use Pricing	→	→
	Ferry Management	N/A	N/A
Traveler Information	Traveler Information Databases	→	↗
	Trip Planning (Pre-trip)	↘	↗
	Trip Guidance En Route	↘	→
	Vehicle Monitoring & Warning Systems	↘	↘
Traffic Management	Incident Detection & Management	→	→
	✓ Traffic Network Monitoring	↗	↗
	Communication Systems	→	→
	✓ Traffic Control Systems	↗	↗
	Construction Management	→	→
Freight & Fleet Management	Route Planning & Scheduling	↘	→
	Vehicle & Cargo Monitoring	↘	↘
	Regulatory Support	↗	→
	Internodal Port Transfers	N/A	N/A
Other Services	Emergency Service System Mgt.	↗	→
	Enforcement Services	↗	→
	Traveler Safety/Security	→	→
	Air Quality Monitoring & Pricing	↘	→

↗- High/Positive →- Somewhat/Possibly ↘- Low/Questionable ✓ - Pursue

Table B-2 provides a summary of the analysis of the various TDM alternatives by their functional grouping and potential effectiveness, implementation difficulties, and expected cost effectiveness. Fortunately, several of the more effective options are within the purview of the City. While many of these TDM strategies will need to be implemented and managed by the private sector, Federal Way can provide the infrastructure needed to support such strategies, such as transit and HOV lanes and expanded bicycle and pedestrian networks.

Table B-2: Evaluation of TDM Strategies

Evaluation Criteria for Transportation Demand Management (TDM) Strategies	Potential Effectiveness	Implementation Difficulties	Incremental Cost	Who Pays			
				Taxpayers	Users	Employers	Municipality
PUBLIC MODE SUPPORT MEASURES							
Public Education and Promotion	Increases the effectiveness of other strategies up to 3%	None	Low-medium	✓		✓	✓
Area-wide Ride matching Services	0.1-3.6% VMT reduction	None	Low			✓	✓
Transit Services	Up to 2.5% VMT reduction	Ongoing competition for public funds	Medium-high	✓	✓	✓	
Vanpool Service	Up to 8.3% commute VMT reduction	High fares compared to transit; finding riders & drivers	Medium		✓	✓	
Transit and Vanpool Fares	Up to 2.5% regional VMT reduction	Competition for public funds; equity concerns	Medium	✓	✓	✓	
Non-Motorized Modes	0-2% regional VMT reduction	Minimal for low cost actions; great for high cost actions	Low-high	✓	✓	✓	
HOV Facilities	Up to 1.5% VMT reduction & .2% trip reduction	High cost; public acceptance	Medium-high	✓			
Park and Ride Lots	0-0.5% VMT reduction	None	Medium-high	✓			
EMPLOYER BASED TDM MEASURES							
Monetary Incentives	8-18% trip reduction at site	Tax implications for some subsidies	Low-medium			✓	
Alternative Work Schedules	As much as a 1% regional VMT reduction	Employee or management reluctance	Low			✓	
Commute Support Programs	0.1-2.0% regional VMT reduction	None	Low			✓	
Guaranteed Ride Home	Unknown	Liability concerns of employers	Low		✓	✓	

Evaluation Criteria for Transportation Demand Management (TDM) Strategies	Potential Effectiveness	Implementation Difficulties	Incremental Cost	Who Pays			
				Taxpayers	Users	Employers	Municipality
Parking Management	20-30% site reduction in SOV trips	Employee opposition	Low to revenue producing		✓	✓	
Facility Amenities	Minimal alone	Space; local zoning requirements	Low to revenue producing			✓	
Transportation Management Associations	6-7% commute trip reduction*	Funding and political support required	Low-medium			✓	✓
<i>*These results are from pre CTR experiences. A broader range of effectiveness would be expected in the presence of CTR legislation.</i>							
PRICING STRATEGIES							
Gasoline Tax Increases	4-10% regional VMT reduction	Public resistance; legislative action; travel alternatives required	Revenue producing		✓		
VMT Tax	0.1-11% regional VMT reduction	Public resistance; legislative action; travel alternatives required	Revenue producing		✓		
Congestion Pricing	Up to 5% regional VMT reduction	Public and political resistance; travel alternatives required; technical and enforcement difficulties	Revenue producing		✓		
Parking Tax	1-5% regional VMT and trip reduction	Legislative action; negative public sentiment; opposition from private sector	Revenue producing		✓	✓	
TELECOMMUNICATIONS STRATEGIES							
Telecommuting	Up to 10% commute VMT reduction	Prevailing corporate culture	Low			✓	
Advanced Telecommunications	Moderate to high	Untested, unproven concepts	Low-high	✓	✓		
LAND USE STRATEGIES							
Development Impact Mitigation	Varies with mitigation requirements	Landowner and developer resistance	Low to medium		✓	✓	
Mixed Land Use/Jobs Housing Balance	VMT reductions up to 10%	Public resistance; slow rate of effective change	Low to medium	✓	✓		✓
Transit-Oriented and Pedestrian Friendly Design	Increase in transit, bike, and pedestrian trips	Requires design review; developer resistance	Medium to high	✓		✓	✓

Evaluation Criteria for Transportation Demand Management (TDM) Strategies	Potential Effectiveness	Implementation Difficulties	Incremental Cost	Who Pays			
				Taxpayers	Users	Employers	Municipality
Residential Density Increases	VMT reductions of up to 10% per household	Public and developer resistance to required densities	Medium to high	✓			
Employment Center Density Increases	SOV work trip reductions of up to 50%	Large increase in density often required to realize significant change	Medium to high	✓		✓	
Parking Management	1 to 5% region-wide VMT reduction	Local council action required; public/retailer resistance; enforcement issues	Low		✓	✓	
On-Site Amenities	Unknown; probably reflects effectiveness of mixed use development	Requires policy changes, public, and private inertia are barriers	Low to medium	✓			
POLICY & REGULATORY STRATEGIES							
Trip Reduction Ordinances	.1 - 4% regional VMT reduction	Legislative action required; resistance to expanded regulation	Low-medium	✓		✓	✓
Restrict Access to Facilities and Activity Centers	2.8-10% VMT reduction	Political will to face public opposition	Low to high	✓			
Support New Institutional Arrangements	Unknown	Require strong advocacy, public, & private support	Low to high	✓			
Increase HOV lanes to 3+	Possible 1.5% reduction	Legislative action needed; public resistance	Low	✓			
Parking Restrictions	1-5% trip reduction	Public, developer resistance	Low			✓	

Appendix III-C in the 2015 Comprehensive Plan, *Concurrency Management System*, is deleted in its entirety with this 2024 periodic update.



CHAPTER FOUR ECONOMIC DEVELOPMENT

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4.0 INTRODUCTION & VISION

Introduction

Economic development is the creation of wealth from which community benefits are realized. It is more than a jobs program, it is an investment in growing the local economy and enhancing the prosperity and quality of life for all residents. Economic development is a concerted effort on the part of the City to influence the direction of private sector investment toward opportunities that can lead to sustained economic growth. Sustained economic growth can provide sufficient incomes for the local labor force, profitable business opportunities for employers, and tax revenues for maintaining infrastructure to support continued growth. There is no alternative to private sector investment as the engine for economic growth, but there are many public initiatives that can support and encourage investments where the community feels they are needed most.

Federal Way recognizes five primary approaches to enhance local economic development. They are:

- Business Retention and Expansion – providing support and assistance to existing businesses.
- Business Attraction – attracting new business to the City.
- New Business Creation – encouraging the growth of new businesses.
- Placemaking – investing in community assets, inspiration, and potential with the intention of creating public spaces that promote people's health, happiness, and well-being.
- Tourism – according to the World Bank, tourism is estimated to contribute approximately 10 percent of global gross domestic product (GDP), and is the largest contributor to employment worldwide.

~~Federal Way's vision is to create a sustainable, diversified, and globally-focused economy. To achieve this vision, the City must diversify its employment base. In addition the City must increase the overall number of jobs in order to improve the balance between jobs and households in the City. Federal Way's unique location between the two regional centers of Seattle and Tacoma, both with large concentrations of population and large, successful ports represents a significant opportunity.~~

~~Federal Way is part of the larger Puget Sound economy, and therefore, economic change will depend in large part on the market forces at work within the greater region. The City is home to prominent regional, national, and international businesses. The fortune 500 company, Kiewit Bridge and Marine, has an operation center here and the internationally known World Vision is located here. Federal Way is also home to St. Francis Hospital, which is consistently named one of the top 100 hospitals in America.~~



Source: City of Federal Way

Attractive contemporary office buildings, pleasant waterfront setting and affordable middle-class housing set Federal Way apart from its South Sound neighbors, such as Kent, Tukwila and Renton. Conveniently located along the Interstate 5 corridor, the City is close to Sea-Tac International Airport and the ports of Seattle and Tacoma, and is within easy reach of Olympia. In addition, the City holds unique regional attractions for entertainment and recreation, such as Wild Waves Theme Park, the Pacific Bonsai Museum, the Rhododendron Species Garden, and the King County Aquatic Center.

Vision

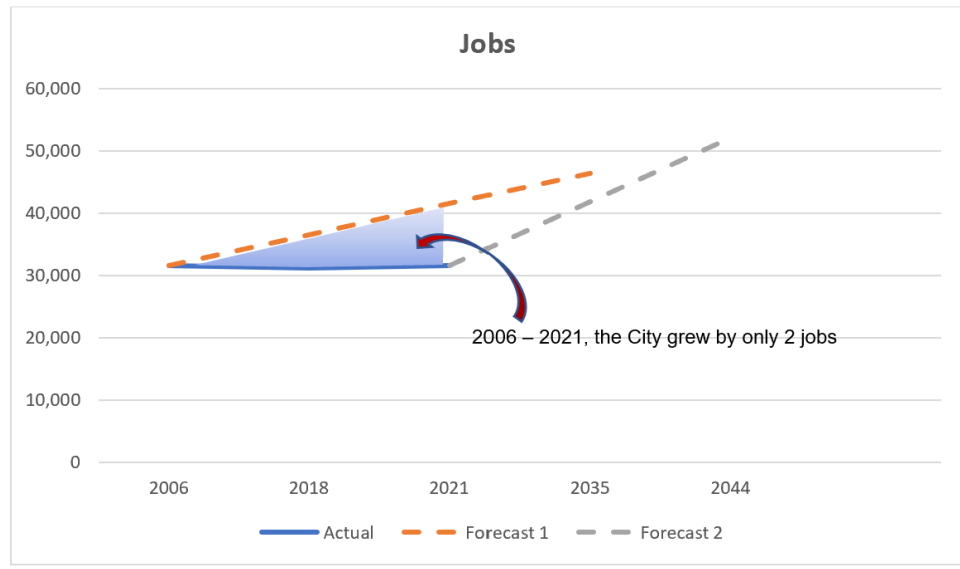
Based on the City's Economic Development Strategy (Some Assembly Required, 2015), its mission is, "The City to produce solutions to attract and retain businesses, jobs, and investments, along with improving the tax base and enhancing the quality of life in Federal Way." This chapter identifies the goals and policies necessary for the City to positively impact its economy over the next 20 years.

4.1 POLICY BACKGROUND EMPLOYMENT

The City's Comprehensive Plan is required to be consistent with the Growth Management Act (GMA), Puget Sound Regional Council goals and policies of Vision 2040, and the King County Countywide Planning Policies (CWPPs). The sections below briefly identify the relevant goals and policies under each of those categories to establish the context for economic development planning in the region. The City's specific goals and policies are consistent with these regional goals and policies and are contained in Section 4.5 of this chapter. As part of the planning process, the City is given growth targets for housing and employment for the next 20 years. These targets are forecasts that are given to each county from the Washington Office of Financial Management. King County then goes through a process to allocate the county totals to

the cities and unincorporated parts of the county. For the previous growth period (2006-2035), Federal Way was forecast to grow by 14,268 jobs. The forecast for the 2024-2044 period is 20,460. The 2006 to 2018 forecast growth and the actual growth of new jobs is illustrated in Figure ED-1.

**Figure ED-1:
Employment Growth Target**



Sources: Job Growth – WA ESD, GMA Targets – King County.

**Table ED-1:
Employment Growth Target**

	Actual	Forecast 1 (2006-2035)	Forecast 2 (2024-2044)
2006	31,616	31,616	
2018	31,148	36,588	
2021	31,618	41,560	31,618
2035		46,352	41,848
2044			52,078

Sources: Job Growth – WA ESD, GMA Targets – King County.

Much of the reason for the lack of increase in employment over the previous planning cycles is due to the exodus of the Weyerhaeuser corporate headquarters from Federal Way to Seattle. Although there have been some recent employment gains (notably: DaVita, Smith Brothers, Pape, and All-City Fence), the City will need to reassess its strategies moving forward if it expects to reach its target of growing over 20,000 new jobs in the City over the next 20 years.

Analyzing the current clusters of jobs in the City (Table ED-2), Healthcare, Education, and Retail are the top three employment sectors currently found in the City.

Table ED-2:
Employment Sectors

<u>Industry</u>	<u>Jobs</u>	<u>% of Total</u>
<u>Healthcare & Social Assistance</u>	<u>5,511</u>	<u>17%</u>
<u>Educational Services</u>	<u>5,169</u>	<u>16%</u>
<u>Retail Trade</u>	<u>3,808</u>	<u>12%</u>
<u>Government</u>	<u>3,304</u>	<u>10%</u>
<u>Accommodation & Food Services</u>	<u>3,224</u>	<u>10%</u>
<u>Arts, Entertainment, Recreation</u>	<u>2,745</u>	<u>9%</u>
<u>Administrative & Support</u>	<u>1,147</u>	<u>4%</u>
<u>Management</u>	<u>1,032</u>	<u>3%</u>
<u>Finance & Insurance</u>	<u>1,022</u>	<u>3%</u>
<u>Construction</u>	<u>1,001</u>	<u>3%</u>
<u>Professional, Scientific & Tech Services</u>	<u>935</u>	<u>3%</u>
<u>Wholesale Trade</u>	<u>645</u>	<u>2%</u>
<u>Real Estate</u>	<u>635</u>	<u>2%</u>
<u>Other</u>	<u>1,440</u>	<u>5%</u>
<u>Total</u>	<u>31,618</u>	<u>100%</u>

Source: WA ESD

Growth Management Act

~~RCW 36.70A.020, Planning Goals of the GMA, includes a goal to encourage economic development throughout the state that is consistent with adopted comprehensive plans all within the capacities of the state’s natural resources, public services, and public facilities.~~

- ~~• Encourage economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons.~~
- ~~• Promote the retention and expansion of existing businesses and recruitment of new businesses.~~
- ~~• Recognizes regional differences impacting economic development opportunities.~~
- ~~• Encourages growth in areas experiencing insufficient economic growth.~~

~~The GMA further states that each comprehensive plan must include an economic development chapter that establishes local goals, policies, objectives, and provisions for economic growth and vitality, and a high quality of life. The chapter shall include:~~

- ~~• A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate.~~
- ~~• A summary of the strengths and weaknesses of the local economy; defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, workforce, housing, and natural/cultural resources.~~

- An identification of policies, programs, and projects to foster economic growth and development and to address future needs.

VISION 2040

The Puget Sound Regional Council (PSRC) has also adopted region-wide goals and objectives related to economic development that will be implemented through local comprehensive plans.

The overarching goal of VISION 2040 is that the region will have a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.

VISION 2040 has a number of goals and policies related to economic development. The following VISION 2040 goals and selected policies are most relevant to Federal Way:

Business Goal and Policies

Goal: The region's economy prospers by supporting businesses and job creation.

MPP-Ec-1: Support economic development activities that help to retain, expand, or diversify the region's businesses. Target recruitment activities towards businesses that provide family wage jobs.

MPP-Ec-5: Foster a supportive environment for business startups, small businesses, and locally owned businesses to help them continue to prosper.

People Goal and Policies

Goal: The region's economy prospers by investing in all of its people.

MPP-Ec-8: Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of family wage jobs for the region's residents.

MPP-Ec-9: Ensure that the region has a high quality education system that is accessible to all of the region's residents.

MPP-Ec-10: Ensure that the region has high quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.

Places Goal and Policies

Goal: The region's economy prospers through the creation of great central places, diverse communities, and high quality of life that integrates transportation, the economy, and the environment.

MPP-Ec-17: Use incentives and investments to create a closer balance between jobs and housing, consistent with the regional growth strategy.

MPP-Ec-18: Concentrate a significant amount of economic growth in designated centers and connect them to each other in order to strengthen the region's economy and communities and to promote economic opportunity.

MPP-Ec-20: Provide an adequate supply of housing with good access to employment centers to support job creation and economic growth.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs) must be consistent with both the GMA and VISION 2040. The CWPPs promote the creation of a healthy and diverse economic climate. The overarching goal of the CWPPs is that people throughout King County have opportunities to prosper and enjoy a high quality of life through economic growth and job creation. The CWPPs state that each local community will have an individual focus on economic development, while the region's prosperity will benefit from coordination between local plans and the regional vision that take into account the county's and the region's overall plan for growth.

There are number of goals and policies related to economic development in the CWPPs. Following are selected policies that are most relevant to Federal Way:

EC-2: Support economic growth that accommodates employment growth targets through local land use plans, infrastructure development, and implementation of economic development strategies.

EC-6: Foster the retention and development of those businesses and industries that export their goods and services outside the region.

EC-7: Promote an economic climate that is supportive of business formation, expansion, and retention, and emphasizes the importance of small businesses in creating jobs.

EC-8: Foster a broad range of public-private partnerships to implement economic development policies, programs, and projects.

EC-9: Identify and support the retention of key regional and local assets to the economy, such as major educational facilities, research institutions, health care facilities, manufacturing facilities, and port facilities.

EC-11: Work with schools and other institutions to increase graduation rates and sustain a highly educated and skilled local workforce. This includes aligning job training and education offerings that are consistent with the skill needs of the region's industry clusters. Identify partnership and funding opportunities where appropriate.

4.2 SUMMARY OF EXISTING CONDITIONS BUSINESS RETENTION & EXPANSION

Business Retention & Expansion (BRE) is an economic development strategy that promotes business growth, capital investment, and job creation by connecting local business owners with the resources they need to stay, grow, and succeed in the City. Although BRE tends to fall in the shadow of business attraction, BRE is more effective at addressing fundamental growth and sustaining a healthy local economy. This is due to a larger percentage of local businesses forming the economic base over relocating businesses, the local economy being driven mainly by existing business, and the cost of retaining an existing business being much less (5 to 25 times less) than attracting a new business. BRE is therefore the backbone of the City's economic development strategy.

BRE in practice requires proactively connecting with existing businesses to understand and respond to their needs. Those connections identify issues and provide increased opportunities to help existing businesses expand or, if they are at risk of closing or relocating, stay open and remain in the community. Too often the sudden closing of a long-time business surprises residents and local officials alike who assume a business is doing fine simply because the doors remain open each day.

General Patterns of Existing Development

Federal Way is characterized by:

- High quality single and multiple family residential areas.
- A range of housing that includes modest homes, manufactured dwellings, and large luxury waterfront homes.
- Auto oriented, suburban scale regional shopping center, such as The Commons; community shopping centers, such as SeaTac Village and Pavilions Center; and numerous strip centers.
- Big box retail south of South 348th Street.
- Two high quality business and office parks—West Campus and East Campus.

- Semi rural areas, wildlife areas, areas without utilities, and much vacant open space.
- An amusement park that is a regional draw.
- A waterfront primarily occupied by high quality homes, but not particularly accessible to the public.
- Many marginal commercial areas with redevelopment potential along Pacific Highway South (SR-99) that are vestiges of a prior era.

Demographics

Federal Way historically has been primarily a suburban, bedroom community. It has more households than jobs and as a result, provides more workers to the region than it attracts. However, since the City’s incorporation, this balance between homes and jobs has shifted. Based on US Census data, the City’s residential population grew by 23 percent from 67,554 in 1990 to 83,259 in 2000 and by 7 percent from 83,259 in 2000 to 89,306 in 2010. The City’s covered employment grew by 44 percent from 21,756 in 1990 to 31,315 in 2000, but decreased by 10 percent from 31,315 in 2000 to 28,270 in 2010 based on PSRC’s Covered Employment Estimates. The decrease in jobs between 2000 and 2010 reflects the impact of the 2008 recession, which has resulted in an even greater jobs/housing imbalance as shown in *Table IV-1* and described in the following paragraph.

A high percentage of Federal Way residents that are part of the labor force do not work in Federal Way. The following table compares 2002 and 2011 labor force data. While the employment base of Federal Way has grown, nearly 87 percent of Federal Way’s residents are employed elsewhere. This percentage has changed little from 2002 to 2011.

Table IV-1
Work Destination—Where Workers are Employed Who Live in Federal Way

City	2002		2011	
	Total	Percentage	Total	Percentage
Seattle	10,310	26.3	8,500	22.7
Federal Way	5,459	13.9	4,991	13.4
Kent	2,922	7.5	2,430	7.0
Tacoma	2,546	6.5	2,627	6.5
SeaTac	2,018	5.1	1,620	4.7
Tukwila	1,834	4.7	1,670	4.5
Auburn	1,574	4.0	1,772	4.5
Bellevue	1,402	3.6	1,458	4.3
Renton	1,364	3.5	1,674	3.9
Burien	904	2.3	NA	NA
Everett	NA	NA	686	1.8
All Others	8,885	22.7	9,936	26.6
Total	39,218	100	37,364	100

Source: US Census Bureau, On The Map

According to the City’s Economic Development Strategy, and shown in the following *Table IV 2*, the largest group of workers employed in Federal Way, who do not live in the City, come from Tacoma at 2,708. Tacoma is followed by Seattle, Kent, and Auburn. The largest employers in Federal Way are shown in *Table IV 3*.

Table IV-2
Work Destination—Where Workers Who are Employed in Federal Way Live

City	2002		2011	
	Total	Percentage	Total	Percentage
Federal Way	4,991	16.5	4,991	16.5
Tacoma	2,708	9.6	2,914	9.6
Seattle	1,224	4.7	1,401	4.6
Kent	901	4.6	1,429	4.7
Auburn	865	4.2	1,274	4.2
Lakeland South	579	2.3	548	1.8
Lakewood	520	1.9	NA	NA
South Hill	519	1.8	681	2.3
Puyallup	490	1.8	570	1.9
Des Moines	481	1.6	542	1.8
Renton	NA	NA	478	1.6
All Others	11,915	47.3	15,403	51.0
Total	25,681	100	30,231	100

Source: US Census Bureau, On The Map

Table IV-3
Major Employers in Federal Way

Name	Number of Employees
Federal Way School District	2,600
World Vision	1,704
Xerox Commercial Services	1,350
Weyerhaeuser	1,225
St. Francis	875
Norpoint Entertainment LLC (Wild Waves)	36 permanent (800-1000 seasonal employees)
US Postal Services	616
Walmart	560
City of Federal Way	480 (approximately 180 are seasonal employees)
DaVita	318
Safeway	254

Name	Number of Employees
Virginia Mason Health Care	253
Costco	221
Berger ABM Inc.	220
Fred Meyer	220

Source: City of Federal Way 2013/2014 Business License

The 2000 Census information showed that Federal Way's median income levels had grown substantially since 1990, with the City, at that time, leading the South King County cities in the percentage of wage-earning households, as well as median household income. Based on the 2000 census, with a median household income reported of \$49,278, Federal Way had a higher median household income than that of any of the other major South King County cities (Renton, Kent, Burien, Auburn, Tukwila, and SeaTac). However, as the following *Table IV-4* shows based on the American Community Survey (ACS) 5 Year Estimate 2009-2013, Federal Way's median income now ranks fourth among the major South King County cities. This is likely the result of regional housing trends that are forcing lower income families to move out of Seattle and settle further north or south where housing prices are more affordable.

**Table IV-4
Median Income**

City	Median Income (\$)
Renton	\$64,141
Des Moines	\$59,799
Kent	\$57,553
Federal Way	\$55,872
Auburn	\$55,483
Burien	\$50,805
SeaTac	\$46,328
Tukwila	\$43,331

Source: ACS 5 Year Estimate 2009-2013

Federal Way’s Regional Role

Federal Way is located at a mid-point in the Seattle-Tacoma metropolitan region at the intersection of I-5 and SR-18, with easy access to the Ports of Seattle and Tacoma and SeaTac International Airport. Federal Way’s location is a prime asset as traffic congestion and concerns over personal and freight mobility within the region become paramount issues for commerce and industry, as well as commuters. Nevertheless, the economic boom that is underway has largely been concentrated in the eastside communities and, downtown Seattle. However, with changes in the high-tech industry, such as increased opportunities for telecommuting; increasing traffic congestion; soaring housing prices; and increasing limits to growth in those areas, Federal Way is in an even better position from a regional perspective.

Economic Base

Federal Way’s retail base is diverse and attracts customers from outside the City limits. Its market share, however, is relatively low compared to other Southwest King County communities. Although Federal Way retailers capture a good deal of the City’s primary and secondary market expenditures for general merchandise and food trade, a high percentage of local shoppers go elsewhere to shop for items such as automobiles, apparel/accessories, miscellaneous retail purchase, building materials, and furniture.

As can be seen from the data in *Table IV-5*, in 2012 Federal Way’s strongest employment sectors were Services, Health Care, Retail, and Tourism. The percentage of total employees in these sectors exceeded the South King County (Federal Way, Auburn, Burien, Des Moines, Kent, and Renton) percentages. The percentage of employees in Federal Way in the Healthcare, Retail and Tourism sectors also exceeded the countywide percentages; however, percentage of employees in Services in Federal Way was a little less than the percentage countywide. The City had noticeably fewer jobs than average in the Manufacturing and Wholesale Trade, Transportation, and Utilities sectors.

**Table IV-5
2012 Employment Estimates Federal Way and King County**

Employment Category	Federal Way Employees	Percentage of Total Employees	South King County Employees	Percentage of Total Employees	Countywide Employees	Percentage of Total Employees
Services Excluding Health Care & Tourism	6,765	22.95%	35,621	15.14%	318,997	27.90%
Healthcare	5,713	19.38%	23,763	10.10%	130,180	11.38%
Retail	4,585	15.55%	23,243	9.88%	107,884	9.44%
Tourism	3,654	12.40%	21,929	9.32%	118,063	10.33%
Education	2,087	7.08%	12,893	5.48%	70,974	6.21%
Finance, Insurance and Real Estate	1,964	6.66%	8,305	3.53%	62,621	5.48%
Government: Public Sector Employment Excluding Education	1,696	5.75%	17,480	7.43%	86,211	7.54%
Wholesale Trade, Transportation and Utilities	1,644	5.58%	42,177	17.92%	99,876	8.74%
Construction and Resources	853	2.89%	9,352	3.97%	47,469	4.15%
Manufacturing	516	1.75%	40,537	17.23%	100,982	8.83%
Total	29,477	100%	235,300	100%	1,143,257	100.00%

Source: 2012 PSCR Covered Employment Estimates by Jurisdiction

Retail, Lodging, and Restaurant Development



Developed and opened in 1975, as SeaTac Mall, the mall now known as the Commons was the primary force behind the growth of retail in Federal Way during the 1980s. After a period of some decline during the great recession, the Commons has new ownership and is in a period of growth. Since 2007, the Commons has added new tenants; these include the Century Federal Way Theatres, Target, Kohl’s, and most recently Dick’s

Sporting Goods in the Fall of 2014. In 1995, Pavilons Centre replaced the old Federal Way Shopping Center, and in 2001 the Pavilons Center Phase II, a major addition and redevelopment, came on line. In 1998, SeaTac Village was given a complete face lift incorporating the City’s commercial design guidelines. In addition, in the late 1990s, a

Source: City of Federal Way

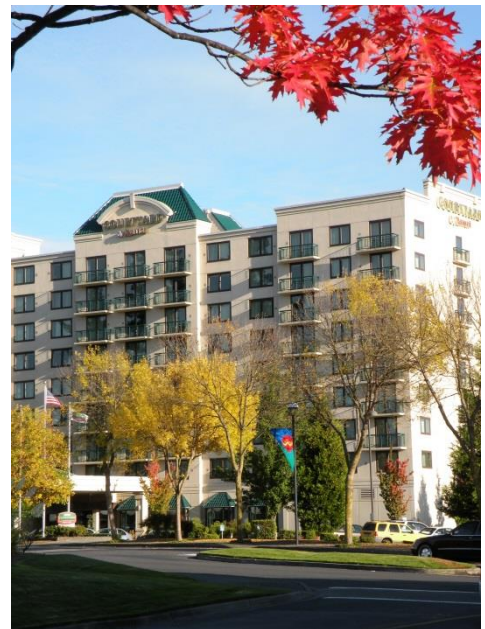
new Walmart store moved into the City Center (downtown), and there have been several renovations and remodeling of existing retail structures, including the conversion of the old Safeway building at the southwest corner of South 320th and Pacific Highway into Rite Aid and the former K Mart into a Safeway store.

In early 2000, a 45,000 square foot Best Buy opened in the City Center and a 52,000 square foot Albertson's remodel occurred in the Community Business zone along Pacific Highway South. Albertson's has recently been acquired by Haggen, and the store was formally opened on June 6th. Also, Hong Kong Market will soon open in the Northshore Shopping Center (21st Avenue SW and SW 356th Street).

In 2006 and 2007, the portion of the Commercial Enterprise zoned area located between South 344th and South 356th Streets and Pacific Highway South and I-5 experienced both new development and redevelopment. The Federal Way Marketplace shopping center, located north of South 348th Street, was developed on a vacant 33.5 acre site. Federal Way Crossings and Lowe's, located between South 348th and South 356th Streets, were constructed on previously developed parcels of 21 acres and 17.62 acres, respectively. The Federal Way Marketplace is a multi-tenant complex consisting of 245,785 square feet of commercial uses, including a 203,000 square foot Walmart Supercenter, banks, full service and fast food restaurants, office, and storage uses. Federal Way Crossings is a multi-tenant complex consisting of 185,156 square feet of retail, commercial, and financial services restaurants; and Lowe's is a 169,000 square foot home improvement center.

Between 1995 and 2015, five hotels/motels have been constructed in and around the City Center. These include Best Western plus Evergreen Inn & Suites, Courtyard by Marriott, Extended Stay, Comfort Inn, and Hampton Inn & Suites. In addition, a Holiday Inn Express, Sunnyside Motel (Travel Lodge), and Quality Inn have been built south of the City Center along Pacific Highway.

Since the comprehensive plan was last updated in 2007, a number of new restaurants have opened in Federal Way. These include Panera Bread, McGrath's, and Buffalo Wild Wings, which were constructed on pads at the Commons Mall. Herfy's Burgers and Stacks (formerly Mooyah) moved into SeaTac Village and Pimienta Bistro and Bar moved to the corner of Hoyt Road SW and SW 340th Street. East India Grill and the Ram moved into Gateway Center. Applebee's relocated from within the Commons to an outside pad, and Billy McHale's relocated from SeaTac Village to Celebration Center.



Source: City of Federal Way

Office Development

Federal Way's East and West Campus developments set a standard in the region as two of the best examples of master-planned office campuses in the Pacific Northwest. The

quality of office development in these areas is decidedly different than elsewhere in Federal Way and Southwest King County.

Since incorporation, the majority of new office development has been located within Federal Way's East Campus, which is presently developed with more than 1.5 million square feet of office, not including the Weyerhaeuser Corporate Headquarters and ancillary buildings, which total approximately 358,000 square feet.



Source: City of Federal Way

Between 1990 and 2006, the West Campus area saw little new office development. Permits had been issued, but not picked up, due to rising vacancy rates. However, since 2006-2007, there has been an additional 27,575 square feet of office space constructed, for a total of 1,564,306 square feet. Citywide, as of 2012, there was a 24.6 percent overall office vacancy rate. This percentage will increase dramatically once the Weyerhaeuser Corporation moves its headquarters to Seattle in 2016. In the City Center, only 3,699 square feet of office space has been constructed since the last comprehensive plan update, and office buildings continue to constitute a minority of the City Center's development.

Commercial Enterprise

There has been no substantive Business Park development since the City's incorporation. This lack of Business Park development suggests the influence of market forces outside of the City limits, where cheaper land, better freight access, and established industrial parks act as a draw for prospective business park development. As a result, in 2007 the City adopted a new zoning designation, the Commercial Enterprise (CE) designation, which replaces the former Business Park (BP) zoning designation. The CE designation was created in order to meet changing market conditions, as indicated by City market studies and by numerous rezone requests. The CE designation is intended to capture the demand for a diverse mix of industrial, office, and retail sales and services, arrayed in well-integrated, high quality developments.

Residential Development

One of Federal Way's strengths is the range and quality of its housing stock. The quality, quantity, and range of options for housing are major factors in business siting decisions. Please refer to Chapter 5, Housing, for a description of housing in Federal Way.

Institutional, Educational, Cultural, Recreational Development and Tourism

The City boasts a number of outstanding health care facilities, including St. Francis Hospital, Virginia Mason Clinic, and Group Health. This growing medical sector includes Total Renal Care Inc. (DaVita) and Children’s Hospital, which is expected to open in 2015.

Built in 1998, the Knutzen Family Theatre provides a venue for professional theatre and the symphony. A City owned/operated Community Center, which offers a wide variety of classes and recreational facilities, was constructed in 2007. The Federal Way Parks, Recreation, and Cultural Services Department offers a summer concert series at Steel Lake Park. Each year, Federal Way’s July 4th *Red, White, and Blues* festival is held at Celebration Park.



Source: City of Federal Way

Tourist attractions in Federal Way include Wild Waves Theme Park which has a regional draw during the summer; the King County Aquatic Center, which hosts national swim meets; Celebration Park where the nationally acclaimed tournament soccer and baseball facilities draw tourist activities; the Pacific Bonsai Museum, which features outstanding bonsai from the Pacific Rim nations of Canada, China, Korea, Taiwan, and the United States; the Rhododendron Species Botanical Garden, home to one of the largest collections of species of rhododendrons in the world; PowellsWood Garden, which includes seven distinct gardens separated by hedges; the City owned Dumas Bay Centre, which offers meeting rooms and overnight accommodations in a spectacular natural setting with stunning views of Puget Sound and the Olympic mountains; West Hylebos Wetlands Park, a 120-acre wetland park with a large trail and boardwalk network; the Brooklake Community Center, which potentially could be connected to the West Hylebos Wetlands Park by extension of the boardwalk, and could also include an educational/learning center focused on the history of the property and surrounding areas and/or environment; and the Farmers Market, which acts as a gathering place for the community during the Spring and Summer.

The City is also in the planning stages for a 700-seat, 44,000 square foot Performing Arts and Events Center (PAEC) and associated hotel, which will be built in the City Center. The PAEC has the potential to generate significant redevelopment in the City Center.

In 2001, the DeVry University opened their first Northwest Campus in Federal Way. This 100,000 square foot facility provides technology training customized to increase employee workplace skills.

The City is actively involved in recruiting a branch campus of a four-year institution or an institution of higher learning with programmatic elements consistent with a four-year institution. The City is also pursuing education programs through partnerships in specialized career focused areas. The university and education initiatives are being pursued to enhance educational and training opportunities to establish career paths and prepare students for the market economy of the future.

4.3 KEY ISSUES AND TRENDS AFFECTING FEDERAL WAY'S ECONOMIC FUTURE BUSINESS ATTRACTION

When Weyerhaeuser moved its corporate headquarters (HQ) to Seattle in 2014, Federal Way lost its largest employer and approximately 1,500 jobs (Seattle PI). The campus was sold to IRG and warehousing/distribution facilities have since been built on a portion of the property. The City would like to see another major employment activity reoccupy the former HQ building. The original building is pictured below.



Source: Honda

Trying to attract a new corporation to locate its corporate headquarters in the City, whether to the HQ building or another location, is resource intensive and competitive. “Evidence suggests that Fortune 500 corporations tend to grow and stay in place, while smaller companies are more likely to make a headquarters move. But every year, a few major companies make the news with a headquarters announcement such as Boeing’s move to Chicago.” (Whittaker Associates) A focused and targeted approach is needed to identify and generate potential business investment leads. Generally-accepted steps for successful business attraction efforts include:

1. Economic Development Website
2. Community and Economic Development Brand

3. Develop a List of Companies to Target
4. Contact Prospective Investors
5. Maintain Relationships with Prospective Investors

Although the City currently has an Economic Development page within the City’s existing website, the Economic Development Department is reviewing and analyzing competitor cities’ websites to inform the development of a new website with appropriate data for site selectors and businesses seeking to relocate to Federal Way. In addition to refreshing the City’s webpage, Steps 2-5 are being built into a sustainable strategy which the Economic Development department will execute in order to compete with other communities for landing relocating businesses.

Strengths of the Local Economy

According to the City’s Economic Development Strategy, Federal Way’s strengths lie in its young population, quality of life, and location.

- *Young Population*—Federal Way has a young population compared to King County and the state. According to the ACS 5 Year Estimate 2009-2013, approximately 50 percent of Federal Way’s population is less than 35 years old, compared to 47 percent for both King County and the state. In addition, the median age in Federal Way is 35 years as compared to 37 years for King County and the state.

- *Quality of Life*—There are a wide variety of recreational opportunities in the Federal Way area. These opportunities range from Dash Point State Park, a 398-acre state park on the west side of the city; Celebration Park, an 84-acre community park located approximately in the middle of the City with ball fields and walking trails; the Bonneville Power Administration right-of-way recreation trails; and Wild Waves Theme Park, a 72-acre water and amusement park.

In addition, Federal Way has a high percentage of affordable housing. In 2012, 35 percent of all occupied housing units were affordable for those at 51-80 percent of area median income, families making approximately \$40,000 to \$59,000 based on a three-person household, and 24 percent of all occupied housing units were affordable for those at 41-50 percent of area median income, families making approximately \$24,000 to \$40,000 based on a three-person household. Federal Way has a low crime rate compared to Tacoma and other south-end cities.

- *Location*—Federal Way is strategically located adjacent to Interstate 5 between the major cities of Seattle and Tacoma, close to an international airport, and the deep water marine terminals of the ports of Seattle and Tacoma. It is also part of a market area with a population of 3.7 million.

Challenges Facing Federal Way

According to the City’s Economic Development Strategy, there are several key issues that impact the City’s economic future. These include the following:

- *Jobs Housing Balance*—Historically, Federal Way has had a jobs/housing imbalance. In 2013, Federal Way had a jobs/housing ratio of 0.83, compared to 1.51 for King County and 1.15 for the four county Central Puget Sound region. A low jobs/housing ratio indicates a housing rich “bedroom community,” while a high jobs/housing ratio indicates an employment center. Federal Way has been a bedroom community to Seattle and Tacoma. This has caused constraints on infrastructure and mass transit systems, and gridlock at rush hours. Through the reuse of the Weyerhaeuser campus and the redevelopment of downtown, there is opportunity to create employment opportunities for the City’s residents by bringing new businesses or expanding existing businesses.
- *Income Levels*—Based upon the ACS 5 Year Estimate 2009–2013, 16 percent of Federal Way’s population lives below poverty levels compared to 11 percent for King County and 13 percent for the state. Additionally, the Median Household Income of Federal Way was \$55,872, compared to \$71,811 for King County, and \$59,478 for the state.
- *Education Levels*—Data from the ACS 5 Year Estimate 2009–2013 identified 25 percent of the population of Federal Way as having a bachelor’s degree or better. This is less than the state percentage at 32 percent, King County at 46 percent, and Seattle at over 50 percent. In the “Information Age,” an educated workforce is tantamount to success for a business.
- *Departure of Weyerhaeuser*—This longtime business has made a decision to consolidate and move into a new building in downtown Seattle. This movement will create a loss of 1,250 jobs to Federal Way. The reuse of their 430 acre campus, two iconic buildings, and corresponding property provides an unequalled opportunity to bring the next generation of businesses and jobs to Federal Way.

4.4 IMPLEMENTATION: NEW BUSINESS CREATION

New business creation is an entrepreneurial approach to economic development that seeks to grow the local economy from within. Its premise is that local entrepreneurs and microbusinesses create the companies that bring new wealth and economic growth to a region in the form of jobs, increased revenues, and a vibrant local business sector. New business creation seeks to focus on growing and nurturing start-up and small local businesses.

To support the entrepreneurial community, a network of resources and partners is being built to provide access to tools, knowledge, and experience that students and entrepreneurs need to go from idea to working business in a successful, sustainable manner. Building an ecosystem that provides access to: knowledge and experience, finance and funding opportunities, as well as low-cost space is vital to the success of entrepreneurial start-up businesses.

Attributes of Successful Economic Development Programs

Successful economic development programs typically have the following attributes. First, they receive material support and leadership from the Mayor, City Council, and senior City staff. Second, the municipal leadership is willing to work creatively and cooperatively with private sector leaders and businesses to accomplish economic development goals. They have the ability and find the resources to target infrastructure projects and programs to encourage development or redevelopment of specific areas. To do this, they work aggressively to secure state and federal funds for local public and private assistance. The City is committed to the above principles in development and execution of its economic development strategy.

The City has also been creative and open to exploring and adopting innovative regulatory and incentive programs to attract and retain businesses and development projects, such as the Multi-Family Tax Exemption. Key among such programs should be any efforts aimed at predictable and streamlined permitting processes, such as the SEPA Planned Action in the City Center.

The City's Role in the Economic Life of a Community

In the State of Washington, the direct actions that cities can take to encourage economic development have historically been more limited than in other states.

However, one of the most significant direct actions a city can take is to provide the necessary infrastructure. This includes: 1) developing long term facilities expansion plans for infrastructure such as roads; 2) designing the specific systems and projects; 3) raising or borrowing local funds to finance the projects or act as a conduit for state, federal, and intergovernmental funds; and 4) forming public-private partnerships to jointly construct projects. Since incorporation, the City with the assistance of state and federal funds, has widened and improved Pacific Highway South and South 320th Street, both major corridors through the City. This has facilitated the movement of traffic and goods through and around the City as Pacific Highway South is a major north-south arterial and South 320th street is a major east-west arterial.

Second, a city can deliver high quality and cost effective urban services. These necessary services include police and fire protection; parks, recreation, and cultural services; social services and job training; and a well-run land use planning and regulatory process. In an effort to provide high quality and cost effective service, and in order to reduce crime rates, the City of Federal Way formed its own Police Department in 1996, six years after incorporation. In 1997, the City constructed Celebration Park, an 84 acre community park. This has made a large contribution to the local economy in terms of bringing baseball and soccer tournaments to the City, thus benefiting the lodging and eating establishments. In addition, a city can actively participate in public/private groups designed to help businesses and the development community as they work their way through the state and federal regulatory processes.

Third, a city can directly impact economic development by doing market research or by being a landowner and developer. For example, a city could develop, maintain, and disseminate data and analysis on local development conditions and trends, as well as monitor important trends and assumptions upon which plans, programs, and strategies are based. The City maintains a web site which contains a variety of economic development

related information aimed at marketing the community in order to attract new businesses to the area. In addition, a city can buy land, aggregate parcels, and make necessary improvement so that it is ready for new development or redevelopment.

For example, the City has acquired 17 acres in the downtown and will be embarking on developing a Town Center, which includes four components (see additional discussion in Chapter 7, City Center):

- Four acres for a Performing Arts and Events Center (PAEC) (Town Center I).
- Four acres for a park (Town Center II).
- Eight acres for a hotel and potential development opportunities for office, medical office, higher educational facilities, retail and restaurants, along with arts and entertainment venues. In addition, there is a smaller component for office or institutional space (Town Center III).
- One acre for transit oriented development (TOD) located west of the transit center and multi-story parking garage owned and operated by Sound Transit (Town Center IV).

For some projects, a city can issue industrial revenue bonds or other tax-free municipal bonds. This also allows a city to joint venture with a private sector partners for appropriate development.

In terms of indirect roles, a city can act as a facilitator to convene public and private entities to work on issues of local importance and reach consensus. Preparation of a comprehensive plan and Economic Development Strategy are examples of this important indirect action. A city can act as a representative of local residents' and business' interests in resolving regional and countywide problems such as traffic congestion, housing, and human service issues. A city can also mobilize local community support for important projects and problem solving; and work to improve the overall image of the community and in doing so, make the community more attractive for economic development.

Lastly, a city's public investment in municipal facilities, such as city administrative offices, judicial/court facilities, community centers, and cultural and recreational venues can be a factor in inducing further economic development. By targeting a subarea for an infusion of redevelopment investment and daytime population, nearby businesses not only may see a greater captive market, but may also be encouraged to remodel, renovate, and/or improve their establishments. Cultural and recreational facilities, like the PAEC, or seasonal activities such as the Federal Way Farmers' Market can also have a wide range of economic impact, from simply attracting residents to a particular part of the City (e.g., city center) more frequently where they may patronize other businesses, to attracting visitors from around the region and country who will bring new revenue to the local economy through lodging, restaurant, and goods/services expenditures.

Economic Development Strategy for Federal Way

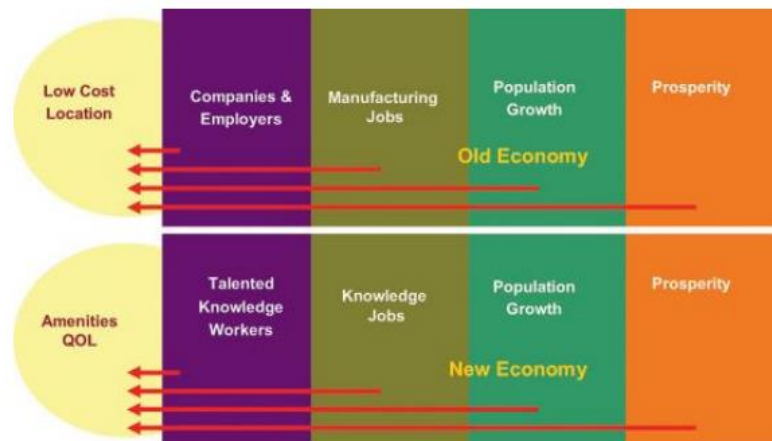
The Mayor's Economic Development Strategy for Federal Way for 2015-2016 can be found in the January 2015 City of Federal Way, "Some Assembly Required—An Economic Development Strategy."

4.5 THE ECONOMIC DEVELOPMENT VISION FOR FEDERAL WAYPLACEMAKING & SISTER CITY COORDINATION

As the global economy has evolved with an increasing number of technology-based and knowledge-sector jobs, cities have redeveloped their economic development strategies from solely focusing on transportation access, low costs, tax incentives, etc., to including the attraction of multi-generational talent by becoming desirable places to live. (Source: Michigan State University, 2015). Because workers are mobile and in high demand, they often decide to live and work in communities with a high quality of place.

“Communities across the country are under pressure to identify the trends, tools and tactics that will help retain existing workers and attract new talent to help ease employer hiring challenges and demonstrate capacity to attract new investment. Talent continues to prioritize quality of life as an initial motivating factor causing them to begin to consider relocation, indicating that ‘The Great Reflection’ — the effect of the pandemic upending our traditional notions of work and life — has had lasting impacts. Now more than ever, talent is prioritizing the ability to live (and afford) a full life outside of work over the ‘hustle culture’ of the past.” (Development Counsellors International)

Figure ED-2:
Structural Change in Sources of Prosperity and Place Success



Source: EDRP, International Economic Development Council “Place Matters”

According to recent studies of 25- to 34-year old, college-educated workers, the following factors were considered as part of their decisions to move and seek new employment:

Elements of Quality Places:

- Mixed uses
- Public spaces
- Broadband
- Multiple mobility options
- Multiple housing options
- Preservation of historic structures
- Community heritage
- Arts, culture, creativity
- Recreation & entertainment
- Green spaces

Source: International Economic Development Council, 2017.

Some key roles of the Economic Development department in the development of placemaking in the City are: providing leadership in sharing the City’s placemaking vision with local, regional and national stakeholders and partners; strengthening the City’s brand in BRE; workforce development and tourism promotion; and facilitating or initiating real estate development projects.

As provided through demographic information presented in the Introduction and Community Services chapters, Federal Way is growing in its diversity. Due in part to its growing diversity, the City’s sister cities program is growing. The program has a long-standing history within the community, and the relationships forged through the sister cities’ program contribute to placemaking efforts through the impact from cultural resources, partnerships, and the resulting enhanced sense of place. These international relationships also open Federal Way to new opportunities in community building, diplomatic relationships, civic engagement, cultural exchange, and new businesses. The City’s current sister cities are:

- Donghae, South Korea
- Hachinohe, Japan
- Rivne, Ukraine

The vision for economic development in Federal Way is to become a premier community in the Puget Sound region. This vision will be accomplished through the mission of producing solutions to attract and retain businesses, jobs, and investments, along with improving the tax base and enhancing the quality of life in Federal Way.

4.6 TOURISM

According to the Washington Tourism Alliance, in 2019 (prior to declines directly resulting from the COVID-19 pandemic), Washington State had a total of 110 million annual visitors, with direct visitor spending totaling \$21.9 billion. On average, visitors spent \$60 million per day in Washington State. Tourism has been long regarded as a vibrant and somewhat simple economic development tool. Visitors arrive, spend money on food, retail shopping, accommodations, and attractions, and then return home. To capitalize on this revenue-generating activity, the City is working to understand why people are visiting Federal Way; and, how to increase the number of these visitors.

Although excursions and local adventures such as hiking through the West Hylebos Wetlands Park or visiting Dash Point State Park represent a valuable tourism activity, understanding what brings people to stay in a hotel in the City is also a good way to better understand why people are visiting Federal Way. A 2021 study, funded by the City (*Proposed Federal Way Hotel*, HVS Consulting & Valuation), identified the hotel stays in Federal Way were comprised of Commercial (business travelers) at 43%, Groups (family

reunions, sporting or entertainment events, company trainings, etc.) at 24%, and Leisure (those visiting or passing thru the area) at 33%.

Based on the study cited above, business travel represents the largest group of hotel stays in Federal Way. These travelers chose Federal Way either because of businesses located in the City, or those located in nearby communities. The sector that represented the lowest proportion of hotel stays were groups visiting the City for some family, work, or event activity. To increase tourism in the City, this sector could be targeted by hosting additional sporting events, festivals, etc.

The following notable attractions are currently existing tourism assets that draw people to Federal Way:

Wild Waves and Enchanted Village

The largest theme park in western Washington, Wild Waves offers a variety of rides and amusements. The water park includes river rides, a maze of water slides, a wave pool, and more. Enchanted Village, the theme park section of Wild Waves, has an array of rides for families, kids, and thrill seekers. All summer long, visitors can stop by the Enchanted Village Stage for special entertainment like live magic and mad science experiment shows.

King County Aquatic Center

The Weyerhaeuser King County Aquatics Center was constructed for the 1990 Goodwill Games. It has hosted US Olympic Diving Team Trials, NCAA championships, PAC-12 conference championships, USA Swimming Winter National championships, and Speedo Junior National championships.

Celebration Park

The facility includes: batting fields with evening lights; bleachers; restroom and concession building; a total of eight soccer and baseball fields with evening lights; a children's play structure; trails; pathways connecting to the BPA Trail System; and parking for 493 vehicles.

Pacific Bonsai Museum

One of only two museums in the United States solely dedicated to bonsai, and one of only a handful of bonsai museums worldwide, Pacific Bonsai Museum maintains a collection of 150 bonsai that are among the finest examples of bonsai anywhere in the world. The collection is also the most geographically diverse bonsai collection in the United States, with trees from Canada, China, Japan, Korea, Taiwan, and the United States.

Rhododendron Species Botanical Garden

The Rhododendron Species Botanical Garden is home to the largest collection of Rhododendron species in the world. Visitors experience a diverse botanical collection in a forest of Douglas fir, western red cedar, hemlock, and other native plants. The garden is also home to beautiful companion plants, including the famous Himalayan blue poppies, camellias, magnolias, Japanese maples, and many rare plants.

PowellsWood Garden

Combines a lush pleasure garden and native woodland within a roughly 40-acre nature preserve.

Dumas Bay Centre & Knutzen Family Theatre

Dumas Bay has three light-filled meeting and banquet rooms, each with stunning views of Puget Sound and the Olympic Mountains, plus a few interior meeting rooms for groups or breakouts. For overnight stays, there are 68 bedrooms plus one fully contained suite. Built in 1998, the theatre provides a venue for professional theatre and the symphony. The theatre seats 234 and has shown plays, musicals, and music performers.

The Performing Arts and Event Center (PAEC)

The Federal Way Performing Arts & Event Center represents a new caliber of event space in South King County. It boasts state-of-the-art acoustics, two audience floors totaling an over 700 seat capacity, removable orchestra shell, chorus risers, and marley dance floor.

Dash Point State Park

At nearly 400 acres with over 3,300 feet of saltwater shoreline, Dash Point State Park is the ideal location for outdoor fun. This park with camping and nearby trails gives visitors access to hiking, fishing, picnicking, and swimming. Dash Point has unobstructed views of Puget Sound and offers visitors the chance to observe the marine life of the Pacific Northwest.

4.7 GOALS & POLICIES

This section contains the goals and policies of the Economic Development Chapter of the Comprehensive Plan.

Economic Development Goals

The City of Federal Way will not wait for market forces to create the future, but will act to shape and accelerate the evolving market trends in the direction of its vision. The City will pursue the following goals to implement economic development.

Goal

ED_G1 Support an equitable and strong local economy with opportunities for all to prosper. Promote and create a sustainable, diversified and globally focused economy.

Policies

EDP1 Cooperate with the federal, state, and region's public jurisdictions and private entities on matters of individual interest including: economic, social and environmental issues.

~~EDP2~~ Periodically monitor local and regional trends to be able to adjust plans, policies, and programs.

~~ED P1.1~~ Support existing employers and the addition of new targeted employers that contribute to the diversity of the City's employment base and support other industries in the City.

~~ED_P31.2~~ In conjunction with the local business community, including the Chamber of Commerce and cultural and ethnic community groups, actively pursue ties to Pacific Rim nations and businesses to stimulate related business activity living-wage employers to support the local economy.

~~ED P1.3~~ Develop an environment that fosters respect for all individuals and groups and promotes equitable employment opportunities.

~~ED P1.4~~ Ensure that local economic development programming is inclusive, accessible, culturally appropriate, and serves the diverse community.

Goal

~~ED_G2~~ Help attract, expand, and retain businesses, jobs, and investments that provide employment, support the changing demographics of the City, and enhance income opportunities for Federal Way residents.

Policies

~~EDP4~~ Actively recruit new employers to the City.

~~ED_P52.1~~ Promote the continued diversification and sustainability of the local economy and expand employment opportunities for residents.

~~ED P2.2~~ Establish and execute business, investor, and developer attraction programs to maintain active economic development pipelines.

~~ED P2.3~~ Conduct regular business outreach and create programs to support business needs identified by such outreach.

~~ED P2.4~~ Support organizations and programs that provide technical assistance to businesses.

~~ED P2.5~~ Develop sales and promotion programs to educate and sell Federal Way as a city to live, work, and play in.

~~**EDP 2.6** Support and promote businesses that cater to the changing demographics of the City.~~

~~**EDP6** Provide a better balance between housing and jobs by increasing the number of jobs within the City relative to the number of households.~~

~~**EDP7** Diversify the economic base by encouraging higher paying white collar and technical jobs while preserving and enhancing the strong retail base.~~

~~**EDP8** Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide jobs.~~

~~**EDP9** Continue to utilize design guidelines to enhance the urban environment in order to retain and attract businesses and residents.~~

~~**EDP10** Continue to implement a streamlined permitting process consistent with state and federal regulations to reduce the upfront costs of locating businesses or redeveloping businesses in the City.~~

~~**EDP11** Continue to pursue aggressive public safety programs designed to protect residents, businesses, and their investments.~~

~~**EDP12** Continue to provide a business friendly tax structure with no business and occupation tax or employee head tax.~~

~~**EDP13** Support existing industrial employers and addition of new industrial employers that contribute to the diversity of the City's employment base and support other industries in the City.~~

Goal

~~**ED_G3** *Invest in placemaking spaces and community amenities to help attract businesses to Federal Way. Work with the Weyerhaeuser Corporation for reuse of the Weyerhaeuser Corporate Campus to provide jobs for the next generation.*~~

Policies

~~**ED P3.1** Actively work to facilitate joint public/private funding of infrastructure and public spaces.~~

~~**ED P3.2** Develop Downtown with a mix of uses such as the Performing Arts and Event Center (PAEC), public parks, and a mix of residential, local retailers, office, educational, and civic uses.~~

~~**ED P3.3** Support the City of Federal Way's Sister City Program to build cultural and employment ties with Sister City communities.~~

~~**EDP14** Be proactive in attracting commercial development with high paying jobs to locate at the Weyerhaeuser Campus.~~

~~EDP15~~ Consider allowing a wider range of uses in response to market conditions at the Weyerhaeuser Campus.

Goal

~~ED_G4~~ *Build a brand to promote and enhance the image of Federal Way as a business-friendly community.*

Policies

~~ED P4.1~~ Continue to pursue aggressive public safety programs designed to protect residents, businesses, and their investments.

~~ED P4.2~~ Continue to provide a business-friendly tax structure as well as regularly researching and developing additional business incentives.

~~EDP16~~ Provide and work with partners, such as the Federal Way Chamber of Commerce, to ensure effective and efficient services to residents, businesses and visitors in the effort to become a “Premier City in the Puget Sound region”

~~EDP17~~ Promote the community by working with the Federal Way Chamber and the private sector to develop marketing tools that attract new businesses, visitors, and investments.

~~EDP18~~ Fund the public portion of public/private groups to allow the groups to do an effective job in marketing the community.

~~ED_P19.3~~ Continue to manage an economic development web-page that promotes business and development opportunities within the community; provides an interactive database of information of value to site selectors, businesses, and developers; and involves the participation of provides connections to the Federal Way Chamber and other stakeholder groups business-oriented local resources.

~~ED P4.4~~ Promote and support local businesses and locally-produced goods and services.

~~ED P4.5~~ Continue to develop local, regional, and national marketing programs to actively change and improve the perception of Federal Way.

~~EDP20~~ Continue to market the community for, and encourage development of, businesses in the high-tech sector. This effort will include exploration of regulatory and/or financial incentives to attract high-tech businesses and collaboration with regional communities, businesses, and local institutions of higher education to promote Federal Way and South King County.

Goal

EDG_5 *Ensure educational and training opportunities exist to align with future job growth.*

Policies

~~**EDP21**—Actively promote the continued diversification and sustainability of the local economy along with education opportunities through a “University Initiative.”~~

~~**EDP22**—Strive to create working partnerships with institutions of higher education in order to encourage and support their location, expansion and further integration within the Federal Way economy, and identify and exploit increasing opportunities for economic development.~~

~~**EDP23**—Recruit a university branch campus to locate in the downtown close to the transit center, and other civic and urban amenities.~~

Goal

~~**ED PG65.1** Formulate tools and systems to encourage and enhance support entrepreneurship opportunities and the growth of local microbusinesses.~~

~~**ED P5.2** Establish programs to build workforce pipelines between businesses and educational institutions.~~

Policy

~~**EDP24**—Consider opportunities to partner with local human service organizations in providing human resources development programs for unemployed or under-employed workers.~~

Goal

~~**ED_G76** *Emphasize redevelopment that transforms the City from a suburban bedroom community to a diverse jobs-rich urban center.*~~

Policies

~~**ED P6.1** Continue to utilize design guidelines to enhance the urban environment in order to retain and attract businesses and residents.~~

~~**EDP25**—Implement zoning and provide financial incentives that encourage prioritized development consistent with comprehensive and subarea plans and orderly, phased growth.~~

~~**EDP26**—Actively work to facilitate joint public/private funding of infrastructure.~~

~~**EDP27**—Actively work with representative groups of business and property owners, including the Federal Way Chamber and other local business associations, to enhance citywide and subarea improvements and planning.~~

~~EDP28~~ Continue to look for opportunities to assimilate land in the City Center in order to achieve the community's vision for that area.

Goal

~~EDG8~~ Encourage concentration of non-residential development into five primary areas:

- ~~• High density mixed use development in the City Center.~~
- ~~• High quality low/mid rise mixed use development in the Twin Lakes Commercial Sub-area.~~
- ~~• A mix of commercial, office, retail, and light industrial development in the area around 348th and SR-99 and around the I-5/SR-18 interchanges.~~
- ~~• High quality office park development, including corporate headquarters, continued in and around West Campus.~~
- ~~• High quality commercial development, including corporate headquarters in a park-like campus in East Campus and the Weyerhaeuser Campus.~~

Policies

~~EDP29~~ Encourage redevelopment of the City Center.

~~EDP30~~ Build out the Town Center with a mix of uses such as the Performing Arts and Events Center (PAEC), public park, and a mix of residential, commercial, office, educational, and civic uses.

~~EDP1~~ Work with the local real estate community to reoccupy the vacant office buildings in West Campus.

~~ED_P326.2~~ Continue to implement high-quality urban design standards for these areas.

~~ED P-6.3~~ Work with commercial property owners to understand their goals and needs; and collaborate on visioning and future redevelopment of their properties.

~~EDP33~~ Continue to utilize the SEPA Planned Action for the City Center so that compliant development proposals may receive permit approvals with a minimum of environmental review.

~~EDP34~~ Explore innovative financing techniques such as Local Improvement Districts, Industrial Revenue Bonds, New Market Tax Credits, and other innovative financing tools to encourage desired redevelopment.

Goal

~~ED_G97~~ Encourage and support the development of recreational and cultural facilities and/or events that will bring ~~additional~~ visitors to Federal Way, and ~~increase visitor spending~~ attract new residents.

Policies

ED P357.1 ~~Recognize the importance of~~ Support and facilitate local cultural and regional recreational activities, y to the economy, and through the Lodging Tax Advisory Committee, Arts Commission, and Parks Department pursue joint ventures with private groups and individuals in developing cultural and recreational opportunities in Federal Way.

ED P367.2 Encourage the expansion of existing, and development of new, multi-purpose facilities to host cultural and recreational activities, and continue to work with ~~the~~ lodging providers in order to increase the number of visitors to Federal Way, thus increasing visitor spending.

ED P7.3 Recognize a well-built environment with civic amenities helps attract the talented workers who will sustain economic growth.

Goal

ED G8 Encourage cooperative partnerships to address the economic resilience of the City.

Policies

ED P8.1 Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide employment opportunities.

ED P8.2 Continue to market the community for, and encourage development of, businesses in the high-tech sector. This effort will include exploration of regulatory and/or financial incentives to attract high-tech businesses and collaboration with regional communities, businesses, and local institutions of higher education to promote Federal Way and South King County.

ED P8.3 Actively encourage redevelopment of the City Center and the creation of a vibrant downtown.

ED P8.4 Work with the local real-estate community to market and promote vacancies in the office buildings in West Campus.

ED P8.5 Explore innovative financing techniques to encourage desired redevelopment.

ED P8.6 Support investment in educational, technical, and vocational programs that enhance the local skilled workforce.

ED P8.7 Create opportunities for local entrepreneurs to learn from and engage with business development organizations including local and federal programs.

ED P8.8 Strengthen Federal Way’s regional reputation and existing economic base through development of the City as a healthcare innovation hub or healthcare continuum city. This entails diversifying the existing healthcare industry

through tangential and supportive businesses such as: medical supply chain, medical schools, aging in place services, medical tech, and workforce education.

ED P8.9 Continue to assess regional, state, and national priorities and initiatives to find areas of synergy and opportunities to strengthen the City’s economic base against economic downturns.

ED P8.10 Maintain industry memberships and participate in industry organizational events to ensure Federal Way is recognized as a strong economic partner both regionally and nationally.

Goal

ED G9 *Enhance the economic future of the community by encouraging the creation of new housing and jobs that provide a livable wage and reduce income disparity.*

Policies

ED P9.1 Diversify the economic base by encouraging living wage jobs while preserving and enhancing the strong retail base.

ED P9.2 Facilitate development opportunities for diverse housing options and active mixed-use neighborhoods to attract an educated and talented workforce.

Goal

ED G10 *Implement infrastructure projects that support new and existing business and that reinforce the City Center’s position as the heart of the community.*

Policies

ED P10.1 Establish and promote economic development activities in the City Center to work towards being recognized as a regional economic center and lifestyle destination.

ED P10.2 Use capital facility funds to promote economic vitality in those areas designated for economic development, concentrations of employment, or mixed-use.

Goal

ED G11 *Work with Federal Way property owners, educational institutions, businesses, and future businesses, to provide jobs for the next generation.*

Policies

ED P11.1 Support opportunities for employee training and higher education opportunities in Federal Way.

ED P11.2 Consider opportunities to partner with local human service organizations in providing employment training programs and job fairs for unemployed or under-employed workers.

ED P11.3 Support and participate in regional economic development planning with the public and private sectors.

ED P11.4 Partner with community agencies and organizations to address income equity and employment opportunities within the local economy.

Goal

ED G12 *Promote a comprehensive approach working with City departments and business owners to strengthen the City's business districts as clean, walkable, safe, and attractive environments.*

Policies

ED P12.1 Maintain a business climate that supports the retention and expansion of the City's economic base.

ED P12.2 Promote infrastructure projects that enhance the City's quality of life and business climate.

ED P12.3 Collaborate with and educate City departments, property owners, and business owners on economic development goals and initiatives in order to gain support. This includes local, regional, national, public, private, and/or non-profit entities.

ED P12.4 Establish four business districts in the City (north, south, east, west) to create a sense of business community, brand, and personality. The districts will serve as a way to convene businesses at a more neighborhood level and disseminate or collect information.

Goal

ED G13 *Explore models for expediting the permitting process for targeted projects to improve permitting timelines and predictability for applicants.*

Policies

ED P13.1 Continue to implement a streamlined permitting process to reduce the upfront costs of locating businesses or redeveloping businesses in the City and seek ways to make the process more applicant-friendly.

ED P13.2 Implement zoning and provide financial incentives that encourage prioritized development consistent with comprehensive and subarea plans, and orderly, phased growth.

4.8 MAPS

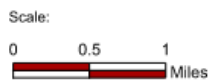
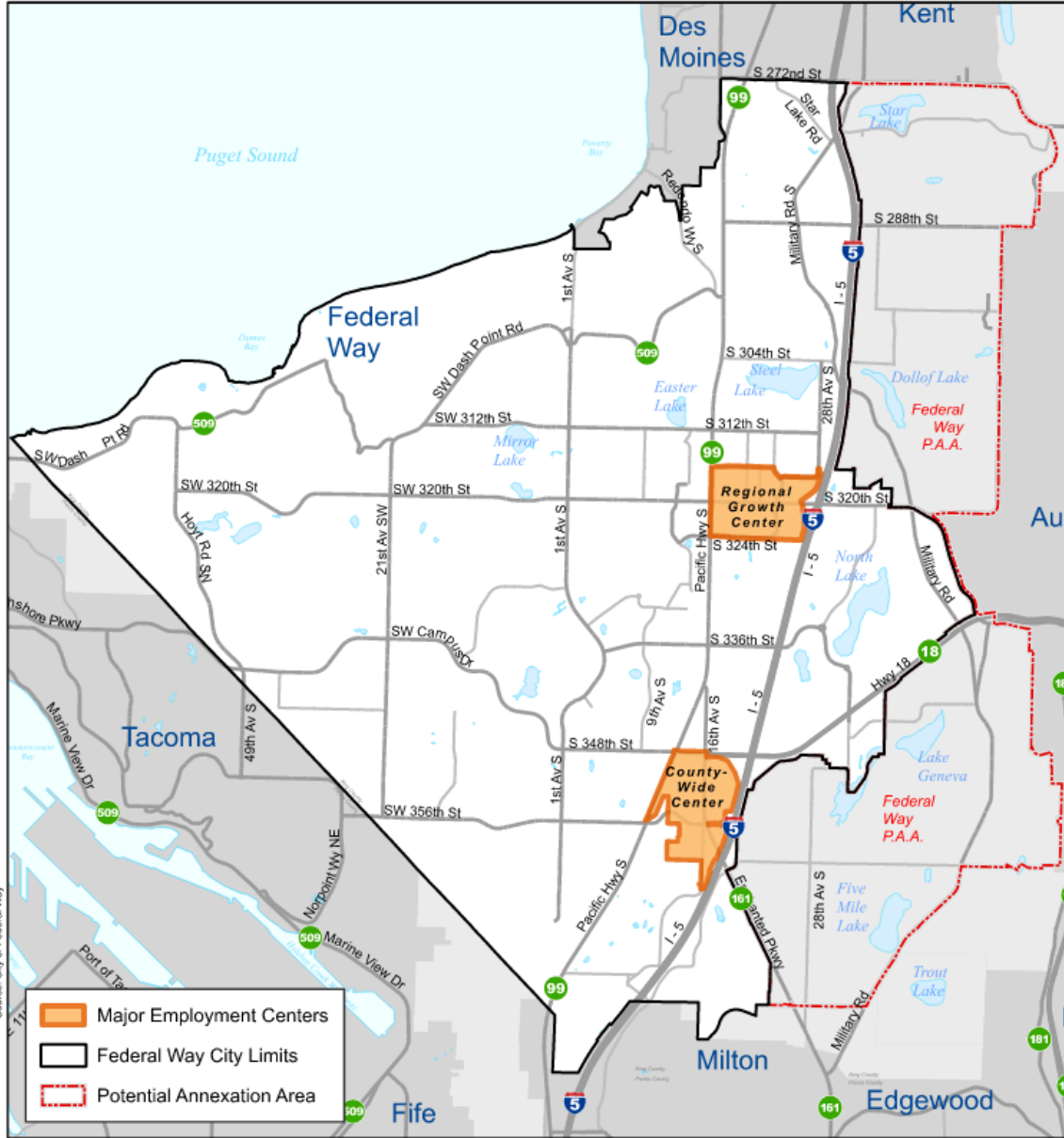
The Major Employment Centers Map (Map ED-1) graphically displays the portions of the City where employment concentrations should occur. Map ED-2 illustrates Federal Way's location in the 4-county region.

Map ED-1 Major Employment Centers

City of
Federal Way
Comprehensive Plan

Map Date: July 2024
City of Federal Way
GIS Division
33325 8th Ave S
Federal Way, WA 98003
253-835-7000
www.federalwaywa.gov

Major Employment Centers



Economic Development Element

This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

Map ED-2 Federal Way Location within King County

City of
Federal Way
Comprehensive Plan

Map Date: July 2024
City of Federal Way
GIS Division
33325 8th Ave S
Federal Way, WA 98003
253-835-7000
www.federalwaywa.gov

Federal Way Location within King County



Source: City of Federal Way, King County, Pierce County, WA DNR



Economic Development Element

This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.



CHAPTER FIVE HOUSING

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5.0 INTRODUCTION & VISION

Introduction

The Housing Chapter addresses the City's need to promote a diverse housing supply, meet Growth Management Act (GMA) requirements, and preserve the existing housing stock in Federal Way by encouraging and supporting a mixture of housing types, maintaining residential neighborhood stability and character, and providing opportunities that will assist in the development of affordable and special needs housing. The City must plan for the addition of 11,260 new housing units by 2044.

Information in the Housing Chapter is based on the Supplementary Housing Report, which is adopted by reference herein as the same now exists or is hereafter amended. The Supplemental Housing Report provides detailed context and analysis of existing and future housing needs for the City of Federal Way and is foundational to the policy direction provided in this chapter.

The primary goal of the Housing chapter is to create high-quality neighborhoods that meet Federal Way's current and future housing needs for all economic groups and household types. The plan does this by preserving and enhancing existing neighborhood character, while also encouraging the development of a wide range of housing types. The Land Use chapter determines the location and densities of that new housing.



Source: City of Federal Way

The availability of diverse housing choices and affordable housing for all income groups is essential to a stable, healthy, and thriving community. Most housing is not built by cities, but by the private sector. However, cities and other entities, such as lending institutions impact the supply and affordability of housing. This chapter focuses on the housing supply and affordability factors that the City can either control or influence.

Demographic trends indicate a shift in future market demand towards smaller housing units, rental housing units, and mixed-use housing in a lively, amenity-rich environment. The City must adapt to these market trends and preferences to be successful.

The Housing Chapter is connected to and works in tandem with many other Comprehensive Plan chapters such as the Land Use, Centers, Transportation, Community Services, and Economic Development chapters, which each affect housing within the City in various ways. For example, the Land Use Chapter determines the location and densities of housing; transit-oriented development (TOD) goals and policies that support a multimodal transportation system are outlined in the Transportation Chapter; and ensuring a sufficient and desirable housing supply is essential for serving a diverse and growing workforce that propels economic development priorities within the City.

While the City of Federal Way does not build or provide housing to residents directly, it can facilitate an environment that encourages housing production in a variety of typologies and affordability levels. The availability of diverse housing choices for all income groups and populations is essential to a stable, healthy, inclusive, and thriving community.

Vision

Federal Way is a dynamic and inclusive community where housing growth is aligned with regional targets, regulatory barriers are minimized, and a diverse range of housing options are available to all. Residential growth promotes community development and increases the quality of life for Federal Way's existing and future residents.

5.1 HOUSING IN FEDERAL WAY POLICY BACKGROUND

Federal Way is a city with a variety of housing assets that make it a desirable place to live. As the City grows, it is unquestionable that housing will play a key role in the success of the City. Housing is more than simply shelter, housing is one of the distinctive physical assets of a community. Housing combines to form neighborhoods, and neighborhoods combine with other uses and places to form community. The following sections present various metrics and indicators that are necessary to better understand whether sufficient housing quantity and diversity is present in the City.

The Growth Management Act (GMA), VISION 2040, and the King County Countywide Planning Policies (CWPPs) provide a framework for all jurisdictions to plan for and promote a range of affordable, accessible, and healthy housing choices for current and future residents.

Growth Management Act (GMA) Existing Housing

While the City has long-benefited from relatively lower housing costs compared to many other parts of King County, rapid job and population growth coupled with a tight supply of housing across the region has resulted in sustained high demand for housing and increasing prices. Housing availability currently and into the future is an urgent and growing challenge in the county and in Federal Way.

Housing Stock

According to the April 1, 2023, Washington State Office of Financial Management (OFM) estimates, there were 38,079 housing units in Federal Way. Of this total, 20,647 were single-family homes, 16,068 were multi-family residences, and 1,364 were mobile homes.

Nearly 80 percent of the Federal Way’s current housing supply was built between the 1960s and 1990s – and therefore is 35-65 years old. Since City incorporation, residential development in Federal Way has generally fallen into two categories: single-family homes and larger apartment complexes. Middle housing, such as duplex/triplex/fourplex and similar housing typologies are distinctly absent in the City. This lack of housing diversity means Federal Way lacks a complete spectrum of housing options to meet the variety of housing needs in the community.



Source: Zillow

Housing Conditions

For the most part, the housing stock in Federal Way is in good condition. The City has a low concentration of substandard housing, which is typically found in older urban or distressed areas. However, houses in poor condition do exist in Federal Way in isolated locations.

The King County Assessor’s Office provides information related to housing construction quality, which is a good indicator of housing condition. The Assessor’s data indicates an overall housing stock of average-to-better quality. There are a few areas; however, where clusters of buildings have lower quality rankings.

A small portion of residences in the City lack complete living facilities common to most housing. The most prevalent housing element missing is telephone service availability, followed by complete kitchen and plumbing facilities.

Housing Cost and Affordability

Market forces such as supply and demand, mortgage interest rates, construction costs, and regional investment factors influence the cost and affordability of housing. Over the last 23 years, the median

home value in Federal Way increased by over 230 percent. In 2000, the median home value in Federal Way was \$167,700 and by 2023, the median home value exceeded \$554,200. These median home values represent the value of new home listings as well as resales of the existing and aging housing stock. The price for new construction in the City is substantially higher (listings on Realtor.com for 3/28/24 ranged from \$691,950 to \$1,500,000) than that of the existing housing stock.

Similar to home ownership offerings, average rents in Federal Way have also significantly increased. Between 2015 and 2023, the average rent for Federal Way increased by 75 percent. As of July 2024, the average rent for Federal Way was \$2,007 a month for a 2-bedroom/2-bath apartment, based on over 20 listings provided by Zillow.



It is estimated that of the approximately 38,000 housing units in Federal Way, 8% are subsidized affordable housing units and 48% are not regulated or subsidized, and instead are naturally occurring affordable housing (NOAH).

Subsidized and regulated affordable housing is housing that is income-restricted and generally exists as a result of government intervention, public subsidy, and/or regulation, as opposed to purely market generated housing. Subsidized and regulated affordable housing projects can often service segments of the community not solely identified by affordability, such as age-restricted housing like senior housing, or special needs housing for individuals and households with disabilities or chronic health conditions.

NOAH represents unsubsidized and unregulated housing that remains affordable due to factors including age, location, amenities, and building condition, rather than income or government restrictions. Given that this type of housing is not protected, residents in these housing units face risk of displacement should these housing units be replaced with more expensive housing; be renovated resulting in higher rental costs; or simply be subject to higher rents due to demand in the City. For residents living in these housing units, there may be no other affordable option available in the City.

~~RCW 36.70A.020, Planning Goals of the GMA requires cities to, “Encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.” The GMA discourages, “...conversion of undeveloped land into sprawling, low-density development.” The GMA requires that the Housing chapter include:~~

~~An inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth.~~

~~A statement of goals and policies for housing preservation, improvement, and development of housing.~~

~~Identification of sufficient land area for the number of needed housing units, including government assisted housing, housing for low income families, mobile/ manufactured housing, multiple family housing, and special needs housing. This defines the amount of land that the City must designate for housing in the Land Use chapter.~~

~~A strategy and policy for meeting the housing needs of all economic segments of the community.~~

~~VISION 2040~~Housing-related Demographics

Overall Population Information

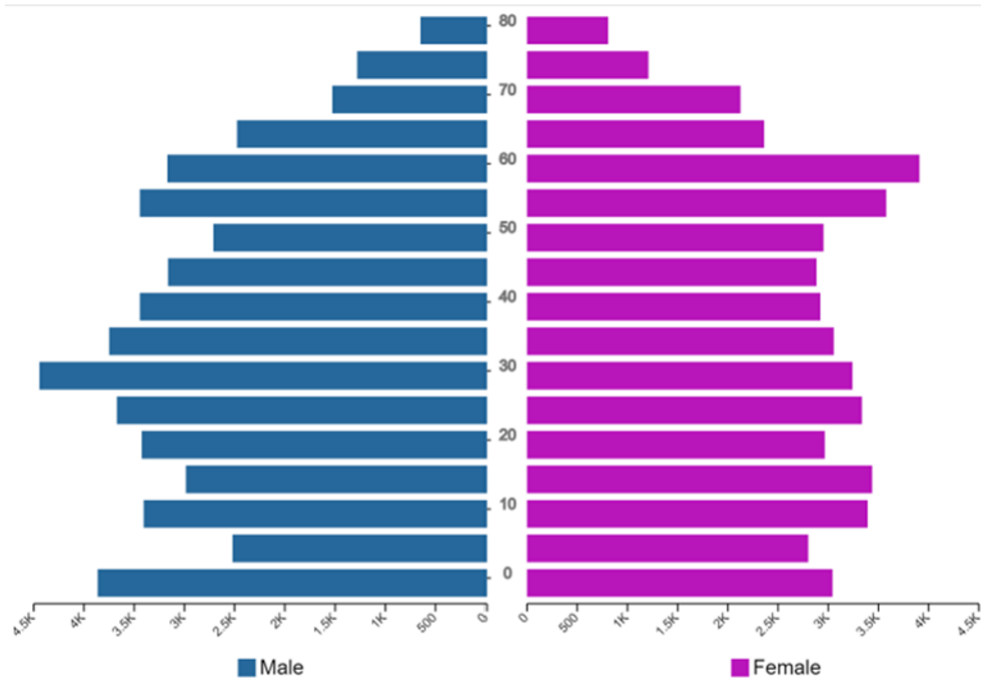
According to the Washington Office of Financial Management 2024 data, Federal Way had a population of 102,500, reflecting an increase of approximately 14 percent since 2010. However, Federal Way's population growth has slowed since the 1980s, when its population doubled. According to the U.S. Census, from 1990 to 2000, Federal Way grew approximately 23 percent. This was greater than King County's growth rate of 15 percent, but less than some of its neighboring cities. Between 2000 and 2010, Federal Way's growth slowed to 7.3 percent, compared to King County at 11.2 percent.

Current City demographics show the growing community reflects increasingly diverse and global demographics with more than one in four residents born outside of the U.S. Citywide, 16.9 percent of the population identifies as Hispanic or Latino, over 17 percent of residents as Black or African American, and nearly 15 percent as Asian, all adding to the diverse cultural fabric of the community. As the City's demographics continue to evolve and underdeveloped areas begin to infill, the City will need to accommodate a wider variety of housing types, including mixed use housing, live/work units, and transitional housing to accommodate the needs of the community.

Population by Age

The age of a city's population is an important indicator of housing need. Different types of housing are needed at various stages of life. The distribution of population by age in the City is illustrated in Figure H-1.

**Figure H-1:
Population by Age & Gender**



Median Age
 Male: 36.5
 Female: 38.8
 Total: 37.4

Source: US Census 2020

As illustrated in Figure H-1, the City has a solid distribution of population from young children to adults over 60. These statistics reflect a city with many young families and individuals, many of whom may need rental housing as well as first-time homeowner opportunities. Residents between the ages of 25 and 35 represent the majority of potential starter households. The presence of entry-level homes for this existing and future population is necessary if they are to remain in the community. Typically, first time homebuyer opportunities are in the form of smaller single-family homes, townhouses, and condominiums. Smaller-sized housing units are needed not only by this younger population, but by seniors as well. Seniors often desire smaller and more affordable housing, both owned and rented, in order to minimize or eliminate yard work/housework and to expend less of their fixed incomes for housing. These types of housing units are also ideal for the growing number of single person households, as well as for many of the rising number of single-parent headed households, regardless of age.

Household Incomes

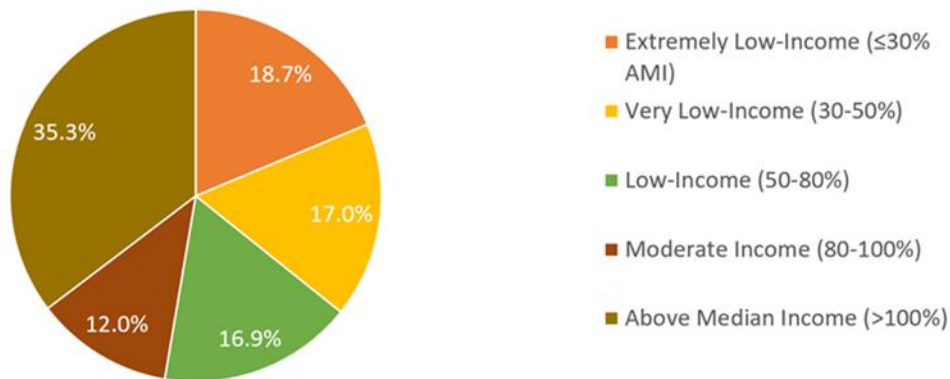
Understanding the range of household incomes in a community is also important to understanding what various households can afford to pay for housing, and influences how a community must appropriately

plan to meet future housing needs. The United States Department of Housing and Urban Development (HUD) annually calculates the Area Median Income (AMI) and provides income thresholds by household size. Calculations of the AMI are assigned by Metropolitan Statistical Areas (MSA) with Federal Way belonging to the Seattle-Bellevue MSA. The AMI represents the midpoint of an area's income distribution.

Income levels in Federal Way vary widely; with 35.3 percent of households earning above the Area Median Income (AMI), while a significant number of households fall into lower income categories. This statistic reflects the economic diversity within the community as well as the significant difference between incomes in Federal Way compared to incomes in other jurisdictions in the Seattle-Bellevue MSA. Figure H-2 illustrates the percentage of households by income level within the City.

Figure H-2:
Federal Way Income by AMI

HOUSEHOLD INCOME BY AMI LEVELS IN FEDERAL WAY



The connection between race and income is a key factor in explaining racial disparities in the housing industry. In Federal Way, 42 percent of both White and Asian households make above AMI compared to only 25 percent of Black or African American, 16 percent of Hispanic or Latino (of any race), and 22 percent of Pacific Islander households, reflecting a significant racial disparity in incomes, which correlates to disparities in housing choices.

Housing Cost-Burdening

Housing cost-burden refers to the condition in which a household is paying more for housing than it can afford based on income. The supply and affordability of housing in the local housing stock relative to incomes and household size sets the parameters for measuring whether a household is housing cost-burdened. The thresholds for determining cost-burdening are as follows:

- Not cost-burdened includes households paying less than 30 percent of their household income on housing costs.
- Cost-burdened (30-50 percent) includes households paying between 30 percent and 50 percent of

their household income on housing.

- Severely cost-burdened (>50 percent) includes households paying more than 50 percent of their income on housing costs.

Housing costs often take a bigger bite out a household's income than the recommended 30 percent. When a household commits more than 30 percent of their family income to housing, there is less income available for food, healthcare, school, and other family expenses. In Federal Way, approximately 37 percent of households are cost-burdened.

For higher income households, the impact of being cost-burdened may not be felt as acutely, as higher income households may still have enough income left over to pay for other necessities and perhaps even some luxuries. Lower income households, however, are disproportionately negatively impacted by housing cost-burdening, as the remaining percentage of income not tied to housing represents a significantly smaller amount of money to pay for other necessities compared to a higher income household with the same degree of cost-burdening.

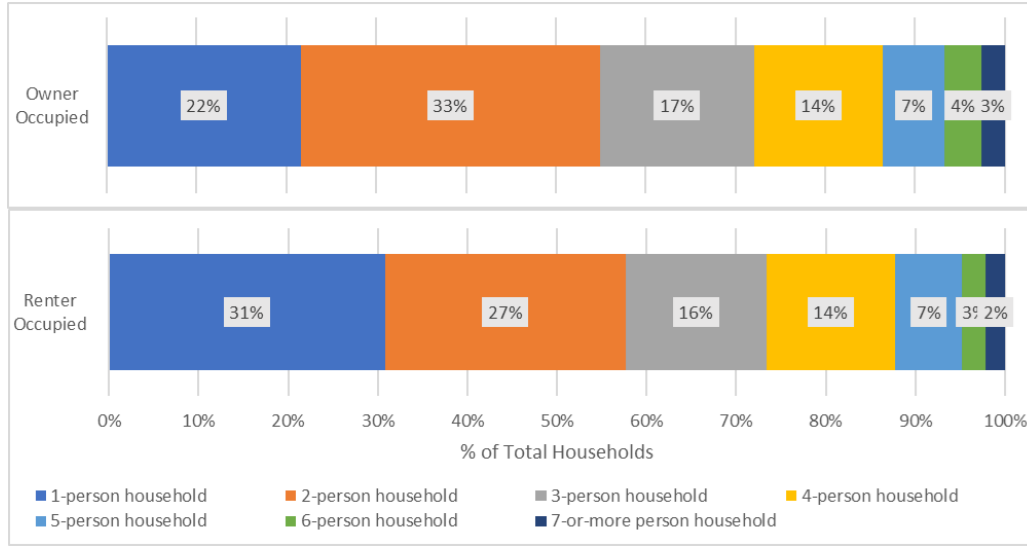
The rates of cost-burdened or severely cost-burdened households differ substantially depending on whether the household rents or owns their home. Renter-occupied households are nearly twice as likely to be cost-burdened or severely cost-burdened compared to owner-occupied households.

Disparities among rates of cost-burdening are also apparent when disaggregated by racial and ethnic group. When considering overall cost-burdening, White and Other Race households are the least likely to be cost-burdened at 34 percent. Conversely, Black or African American households are most likely at 50 percent.

Household Size

Federal Way has an average household size of 2.75 persons per household (Figure H-3), a slightly larger average household size than King County, whose average household size is 2.44. However, as with most cities, Federal Way consists predominately of one- and two-person households.

Figure H-3: Percentage of Households by Size & Tenure



The relatively large average household size can be attributed in part to the diverse population of the City. It may also indicate some misalignment between housing need and availability. Among immigrant populations, it is common for living arrangements to be intergenerational, consisting of three or more generations in one household. Additionally, the lack of affordable and available housing can result in overcrowding, as people struggle to afford households large enough to comfortably house their family. Overcrowding is defined by HUD as having more than one person per room in a housing unit. In Federal Way overcrowding is significantly more prevalent among renters than owners.

Housing Tenure

Household tenure refers to whether a household is owner or renter occupied. Homeownership is highly desirable for many Federal Way households. Currently, a slight majority of households in Federal Way own their home at 54.8 percent, although this percentage has declined slightly over the past few years. Homeownership rates vary significantly by race and ethnicity; Asian and White households are most likely to own with a homeownership rate of 69 percent each, while Hispanic or Latino and Black or African American households are more likely to rent with homeownership rates of 37 and 25 percent, respectively.

Special Needs Populations

Special needs populations are composed of individuals with physical and mental disabilities, seniors, veterans, individuals with mental illness, individuals with chronic and acute medical conditions, individuals with chemical dependency, survivors of domestic violence, and adult, youth, and families who are experiencing homelessness. The private housing market, for the most part, does not meet the housing and service needs of these groups, especially for low-income households within special needs populations. Special needs populations have diverse housing needs; some groups require special needs housing for a limited time while others require it permanently.

The City is home to residents with disabilities, representing 11.6 percent of the non-institutionalized population. The type and prevalence of disabilities vary, with the greatest numbers reporting mobility and cognitive challenges. Stable housing to best serve special needs populations relies on two key factors: affordability, and the availability of supportive services. The type and number of supportive services required varies by population and by individuals within each population.

VISION 2040 contains multi-county planning policies (MPPs) that provide a policy framework and numeric guidance for local growth management planning and target setting. Countywide Planning Policies (CWPPS) and local comprehensive plans must be consistent with the MPPs. The Regional Growth Policy in VISION 2040 calls for growth focused in Metropolitan and Core Cities, such as Federal Way, particularly within designated Centers, and aims to improve the jobs housing balance throughout the region.

The overarching goal of VISION 2040 is for the region to preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident, with fair and equal access to housing for all people.

Countywide Planning Policies (CWPPs)

The CWPPs must be consistent with both GMA and VISION 2040. The overarching goal of the CWPPs is that the housing needs of all economic and demographic groups are met within all jurisdictions. In order to do so, they require that jurisdictions do the following regarding housing:

- Address the need for housing affordable to households with moderate, low, and very low incomes, including those with special needs. The countywide need for housing by percentage of Area Median Income (AMI) is:

50-80% of AMI (moderate)	16% of total housing supply
30-50% of AMI (low)	12% of total housing supply
30% and below AMI (very low)	12% of total housing supply

- Address the need for housing affordable to households at less than 30% AMI (very low income), recognizing that this is where the greatest need exists, and addressing this need will require funding, policies, and collaborative actions by all jurisdictions working individually and collectively.
- Work with other jurisdictions to meet countywide housing targets and affordable housing needs.
- Conduct an inventory and analysis of existing and projected housing needs of all economic and demographic segments of the population.
- Provide zoning capacity for a range of housing types and densities, sufficient to accommodate adopted housing targets.
- Plan for affordable housing that is accessible to major employment centers.

The CWPPs establish numerical housing targets that each city should accommodate, as well as specific

targets for housing affordable to households earning less than 80 percent of the county's median family income. The numerical housing target for Federal Way is discussed in the Future Housing Growth section of this chapter.

The CWPPs suggest local actions to encourage development of affordable housing. These may include, but are not limited to, providing sufficient land zoned for higher housing densities, revision of development standards and permitting procedures, reviewing codes for redundancies and inconsistencies, and providing opportunities for a range of housing types.

5.2 FEDERAL WAY AND ITS HOUSING PRIORITIES

Federal Way's housing ranges from residential estates on large lots to more urban multi-story apartments, with a variety of single-family and multifamily housing types in between. Consistent with the City's Housing Action Plan and the goals and policies of this chapter, the City seeks to:

1. Increase housing supply
2. Increase housing choices for all
3. Support & facilitate special needs & affordable housing
4. Improve housing stability
5. Support regional coordination

Federal Way, like most communities, has residents with a range of incomes, ages, and household types.

Household and Population TrendsIncrease Housing Supply

As the Puget Sound Region continues to grow, Federal Way will need to be able to accommodate new residents through accommodating at least 11,260 additional housing units through zoning and City policies and implementing actions identified in this chapter. Increasing the supply of housing units in the City is imperative to being able to accommodate this growth and has a direct impact on the cost for housing and the livability of the City.

With sufficient land capacity to accommodate the City's housing need by 2044, it is important that zoning, development regulations, and processes do not create unintended barriers to market rate and affordable housing production. For residential developers, delays and a lack of permitting predictability represent real barriers. A commitment by the City to identify, monitor, and resolve or lessen existing barriers to residential production is an adaptive and responsive approach to keeping up with changing trends and demands in the housing market. Without such a commitment, lagging housing supply met with continued high demand will continue to negatively impact Federal Way residents.

Federal Way's population growth has slowed down since the 1980s, when its population doubled. According to the U.S. Census, from 1990 to 2000, Federal Way grew approximately

~~23 percent. This was greater than King County's growth rate of 15 percent, but less than some of its neighboring cities. Between 2000 and 2010, Federal Way's growth slowed dramatically to 7.3 percent, as opposed to King County at 11.2 percent.~~

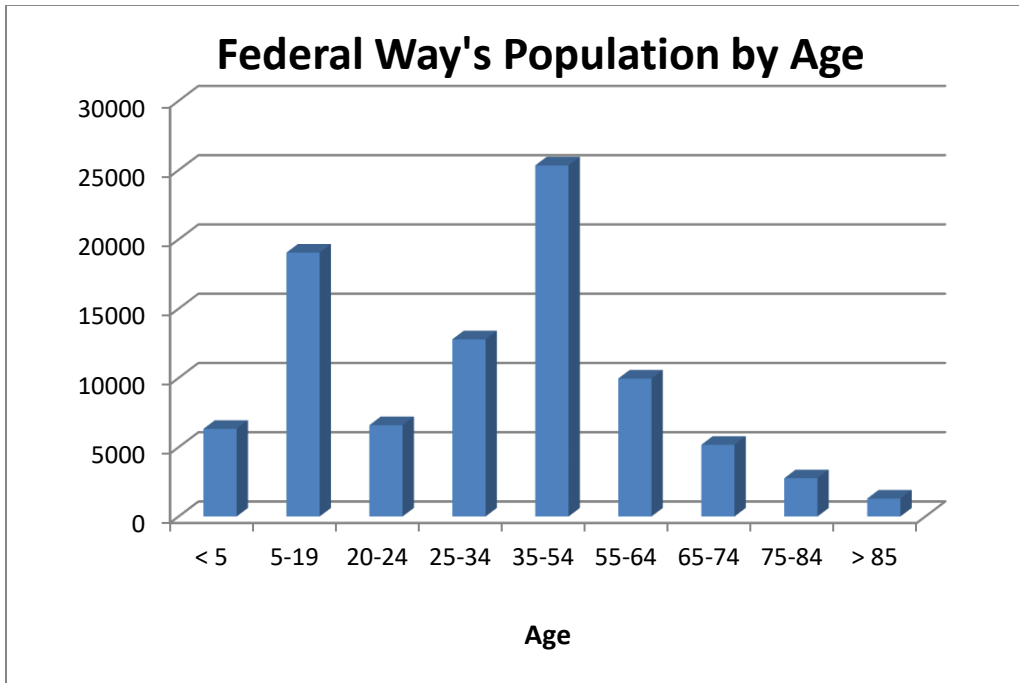
Population by Age

~~The age of a city's population is an important indicator of housing need. Different types of housing are needed at various stages of people's lives. Based on the 2010 Census, Federal Way's citizens are relatively young. Over half of its population is under 34 years of age; almost 30 percent of this group is under 19 years of age. This statistic reflects a City with many young families and individuals, many of whom may need rental housing as well as first-time homeowner opportunities. Residents between the ages of 25 and 35 represent the majority of potential first-time homeowners. Federal Way must provide entry-level homes for this existing and future population if they are to remain in the community. Typically, first time homebuyer opportunities are in the form of smaller single-family homes, townhouses, and condominiums.~~

~~Smaller sized ownership units and rental housing are needed not only by this younger population, but by seniors as well. Seniors often desire smaller and more affordable housing, both owned and rented, in order to minimize or eliminate yard work/housework and to expend less of their fixed incomes for housing. Of course, these types of housing are also ideal for the growing number of single person households, as well as for many of the rising number of single parent headed households, regardless of age.~~

~~Seniors (55 and over) make up 22 percent of Federal Way residents, up from 15 percent in 2000. Likewise, in King County, the senior population grew from 19 percent in 2000 to 23 percent in 2010. Countywide, both the number of elderly and its proportion of the senior population is expected to increase even more dramatically by 2025 as the baby boomer generation ages.~~

Figure V-1



Source: 2010 U. S. Census

Household Income

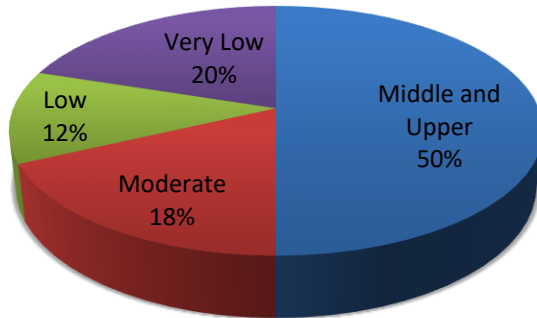
Understanding the distribution of Federal Way's household income is critical in planning for its future housing needs. A household's income dictates its housing decisions and opportunities. The King County Benchmark Program defines income groups as follows:

- Very Low Income: 0 - 30% of county median income
- Low Income: 31-50% of county median income
- Moderate Income: 51-80% of county median income
- Middle Income: 81-120% of county median income
- Upper Income: 120% or more of county median income

According to the 2011-2013 American Community Survey (ACS) 3-Year Estimates, Federal Way's median household income was \$53,131, which is less than King County's median of \$70,998. It ranks fourth of the seven South King County cities surveyed.[†] Federal Way's income groups are distributed in approximately a 50:50 split, with approximately 50 percent of residents with middle and greater incomes and 50 percent with moderate and lesser incomes.

[†]The South King County cities used in this comparison are Auburn, Burien, Des Moines, Kent, Federal Way, Renton, and SeaTac.

Figure V-2
Households By Income Level

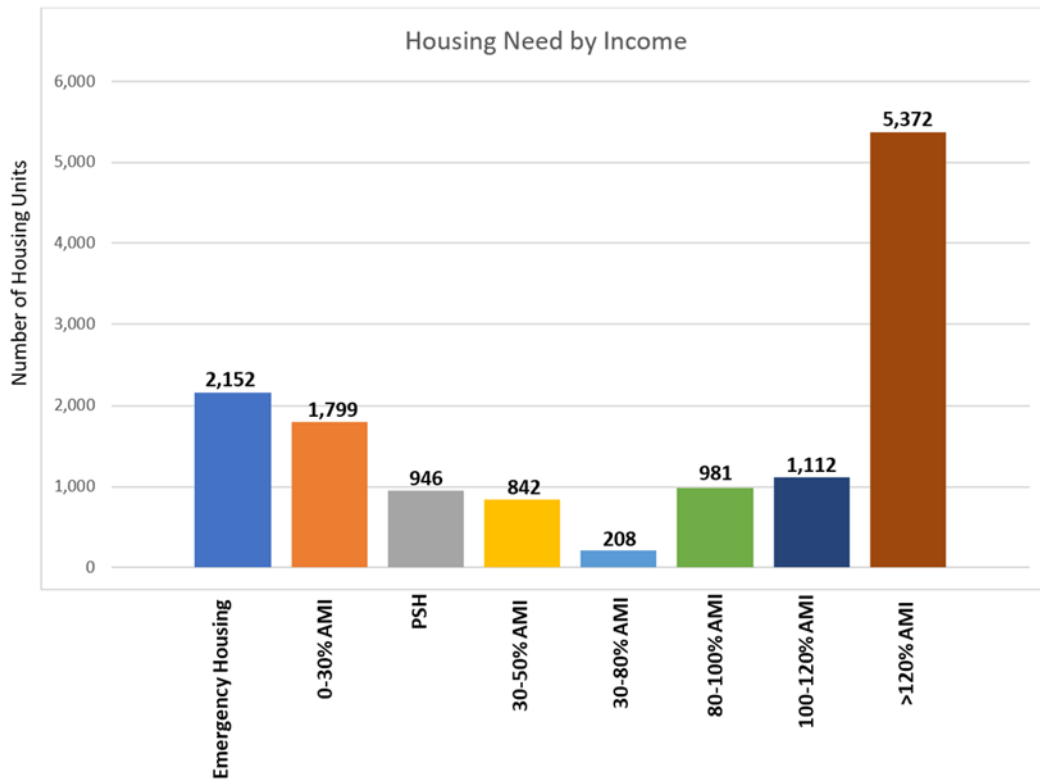


Source: 2011–2013 American Community Survey (ACS) 3-Year Estimates
Household Size Increase Housing Choices For All

Demographic data (see Chapter 1 Introduction and data provided in Section 5.1 of this chapter) shows Federal Way is becoming increasingly diverse, but past discriminatory housing and land use practices have led to current inequitable outcomes in housing. Significant disparities among groups in housing tenure, cost-burdening, income, and neighborhood demographics persist today. The Housing Chapter aims to address these disparities and repair harms caused to marginalized and underserved communities to better meet the housing need of all in the community.

Beginning with the 2024 periodic update, the City has been required to show that it is providing housing options for the entire population of the City. As illustrated in Figure H-4, the 11,260 total housing units of growth the City needs to plan for was disaggregated by income band.

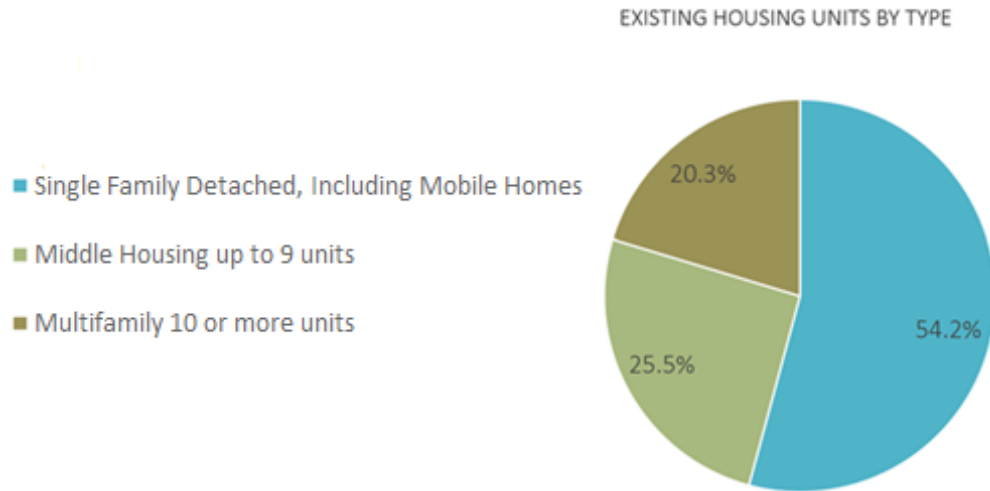
**Figure H-4:
Housing Need by Income**



As illustrated by Figure H-4, the city needs new housing affordable at all identified income levels, from 0% AMI to over 120% AMI. Since there is no single housing type missing that will meet the housing needs, the City must take a comprehensive look at all tools available to boost housing production to the benefit of all residents of the City.

Federal Way’s recently-built housing stock provides a narrow range of housing choices and does not fully reflect the range of housing options that could be built and that likely will be needed in the future.

**Figure H-5:
Existing Housing by Type**

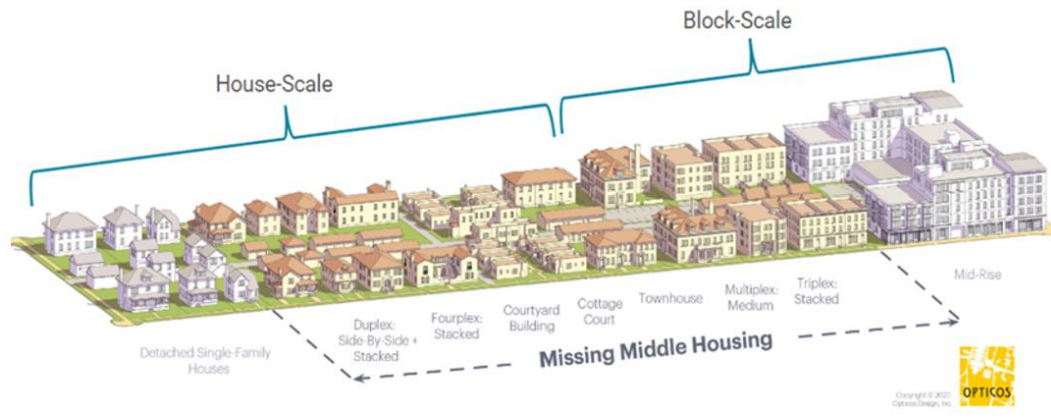


As illustrated in Figure H-5, Federal Way’s housing is currently mostly comprised of single-family, detached housing. During the next 20 years, diversification of housing types and costs will help to bridge this gap through increased opportunities for attached dwelling units like duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhomes, stacked flats, courtyard apartments, and cottage housing around the City.

This type of housing has been referred to as “missing middle” housing. “Missing middle housing” refers to housing types that fall somewhere in between a single-family home and a mid-rise apartment building. Missing middle housing can help the City increase the availability of less expensive housing types and support vibrant, walkable neighborhoods, while gently increasing neighborhood density. These housing types are an important component of a diverse housing stock, contributing to more inclusive neighborhoods.

Historically in the United States, these housing types were more common. For example, many neighborhoods in older cities, like New York, Philadelphia, and Boston, are characterized by a collection of historic row homes. Today, these homes are “missing” from the housing stock due at least in part to the implementation of regulatory frameworks that emphasize either single-family development or larger multifamily development, with little allowance for housing types that fall in the middle of the spectrum. Similar efforts to facilitate the construction of accessory dwelling units, infill residential development, as well as transit-oriented housing will be part of the City’s approach to increasing housing options.

**Figure H-6:
Missing Middle Housing Options**



Another way to facilitate more diverse housing options is to reexamine the processes and regulations surrounding the subdivision of property for residential uses. Subdivision regulations in Federal Way have been relatively untouched since the City incorporated in 1990. It is time to relook at the Subdivision Code to ensure land is used efficiently, that the regulations reflect current safety needs, and that they permit and encourage the reasonable integration of new housing types in existing neighborhoods to expand options for all residents.

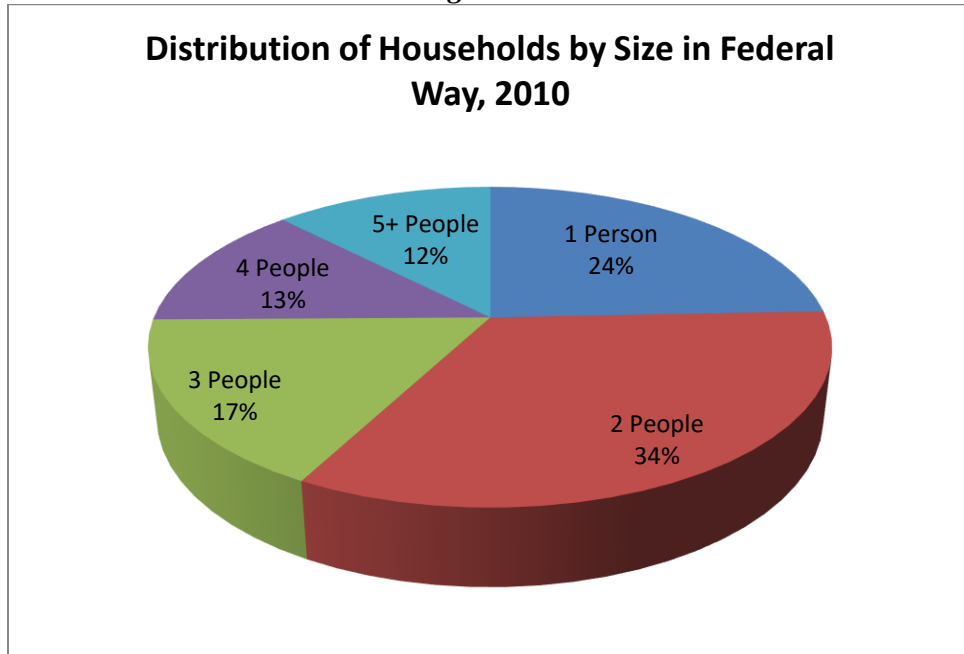
Homeownership is an important mechanism for building and securing household wealth and for creating investment in the community. The barriers to homeownership are multi-faceted and not unique to Federal Way, but they still profoundly affect the community. Homeownership requires financial means, including a stable income and savings for a down payment, putting it out of reach for many households especially those with lower-incomes or that suffer from high rates of cost-burdening. Creating opportunities for new condominium construction, as was achieved through the development agreement with Trent on the TC-3 properties, adds options for ownership at a lower price point than traditional single-family detached housing.

Households that do not come from a tradition of homeownership due to immigration status or systemic inequities are more likely to lack the experience and access to the resources needed to successfully own a home, such as building and repairing credit, application processes and procedures, and mortgage lending. Addressing the barriers to homeownership and increasing homeownership opportunities are important for supporting equity and community-building in Federal Way.

The 2011-2013 ACS shows that at 2.7 persons per household, Federal Way has a larger average household size than King County, whose average household size is 2.4. Federal Way has a greater household size than Auburn, Des Moines, and Renton, but a smaller household size than Kent and SeaTac and the same average size as Burien. However, as for most cities, Federal Way consists predominately of one and two person households, as the figure below shows. Three reasons for Federal Way's relatively large average household size is its large percentage (68 percent) of families, its relatively high number of

immigrants (who tend to have large families), and the overcrowding of its housing due to affordability and availability issues.

Figure V-3



Source: 2011-2013 American Community Survey (ACS) 3-Year Estimates

Overcrowding

According to the 2011-2013 ACS 3-Year Estimates, five percent of Federal Way’s housing is overcrowded. Overcrowding, defined by the U.S. Department of Housing and Development (HUD) as having more than one person per room in a housing unit, is more of a problem in Federal Way than in King County, although the South King County cities of Kent and SeaTac have a worse problem with overcrowding. Overcrowding typically results when households have to “double up” in order to afford the cost of housing, or from large families not being able to find an appropriately sized unit.

Special Needs Populations Support & Facilitate Affordable & Special Needs Housing

As illustrated by Figure H-4, Federal Way must plan for 3,795 housing units below 80% AMI. Increasing the supply of income-restricted housing and accessing federal and regional financial resources to support affordable housing will be key to providing sufficient affordable housing in the City in the future. Federal Way utilizes a portion of its federal Community Development Block Grant (CDBG) dollars to help fund needed housing and support services. In coordination with neighboring cities, Federal Way pools funds through the 1406 Sales Tax Funds to increase housing and implement effective housing policies and programs to meet future housing needs. In addition, the City has enacted a Multifamily Tax Exemption program and Inclusionary housing requirements to help bring more affordable housing to Federal Way.

Another way that the City can support housing that is both affordable and meets the special needs of the community is by ensuring an adequate amount of land is zoned to facilitate housing options such as

emergency shelter and housing, permanent supportive housing, transitional housing, senior housing, and single-room-occupancy housing throughout the City. Since the private housing market mostly targets those earning middle and upper incomes, the City should explore other incentives or requirements for developers to build housing affordable to those with less financial resources. Other programs that could be considered could include: impact fee waivers, parking requirement reductions, and requiring affordable housing in conjunction with transit-oriented development.

Even with City incentives, cost-conscious development regulations, and predictable permitting procedures, it is impossible for the private housing market to meet the affordable housing needs of very low-income households without significant financial contributions from governments, non-profit organizations, or corporate entities. Substantial capital development subsidies, as well as rent subsidies, are needed to create residences for those needing housing below 50% AMI.

One way that Federal Way can encourage special needs and affordable housing is by ensuring an adequate amount of land zoned to facilitate affordable housing, allowing smaller lot sizes, townhouses, cottage housing, cluster housing, accessory dwelling units, duplexes, triplexes, small scale apartments, senior apartments, single room occupancy housing, and boarding homes.

Subdivision and development regulations should be modified to ensure that land is used efficiently, that the regulations reflect current safety needs, and that they permit and encourage construction of a broad range of housing types. For instance, structural setbacks and street widths could be modified to facilitate small lot developments, cottage housing, cluster housing, and zero lot line developments.

Since the private housing market mostly targets those earning middle and upper incomes, the City should consider providing extra incentives or requirements for developers to build housing affordable to those with less financial resources. The City already requires rental housing developments of 25 units or more to provide affordable housing units. Other programs it could offer include impact fee waivers, parking requirement reductions, and affordable housing requirements in conjunction with transit-oriented development. One incentive program alone is often not enough to encourage developers to participate. For example, a study by the Growth Management Planning Council (GMPC), Affordable Housing Incentive Program for King County, suggests that, depending upon economic factors, a density bonus program needs to be combined with other incentives in order to be fiscally feasible.

If the City provides incentives, cost-conscious development regulations, and allows affordable housing types, the private market is more likely to provide housing affordable to low and moderate income households. However, it is impossible for the private housing market to meet the affordable housing needs of very low income households, which includes many with special needs. Substantial capital development subsidies, as well as rent subsidies, are needed to make new construction affordable to very low income households.

To help meet this need for subsidized housing, Federal Way uses the funds available, such as its federal Community Development Block Grant (CDBG) dollars, to help fund needed housing and support services. Federal Way also works with the King County Consortium, neighboring cities, local, state, and federal funding sources, and service and housing providers to coordinate funding and to develop and implement effective housing policies and programs to meet future housing needs.

The term “affordable” is not dollar specific; it is used in a relative sense. With regard to ownership, an affordable housing payment (principle and interest) is calculated at 23 percent of monthly income. Taxes, utilities, and/or condominium and homeowner association fees are estimated at 7 to 10 percent. Affordable rent is calculated at 30 percent of monthly income, assuming that utilities are included. That affordable dollar amount, of course, changes depending upon the income level of each household. The following table shows the annual income, affordable monthly housing cost, and affordable home price, by household size, for each income group.

Unfortunately, housing costs often take a bigger bite out a household’s income than the recommended 30 percent. For higher income households, this still leaves enough money to pay for other necessities and perhaps some luxuries. It is lower income households that are negatively impacted if they are unable to find affordable housing. According to HUD, any household spending more than 30 percent of household income on housing income is cost burdened. Extremely cost burdened households are defined as households that pay more than 50 percent of income on housing. The concept of cost burden applies both to renter and owner households. Based on HUD’s Comprehensive Housing Affordability Strategy (CHAS) data, which is based on 2007-2011 ACS 5-Year Estimates, approximately 22 percent of homeowners in Federal Way are cost burdened, and approximately 15 percent of homeowners are extremely cost burdened. For renters, approximately 24 percent are cost burdened and 29 percent are extremely cost burdened.

Included in Federal Way’s 35,626 housing units, is a limited amount of subsidized housing. In 2014, there were 442 King County Housing Authority (KCHA) Public Housing units and approximately 1,512 subsidized units owned by private non-profit agencies and reserved mostly for the elderly, physically disabled, or those with other special housing needs. In addition, as of February 2004, 1,141 households were renting in Federal Way using KCHA Section 8 vouchers. A household with a Section 8 voucher can live anywhere in the county. The tenant pays 28 to 40 percent of their income toward the rent and KCHA pays the remainder—up to a certain limit.

The demand for both subsidized housing and vouchers far out strips the supply. The Section 8 waiting list is closed to new households and it is not expected to open for the foreseeable future.

Special needs populations are a subset of affordable housing residents. They are composed of individuals with physical and mental disabilities, seniors, veterans, individuals with mental illness, individuals with chronic and acute medical conditions, individuals with chemical dependency, survivors of domestic violence, and adult, youth, and families who are homeless. The private market, for the most part, does not meet the housing and service needs of these groups, especially if they are low-income. The need for housing and services is independent of a person’s income; it is experienced due to a crisis or disabling condition. However, most who are disabled on a permanent basis, due to the limitations of their disability, usually become very low-income.

Special needs populations and their needs are diverse. Some groups require special needs housing for a limited time and others on a permanent basis. Two examples of housing needed on a permanent basis are group homes for developmentally disabled adults and apartments with supportive services for the chronically mentally ill. The type of housing that is needed on a temporary basis includes confidential shelters and transitional housing for victims of domestic violence, supportive housing for pregnant teens, and emergency shelters and transitional housing for the homeless.

Special needs populations require two major ingredients to ensure a stable housing situation: 1) very low cost housing; and 2) supportive services. The type and number of supportive services required varies by population and by individuals within each population. ~~Jurisdictions~~The City can help encourage an adequate supply of special needs housing by ensuring that its codes and regulations ~~are not~~do not create barriers to the provision of special needs housing.

EmploymentImprove Housing Stability

Housing instability contributes to high levels of stress as well as difficulty securing and maintaining employment. A number of the goals and policies found in this chapter are either directly or indirectly working toward improving housing stability. By increasing housing choices and committing resources to affordable and special needs housing, the City is working to minimize housing instability.

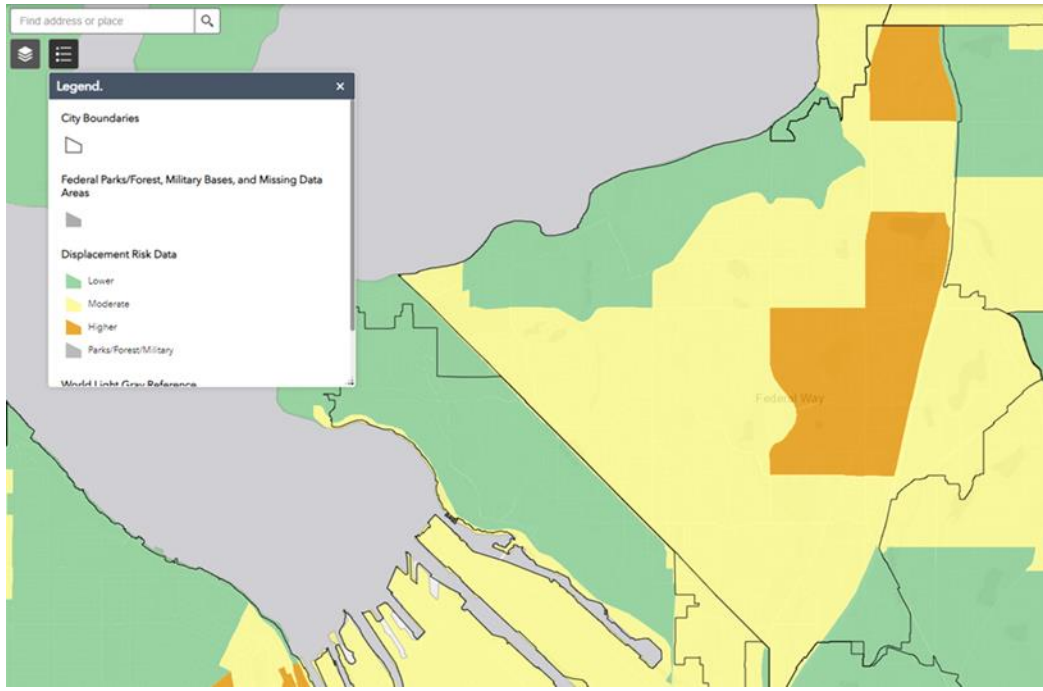
Displacement is the process by which a household is forced to move from its residence, neighborhood or community because of conditions beyond their control. Displacement includes the following:

- Physical displacement: Households are directly forced to move for reasons such as eviction, foreclosure, natural disaster, or deterioration in housing quality.
- Economic displacement: Households are compelled to move by rising rents or costs of home ownership like property taxes.
- Cultural displacement: Residents are compelled to move because the people and institutions that make up their cultural community have left the area.

Puget Sound Regional Council (PSRC) developed a displacement risk mapping tool for the 4-county area they serve. Map H-7 provides results for Federal Way. The area from S 348th Street to S 320th Street, I-5 to 1st Avenue S and S 320th Street to S 304th Street, and Pacific Highway South to I-5, have been identified as areas at higher risk for displacement.

Investing in and implementing strategies to prevent or minimize the risk of displacement is vital for maintaining the socio-economic diversity and stability of the community. Displacement disrupts community ties and impacts local economies.

**Map H-1:
PSRC Map of Displacement Risk**



A majority of Federal Way’s existing housing stock serves incomes below 80 percent AMI and is an essential contributor to the City’s housing landscape, providing affordable options to low-income households. However, only 15.4 percent (3,347 units) of the housing affordable to low income households in the City are income restricted and/or regulated affordable housing.

The remaining 18,343 units of affordable housing in the City are naturally occurring and unregulated. These NOAH housing units face challenges given there are no protections in place to retain affordability and therefore the affordability of these units in the future is heavily influenced by supply and demand as well as other market forces. Because the majority of the City’s affordable housing stock is naturally occurring and dependent on market realities rather than governmental protections, Federal Way’s current affordable housing stock is highly vulnerable.

As the City looks to increase stability of housing throughout the community overall, there need to be actions taken to focus on equitable outcomes, ensuring that race, ethnicity, and other factors do not predict an individual’s housing outcomes. Racially disparate impacts may exist where policies, practices, rules, or other systems currently in place result in a disproportionate effect on one or more racial groups. Addressing inequities relating to housing in the City will help improve stability and reduce displacements.

Table V-1

2014 Income Levels and Affordable Housing Costs by Household Size

Percent of Median Income								
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	One Person Household	Two Person Household	Average Household [±]	Three Person Household	Four Person Household	Five Person Household	Six Person Household
30%	\$18,550	\$21,200	\$22,260	\$23,850	\$26,450	\$28,600	\$30,700
Affordable Housing Payment	\$433	\$495	\$519	\$557	\$617	\$667	\$716
Affordable Rent	\$464	\$530	\$557	\$596	\$661	\$715	\$768
Affordable Home Price	\$94,900	\$108,500	\$113,900	\$122,000	\$135,300	\$146,300	\$157,100
40%	\$24,720	\$28,240	\$29,648	\$31,760	\$35,280	\$38,120	\$40,960
Affordable Housing Payment	\$577	\$659	\$692	\$741	\$823	\$889	\$956
Affordable Rent	\$618	\$706	\$741	\$794	\$882	\$953	\$1,024
Affordable Home Price	\$126,500	\$144,500	\$151,700	\$162,500	\$180,500	\$195,100	\$209,600
50%	\$30,900	\$35,300	\$37,060	\$39,700	\$44,100	\$47,650	\$51,200
Affordable Housing Payment	\$721	\$824	\$865	\$926	\$1,029	\$1,112	\$1,195
Affordable Rent	\$773	\$883	\$927	\$993	\$1,103	\$1,191	\$1,280
Affordable Home Price	\$158,100	\$180,600	\$189,600	\$203,100	\$225,600	\$243,800	\$262,000
60%	\$37,080	\$42,360	\$44,472	\$47,640	\$52,920	\$57,180	\$61,440
Affordable Housing Payment	\$865	\$988	\$1,038	\$1,112	\$1,235	\$1,334	\$1,434
Affordable Rent	\$927	\$1,059	\$1,112	\$1,191	\$1,323	\$1,430	\$1,536
Affordable Home Price	\$189,700	\$216,700	\$227,600	\$243,800	\$270,800	\$292,600	\$314,400
70%	\$43,260	\$49,420	\$51,884	\$55,580	\$61,740	\$66,710	\$71,680
Affordable Housing Payment	\$1,009	\$1,153	\$1,211	\$1,297	\$1,441	\$1,557	\$1,673
Affordable Rent	\$1,082	\$1,236	\$1,297	\$1,390	\$1,544	\$1,668	\$1,792
Affordable Home Price	\$221,400	\$252,900	\$265,500	\$284,400	\$315,900	\$341,300	\$366,800
80%	\$49,440	\$56,480	\$59,296	\$63,520	\$70,550	\$76,200	\$81,850
Affordable Housing Payment	\$1,154	\$1,318	\$1,384	\$1,482	\$1,646	\$1,778	\$1,910
Affordable Rent	\$1,236	\$1,412	\$1,482	\$1,588	\$1,764	\$1,905	\$2,046
Affordable Home Price	\$253,000	\$289,000	\$303,400	\$325,000	\$361,000	\$389,900	\$418,800
90%	\$55,620	\$63,540	\$66,708	\$71,460	\$79,380	\$85,770	\$92,160
Affordable Housing Payment	\$1,298	\$1,483	\$1,557	\$1,667	\$1,852	\$2,001	\$2,150
Affordable Rent	\$1,391	\$1,589	\$1,668	\$1,787	\$1,985	\$2,144	\$2,304
Affordable Home Price	\$284,600	\$325,100	\$341,300	\$365,600	\$406,200	\$438,900	\$471,600
100%	\$61,800	\$70,600	\$74,120	\$79,400	\$88,200	\$95,300	\$102,400
Affordable Housing Payment	\$1,442	\$1,647	\$1,729	\$1,853	\$2,058	\$2,224	\$2,389
Affordable Rent	\$1,545	\$1,765	\$1,853	\$1,985	\$2,205	\$2,383	\$2,560
Affordable Home Price	\$316,200	\$361,200	\$379,300	\$406,300	\$451,300	\$487,600	\$524,000

[±]The average King County household is about 2.4 persons
 Costs are based on 35% of monthly income. An affordable housing payment (principle and interest only) is calculated at 23% of monthly income. Taxes, utilities, and/or condo or homeowner fees are estimated to account for an additional 7%, but could be as much as 10%. Affordable rent is calculated at 30% of monthly income assuming the inclusion of utilities in this amount.
 This chart calculates affordable mortgage payment based on 10% down payment and fixed interest of 4.5%

Ownership Housing

The cost of ownership housing in Federal Way, like other places in King County, has been increasing. In Federal Way, the average price of a single-family home in 2014 was \$250,000, an increase of 6.8 percent since 2003. However, the average price of a new single-family house increased by 33.5 percent between 2003 and 2014 and the average price of a condominium decreased by 20.6 percent from \$120,958 in 2003 to \$96,000 in 2014.

Table V-2
2014 Housing Sales Prices in Federal Way

Price	2003	2014	% Change 2003-2014
Average Single Family Price	\$233,980	\$250,000	6.8%
Average New Single Family Price	\$286,247	\$382,000	33.5%
Average Condominium Price	\$120,958	\$96,000	-20.6%

Source: Northwest Multiple Listing

Affordability of Ownership Housing

Compared to some other parts of the county, Federal Way’s ownership housing is relatively affordable. For instance, in 2014, the average price of a home in King County was \$423,000, approximately \$189,020 more than in Federal Way. As the table below shows, in 2014, the average priced single-family house was affordable to households at or over 60 percent of median income, while a three or four-person household at 30 percent of median or above could afford an average priced condominium in Federal Way.

Table V-3

Affordability of Home Purchase in Federal Way, 2014
Federal Way is more a source for workers than a place to work. Based on the Puget Sound Regional Council (PSE) Covered Employment Estimates, there were 29,586 jobs in Federal Way in 2013. This is not enough to employ Federal Way’s approximately 72,443 potential workers aged 16 or older. However, based on the 2011-2013 ACS 3-Year Estimates, only 47,586 of the 72,443 potential workers are actually in the labor force.

A jobs/housing balance is another way to measure if a city is considered a bedroom community or an employment center. A low jobs/housing ratio indicates a housing-rich “bedroom community,” while a high jobs/housing ratio indicates an employment center. In 2013, Federal Way had a jobs/housing ratio of 0.83, compared to 1.51 for King County and 1.15 for the four-county Central Puget Sound region. This low ratio of jobs to housing is why Federal Way is considered a bedroom community. Approximately 70 percent of those 29,586 jobs were in the retail and service sector. Jobs in government and education accounted for the next highest percentage, at almost 13 percent.

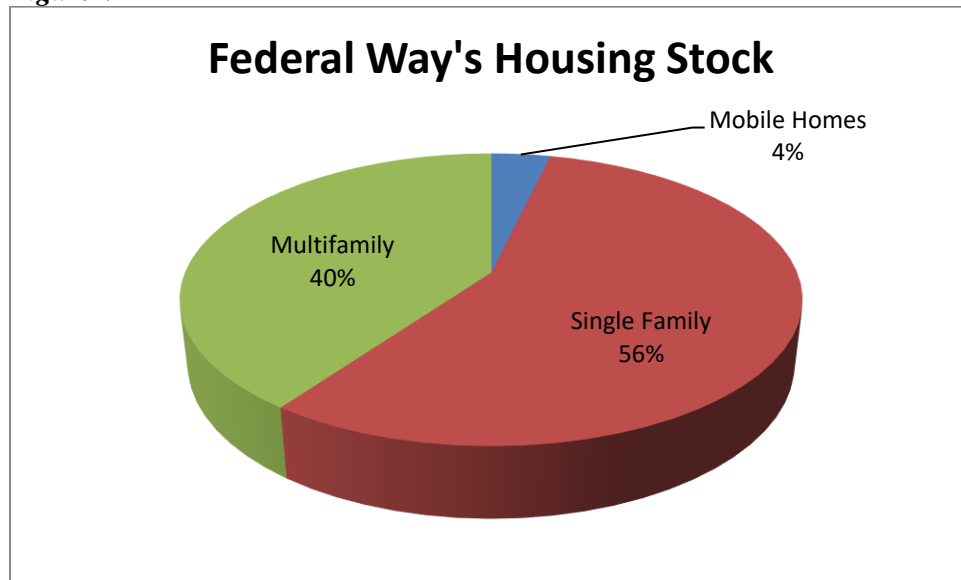
At 15 percent, Federal Way’s proportion of retail jobs is equivalent to Tukwila’s and is higher than King County’s proportion of 10 percent. Jobs in retail sales and service employment typically pay low wages and as a result, these workers

have difficulty finding housing they can afford despite working full time jobs. Accordingly, there may be an imbalance between jobs available in Federal Way and the earnings needed to afford local housing. Ironically, this may result in employees working in the City commuting from other communities where cheaper housing is available and higher wage earners who live in Federal Way commuting to other cities for higher paying jobs (Refer to Tables IV-1 and IV-2 in Chapter 4, Economic Development).

Housing Stock and its ConditionSupport Regional Coordination

According to the April 1, 2014, Washington State Office of Financial Management (OFM) estimates, there were 35,626 housing units in Federal Way. Of this total, 20,044 were single family, 14,277 were multi family, and 1,305 were mobile homes or trailers. The majority of Federal Way's housing is fairly homogenous. The housing primarily consists of single family detached units, constructed in the seventies and eighties. In 2014, there were eight mobile home parks with over 1,100 homes. There were also 332 duplexes, with the rest of the multi family housing stock being two and three story apartment buildings. The number of structures with 20 or more units has been increasing as a proportion of all housing in the last several years. (The composition of this housing is illustrated in the figure below.) Federal Way's housing provides only a narrow range of choices and does not fully reflect the range of housing options that could be built and that likely will be needed in the future.

Figure V-4



Source: Washington State Office of Financial Management, April 2014

Lack of housing choice creates a situation where an increasing number of families find it difficult to obtain suitable housing in the community. It affects empty nesters and couples that have raised their families and who for life style reasons, no longer need or want a large single family house and the associated maintenance. Young adults, students, young married couples, and low income workers would like to live in the community where they grew up or currently work, but often cannot find a house that fits their housing needs or desires, or they may not be able to afford the available housing.

Subsidized Housing

~~Housing Condition~~

~~Housing Cost and Affordability~~

	Income Required for Average-Priced Single Family Home	Income Required for Average-Priced New Single Family Home	Income Required for Average-Priced Condominium
1 Person Household	80% of Median	80% of Median	40% of Median
2 Person Household	70% of Median	70% of Median	30% of Median
3 Person Household	60% of Median	70% of Median	30% of Median
4 Person Household	60% of Median	60% of Median	30% of Median

Future Housing Growth

The purpose of the GMA is to assist every city in responsibly planning for growth. Growth will occur. We can either scramble to accommodate this growth or plan for it. Left alone, the housing market will build housing in the easiest and most profitable manner to meet the housing demand. Unfortunately, unless guided by good policy, zoning, development regulations, and incentives, this market-driven response usually does not supply the diversity of housing choices and prices that result in a healthy and attractive community. Additionally, as seen in the mid-2000s housing crash, the private market tends to overbuild at times, resulting in a cyclic boom/bust pattern.

Housing Targets

In 2012, the Growth Management Planning Council (GMPC) adopted targets for new households and jobs for the period of 2006-2031. These targets were based on a methodology developed by the King County Planning Directors. The adopted 2006-2031 housing target for Federal Way is 8,100 new residential units.

The CWPPs adopted countywide targets for affordable housing as follows:

- 16% of total housing supply should be available for moderate income households (50-80% of Area Median Income [AMI])
- 12% of total housing supply should be available for low income households (30-50% of AMI)
- 12% of total housing supply should be available for very low income households (30% and below AMI)

The intent of the affordable housing targets is that affordable housing be equitably distributed across jurisdictions and applies to both existing and new housing.

Based on the 2006-2010 ACS 5-year estimates, as shown in Table V-4, Federal Way exceeded the affordable housing targets for moderate and low income rentals, but had a

shortage of about six percent for very low income rentals. For owner-occupied units, there were more units affordable for moderate income households, but not enough for low income and very low income households, as you would expect. The number of units affordable for very low income households was negligible, and therefore, was not broken out in the table.

Housing Capacity

Federal Way currently has a capacity for 8,443 new residential units, including 2,412 detached single family homes and 6,030 multiple family units. The capacity for 4,880 of those multifamily units is located in mixed-use development zones. Given the 8,100 housing unit targets above, Federal Way, has an excess capacity of 343 housing units.

Meeting the Need for Housing

In addition to ensuring that there is land capacity to accommodate the expected growth in households, the City must do what it can to ensure diverse housing opportunities for all income groups. Although no city can guarantee that the housing built will be affordable to all income groups, cities can encourage and facilitate housing that is more affordable using factors it does control, such as land use regulations. For instance, the City can ensure that it has an adequate amount of land zoned to facilitate the development of affordable housing opportunities, such as smaller lot sizes, townhouses, cottage housing, cluster housing, accessory dwelling units, duplexes, triplexes, small-scale apartments, and senior apartments.

The City should plan to accommodate housing based on demographic trends, specifically smaller housing sizes, and mixed-use housing with entertainment venues in close proximity.

**Table V-4
Affordable Housing and Targets**

Income Levels	Need	Have	
		Number	% of 14,121 Renter Occupied Units
Rental			
51-80% of AMI (Moderate)	16% of Total Housing Supply	6,275	44.4
31-50% of AMI (Low)	12% of Total Housing Supply	4,430	31.4
30% and below AMI (Very Low)	12% of Total Housing Supply	846	6
Total Renter Occupied Housing Units		14,121	
Owner-Occupied	Need	Have	
		Number	% of 20,111 Owner Occupied Units
51-80% of AMI (Moderate)	16% of Total Housing Supply	5,721	28.4
50% and below AMI (Low & Very Low)	24% of Total Housing Supply ²	2,796	13.9
Total Owner Occupied Housing Units		20,111	
Total Occupied Housing Units		34,232	

²The City recognizes that homeownership may not be possible for many households in this income category. Most affordable housing for households within this income category will be provided through rental housing.

Total Housing Units		35,927	
Renter & Owner Occupied Units	Need	Have	
		Number	% of 34,232 Occupied Units
51-80% of AMI (Moderate)	16% of Total Housing Supply	11,996	35
50% and below of AMI (Low and Very Low)	24% of Total Housing Supply	8,072	23.6

Source: 2006-2010 American Community Survey (ACS) 5-Year Estimates

5.3 — KEY HOUSING ISSUES

Preserving Neighborhood Character

Preserving existing neighborhoods is an important community value in Federal Way. One of the reasons the community incorporated was to have more control over maintaining the character of its existing single family neighborhoods. The FWCP recognizes that neighborhoods are special places and are valuable and important to the quality of life for many citizens. In particular, new development in established neighborhoods must be sensitively designed and constructed. Likewise, new multi family or mixed use development located along arterials running through or adjacent to existing residential neighborhoods should be designed to minimize adverse impacts to its surroundings.

Zoning and Development Regulations

Jurisdictions place the most significant controls on housing development through land use controls and zoning. By a careful evaluation and revision of land use regulations, Federal Way can significantly influence the amount, type, design, and affordability of the housing built in the community. Federal Way, like most urban and suburban jurisdictions, is already “built out”; therefore, the greatest opportunities for expanding the types of housing available are in infill and redevelopment, not new development.

The first component of Federal Way’s housing strategy is to promote in fill while protecting the character and quality of its existing single family residential neighborhoods.



The second component of the housing strategy is to encourage higher density residential uses in the I-5/ Highway 99 corridor, including the City Center. Row houses, townhouses, condominiums, mid-rise residential buildings, and high rise buildings in the City Center, are appropriate in these areas given the availability of utilities and other infrastructure, access to public transportation, jobs, shopping, entertainment, and social and human services. This plan anticipates that during the next 20 years, the City Center and the Highway 99 corridor will redevelop and accommodate the majority of the City’s new housing units, particularly multifamily housing units. The area will gradually become a denser, mixed use, pedestrian friendly, high amenity, high quality vital part of Federal Way.

The third part of the strategy is to ensure that there is sufficient land available for other housing needs such as government assisted housing, manufactured housing, housing for

Source: City of Federal Way

low-income families, and special needs housing, including group homes and foster care facilities. The Land Use chapter and FWRC provide support for these types of housing.

A critical issue in providing a sufficient amount of this housing is to remove any regulatory barriers to locating such housing throughout Federal Way.

Affordable and Special Needs Housing Strategies

Development Review

Time is money to a housing developer. Thus, whatever the City can do to reduce permit-processing time will make housing more affordable.

The City offers a preapplication conference that allows the developer to meet with City representatives at an early stage in the review process to ensure that the applicant understands City development regulations. Such early meetings allow the City and housing developer to agree on the best method to achieve a code-compliant and mutually beneficial site plan prior to spending significant sums on costly design and engineering work.

Citizen Participation

Housing policies and development, which results from these policies, impact the environment of Federal Way residents. Therefore, it is essential that citizens are involved in developing policies, such as those in the FWCP. To accomplish this, the City has levels of citizen participation processes. The process used depends upon the scale of the development and its potential to impact Federal Way citizens. Both the public and developers should have a clear understanding of the citizen review process, including the types of issues that are open to discussion and the time frame for the review process.

Policy Coordination and Regional Participation

The City recognizes that most of the housing issues found in Federal Way are common to the King County, Seattle, and the other suburban jurisdictions in Western Washington. In order to ensure that this regional housing need is addressed, this regional housing need effectively, and to help eliminate duplications of effort, the City should continue to coordinate with the King County Consortium, South King County Housing and Homelessness Partnership (SKHHP), other relevant regional entities, and other South King County cities when developing policies and funding housing and housing-related services and programs. The goals and policies of the Housing Chapter put forward the City's commitment to work with other jurisdictions or entities to develop a coordinated, regional approach to address local and regional housing needs.

5.34 HOUSING CHAPTER GOALS AND POLICIES

The following section establishes goals and policies for providing, preserving, and enhancing housing in Federal Way. These goals and policies provide a framework from which to develop implementation strategies and work programs for the community. The purpose of these goals and policies is to provide housing opportunities to all segments of the population; provide housing options that improve quality of life; attract new

residents; provide new options for existing residents; and improve the desirability of Federal Way as a place to live. Consistent with GMA, these goals and policies should promote a variety of densities, housing types, and encourage preservation of the City's existing housing stock.

Overall Goal

~~*Preserve, protect, and enhance Federal Way's existing high quality residential neighborhoods and promote a variety of opportunities to meet the housing needs of all residents of the community and region.*~~

Preserving Neighborhood Character

Goal

~~**HG1** — *Preserve and protect the quality of existing residential neighborhoods and require new development to be of a scale and design that is compatible with existing neighborhood character.*~~

~~**H G1** — *Support housing growth consistent with regional targets.*~~

Policies

~~**HP1** — *High density housing projects, with the exception of senior housing, will not be permitted in existing single family residential neighborhoods. More moderate densities such as cottage housing are permitted.*~~

~~**H P21.1** — *Amend development regulations to remove or lessen regulatory and financial barriers to accommodate a diverse range of housing construction and facilitate a diverse range of housing forms that expand housing choice, are land use efficient, and are inclusive to community needsare compatible with neighborhood character and create an effective transition between the City Center, business areas, and residential neighborhoods.*~~

~~**H P1.2** — *Periodically monitor, analyze, and evaluate residential development and displacement to determine progress toward meeting regional targets at all income bands.*~~

~~**H P1.3** — *Work with Master Builders Association of King and Snohomish Counties (MBAKS) and other housing development partners to facilitate growth in housing supply and improve the City's job-housing ratio.*~~

~~**H P1.4** — *Continue efforts to streamline permitting processes.*~~

~~**H P1.5** — *Continue to use objective design guidelines to ensure that new and infill housing supports the general aesthetics of the community.*~~

~~**HP3** — *Continue to allow accessory housing units within single family neighborhoods in a way that protects residential character, maintains specific design standards, and*~~

~~complies with all applicable laws. Review accessory housing regulations and, if necessary, revise any regulation that inappropriately limits their development.~~

~~**HP4** — Maintain a strong code enforcement program to protect residential areas from illegal land use activities.~~

~~**HP5** — Subject to funding availability, conduct periodic surveys of housing conditions and fund programs, including housing rehabilitation, to ensure that older neighborhoods are not allowed to deteriorate.~~

~~**HP6** — If allowed by applicable law, development inside and outside the City should be required to provide their fair share of onsite and offsite improvements.~~

Community Involvement and Development Review

Goal

~~**HG2** — *Involve the community in the development of new housing to a degree that is consistent with the scale of impact on the surrounding neighborhoods.*~~

~~**H G2** — *Diversify housing supply typology, size, renter/ownership options, and affordability levels at urban densities to maximize the accessibility to public transit investments.*~~

Policies

~~**H P2.1** — Adopt and implement Transit Oriented Development strategies designed to encourage dense residential development and diverse pedestrian-oriented uses close to transit stations.~~

~~**H P2.2** — Offer incentives and flexibility to developers to create walkable, mixed-income communities that foster social inclusivity and diversity in regionally recognized centers.~~

~~**H P2.3** — Continue to pursue public-private partnerships in high opportunity areas with transit access.~~

~~**H P2.4** — Increase capacity for and promote greater diversity of housing types to bridge the gap between detached single family and dense multifamily.~~

~~**HP7** — Continue to encourage public input into development of planning and regulatory documents through a formal public process characterized by broad, thorough, and timely public notice of pending action.~~

~~**HP8** — Consider the economic impact of all development regulations on the cost of housing.~~

~~**HP9** — Continue to provide streamlined permitting processes for development that is consistent with the FWCP and FWRC, and that has minimum adverse impacts.~~

- ~~HP10~~ — Encourage community input, where appropriate, into the development permit process by providing thorough and timely information to the public.
- ~~HP11~~ — Continue to assist developers with housing proposals at the earliest possible opportunity, including preapplication meetings to produce projects that can be reviewed quickly and maximize their ability to receive permits.

Good Design and Diversifying Housing Choice

Goals

- ~~HG3~~ — *Develop a zoning code that provides flexibility to produce innovative housing solutions, does not burden the cost of housing development and maintenance, and diversifies the range of housing types available in the City.*
- ~~HG4~~ — *Proactively plan for and respond to trends in housing demand.*

Goal

- ~~H G3~~ *Expand and protect opportunities for homeownership citywide.*

Policies

- ~~H P3.1~~ Consider monitoring and investigating threats to supply of homeownership opportunities such as short term rentals and home sales to for-profit institutions.
- ~~H P3.2~~ Work with property developers to include ownership opportunities in residential and mixed-use development projects.
- ~~H P3.3~~ Encourage innovative homeownership models in a variety of settings, styles, sizes, and affordability levels throughout Federal Way.
- ~~H P3.4~~ Lower barriers and promote access to affordable homeownership for extremely low-, very low-, and extremely low-income households.
- ~~H P3.5~~ Where appropriate, reduce minimum lot sizes to permit the construction of smaller detached single-family houses on smaller lots.

Policies

- ~~HP12~~ — The FWRC and Land Use chapter of the FWCP will be coordinated to facilitate locating housing affordable to low income, very low income, and special needs households throughout the City, especially around the City Center and other areas that provide proximity to employment, safe and convenient access to transportation and human services, and adequate infrastructure to support housing development.
- ~~HP13~~ — Continue to use design guidelines to ensure that new and infill developments have aesthetic appeal and minimize impacts on surrounding development.

- ~~HP14~~ — Review zoning, subdivision, and development regulations to ensure that they further housing policies, facilitate infill development and don't create unintended barriers.
- ~~HP15~~ — As appropriate, reduce minimum lot sizes to allow construction of smaller, detached single family houses on smaller lots.
- ~~HP16~~ — Increase capacity and encourage greater diversity of housing types and costs for both infill and new development through various methods, such as inclusionary zoning, density bonuses, and transfer of development rights, cluster housing, cottage housing, garden housing, duplexes, and low to moderate density housing types.
- ~~HP17~~ — Continue to permit commercial/residential mixed use development in designated commercial areas throughout the City. Develop incentive programs to ensure an adequate amount of housing is developed in these areas.
- ~~HP18~~ — Continue to pursue public private partnerships to develop mixed use, walkable neighborhoods in close proximity to transit.
- ~~HP19~~ — Continue to provide incentives, such as density bonuses, for multi family housing, and expand the types of incentives offered to encourage new developments to include affordable housing.
- ~~HP20~~ — Periodically review and update development regulations to incorporate opportunities for new housing types.

Goal

- H G4 *Collaborate and build connections with populations most disproportionately impacted by past housing policies.*

Policies

- H P4.1 Evaluate and consider the potential economic and social impact that City policies, development regulations, and zoning may have on the cost of housing for those vulnerable to displacement.
- H P4.2 Prioritize expanding access to neighborhoods of choice and reducing disparities by ensuring equitable distribution of housing options across the City, particularly in historically underserved communities and areas affected by exclusionary practices.
- H P4.3 Invest in and maintain partnerships with communities most impacted by racially exclusive and discriminatory land use and housing practices (Black, Indigenous, and other People of Color households) to achieve more equitable housing outcomes.
- H P4.4 Maintain and expand community partnerships to support the allocation of dedicated funding to address racial and other disparities in access to housing and neighborhoods of choice.

H P4.5 Promote and enforce fair housing policies and practices so that every person in the City has equitable access to and opportunity to thrive in their communities of choice, regardless of their race, gender identity, sexual identity, ability, use of a service animal, age, immigration status, national origin, familial status, religion, source of income, military status, or membership in any other relevant category of protected people.

Housing Affordability

Goals

~~**H G5** Develop a range of affordable housing opportunities for low income households consistent with the CWPPs and the needs of the community.~~

H G5 Promote housing options that are appropriate for all stages of life and inclusive of residents with disabilities.

~~**H G6** Encourage development of mixed income projects and communities.~~

Policies

H P5.1 Encourage development of housing that is appropriate for multi-generational families, including expanding opportunities for accessory dwelling units (ADUs), middle housing, family-sized apartments, senior housing, and special needs housing.

H P5.2 Increase housing supply, particularly for those with special housing needs, including the elderly, mentally ill, victims of domestic abuse, and persons with physical, developmental, and/or behavioral health disabilities.

H P5.3 Conduct regular assessments to identify gaps in specialized housing provision and adjust policies and/or regulations accordingly.

Goal

H G6 Encourage and incent the development of affordable housing and mixed income projects, providing for a range of housing opportunities affordable to households with moderate, low, and very low incomes.

Policies

H P216.1 Promote fair housing access to all persons without discrimination.

~~**H P226.2** As required by the CWPPs, maintain sufficient land supply and adequate zoning within the City to accommodate Federal Way's housing needs for permanent supportive housing and emergency housing, those types of housing consistent with the City's affordable housing targets.~~

H_P236.3 Continue to require a portion of new housing on sites of significant size to be affordable to ~~households~~low income households at a level not provided otherwise by the private market, while continuing to incent developers for providing this affordable housing. ~~Developers should be compensated for providing this affordable housing by increased density or other benefits.~~Prioritize the creation of units serving the income bands with the greatest need for new housing units.

H_P246.4 Ensure that any new affordable housing required by the City or publicly funded remains affordable in the long term~~through some tool approved by the City, such as recording a lien on the property.~~

~~**HP25** — To the extent possible, coordinate all City affordable housing programs so that a developer can use multiple incentives or programs for a single project. Required affordability levels and duration of affordability should be the same for all programs.~~

~~**HP26** — Continue to allow manufactured housing in residential zones; provided it conforms to all applicable federal, state, and local requirements and is compatible with the character of the surrounding neighborhood.~~

~~**HP27** — In order to maintain existing affordable housing, the City should continue to allow manufactured home parks in existing locations.~~

~~**HP28** — In order to maintain existing affordable housing, continue to enhance programs that support and finance rehabilitation, energy efficiency, and weatherization of existing housing stock. Advocate for state and federal funding to support these programs.~~

~~**HP29** — Encourage development of mixed income projects in appropriately zoned areas.~~

H_P306.5 Explore federal, state, and local resources to assist in financing affordable ~~rental and ownership~~housing development. Advocate for increased resources ~~for from~~ the State Housing Trust Fund. Encourage expansion of home ownership options through such means as first time home buyer programs, housing cooperatives, lease-purchase ownership, and other housing models.

H_P316.6 Consider delaying, deferring, or exempting affordable housing from development fees, concurrency requirements, payment of impact fees, offsite mitigation, and other development expenses that do not compromise environmental protection or public health, safety, and welfare concerns, or constitute a nuisance.

H_P326.7 Consider options for locally financing affordable housing and prioritizing public support and resources for housing for very low incomes.~~such as creating a rehabilitation or land acquisition loan fund to support creation of healthy affordable housing.~~

H_P336.8 Support nonprofit affordable housing organizations during all stages of siting, project planning, and permitting.

H_P346.9 Support tax law amendments that provide relief to owners of affordable and special needs housing.

H_P356.10 Advocate for tax law reform that encourages even and proportionate distribution of affordable housing on a countywide basis.

Goal

H G7 *To the extent possible, preserve the existing supply of housing and promote housing stability. Take steps to help ensure Federal Way's housing stock is safe, habitable, and maintained over the long term.*

Policies

H P7.1 Develop a system and methodology for how to best monitor, identify, and track unregulated affordable housing for the purposes of long-term preservation.

H P7.2 Identify low-income and very low-income housing units that may be lost due to redevelopment or deteriorating housing conditions and develop strategies that seek to preserve these units.

H P7.3 Support the long-term preservation of naturally occurring affordable housing and income-restricted affordable housing with expiring affordability covenants by pursuing partnerships with nonprofits, housing authorities, SKHHP, and other organizations to preserve such housing through methods such as acquisition.

H P7.4 Continue to support and enhance programs that provide financial assistance to promote the repair, revitalization, and rehabilitation of residential structures that have fallen into disrepair. Advocate for state and federal funding to support these programs.

H P7.5 Seek opportunities to apply for funding when it becomes available for the purpose of preservation of existing housing stock.

H P7.6 Continue to allow manufactured home parks throughout the City as they provide affordable renter and homeownership opportunities. Evaluate opportunities for further protection of such parks.

H P7.7 Provide resources to residents to ensure neighborhood properties are kept clean and tidy.

HP36 ~~Identify low-income and very low-income housing resources that may be lost due to redevelopment or deteriorating housing conditions. Develop strategies that seek to preserve this existing housing, and that seek to provide relocation assistance to households that are displaced as a result of any redevelopment.~~

~~HP37~~ — Periodically monitor residential development to determine the total number of new and redeveloped units receiving permits and units constructed, housing types, developed densities, and remaining capacity for residential growth for all income levels and needs.

~~HP38~~ — Integrate and coordinate construction of public infrastructure with private development to minimize housing costs wherever possible or practicable.

Special Needs Housing

Goal

H G8 *Work to help keep people in their homes and limit economic, physical, and cultural displacement.*

Policies

H P8.1 Explore opportunities for implementing community preference allowing housing developments to prioritize certain applicants when leasing or selling units in communities at high risk of displacement, and/or right to return policies for displaced residents.

H P8.2 Work with property owners and management companies to provide additional advanced notice of rent increases and lease non-renewals or terminations.

H P8.3 Provide language assistance services for those facing displacement.

H P8.4 Explore opportunities to provide assistance in retrofitting existing housing to meet tenants' changing needs.

H P8.5 Consider the development and funding of a relocation assistance program for households that are at risk of displacement.

HG7 — *Develop a range of housing opportunities that meet the requirements of people with special housing needs, including the elderly, mentally ill, victims of domestic abuse, and persons with physical and/or developmental disabilities.*

Policies

~~HP39~~ — Periodically review the FWRC and remove any regulatory barriers to locating special needs housing and emergency and transitional housing within the City as required by the federal Fair Housing Act, to avoid over-concentration, and to ensure uniform distribution throughout all residential and mixed-use zones.

~~HP40~~ — Review permit applications for special needs housing in close coordination with service providers and the City's Community Services Division.

~~HP41~~ — Assist special needs housing developers, local service organizations, and self-help groups to obtain funding and support.

~~HP42~~ — Ensure that access to special needs housing is provided without discrimination.

Goal

~~HG8~~ — *Develop emergency shelter and transitional housing facilities for the homeless.*

Policies

~~HP43~~ — Coordinate City actions related to homelessness with the City's Community Services Division and non-profit housing and human services providers.

~~HP44~~ — Emergency shelters should be permitted and regulated to ensure there are adequate opportunities to locate them within the City, to avoid over-concentration of facilities, to ensure that such facilities and housing are properly managed, and to avoid or mitigate significant impacts on existing residential neighborhoods or other surrounding uses.

Regional Participation

Goals

~~HG9~~ — *Coordinate and integrate the City's housing efforts and programs with regional housing efforts and with local housing and service providers.*

~~HG10~~ — *Work with other King County jurisdictions to ensure that affordable housing is equitably distributed across jurisdictions and not concentrated in less affluent cities and communities.*

Policies

H P9.1 — Work with other King County jurisdictions to ensure that affordable housing is equitably distributed across jurisdictions and not concentrated in less affluent cities and communities.

~~HP45~~ — Policies and regulations related to affordable housing should be consistent with the CWPPs and multi-county policies.

H P469.2 — Establish effective links with King County and other ~~area~~ SKHHP cities to assess need and create housing opportunities for low-income and special needs households, and develop housing programs that address issues common throughout the region.

H P9.3 — Support regional efforts to reduce homelessness.

CHAPTER SIX

CAPITAL FACILITIES

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6.0 INTRODUCTION & VISION

Introduction

The Capital Facilities chapter addresses public facilities and services necessary to support Federal Way's planned growth. The City of Federal Way is expected to add 8,100 new housing units and 20,460 new jobs between the years 2016 and 2043. This growth will stimulate the local economy and support and maintain a diverse and vibrant community. But it will also generate a corresponding demand for new public services and facilities, such as schools, parks, and streets including stormwater management, transportation improvements, new parks, and other community facilities, schools, water and sewer utilities, and fire facilities. These new facilities, and the financial implications they will have for Federal Way and its citizens, are the subject of this chapter.



Vision

Capital facilities in Federal Way provide safe and reliable urban services that accommodate the City's expected growth, respond and adapt to unexpected changes and needs, and position the City to achieve its 20-year vision and growth management priorities. Capital Facilities are provided through seamless and efficient collaboration and communication both internally within the City and in partnership with outside agencies and special districts.

POLICY BACKGROUND

The Growth Management Act (GMA), VISION 2040, and the King County Countywide Planning Policies (CWPPs) call for a full range of urban services in the Urban Growth Area (UGA) to support the Regional Growth Strategy. They also state that facilities should be sited in ways to avoid adverse social, environmental, and economic impacts.

The Growth Management Act —

RCW 36.70A.020, Planning Goals of GMA refers to capital facilities planning in two of the 13 statewide planning goals. The two relevant goals are:

Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

~~Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.~~

~~More specifically, the GMA mandates that the City prepare a capital facilities plan which contains the following components:~~

~~An inventory of existing facilities owned by public entities, showing the locations and capacities of the facilities.~~

~~A forecast of the future needs for such facilities.~~

~~The proposed locations and capacities of expanded or new facilities.~~

~~At least a six-year financing plan that will finance such facilities and clearly identify sources of public money for such purposes.~~

~~A requirement to reassess the Land Use chapter if probable funding falls short of meeting existing needs, and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities element are coordinated and consistent. The GMA requires that park and recreation facilities be included in the capital facilities plan.~~

~~In the pages that follow, this chapter complies with the GMA requirements for a capital facilities plan.~~

~~VISION 2040 —~~

~~VISION 2040 contains multi-county planning policies (MPPs) that provide a policy framework for the region to maintain the health, safety, and economic vitality of our communities. The overarching goal of VISION 2040 is for the region to support development with adequate public facilities and services in a coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.~~

~~New development needs new or expanded public services and infrastructure. At the same time, existing facilities require ongoing maintenance and upgrading. Taking advantage of renewable resources and using efficient and environmentally sensitive technologies can curb some of the need for new infrastructure. VISION 2040 also promotes supporting the Regional Growth Strategy by locating major investment in centers.~~

~~Countywide Planning Policies —~~

~~The CWPPs must be consistent with both the GMA and VISION 2040/2050. The CWPPs calls for all jurisdictions to work together and consider environmental justice principles when siting capital facilities. The CWPPs (originally adopted in 1992, and amended in 1994 and 2012) contain a number of goals and policies regarding capital facilities and the provision of urban services. Examples of these goals and policies follow:~~

~~EN 4 — Identify and preserve regionally significant open space networks in both Urban and Rural areas. Develop strategies and funding to protect lands that provide valuable functions such as, active and passive outdoor recreation opportunities; wildlife habitat and migration corridors that preserve and enhance ecosystem resiliency in the face of urbanization and climate change; and preservation of ecologically sensitive, scenic, or~~

cultural resources.

~~EN 14 Manage natural drainage systems to improve water quality and habitat functions, minimize erosion and sedimentation, protect public health, reduce flood risks, and moderate peak stormwater runoff rates. Work cooperatively among local, regional, state, national, and tribal jurisdictions to establish, monitor, and enforce consistent standards for managing streams and wetlands throughout drainage basins.~~

~~T 3 — Increase the share of trips made countywide by modes other than driving alone through coordinated land use planning, public and private investment, and programs focused on centers and connecting corridors, consistent with locally adopted mode split goals.~~

~~PF 5 — Support efforts to ensure that all consumers have access to a safe, reliably maintained, and sustainable drinking water source that meets present and future needs.~~

~~PF 11 Require all development in the Urban Growth Area to be served by a public sewer system except:~~

~~Single family residences on existing individual lots that have no feasible access to sewers may utilize individual septic systems on an interim basis; or~~

~~Development served by alternative technology other than septic systems that: provide equivalent performance to sewers; provide the capacity to achieve planned densities; and will not create a barrier to the extension of sewer service within the Urban Growth Area.~~

6.1 FUNDING CAPITAL FACILITIES

Level of Service

~~To prepare a Capital Facilities chapter, one of the first decisions a jurisdiction must make involves establishing a level of service (LOS) standard. The level of service (LOS), per WAC 365-196-210, standard refers to is “an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. Level of service standards are synonymous with locally established minimum standards.” In short, it is the amount and quality of services and facilities that a community wants. For example, the LOS for a parks system is usually described in terms of the number of acres of parkland per 1,000 populationpeople. If a community has a strong desire for a good-quality parks system, it will may establish a higher LOS standard for itself, maybe something on the order of 20 acres of park per 1,000 residents. On the other hand, However, 20 acres of developed parkland is higher levels of service are more expensive to acquire, develop, operate, and maintain. As a result, the community may be forced, for financial reasons, to accept a lower LOS standard. In any event, adopting a LOS standards for all of the services and facilities the City provides would help helps it:~~

1) evaluate how well it is serving existing residents; and 2) determine how many new facilities will have to be constructed to service new growth and development.

Levels of services are addressed for different capital facilities in the following plans the same exist are:

- Transportation Chapter of Federal Way Comprehensive Plan
- Federal Way 2021 Surface Water Management Comprehensive Plan
- Federal Way Parks, Recreation and Open Space (PROS) Plan
- Federal Way Public Schools 2024 Capital Facilities Plan
- Lakehaven Water and Sewer District Comprehensive Water System Plan
- Lakehaven Water and Sewer District Comprehensive Wastewater System Plan

Concurrency

In addition to mandating that a Capital Facilities chapter be included in comprehensive plans, the GMA also introduced the concept of concurrency. ~~In general terms, concurrence describes the situation where adequate and necessary public services and facilities are available “concurrent” with the impacts of new development, or within a specified time thereafter.~~ Concurrency, per WAC 365-196-210, means that “adequate public facilities are available when the impacts of development occur, or within a specified time thereafter.”

Concurrency has two levels of applicability. The first is at the planning level and refers to all services and facilities, over the long term, ~~and~~ at the citywide scale. ~~Planning level concurrency is what this chapter is all about~~ addressed in this chapter. ~~It~~ Planning level concurrency inventories all existing facilities and services, establishes a LOS standard for each, estimates new facility requirements to accommodate projected growth, and develops a financing plan that identifies the revenues necessary to pay for all the new facilities. If the necessary revenues are not available, then the jurisdiction fails the planning level concurrency test and must take appropriate action. Those actions include lowering the LOS standard, raising taxes, restricting growth, or a combination of these actions. This chapter satisfies the planning level concurrency requirement as outlined in the GMA.

The second level of concurrency analysis is project specific and only required for transportation facilities. Specifically, the GMA (RCW 36.70A.070~~(f6)~~) states:

“...local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a locally owned ~~transportation facility~~ or locally or regionally operated transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development.”

That same section goes on to say that “concurrent with the development” means that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years. The City adopted a Transportation Concurrency Management System, which became effective January 1, 2007.

Although project level concurrency is only required for transportation system facilities, WAC 365-196-840(1)(c) states that, “With respect to facilities other than transportation facilities, counties and cities may fashion their own regulatory responses and are not

limited to imposing moratoria on development during periods when concurrency is not maintained.”

~~The City adopted a Transportation Concurrency Management System, which became effective January 1, 2007.~~

Impact Fees

Local jurisdictions planning under the GMA are authorized to assess impact fees for development activity as part of financing for public facilities, such as parks, transportation, and schools. The fire district also has a direct impact on their level of service based on growth and thus, is working both locally and legislatively to ensure that they also secure additional revenue sources to offset the impacts to service receive impact fees directly related to growth.

Impact fees must be based on an adopted capital facilities plan. In addition, the collected fees must be used for projects that are reasonably related to and will reasonably benefit the development paying the fees. The fees must also be used within a specified time from the date they were collected or returned to the payee. Impact fees may be imposed for system improvement costs previously incurred to the extent that new growth and development will be served by the previously constructed improvements, provided they not be imposed to make up for any system improvement deficiencies. To impose an impact fee program, the City must have a plan in place to make up any existing system deficiencies.

As of 2024, Federal Way has adopted the ability to charge Parks, School, and Traffic Impact Fees.

Funding/Financing

~~Typically, cities and the residents they service would like to have higher LOS standards than they can afford. Federal Way has worked hard to provide the highest LOS possible without raising taxes. However, it is a difficult balance to maintain and the City is currently exploring options to pay for the City continually seeks options to fund capital facilities and the associated maintenance and operations costs.~~

If the City decides to generate additional revenues to fund capital facilities, there are several sources available.

- **On-going revenue:** ~~Some of these revenues “on-going” in the sense that T~~the City levies ~~the taxes and collects other~~the revenues are added to ~~in the City’s~~ general fund on an annual basis. ~~On-going~~Current taxing revenues include property taxes, sales taxes, utility taxes, and a real estate excise tax (REET). Ongoing funds can be used for either capital facilities, debt service, or maintenance and operations. The City also charges impact fees, which can be used only for more limited purposes.; New taxes could include business and occupation tax or employee tax, additional taxes from a Tax Increment Financing area, and/or a business improvement area tax, and business and occupation taxes.
-

- ~~The other category of funds is called “One-time” funds: Funds because that the City cannot count on having these funds available on an annual basis. These funds include bond sales and grants such as, TEA 21, IAC, and Urban Arterial Fund money state and federal transportation, parks and stormwater management grants, and the sale of real property. On going funds can be used for either capital facilities, debt service or maintenance and operations. However, it is prudent financial management and adopted City policy that one-time funds may be used only for capital improvements, or one-time spending. As is discussed later in this chapter, For example, the City proposed two bond issues to finance capital facilities in the Fall of 1995 and . As part of that bond issue, voters approved a permanent utility tax to pay for the maintenance and operations costs associated with new capital facilities. The City currently has the following General Obligation bonds as of the end of 2024:~~

**Table CF-1:
General Obligation Bonds (12/2023)**

Bond	In Millions
Community Center Bond	\$12,257.125
Valley Communication Bond	\$0.43
SCORE Bond	\$14,339.335
PAEC (LTGO)	\$3.035
PAEC (Sect. 108)	\$1.917

6.2 SURFACE WATER

Inventory of Existing Facilities

Natural Systems

The City of Federal Way drains to ~~four~~ five major drainage basins: the Hylebos Creek, Lower Puget Sound, Green River, and Mill Creek basins. The Hylebos Creek Basin consists of the East and West Hylebos sub-basins divided geographically in the vicinity of the Interstate 5 alignment. The Lower Puget Sound Basin consists of the Dumas Bay, Joe’s Creek, Lakota Creek, ~~Mirror Lake, Central Puget Sound~~ Cold Creek, Redondo Creek, Central Puget Sound, Poverty Bay, and Lower North Puget Sound, and Browns-Dash sub-basins. Map CF-2 shows the planning area boundary and major drainage basin boundaries. Map CF-2 shows the major features of the natural system. The natural systems have been reviewed on a sub-basin level. This sub-basin information is contained in the City’s ~~2015 Comprehensive Surface Water Plan Update (2015 Surface Water Plan Update)~~ 2021 Surface Water Management Comprehensive Plan and 2023 West Hylebos Stormwater Management Action Plan.

Man-Made System

The City maintains a comprehensive GIS inventory of storm drainage assets in the City (available for download from the City's website). Map CF-2 shows existing regional facilities, storm drain trunk lines, and streams. Based on the latest available data ~~As of 2014~~, public storm drain assets include:

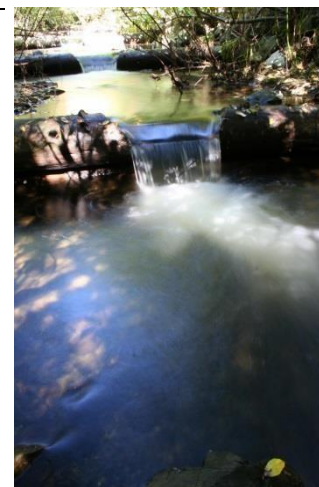
- ~~Over 228~~ 386 miles of storm drainage pipe
- ~~Over 89~~ 91 miles of open channels and ditches
- ~~Over 12,250~~ 21,735 junction structures (catch basins, manholes, flow splitters, etc.)
- ~~271~~ outfalls
- ~~47~~ 165 bio-swales facilities
- ~~11~~ 19 coalescing plate filters ~~splates~~
- ~~15~~ 48 dispersal trenche facilities ~~strenches~~
- ~~148~~ detention ponds 299 stormwater ponds
- ~~149~~ 99 detention tanks and water quality stormwater filter vaults
- 388 stormwater vaults or tanks

The City has made a significant number of improvements to the manmade system since incorporation in 1990. Many of the projects completed to date corrected existing localized flooding problems. ~~At the time of the last~~ During the comprehensive plan update in 2005, the City was transitioning to a regional system for surface water flow control (detention/retention). Regional facilities were constructed as capital projects based on existing and planned roads, land use, and zoning in the contributing watershed, and developments were able to buy into storage capacity in the facilities if they provided stormwater quality treatment on-site prior to releasing to the regional system. At present, flow control has shifted to an on-site approach due to increased regulatory requirements from the state and federal level as part of the National Pollutant Discharge Elimination System (NPDES) permit for discharges from Small Municipal Separate Storm Sewers (MS4s). Municipal stormwater permits have become more stringent and both flow control and water quality facilities are required on-site at new development and re-development sites. The NPDES permit also requires new development and re-development to utilize Low Impact Development (LID) techniques where feasible. Additional regulatory information is discussed in the current Western Washington Phase II Municipal Stormwater Permit and the ~~2009~~ King County Surface Water Design Manual (KCSWDM).

System Capacity

~~The City has developed several models of its surface water facilities, including the natural components as needed. The models and all~~ All new facility construction uses the following design standards based on the ~~2009~~ 2021 KCSWDM core requirements and the ~~2010~~ 2021 City of Federal Way Addendum to the KCSWDM, outlined as follows:

- 25-year peak flow conveyance capacity for storm drains
- 25-year peak flow conveyance capacity for culverts



- 25-year peak flow conveyance for ditches and channels
- Tiered duration standard for flow control (see core requirement #3 in *KCSWDM*)

Based on current design requirements and data on existing facilities, the ~~utility's engineers~~ City identifies deficiencies and the most cost-effective ways to resolve them. The existing facilities inventory and design requirements also allow ~~the City engineers~~ to plan for new facilities that will be needed to accommodate growth and development outlined in the Land Use Chapter. Additional surface water system information is discussed in the ~~2015 Surface Water Plan Update~~, 2021 Surface Water Management Comprehensive Plan.

Forecast of Future Needs

~~Utility engineers~~ The City bi-annually updates a detailed six-year capital facilities plan. The plan identifies projects, prioritizes them, estimates the cost, and re-examines the utility rate structure to ensure that there is sufficient funding available over the next six years to construct these projects (*Table VI-1*). See the 2021 Surface Water Management Comprehensive Plan for more information.

Locations and Capacities of Future Facilities

~~Table VI-1 includes the surface water facilities project list. See the 2021 Surface Water Management Comprehensive Plan for the latest and most complete locations and capacities of future stormwater facilities. For more complete discussion of this list, and maps describing project locations, please refer to the City's 2015 Surface Water Plan Update.~~ As noted earlier, these projects address existing system deficiencies as well as the new facilities that will be needed to accommodate projected growth.

Finance Plan

The City has created a surface water utility to manage stormwater drainage, prevent flooding, and improve water quality. The City charges property owners an annual surface water fee, which, for commercial properties, is based upon the amount of impervious surface on the property and for residential properties is a fixed fee per parcel. These fees, along with any outside grant monies ~~and low interest loans~~, provide the revenues that pay for new capital facilities projects, and operation and maintenance of its the surface water system. Additional information regarding the annual surface water rate structure is available in Federal Way Revised Code Chapter 11.45.

~~PAs outlined in Table VI-1, projects are scheduled based on anticipated revenues, taking perpetual replacement into account. The capital facilities spreadsheet Table 5-1 in the 2021 Surface Water Management Comprehensive Plan indicates project scheduling based on available funding and priority ranking. The City bi-annually updates the capital facilities plan to add, remove, reschedule, or reprioritize projects as needed. The 2015 2021 Surface Water Plan Update Management Comprehensive Plan, which includes the capital facilities plan, is adopted by reference in this plan here in the same exists is, including changes made during the City's 2014 bi-annual update.~~

Table VI-1
City of Federal Way Facilities Plan
Surface Water Management Component

	2015	2016	2017	2018	2019	2020	2021	2022	Total
SWM SOURCES									
Revenues and Financing									
Carry Forward from CIP and Operations	6,855,610	6,111,451	4,785,123	3,832,022	4,102,538	3,757,836	4,002,589	1,795,789	35,242,958
User Fees with CPI Inflation Factor	3,819,505	3,899,437	3,981,038	4,064,343	4,149,388	4,236,209	4,324,843	4,415,328	32,890,092
Interest Earnings	7,183	7,250	7,318	7,387	7,458	7,530	7,604	7,679	59,408
Transfer In	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	800,000
Grant Funding	220,027	120,027	120,027	120,027	120,027	120,027	120,027	120,027	1,060,216
Subtotal Revenues and Financing	11,002,325	10,238,164	8,993,506	8,123,779	8,479,411	8,221,603	8,555,063	6,438,823	70,052,674
Expenditures – One Time & Debt Service									
One Time Funding									
Public Works Trust Fund Loan	100,926	99,964	99,003	98,042	97,081				495,016
Subtotal Expenditures	100,926	99,964	99,003	98,042	97,081				495,016
Available Revenue	10,901,399	10,138,200	8,894,503	8,025,737	8,382,330	8,221,603	8,555,063	6,438,823	69,557,658
SWM USES									
Maintenance and Operations									
Current	3,310,860	3,355,181	3,374,981	3,428,547	3,479,891	3,532,025	3,584,961	3,638,712	27,705,159
Subtotal Maintenance and Operations	3,310,860	3,355,181	3,374,981	3,428,547	3,479,891	3,532,025	3,584,961	3,638,712	27,705,159
Annual Programs									
111 Fund	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,200,000
Subtotal Annual Programs	150,000	150,000	150,000	150,000	150,000	150,000	150,000	150,000	1,200,000
Capital Project List	2	2	2	2	2	2	2	2	T
	0	0	0	0	0	0	0	0	e
	1	1	1	1	1	2	2	2	t
	5	6	7	8	9	0	1	2	a
									l
Marine Hills Conveyance System Repairs – North of S 293rd Street	100,000	885,000							985,000
Marine Hills Conveyance System Repairs – South of S 293rd Street			103,000	747,000					850,000
South 373rd Street Stream Crossing Re-Route and Restoration	20,000	81,000	763,000						864,000
West Hylebos Conservation Property Acquisition	280,000								280,000
South 356th Culvert Replacement					53,000	172,000	2,551,000		2,776,000
Phase V Highway 99 Project – South 344th Street at Highway 99	500,000	715,000							1,215,000
South 359th Street Weir Repair					48,000	261,000			309,000
Alderdale Park Trunk Replacement and Pond Expansion							22,000	1,176,000	1,198,000
Subtotal Capital Projects	900,000	1,681,000	866,000	747,000	101,000	433,000	2,573,000	1,176,000	8,477,000
Grant Dependent Capital Projects	2	2	2	2	2	2	2	2	T
	0	0	0	0	0	0	0	0	e
	1	1	1	1	1	2	2	2	t
	5	6	7	8	9	0	1	2	a
									l
Low Impact Development (LID) Retrofit Project	2,037,000								2,037,000
West Hylebos Educational Center and Trail			108,000	1,288,000					1,396,000
West Hylebos Trail (Spring Valley)				87,000	2,884,000				2,971,000
South 336th Street at Highway 99					673,000	64,000	1,379,000		2,116,000
Bridges Property Culvert Removal and Replacement	36,000	279,000							315,000
Subtotal Grant Dependent Capital Projects	2,073,000	279,000	108,000	1,375,000	3,557,000	64,000	1,379,000		8,835,000

6.3 TRANSPORTATION

The GMA requires that local jurisdictions prepare a transportation chapter as part of ~~the Federal Way Comprehensive Plan (FWCP)~~ their comprehensive plan. The GMA also authorizes jurisdictions to assess impact fees for transportation system improvements that are necessary to ~~accommodate~~ offset the traffic impacts created by ~~the~~ new development. In order to assess impact fees, the capital facilities plan must include the list of transportation improvements and associated costs that necessitate the payment of impact fees. Discussion related to Transportation-related capital facilities can be found in FWCP Chapter 3, "Transportation," includes complete background, levels of service, inventory, forecast of future needs, proposed locations and capacities, and financing plans for transportation capital facilities. Existing and future expected facilities from Transit agencies, including Sound Transit Link Light Rail extensions in Federal Way, are addressed in the Transportation and Centers Chapters. The expectation of future light rail service in Federal Way's City Center and South Station has been a significant factor informing the City's 20-year growth assumptions and planning across several Comprehensive Plan chapters.

6.4 PARKS AND RECREATION

Parks and Recreation capital facilities planning information is found in FWCP Chapter 14, "Parks and Recreation," with complete details found in the Parks, Recreation and Open Space (PROS) Plan the same exists is. Chapter 14 and the PROS plan include complete background, levels of service, inventory, forecast of future needs, proposed locations and capacities, and financing plan for parks and recreation capital facilities. Capital facilities planning information for some of the larger parks-managed facilities are found in the next section on "Community Facilities."

Inventory of Existing Facilities

~~The City of Federal Way adopted the first *Park, Recreation, and Open Space Comprehensive Plan* in December of 1991. The City updated the plan in 1995, 2000, 2006, 2012, and 2019. This plan, which is now called the *Parks, Recreation, and Open Space Plan*, is incorporated by reference. The planning area is based only on the City limits of Federal Way, although the Potential Annexation Area (PAA) is inventoried and discussed. As in previous plans, the Parks Plan has been subdivided into subareas, referred to as Parks Plan Planning Areas (*Map VI-3*), for purposes of long range planning.~~

~~The 2019 Parks Plan updated the inventory to include new parks and properties added to the City's system. In addition to City owned parks and open space, the Parks Plan also lists school district, state, and county facilities, as well as private recreation facilities. *Map VI-4* depicts the location of major parks and open space within the Federal Way~~

planning area. *Table VI-2* summarizes this inventory as of 2019.

**Table VI-2
Summary of Existing City Park and Recreation Areas**

Developed-Park Land-Categories	Aeres
19-Neighborhood Parks	108.05
15-Community-Parks	489.70
2-Regional-Parks	255.45
12.07 mi-Trails-Acreage	22.58
6-Community-Facilities	12.85
Total-Developed-Acreage	888.63
Open Space-Acreage	436.16
Total Park-Aeres	1324.79

Forecast of Future Needs

The 2019 Parks Plan states that the inventory of public park and open space land will be adequate to serve both the current and future projected population within the City and PAA. However, much of this acreage is un-programmed, undeveloped open space. The primary deficiency, both now and projected, is in improved trails.

The 2019 Parks Plan makes recommendations based on five Core Values identified through an extensive planning process. Five of these relate to capital facilities and include:

Core Value #1: — Improve Existing Facilities and Provide for Multiple Functions in Parks

Core Value #2: — Create Community Gathering Places and Destinations

Core Value #3: — Retain and Improve Open Spaces

Core Value #4: — Develop a Walking and Biking Community

Core Value #5: — Provide a Balance of Services for a Diverse Population

Capital facilities that respond to these Core Values have been incorporated into the Six-Year CIP. The major efforts planned are shown in *Table VI-3*.

Locations & Capacities of Future Facilities

Map VI 4 indicates the location of the parks, recreation facilities, and open space subareas the City will need to maintain the adopted LOS. The Parks Plan breaks the planning area into subareas and addresses future facilities at the subarea level. For more details about the type, sizes, and cost of these new facilities, please refer to the 2019 Parks Plan. *Map VI 4A* shows potential locations of public spaces in the City Center.

Finance Plan

Table VI 3 (Parks Capital Improvements Plan, 2019-2024) describes the proposed parks projects that will be needed together with cost estimates programmed by year. *Table VI 3* also identifies the revenues that will be available during the same time period to finance these new facilities. Potential funding sources include the City's General Fund, the Parks Capital Fund, the Real Estate Excise Tax (REET), Grants, and Developer Mitigation Fees. Please refer to Chapter 7, "Implementation," of the *City of Federal Way Parks, Recreation, and Open Space Plan* for information on the finance plan.

The City biennially updates its Parks & Recreation Capital Improvement Plan. These updates reflect new project priorities, eliminate projects that have been completed, and add new projects to the program.



6.5 COMMUNITY FACILITIES

Significant community investments have been made since the City's incorporation to implement the community's vision for Federal Way. In addition to the investments in the surface water, transportation, and parks areas, the City also acquired and improved a basic set of community facilities to house City operations and provide space for community gatherings and recreation. The following subsections describe all community facilities where the public gathers for events or recreation, municipal facilities with office space for conducting government operations, Parks and Public Works maintenance facilities, and an overview of future community facility needs. With the exception of certain Parks and Recreation buildings, most parks facilities are not inventoried in this section since they are addressed in the PROS Plan.

Community Gathering Facilities

Dumas Bay Centre

The City acquired Dumas Bay Centre (a conference and retreat facility) in 1993. Strong local support ~~in~~ for community recreation and arts activities translated into the City Council's adoption of a 2% For the Arts ordinance to provide funding for arts in public places in 1994, and the construction of the 234-seat Knutzen Family Theatre in 1998, which is located at the Dumas Bay Centre. City Hall, which consolidates most City administrative offices, Police, and the Municipal

~~Court in one facility, was acquired in 2003.~~

Community Center

The City ~~began~~ completed construction of a ~~new~~ 72,000 square foot Community Center in the fall of ~~2005~~ 2007. ~~Construction was completed in early 2007.~~ The facility houses Recreation and Cultural Services staff, and includes athletic and community facilities suitable for a wide variety of events and programs.

Performing Arts and Events Center

The City of Federal Way Performing Arts and Event Center (PAEC) opened in 2017. This 44,000 sq. foot, 700 seat facility provides year-round space for performances, events, conferences, and meetings.

**Table VI-3
Parks Capital Improvements Plan**

Estimated Funding Sources	
Funding Sources	
Real Estate Excise Tax	
Misc. Transfers	
Grants/Anticipated	
Mitigation Funds Received	
General Fund	
Capital Project Fund	
Bonds/Levies	
Reserve Fund	
Dumas Bay Centre Fund	
Impact Fees	

Table VI-3.1 – Parks Infill List

Location	Type	Year	Cost	PIF-Eligibility	PIF-Eligible Cost
Adelaide	Formalize picnic areas/install picnic shelters (2)	2033	_____ \$167,000	18.05%	_____ \$30,147
Alderbrook Park	Playground Replacement	2023	_____ \$150,000	18.05%	_____ \$27,078
Alderdale park	Playground Replacement	2027	_____ \$150,000	18.05%	_____ \$27,078

BPA	Add a fitness trail and equipment	2026	———— \$143,000	18.05%	———— \$25,814
BPA	Repair asphalt trail	2030-2040	———— —	0.00%	———— ————
BPA	Install monument-sign	2028	———— \$7,000	18.05%	———— \$1,264
BPA	Install directional signage/wayfinding	2030	———— \$12,000	18.05%	———— \$2,166
Brooklake	Demo Hall & Green Storage Buildings	2023	———— \$8,000	0.00%	———— ————
Brooklake	Electrical upgrades	2023	———— \$20,000	18.05%	———— \$3,610
Brooklake	Facility/Feasibility-Assessment—Master-Plan	2023	———— \$4,000	18.05%	———— \$722
Cedar-Grove Park	Playground-Replacement	2031	———— \$175,000	18.05%	———— \$31,591
Celebration	Convert To Artificial-Turf	2032	———— \$11,500,000	18.05%	———— \$2,075,971
Celebration	Sand based turf-replacement	2026	———— \$500,000	18.05%	———— \$90,260
Celebration	Replace field fence	2035	———— \$119,000	0.00%	———— ————
Celebration-park	Playground-Replacement	2024	———— \$450,000	18.05%	———— \$81,234
City Hall	add ADA door-control @ Court-Entry	2023	———— \$60,000	18.05%	———— \$10,831
City Hall	Card control-replacement/upgrade	2027	———— \$125,000	18.05%	———— \$22,565
City Hall	Carpet replacement	2027	———— \$250,000	0.00%	———— ————
City Hall	City Hall Water-Heaters (5)	2028	———— \$75,000	0.00%	———— ————
City Hall	Court bench refurbish	2025	———— \$8,500	0.00%	———— ————
City Hall	Elevator	2024	———— \$185,000	0.00%	———— ————
City Hall	HVAC	2025	———— \$400,000	0.00%	———— ————
City Hall	Reception Counters—replace Formica	2026	———— \$10,000	0.00%	———— ————
City Hall	Roof replacement	2026	———— \$500,000	0.00%	———— ————
City Hall	Security Fence-Around Entire P/E-Parcel/Lot	2024	———— \$75,000	18.05%	———— \$13,539
City Hall	Sidewalk ADA-upgrades	2023-2027	———— \$240,000	0.00%	———— ————

Coronado-Park	Playground- Replacement	2028	_____ \$150,000	18.05%	_____ \$27,078
Fisher Pond	Prepare master plan	2028	_____ \$12,000	18.05%	_____ \$2,166
Fisher Pond	Install picnic shelter	2030	_____ \$83,000	18.05%	_____ \$14,983
Fisher Pond	Decommission on- site well	2030	_____ \$12,000	0.00%	_____
French Lake	Develop/Install- Shelter	2028	_____ \$60,000	18.05%	_____ \$10,831
FWCC	Exercise Equipment- (full replace)	2026	_____ \$150,000	0.00%	_____
FWCC	Locker- Rooms/Cabanas- Restoration	2023	_____ \$250,000	0.00%	_____
FWCC	Replace Pool Water- Slide/Play Equipment	2023	_____ \$1,200,000	0.00%	_____
FWCC	Re-plaster Lap Pool	2027	_____ \$400,000	0.00%	_____
FWCC	Pool/slide repairs	2023	_____ \$298,000	0.00%	_____
FWCC	Replace pool and play equipment	2023	_____ \$60,000	0.00%	_____
FWCC	Outdoor areas	2033	_____ \$119,000	18.05%	_____ \$21,482
Heritage- Woods park	Playground- Replacement	2029	_____ \$175,000	18.05%	_____ \$31,591
Lake Grove- Park	Playground- Replacement	2032	_____ \$200,000	18.05%	_____ \$36,104
Lakota	Parking Lot- Replacement	2023	_____ \$170,000	0.00%	_____
Lakota	Upgrade soccer field- to artificial turf	2021	_____ \$1,489,000	18.05%	_____ \$268,793
Lakota	Upgrade running- track to rubber	2021	_____ \$238,000	18.05%	_____ \$42,964
Lakota	Upgrade field- lighting	2032	_____ \$893,000	18.05%	_____ \$161,204
Lakota	Upgrade restrooms- and increase parking	2032	_____ \$953,000	18.05%	_____ \$172,035
Laurelwood	Prepare master plan	2025	_____ \$36,000	18.05%	_____ \$6,499
Laurelwood	Perform master plan- improvements	2027- 2037	_____ —	18.05%	_____
Laurelwood	Install 1/2 basketball- court	2030	_____ \$60,000	18.05%	_____ \$10,831
Madrona- Park	Playground- Replacement	2030	_____ \$175,000	18.05%	_____ \$31,591
Mirror Lake	Replace and improve- playground	2020	_____ \$143,000	18.05%	_____ \$25,814

Monument Signs	Complete sign implementation program	2023-2023	_____ \$48,000	18.05%	_____ \$8,665
Olympic-View	Formalize Joe's Creek social trail	2035	_____ —	18.05%	_____
Olympic-View	Improve neighborhood entrances (6)	2035	_____ \$36,000	18.05%	_____ \$6,499
Olympic-View	Install 1/2 basketball court	2030	_____ \$60,000	18.05%	_____ \$10,831
Olympic-View Park	Playground Replacement	2025	_____ \$125,000	18.05%	_____ \$22,565
Palisades	Repair/replace asphalt basketball court	2028	_____ \$6,000	0.00%	_____
Palisades	Install picnic shelter	2030	_____ \$83,000	18.05%	_____ \$14,983
Palisades Park	Playground Replacement	2026	_____ \$200,000	18.05%	_____ \$36,104
Sacajawea	Artificial turf replacement SAC	2026	_____ \$700,000	0.00%	_____
Sacajawea	Natural Turf Replacement (ballfields)	2023	_____ \$300,000	0.00%	_____
Sacajawea	Renovate Ballfield Drainage	2024	_____ \$50,000	0.00%	_____
Sacajawea	Replace Rubber running track	2024	_____ \$340,000	0.00%	_____
Sacajawea	Tennis Court Replacement	2025	_____ \$200,000	0.00%	_____
Sacajawea	Wood Pole Replacement	2029	_____ \$150,000	0.00%	_____
Sacajawea	Replace water service line	2028	_____ \$18,000	0.00%	_____
Sacajawea	New restroom sewer lift station	2035	_____ \$89,000	18.05%	_____ \$16,066
Sacajawea	Install picnic shelter	2030	_____ \$83,000	18.05%	_____ \$14,983
Safety & Security	Parking lot lighting improvements (LED) at Sacajawea Park, Saghalie Park, Steel Lake Park, and Steel Lake Annex	2028	_____ —	18.05%	_____
Safety & Security	Install security cameras in parking lots at Sacajawea Park, Saghalie Park, Steel Lake Park, and Steel Lake Annex	2028	_____ —	18.05%	_____

Saghalie	Artificial turf replacement— Soccer Field	2032	_____ \$600,000	0.00%	_____
Saghalie	Tennis Court Renovation/Resurface	2025	_____ \$40,000	0.00%	_____
Saghalie	Replace Rubber-running track	2023-2032	_____ \$505,000	18.05%	_____ \$91,162
Saghalie	Install artificial turf on football field	2035	_____ \$1,429,000	18.05%	_____ \$257,962
Saghalie	Renovate basketball courts	2026	_____ \$71,000	0.00%	_____
Saghalie	Overlay parking lot	2028	_____ \$48,000	0.00%	_____
Steel Lake	Develop a master plan	2033	_____ \$149,000	18.05%	_____ \$26,897
Steel Lake	Install new shelters (Sites 2-5)	2028-2033	_____ \$292,000	18.05%	_____ \$52,712
Steel Lake	Re-pipe annex and beach house restrooms	2026	_____ \$238,000	0.00%	_____
Steel Lake-Annex	Artificial Turf Replacement— Karl Groseh	2032	_____ \$700,000	0.00%	_____
Steel Lake-Annex	Parking Lot Repairs	2024	_____ \$10,000	0.00%	_____
Steel Lake-Park	Artificial turf— Site #5	2032	_____ \$1,300,000	18.05%	_____ \$234,675
Steel Lake-Park	Dock Replacement	2027	_____ \$1,250,000	0.00%	_____
Steel Lake-Shop	New Maintenance Shop (Parks Share, 33%)	2032	_____ \$11,666,667	18.05%	_____ \$2,106,058
Steel Lake-Shop	Shop— Backup power generator	2025	_____ \$40,000	18.05%	_____ \$7,221
Steel Lake-Shop	Shop— Electrical Service— new panel	2024	_____ \$7,500	18.05%	_____ \$1,354
Steel Lake-Shop	Shop Roof	2026	_____ \$75,000	18.05%	_____ \$13,539
Steel Lake-Shop	Storage House— New Garage Doors	2024	_____ \$7,000	18.05%	_____ \$1,264
Steel Lake-Shop	Storage House Roof	2024	_____ \$20,000	18.05%	_____ \$3,610
Town-Square	Install shade covers	2025	_____ \$89,000	18.05%	_____ \$16,066
Town-Square	Install 2nd shelter	2030	_____ \$83,000	18.05%	_____ \$14,983
Town-Square	Band shell	2028	_____ —	18.05%	_____

Town-Square	Veteran memorial	2025	—	18.05%	—
Wayfinding-Signs	Implementation of wayfinding signage program	2030-2040	—	18.05%	—
Wedgewood	Replace and improve playground	2019	\$167,000	18.05%	— \$30,147
West-Hylebos	Renovate caretaker access road	2033	\$12,000	0.00%	—
West-Hylebos	Make parking lots repairs	2025	\$48,000	0.00%	—
West-Hylebos	Expand parking lot	2033	\$149,000	18.05%	— \$26,897
West-Hylebos	Replace maintenance garage	2030	\$89,000	0.00%	—
Wildwood	Repair asphalt trail	2026	\$12,000	0.00%	—
Wildwood	Upgrade park fixture	2035	\$12,000	18.05%	— \$2,166
		Total	\$44,256,667	-	\$6,325,243

Table VI 3.2 Parks Expansion List

<i>Location</i>	<i>Type</i>	<i>Year</i>	<i>Cost</i>	<i>PIF Eligibility</i>	<i>PIF Eligible Cost</i>
Downtown-Park-Expansion	Community-Park	2027 2031	\$— 5,500,000	100%	\$— 5,500,000
South Light-Rail Station-Park	Community-Park	2027 2031	— 11,000,000	100%	— 11,000,000
-	-	Total	\$— 16,500,000		\$— 16,500,000

Projected Community Needs

The City has identified a number of facilities to help deliver services more efficiently and

adjust to the changing demographics of this community in the future. These projected needs are beyond the City's ability to fund within the six year planning horizon. However, in order to keep the community's vision alive, we purposely did not exclude any of these community projects. The City Council will periodically review and prioritize these projects and provide funding when available. A description of these facilities with a summary list is provided in *Table VI-5*.

Table VI-4
Summary of Existing Community Facilities

<i>Building Name</i>	<i>Own/ Leased</i>	<i>Use</i>	<i>Sq. ft./Occupancy</i>
City Hall	Own	City operations not otherwise listed	88,085/approximately 304 FTE and Council Chamber
Police Evidence	Own	Police evidence room	6,000/2 FTE
Federal Way Community Center	Own	Community recreation center with gym, pools, indoor track, climbing wall, senior lounge, pre school, and educational classrooms, day care, arts and crafts program, and multipurpose room with kitchen. Recreation staff offices.	72,000/ 16 regular FTE and approximately 40-100 part-time temporary personnel Opened in 2007
Steel Lake Annex	Own	Historical Society	1,161/program only
Steel Lake Maintenance Shop	Own	Maintenance operations, outdoor equipment and material storage	4,110 office and maintenance bay, 24.5 FTE, approximately 132,000 sq. ft. storage yard, and approximately additional 1.5 acres available for future expansion
Celebration Park Maintenance Building	Own	Grounds equipment and sporting equipment	2,044 sq. ft. maintenance building
Dumas Bay Centre (DBC)	Own	Public park, meeting/banquet/ overnight lodging	47,214 sq. ft.— 6 meeting rooms, 70 overnight rooms, 12-acre park ground
Knutzen Family Theater (at DBC)	Own	234 seats performing arts theatre and rehearsal room	
Miscellaneous Outdoor Storage	Leased	Street maintenance material and park equipment storage	10,000 material storage 2,000 equipment storage
Miscellaneous Indoor Storage	Leased	Spare office equipment/facility parts/ records	260 sq. ft. 2,160 cubic ft. boxes stored offsite in a document storage facility

Table VI-5

<i>Type of Facility</i>	<i>Year</i>	<i>Size (sf)</i>	<i>Cost (millions)</i>
† Competitive Sports Facility	2018	To be determined	To be determined

2. Performing Arts and Events Center	2016	Approx. 44,000 700 seats	\$32.75
3. Maintenance Facility	To be determined		To be determined
4. Public Parking Facilities	To be determined	200—400 stalls	To be determined
5. Town Square Park	2016	2-4 acres	\$1.7
TOTAL			To be determined

Projected Community Facility Needs 2012-2018

Municipal Facilities (General Government, Police, and Court Operations)

City Hall

City hall, which consolidates most City administrative offices, police, and the municipal court in one facility, was acquired in 2003. The City acquired the current City Hall in 2003 and consolidated its police, court, and general governmental operations under one roof. About 10 percent or 8,000 of the total 88,085 square feet of space in this building is currently available for future expansions. In addition to the City Hall parcel, the City also acquired two vacant lots to the north which is the location of the Police Evidence facility and overflow parking for the City-city Hallhall/Mmunicipal Courtcourt.

Pursuant to an interlocal agreement, the cities of Auburn, Burien, Des Moines, Federal Way, Renton, SeaTac, and Tukwila, Washington jointly developed and constructed a consolidated correctional facility under an autonomous public agency known as the South Correction Entity (SCORE). The facility became operational in 2011.

Other Police Facilities

The SCORE facility is approximately 137,000 square feet with associated parking and site improvements on a 15.613 acre collection of parcels. The site is located in Des Moines, Washington near Des Moines Creek Park where South 208th Street intersects with 18th Avenue South. The facility is designed to house up to 822 inmates.

Ownership and financial commitment to SCORE are prorated based on each city's average daily prisoner population during the previous year — for Federal Way that is approximately 18 percent of the total operating cost.

Federal Way Police Department currently leases three substations. Since 2015, there has been an agreement between Balli Road, LLC and the Police Department for the use of approximately 1,500 square feet of office space, identified as the Federal Way Police Department Downtown Substation, located across the street from the Federal Way Transit Center. The space is used primarily by the traffic and the special operations unit. The location of the Downtown Substation strategically enhances patrol operations and visibility, but was also necessary because of the limited office space at the main station at city hall.

In the next 10 years, the Police Department will require additional 10,000 square feet or

more to accommodate anticipated growth.

In 2018, due to unsustainable financial obligations, the City of Federal Way discontinued its ownership/partnership relationship via interlocal agreement with ~~utilizing~~ South Correction Entity (SCORE), but the City still utilizes SCORE for inmate housing on a contract basis. This change in relationship structure resulted in significant financial savings for the City.

Maintenance Facility

The Parks and Public Works maintenance facility is located at 31132 28th Avenue South. The entire site is ~~2.254.1~~ acres with 4,110 square feet of office and work space and ~~132172,000~~ square feet in fenced storage space, ~~with an additional 1.5 acres of land area available for future expansions.~~ The structure was originally constructed as a Fire Station and subsequently acquired by the City. The current shop area is where the fire engines were stored.

Parks Maintenance operates seven days a week, two shifts per day. The space needed for the maintenance operations includes crew quarters (including an area for daily time cards, breaks, and crew meetings/training, etc.), as well as a locker room. Public Works streets and surface water maintenance operations have similar needs for office space; operating Monday through Friday, year-round, one shift per day. Both Parks and Public Works maintenance operations tend to intensify during the summer months ~~and require up to 15-part time, seasonal workers at any given time.~~

The City has outgrown the existing facility. As of late 2024, construction was underway on a new Joint Operations and Maintenance Facility for the City's Parks, Public Works, Community Development, and Police Departments; anticipated to open in 2026. Depending on how the City grows and transforms over the years, the maintenance facility may involve several options to provide flexibility to accommodate this change and growth, and continue delivery of high quality and timely City services in the future. The design and construction costs for constructing, renovating, and/or expanding the maintenance facility will depend on the operational goals.

Performing Arts and Events Center

In 1994, the City of Federal Way Arts Commission funded a feasibility study of a facility to house a cultural and community events center and the desire to create an image and identity for the City as one which recognizes the value of arts and culture as an essential component of the community. Since then the City has studied the feasibility of a performing arts and events center. The performing arts and events center would serve multiple purposes including: performances; lecture series; business conventions; visual arts exhibit space; and event space.

In 2009, the City engaged Webb Management Services in conjunction with LMN Architects to study the feasibility of an integrated performing arts and events center. An events center has the ability to enrich the performing arts center identity and increase

visitors through attendees. Based on the consultant's review, a 500 to 700 seat theater would support local arts organizations and operate as large conference space for lectures and presentations. The report found that a conference center should include an 8,000 square foot lobby and conference room and 6,000 square feet of additional meeting space to be used as breakout rooms or for stand-alone events. The estimated cost for an integrated facility was \$30 to \$40 million.

In 2011, the City requested an update to the Webb Management Services report, which led to continued interest in a performing arts and events center (PAEC) on the part of City leadership. Consequently, in 2012 the City issued a Request for Qualifications for a public-private partnership to develop both the PAEC and an accompanying on-site hotel. Subsequently, proposals were requested from the two RFQ respondents, and in Fall 2012 the City Council chose a development partner and authorized development of concept plans and an initial construction budget, which were presented in March 2013. Based on the concept plan and budget, the City Council authorized development of schematic design plans and an operational pro forma, which were both presented in September, 2013. At that time, City Council authorized submittal of the plans for land use permitting. In February 2014, the Mayor appointed a Blue Ribbon Panel of experts to review all the relevant plans and materials, vet the financing, and review construction cost estimates, pro formas, and project economic impacts. The Panel's findings were presented in May 2014, leading to a City Council decision to proceed with completion of the design and construction of the PAEC. At this time, the PAEC is anticipated to be completed and open for business in the Fall of 2016.

Multipurpose Competitive Sports Center

In 2002, the City's Lodging Tax Advisory Committee (LTAC) commissioned a feasibility study, the Hunter Study, for an indoor competitive sports facility in order to increase visitors' stay in local hotels and complement the Aquatic Center and Celebration Park, two other regional/national amateur sports facilities in the City.

A number of development concepts have been considered, one of which is a facility to accommodate basketball and volleyball tournaments. Based on this research, the facility would accommodate four to six basketball courts and four volleyball courts. The facility would also require parking. One of the considerations for such a facility would be its ability to be financially self-sustaining. It would also ideally be developed and operated by the private sector, with minimum or no public participation.

Public Parking Facility

Since entering into a development agreement with Trent Development for development of the Town Center-3 (TC-3) site, the City anticipates a shortage of parking for the PAEC, both now and in the future. The City needs to acquire additional land to replace the parking that is will be eliminated as part of property development. The existing city center development is currently near or at capacity with the required surface parking to business space ratio. To intensify the development, such as the multi-story commercial/residential mixed-use developments envisioned by the community, additional parking space will be needed. These additional parking spaces would most likely be

achieved through structured parking, consistent with multi-story commercial/residential mixed-use development. With the construction cost of structured parking at a premium when compared to land cost, some type of public/private partnership may be needed for them to be financially feasible. These facilities could be in part financed with the City's Local Investment Financing Tool (LIFT) funds. In addition, these facilities could be constructed in conjunction with various redevelopment projects.

Public Parking Facility Recommendation

Purchase property and construct approximately 350 new parking spaces to benefit the PAEC and visitors to Downtown.

Designated public parking spaces of 200 to 400 in conjunction with privately developed parking structures for redevelopment projects located within the City Center.

Investments will vary depending on the need and type of redevelopment projects at each location. City funding sources would be a combination of the City's economic development incentive fund and other state and federal economic development, and/or infrastructure funding sources.

Summary of Existing Facilities and Future Needs

Existing Facilities

**Table CF-2:
Summary of Existing Community Facilities**

<u>Building Name</u>	<u>Own/ Leased</u>	<u>Use</u>	<u>Sq. ft./Occupancy</u>
<u>City Hall</u>	<u>Own</u>	<u>City operations not otherwise listed</u>	<u>88,085</u>
<u>Police Evidence</u>	<u>Own</u>	<u>Police evidence room</u>	<u>6,000 sq. ft</u>
<u>Police Substations (3 total)</u>	<u>Leased</u>	<u>Downtown substation, near transit center, motorcycle officers work there. 30900 Pacific Highway South is the PHS substation, used for physical exercise and report-writing. The Commons sub, mall-assigned officers work there.</u>	<u>Unknown sq. footage</u>
<u>Federal Way Community Center</u>	<u>Own</u>	<u>Community recreation center with gym, pools, indoor track, climbing wall, senior lounge, pre-school, and educational classrooms, day care, arts and crafts program, and multipurpose room with kitchen. Recreation staff offices.</u>	<u>59,720 sq. ft/16 regular FTE and approximately 40-100 part-time temporary personnel Opened in 2007</u>
<u>Steel Lake Annex</u>	<u>Own</u>	<u>Office space currently used by the Federal Way Historical Society; leased from the City by the Historical Society.</u>	<u>2,030 sq. ft./program only</u>

<u>Building Name</u>	<u>Own/ Leased</u>	<u>Use</u>	<u>Sq. ft. /Occupancy</u>
<u>Steel Lake Maintenance Shop</u>	<u>Own</u>	<u>Maintenance operations, outdoor equipment and material storage</u>	<u>4,472 sq. ft. maintenance shop and office building. There are also three portable buildings, totaling appx. 2000 sq. ft. on the west side of Steel Lake Park used as temporary office space and quarters for parks maintenance crews.</u>
<u>Celebration Park Maintenance Building</u>	<u>Own</u>	<u>Grounds equipment and sporting equipment</u>	<u>2,044 sq. ft. maintenance building</u>
<u>Dumas Bay Centre (DBC)</u>	<u>Own</u>	<u>Public park, meeting/banquet/ overnight lodging</u>	<u>47,214 sq. ft. – 6 meeting rooms, 70 overnight rooms, 12 acre park ground</u>
<u>Knutzen Family Theater (at DBC)</u>	<u>Own</u>	<u>234 seats performing arts theatre and rehearsal room</u>	
<u>Miscellaneous Outdoor Storage</u>	<u>Leased</u>	<u>Street maintenance material and park equipment storage</u>	<u>10,000 material storage 2,000 equipment storage</u>
<u>Miscellaneous Indoor Storage</u>	<u>Leased</u>	<u>Spare office equipment/facility parts/ records</u>	<u>260 sq. ft. 2,160 cubic ft. boxes stored offsite in a document storage facility</u>

Future Facilities

The City has identified a number of facilities to help deliver services more efficiently and adjust to the changing demographics of the community in the future. These projected needs are beyond the City’s ability to fund within the six-year planning horizon.

However, in order to keep the community’s vision alive, this Chapter purposely does not exclude any of these community projects. The City Council will periodically review and prioritize these projects and provide funding when available. A description of these facilities with a summary list is provided below and in Table CF-3

Joint Operations and Maintenance Facility

The new facility will expand the site of the existing Operations and Maintenance Facility.

Downtown Parking

Purchase property and construct approximately 350 new parking spaces to benefit the PAEC and visitors to downtown.

City Hall

Conduct a needs analysis to evaluate the current utilization of City Hall. Included in this study will be a forecast for when the City should either build a new city hall; lease additional space to accommodate growth; or build an expansion to the existing building.

Police Department

Federal Way Police Department anticipates needing another 10,000 sq. ft. of office space by approximately 2040.

Table CF-3:
Future Community Facility Needs

<u>Facility Type</u>	<u>Approximate Date</u>	<u>Approximate Size</u>	<u>Approximate Cost</u>
<u>Downtown Parking</u>	<u>2028</u>	<u>350-375 spaces</u>	<u>\$15 million</u>
<u>City Hall</u>	<u>2040</u>	<u>120,000 sq. ft.</u>	<u>\$100 million</u>
<u>Operations & Maintenance Facility</u>	<u>2026</u>	<u>60,000 sq. ft.</u>	<u>\$53 million</u>
<u>Additional Police Department Office Space</u>	<u>2040</u>	<u>10,000 additional square feet</u>	<u>Likely part of City Hall</u>

Financing Plan

The City updates its capital improvements program every other year in conjunction with its biennial budget process. These updates reflect new project priorities and funding availability.

While it may be desirable to deliver these facilities to the community as soon as possible, the City's projected revenues may not be able to support both their construction and required operating and on-going maintenance in the near term. Such public facilities may depend on future private or voter-approved funding sources.

As of late 2024, the new Joint Operations & Maintenance Facility and associated frontage improvements are funded from bond proceeds, Surface Water Management Fund, Transportation capital improvement funds, Police Fund, utility funds and other funding sources. This approximately 60,000 sq. ft. facility is expected to open in 2026.

~~While it may be desirable to deliver these facilities to the community as soon as possible, the City's projected revenues may not be able to support both their construction and required operating and on-going maintenance in the near term. Such public facilities may depend on future private or voter-approved funding sources.~~

6.6 SCHOOL FACILITIES

This section summarizes information in ~~The Federal Way School District No. 210 2015 Capital Facilities Plan (School Plan) and adopts the School Plan by reference. This plan covers the entire Federal Way Public School (FWPS) District which includes the City of Federal Way, portions of the incorporated City of Kent, City of Des Moines, City of Auburn, City of Algona, City of Milton, and unincorporated areas of King County to the east East of Interstate 5. The District provides educational programs to all students who live in the school district service area, whether they live in Federal Way, Kent, Des Moines, Auburn, Algona, Milton, or unincorporated King County. A school outside the Federal Way City limits may provide service to students who live within the City limits and vice versa.~~

The FWPS Capital Facilities Plan, which herein the same exists is provides complete background, levels of service, inventory, forecast of future needs, proposed locations and capacities, and financing plan for school facilities.

Inventory of Existing Facilities



every school in the district. *Table VI-6* summarizes the district has sufficient capacity in the existing schools and the students in the district.

Program Capacity

The school district has established a Standard of Service, similar to LOS, for itself, which it calls “program capacity.” The district’s program capacity is based on: 1) the number of students per classroom; 2) the number of classrooms per school; 3) the number of classes that can be held in each classroom per day; and 4) other operational conditions.

Table VI-6
Summary of Existing Facilities Capacities*

CAPACITY	2015 Budget	2016	2017	2018	2019	2020	2021
Elementary School	8,290	8,290	8,290	8,290	8,290	8,290	8,290
Middle School	5,406	5,406	5,406	5,406	5,406	5,406	5,406
Senior High	5,735	5,735	5,935	5,935	5,935	5,935	5,935
TOTAL	19,431	19,431	19,631	19,631	19,631	19,631	19,631

*NOTE: These capacities are for buildings only and do not include portable classrooms. These capacities are based on the maximum use of the buildings.

Program capacity assumes that the average class will serve the following numbers of students:

Grade K-2	20 Students per classroom
Grades 3-5	25 Students per classroom
Grades 6-12	26 Students per classroom
Special Education 12 Students per classroom Portables	25 Students per classroom

The school district uses portables at many school sites as an interim measure to house new students until permanent facilities can be built.

There are other administrative measures that the school district could use to increase school capacity. These measures may include double shifting, modified school calendar, and year-round schooling. These measures have been used in the district on a limited basis, but not district-wide.

Forecast of Future Needs – Student Forecasts

The school district's Business Services Department prepares a forecast of student enrollment annually. Projections are detailed at various levels; district total, school-building totals, and grade level totals. Special populations such as vocational students, special education students, and English as Second Language students are also included in the forecast.

The basis for projections has been cohort survival analysis. Cohort survival is the analysis of a group that has a common statistical value (grade level) as it progresses through time. In a stable population, the cohort would be 1.00 for all grades. This analysis uses historical information to develop averages and project the averages forward. The district uses this method with varying years of history and weighting factors to study several projections. Because transfers in and out of school system are common, student migration is factored into the analysis as it increases or decreases survival rates. Entry grades (kindergarten) are a unique problem in cohort analysis. The district collects information on birth rates within the district's census tracts and treats these statistics as a cohort of kindergarten for the appropriate enrollment years.

Long-range projections that establish the need for facilities are a modification of the cohort survival method. The cohort method becomes less reliable the farther out the projections are made. The school district study of long-range projections includes information from jurisdictional planners and demographers as they project future housing and population in the region.

Table VI-7 describes increased enrollment through the year 2021. It shows that the school district's student population will grow steadily every year with the highest growth in elementary. The district has compared existing school capacity with growth forecasts. New construction, modernization and expansion, and additional portable purchases will mitigate the deficit in permanent capacity for the next six years.

**Table VI-7
Federal Way School District Student Forecast**

ENROLLMENT (FTE)	2015 Budget	2016	2017	2018	2019	2020	2021
Elementary	9,319	9,282	9,398	9,477	9,575	9,645	9,723
Middle School	4,811	5,041	5,145	5,154	5,130	5,264	5,359
Senior High	6,261	6,092	5,950	5,911	6,063	6,107	6,243
TOTAL	20,391	20,415	20,493	20,542	20,768	21,016	21,325

Location of New and Improved School Facilities

Existing schools are identified in *Map VI-6*.

Finance Plan

Table VI-8 describes the school district's six-year finance plan to support the school construction. The table identifies \$6,596,563 available from secure funding sources and an additional \$108,000,000 anticipated from other funding sources between 2015 and 2021. These funds will cover the \$109,520,000 in planned project costs to the year 2021.

FWCP—Chapter Six, Capital Facilities

NEW SCHOOLS	Estimated and Budget	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	Total	Total Cost
Securing Funding										
Projected Revenue										
Actual and Planned Expenditures										

Sources		
Impact Fees (1)	\$303,161	
Land Sale Funds (2)	(\$11,596,565)	
Bond Funds (3)	\$4,709,857	
State Match (4)	\$13,153,110	
TOTAL	\$6,569,563	

Sources		
State Match (5)	\$27,200,000	
Bond or Levy Funds (6)	\$70,000,000	
Land Fund Sales (7)	\$10,000,000	
Impact Fees (8)	\$800,000	
TOTAL	\$108,000,000	

Total Secured Funding and Projected Revenue		
	\$114,569,563	

ERNIZATIO N AND- EXPANSIO N		2015	2016	2017	2018	2019	2020			
Federal Way- High School- (9)	\$50,000,000	\$45,000,000	\$11,000,000						\$56,000,000	\$106,000,000
SITE- ACQUISITI ON										
Norman- Center (Employment Transition- Program)(10)	\$785,000	\$205,000	\$215,000	\$220,000	\$225,000	\$235,000	\$235,000		\$1,335,000	\$2,120,000
TEMPORA RY- FACILITIES										
Portables (11)		\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,400,000	\$1,400,000
TOTAL	\$50,785,000	\$45,405,000	\$11,415,000	\$420,000	\$425,000	\$435,000	\$435,000	\$200,000	\$58,735,000	\$109,520,000

NOTES:

1. These fees are currently being held in a King County, City of Federal Way, and City of Kent impact fee-account and will be available for use by the District for system improvements. This is year end balance on December 31, 2013.
2. These funds are expected to come from the sale of the current ESC and MOT sites and bond interest. This is year end balance on December 31, 2013.
3. This is the December 31, 2013, balance of bond funds. This figure includes interest earnings.
4. This represents the balance of State Match funds which will be used to support the rebuilding of Federal Way High School. This is the balance on December 31, 2013.
5. This is an anticipated state match for the rebuilding of Federal Way High School. Application for funds was made in July 2013.

The School Plan states that state matching funds and impact mitigation fees, if realized, will be used to decrease the need for future bonds or will be used on additional capital fund projects. The School Plan currently covers the years 2015-2021. The School Plan and accompanying six year finance plan will be updated annually by the school district. This will bring the plan into full compliance with GMA requirements.

6.7 WATER SYSTEMS

This section primarily summarizes the water system operated by the Lakehaven Water and Sewer District Utility District's (the District/Lakehaven-) including information from the District's most recently adopted 2014 Comprehensive Water System Plan (Water Plan, which is incorporated herein in full by reference the same exists is) while providing up-to-date information where warranted. Map VI-7 shows Lakehaven Utility District's (hereinafter referred to as "the District" in this section) water service area boundary.

~~Two other purveyors provide water service to portions of the District's corporate area within Federal Way City limits. The Tacoma Public Utilities, specifically Tacoma Water, for example, serves an area on the west side of the District's Federal Way corporate area and the Highline Water District serves a small portion of the north side of the District's corporate area north side of Federal Way (Map VI-8). The City of Milton serves a small area on the south side of the District's corporate area that is within the City of Milton limits. Areas on the east side of I-5 within the City limits of Auburn and Pacific are also provided water service by the District (Map V-7). These areas are at a higher elevation than the valley cities can cost effectively serve. For comparison, Lakehaven provides service to over 20,000 accounts in Federal Way, while Tacoma Water has approximately 3,200 active accounts, and Highline Water District has 263 active accounts in Federal Way.~~

~~Map CF-3 shows the service areas of Lakehaven, Tacoma Water, and Highline as water service providers in Federal Way.~~

~~Some of the information in this section is based on the most recent (2016) Lakehaven Comprehensive Water System Plan.~~

Inventory of Existing Facilities

~~The locations of the District's Lakehaven's wells, storage, and other major components of the distribution system are provided in the 2014 Water Plan. The water system includes approximately 450 miles of water mains, 25 production wells, 12 storage tanks, and connection to the Second Supply Project (SSP), which provides surface water from the Green River. The average annual daily demand during the years 202008 through 202211 was 9,879.68 million gallons-per-day (MGD). The facilities are described in the following sections.~~

Second Supply Project (SSP)

~~The District Lakehaven is a partner in the SPP (Green River water source) with the Tacoma Water, City of Kent, and Covington Water Districts. The District Lakehaven's share of the project provides a water right capacity of up to 12.6 MGD. Due to operational considerations, stream flows, and water quality, the SSP is estimated to provide approximately 7.6 MGD on an annual basis. The District Lakehaven is accessing the pipeline at three flow control facilities provided at strategic locations along its route through the greater Federal Way area. These facilities allow the District Lakehaven to receive water from and send water to the Second Supply Project (SSP).~~

Water Quality

~~Prior to 2000, the District had not had to treat its water supplies to meet regulatory requirements before distribution to its customers. However, in order to meet newer regulations, the District began a chlorination and corrosion control treatment program in July 2001 for all of its groundwater supply.~~

~~The District Lakehaven's status with respect to regulated drinking water contaminants covered by the WAC 246-290 and anticipated water quality regulations is summarized in Section 10, "Water Quality," of the 2014 Water System Plan. Regulations that have prompted~~

treatment of the District's groundwater supplies include the Lead and Copper Rule, Iron and Manganese Regulations, Arsenic Rule, and the Surface Water Treatment Rule (due to distribution of surface water obtained from the SSP). To maintain optimized corrosion control in the distribution system (per the Lead and Copper Rule), ~~the District~~Lakehaven adjusts the pH of groundwater pumped from Well Sites 10/10A, 15/15A, 18, and 19/19A. ~~The District~~Lakehaven has installed water filtration treatment systems at Well Sites 9, 17/17A/17B, 19/19A, 20/20A, 21, 22/22A/22B, 23/23A, 29, and Well 33 for the removal of iron and manganese. Arsenic is removed from Wells 19 and 21.

In 2006, the Long Term 2 Enhanced Surface Water Treatment Rule, regulated by the U.S. Environmental Protection Agency (EPA), required unfiltered surface water utilities to plan for and provide water treatment to protect against waterborne parasites such as cryptosporidium (a protozoan that can cause gastro-intestinal illness in humans). After significant analysis and evaluation, Tacoma Water, ~~Lakehaven Water and Sewer Utility District~~, Covington Water District, and the City of Kent agreed to design and construct a surface water filtration facility for the Green River supply to meet the new EPA compliance requirements. ~~Design of the new~~The Green River Filtration Facility was completed and began operation in 2011 and the facility is scheduled to be completed and operational in 2015. In addition to meeting the federal surface water treatment rules, the filtration facility will also remove turbidity and potential algae that can degrade the reliability and aesthetic quality of the water from the Green River.

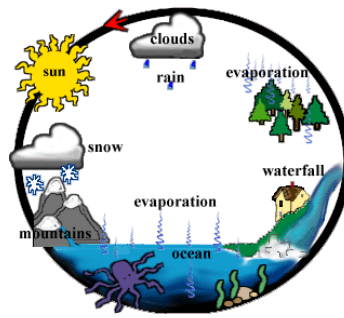
Storage Facilities

~~The District~~Lakehaven's water system was evaluated during the most recent (2016)-Lakehaven 2014 Water System Plan Update ~~Water Plan update~~ using extended-period simulation modeling to evaluate the storage draw-down during fire flow events and to evaluate storage equalization during multiple-day periods of maximum-day demand conditions. The storage analysis model is summarized in Section 9, "System Analysis," of the ~~2016~~2014 Water System Plan. In general, ~~the District~~Lakehaven has a robust water system with redundant supply, large volumes of storage, and adequate, reliable pumping.

Water Conservation Measures

~~The District~~Lakehaven is committed to implementing aggressive water conservation measures to reduce per capita water consumption. These include programs such as public information campaigns, an inclining block water rate structure to reduce peak day consumption, winter-summer water rate adjustments to reduce summer consumption, and a "wet-month average" sewer rate structure.

~~The District~~Lakehaven will be also working with the City to introduce water conservation measures by amending the zoning and building codes. These measures include a requirement for low flow showerheads and toilets, utilizing species for landscaping with reduced irrigation needs, and use of reclaimed water for irrigation.



Transmission/Distribution System

The results of computer modeling have found the transmission and distribution pipeline network to be very robust. Of particular note is that the fire insurance rating for South King Fire and Rescue improved from Class 3 to Class 2 in 2004 and currently remains at Class 2. The majority of ~~the District Lakehaven~~ is served by this fire agency. Approximately ~~F~~forty percent of the score for the rating process is based upon available water supply. This rating improvement is a significant accomplishment, as the new classification is on par with the rating held in Seattle and Bellevue, the only other departments to hold a Class 2 rating (no fire agency in Washington holds a Class 1 rating). The pipeline network is continuing to be expanded through developer extension projects undertaken by land development activity.

Emergency Interties

~~The District Lakehaven~~ has eight emergency interties with adjoining systems of other utilities. Emergency interties allow ~~the District Lakehaven~~ to buy or sell water with adjoining utilities in an emergency and provides enhanced system reliability. ~~The District Lakehaven~~ has three emergency interties with the City of Tacoma's water system, three emergency interties with Highline Water District's water systems, one emergency intertie with the City of Milton's water system, and one emergency intertie with the City of Auburn.

Forecast of Future Needs

The Water Plan estimates future need by analyzing existing water demand (measured consumption plus unaccounted-for/non-revenue water loss) patterns on a daily, seasonal, and yearly basis. ~~The District Lakehaven~~ breaks down the water demand values on an "equivalent residential unit" (ERU) basis, which is essentially the amount of water used by an "average" family residing in an "average" single family residence situated within ~~the District Lakehaven~~'s water service area, if used uniformly over the year. The six-year ~~District~~district-wide average of measured unit consumption, including unaccounted for water, between 2006 and 2011 was 231.55 gallons per day (gpd) per ERU and ranged between 257 gpd per ERU in 2006 to 208 gpd per ERU in 2011. For planning purposes, ~~the District Lakehaven~~ conservatively used 248 gallons per day per ERU. Population and employment growth projections converted to ERU's are then utilized to estimate future water demands. Utilizing a conservative methodology that disregards the impact of ~~the District Lakehaven~~'s water

conservation efforts, the Water Plan estimates average day demands would increase from 11.43 MGD in 2014, to 13.03 MGD in 2024, and to 14.3 MGD in 2034.

Lakehaven is the water provider for both of Federal Way's centers including the Regional Growth Center at the City Center and the Countywide Growth Center in the South Station area. The City's growth assumptions for its centers have been shared and discussed with Lakehaven to factor into the update of Lakehaven's Comprehensive Water System Plan. Water infrastructure in both centers can generally accommodate planned growth with infrastructure upgrades. The City expects to coordinate closely with Lakehaven to ensure future water service needs are met for both centers and citywide.

Expanded and Improved Facilities

~~The District~~Lakehaven has programmed a number of system improvements to maintain and expand the existing water system. These improvements are summarized below.

Groundwater Resources

~~The District~~Lakehaven is continuing to pursue its OASIS (Optimization of Aquifer Storage for Increased Supply) project, under the ASR (Aquifer Storage and Recovery) concept. The OASIS feasibility study determined that the Mirror Lake Aquifer can be used to store up to approximately 9.4 billion gallons of water filled over the winter from excess water supply and withdrawn it over the drier summer months for water supply purposes.

Combining funding from its wastewater utility, ~~the District~~Lakehaven is also pursuing its Water Reuse/Reclamation Program, utilizing wastewater suitably treated at the Lakota Wastewater Treatment Plant, conveyed through a separate pipeline system, and utilized for beneficial purposes, such as augmenting groundwater supplies.

Second Supply Pipeline

Improvements continue to be implemented at the Howard Hanson Dam on the Green River in order to expand storage behind the dam. This will help mitigate the seasonal variation in available water by increasing in-stream flows during the drier parts of the year.

Water Quality

The implementation of a filtration facility on the Green River water supply conveyed by the Second Supply Project ~~will be completed in 2015~~ completed in coordination with the SSP partners in 2015. ~~The District also has plans to install one additional treatment system at the Well 10C site to remove iron, manganese, and other impurities from the groundwater.~~

Transmission/Distribution System

Long-term improvements to the transmission and distribution pipeline network are recommended in ~~Sections 9 and 11 of the 2014~~



Water Plan. Significant investments are also contemplated to relocate existing pipelines that will conflict with infrastructure resulting from street improvement projects undertaken by other agencies within the District Lakehaven's water service area.

Finance Plan

A utility undertakes a capital program for many different reasons, including: expanding the capacity of its systems, maintaining the integrity of existing systems, and addressing regulatory requirements. The District Lakehaven is required to develop its own Water Plan and to support regional decisions on population growth and land use.

The District Lakehaven has identified several significant capital improvement projects in its 2014 Water Plan. The scheduling of these projects is included in the District's Lakehaven's most recent Capital Improvement Program (CIP) that is developed and approved annually.

The District has access to sufficient funds that can be utilized for operation and maintenance of its existing facilities, and for pursuing capital projects. In addition, the District has depreciation, interest income, assessment income, and connection charge monies that it can utilize for funding the CIP. Additionally, the District Lakehaven can also borrow money or adjust rates, if necessary, to best meet the needs of its customers.

The District Lakehaven has utilized a very conservative approach in budgeting for the CIP by utilizing the growth projections developed by each of the land use jurisdictions located within the District Lakehaven's service area. The District Lakehaven will provide facilities as required to support growth within its service area. The schedule and project costs will be updated annually through the District Lakehaven's budget and capital improvement program process.

6.8 SEWER SYSTEMS

This section primarily summarizes the Lakehaven Water and Sewer Utility District (the District) Lakehaven, including the District's most recently adopted 2009 Comprehensive Wastewater System Plan (Wastewater Plan, incorporated in full herein by reference the same exists is), while providing up-to-date information where warranted. The Lakehaven Lakehaven Utility District's District's (hereinafter referred to as "the District" in this section) sewer area is located in the southwest portion of King County, including the unincorporated areas east of the existing City limits of Federal Way.

Map VI-9 shows the District's sewer service area. Other utilities provide retail sewer service to relatively small portions of the District's corporate area, including Midway Sewer District provides sewer service to a small area on the north end of Federal Way's City limits, on the north side of the District, the City of Auburn on the east side of the District, and the City of Milton/Pierce County on the south side of the District. In addition, other utilities provide conveyance and treatment services to portions of the District's retail sewer service area, including Midway Sewer District, Metro/King County, Pierce County, and the City of Tacoma. As of the end of 2007, the District was serving a residential population of approximately 120,100 through 27,000 connections. Lakehaven also provides by contract the operation and maintenance requirements for most of the sewer

~~facilities within the City of Edgewood. As of 2023, Midway Sewer District has 9 business connections, 7 single-family connections, as well as connections to two multifamily complexes and one mobile home park in Federal Way.~~

Map CF-3 shows the service areas of Lakehaven and Midway Sewer Districts. Some of the information in this section is based on the ~~most recent (2017) 2017 Lakehaven Comprehensive Wastewater System Plan~~ Wastewater Plan.

Inventory of Existing Facilities

The sanitary sewer system is comprised of three major components: the trunk collection system, the pump station system, and the wastewater treatment and disposal system. The trunk system collects wastewater from drainage basins and conveys it to the treatment facilities, primarily by gravity flow. In areas where the use of gravity flow is not possible, pump stations and force mains are used to pump the sewage to a location where gravity flow can be used. The locations of the major components are provided in the ~~2009~~ Wastewater Plan.

The existing collection system operated and maintained by ~~the District~~ Lakehaven consists of approximately 340 miles of sanitary sewer pipe, 28 pump stations, six siphons, and two secondary wastewater treatment plants, namely the Lakota Wastewater Treatment Plant and the Redondo Wastewater Treatment Plant. The system has been constructed over a number of years, as dictated by development trends in the area. The system is currently divided into six primary basins and 40 smaller sub-basins. The wastewater generated within the two largest basins, Lakota and Redondo, flow to ~~the District~~ Lakehaven's wastewater treatment plants. The remaining four basins currently discharge to the other utilities for treatment and disposal, as mentioned above.

~~The District~~ Lakehaven currently has the capacity in all the major components of the system to accommodate the existing demand for sanitary sewer service.

Forecast of Future Needs

Population forecasts are based on the adopted land use plans of the various jurisdictions within which ~~the District~~ Lakehaven operates. The population figures are presented by drainage basin to allow for evaluation of the system and consideration of future improvement alternatives.

~~The population within the District's sewer service area is projected to increase to nearly 139,970 by 2030, approaching the projected "ultimate" population of 273,430 based upon land capacity. An estimated 7,500 on-site wastewater disposal systems are in operation within the District~~ Lakehaven's corporate boundary. It is anticipated that sewer service will be extended to these "unsewered" areas as on-site systems become less viable to maintain and/or when new development requires public sewers.

The average base daily flow tributary to ~~the District~~ Lakehaven's two wastewater treatment plants, excluding infiltration and inflow (I & I), is currently estimated at 6.71 MGD and is expected to increase to nearly 9.06 MGD by 2030, and nearly 17.24 MGD at full development. Peak hourly flows tributary to ~~the District~~ Lakehaven's two wastewater treatment plants, including I & I, are currently estimated at 30.3 MGD, and are expected to increase to nearly 45.75 MGD by 2030, and 67.11 MGD at full development.

Hydraulic capacity at both wastewater treatment plants is estimated to be available up to the original design peak hour capacities of 22.0 MGD for Lakota and 13.8 MGD for Redondo.

Lakehaven is the wastewater provider for both of Federal Way's centers including City Center and South Station. The City's growth assumptions for its centers have been shared and discussed with Lakehaven to factor into the update of Lakehaven's Comprehensive Wastewater System Plan. Wastewater infrastructure in both centers can generally accommodate planned growth with infrastructure upgrades. The City expects to coordinate closely with Lakehaven to ensure future wastewater service needs are met for both centers and citywide.

Expanded and Improved Facilities

~~The District~~Lakehaven has completed construction on the rehabilitation and lengthening of the Redondo Wastewater Treatment Plant's outfall pipeline that discharges treated wastewater into Puget Sound. The old biosolids dewatering equipment was replaced with new, more efficient equipment to help reduce operating costs. ~~The District~~Lakehaven is pursuing many other projects to improve the performance of the facilities (energy conservation, water quality, biosolid quality, reduced maintenance, etc.). Combining funding from its water utility, Lakehaven ~~the District~~ also has long-range plans for its Water Reuse/Reclamation Project, utilizing wastewater suitably treated at the Lakota Wastewater Treatment Plant, conveyed through a separate pipeline system, and utilized for beneficial purposes, such as augmenting groundwater supplies.

Additional new and expanded sewer facilities are planned to divert existing flows currently being conveyed to other utilities for treatment to its own treatment facilities (new Pump Station No. 44 and expanded Pump Station No. 33b). On-site emergency generators are now in place at other existing pump stations (Pump Stations No. 12, 37 and 41) to allow their continuous operation during a commercial power outage. Lakehaven ~~The District~~ is continuing to approve new pressure sewer collection systems as an alternative to gravity systems to provide sewer service availability to residents in established neighborhoods, particularly those around lakes.

Finance Plan

A utility undertakes a capital program for many different reasons, including: expanding the capacity of its systems, maintaining the integrity of existing systems, and addressing regulatory requirements. Lakehaven ~~The District~~ is required to develop its own Wastewater Plan and to support regional decisions on population growth and land use. Lakehaven ~~The District~~ has identified several significant capital improvement projects in its ~~2009~~ Wastewater Plan.

The scheduling of these projects is included in Lakehaven's ~~the District's~~ most current Capital Improvement Program (CIP) that is developed and approved annually.

Lakehaven ~~The District~~ has access to sufficient funds that can be utilized for operations and maintenance of its existing facilities, and for pursuing capital projects. In addition, Lakehaven ~~the District~~ has depreciation, interest income, assessment income, and connection charge monies that it can utilize for funding the CIP. Additionally, Lakehaven

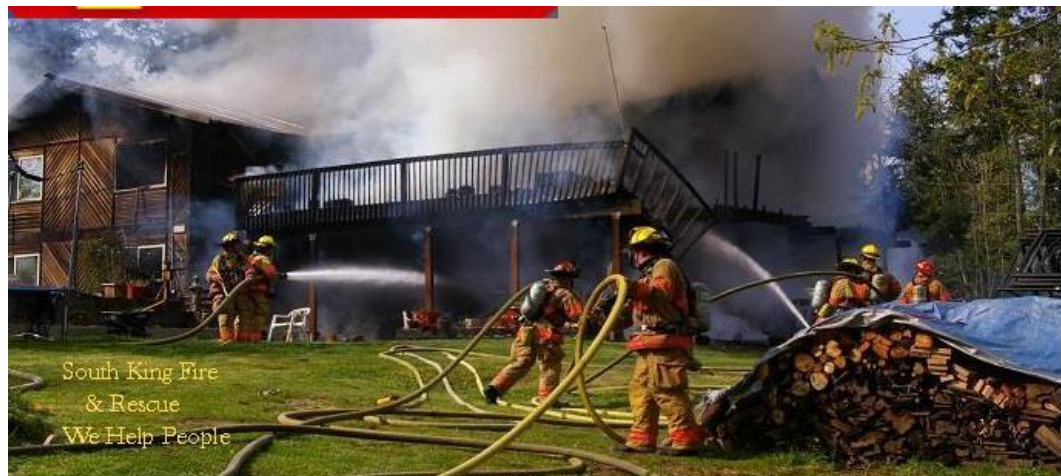
~~the District~~ can borrow money or adjust rates, if necessary, to best meet the needs of its customers.

~~The District~~ has utilized a very conservative approach in budgeting for the CIP by utilizing the growth projections developed by each of the land use jurisdictions located within the ~~District~~ district's service area. ~~Lakehaven~~ ~~The District~~ will provide facilities as required to support growth within its service area. The schedule and project costs will be updated annually through ~~Lakehaven~~ the District's budget and capital improvement program process.

6.9 FIRE FACILITIES

This section summarizes the ~~South King Fire and Rescue Strategic Leadership Bridge Plan with an updated full Strategic Plan scheduled to take place in 2025. South King Fire, and the department's subsequent updates. (SKF) The fire department provides service to the entire City of Federal Way, and the entire City of Des Moines, and the surrounding unincorporated areas. In September of 2005, the Des Moines Fire Department merged with the Federal Way Fire Department. The result of this merger created the name of South King Fire & Rescue. In 2023, the board of fire commissioners approved a name change to the present name of South King Fire.~~

~~The total~~ Total population in ~~SKF~~ South King Fire's service area is approximately ~~160~~ 150,000 citizens/residents. Services include fire suppression, fire prevention (building inspection and public information), emergency medical, hazardous materials responses, public education, emergency management, and rescue emergencies (special operations). ~~SKF South King Fire and Rescue~~ has a contract with the City of Federal Way and Valley Communications for the provision of emergency 911 communications, wherein they act together with the City as a part owner of Valley Communications. The ~~SKF South King Fire and Rescue Strategic Bridge Leadership Plan identifies and programs improvements that are necessary to maintain existing service standards and to meet the needs of future residents and businesses. The plan and future updates areas the same now exists or is hereinafter amended is hereby adopted by reference into the FWCP.~~



~~The fire department~~ ~~South King Fire~~ SKF - provides fire suppression services to the ~~entire~~

~~City of Federal Way.~~ In order to do this, ~~the department~~ South King FireSKF has adopted a Level of Service (LOS) standards found in the South King Fire and Rescue Resolution Number 413.

- Each emergency fire response ~~typically includes~~ should include a minimum of 1945 trained and equipped firefighters and apparatus commensurate with the emergency (a standard response of ~~threefour~~ engines, one ladder truck, an aid car, and ~~twoone~~ command vehicles are sent on all structural incidents).
- Each emergency medical response should include a minimum of one response vehicle and three fully-equipped and fully-trained crew members on a responding engine company, or two crew members on an aid car (either an engine or an aid car, or a combination of both, ~~mayean~~ be sent on the response depending upon the severity).
- ~~The fire departmentSKF~~ provides a full building inspection ~~service~~ for fire code compliance.



~~The department is~~ South King FireSKF currently provides ing service that is generally consistent with its adopted LOS standards.

~~The fire departmentSKFSouth King Fire~~ also depends on having adequate water pressure available in fire hydrants to extinguish fires. The department works with ~~the Lakehaven Water and Sewer Utility District~~ Lakehaven, Highline Water District (in the City of Des Moines), and other water utilities within its corporate limits, to ensure that adequate “fire flow” is always available. Lakehaven Water and Sewer Utility District’s Water System Plan analyzes “fire flow” rates available at different points in its water system, and programs improvements to the water system to ensure that sufficient water is available for fire suppression.

Emergency Medical Services

Emergency Medical Services (EMS) responds to 911 calls and provides field services. This service is currently paid for by property taxes, however, a new funding mechanism is being proposed which is discussed in another section. EMS is provided at a marginal cost to the fire department as fire facilities are utilized to provide this service to the community. ~~The fire department replaces its five front line aid cars, of which three are staffed on a normal basis, commensurate with its capital replacement plan and capital reserves system. The section on funding (Funding Plan) addresses how the ongoing replacement purchase of these aid cars will be funded.~~

Inventory and Capacity of Existing Facilities

~~The departmentSKF~~ has two major types of capital fa other is capital investment in equipment, and, in partio fire stations are shown on Map VI-10 at the following southkingfire2.civicplus.com/Facilities?clear=False A



Forecast of Future Needs

From 1986 through 1992, emergency responses increased at an average annual rate of over eight percent. In 1990, public education efforts included 911 use/abuse training. The increases in call volume during 1993 and 1994 leveled off with 1994 volume increasing only 1.5 percent from the 1992 level. It is unknown, however, how much, if any, effect the 911 public education effort had on actual call volumes. In 1995 and 1996, calls for service again increased at an average rate of 8.1 percent. Although calls actually decreased slightly in 1997, call volumes increased by 14 percent in 1998. By In 2013, call volumes had exceeded 16,000 for the year. By 2023, the call volume exceeded 25,000 calls which increased demand on resources. The call data indicated a fairly steady increase of approximately six percent per year. Emergency medical incidents have increased more rapidly than non-medical incidents. Structure fires have declined since the 1990s; however, emergency medical incidents have steadily increased. It is unknown what the impact of the Affordable Health Care Act will have on call volumes. The challenge for the fire departmentSKF will be to manage fixed-cost investments, such as new stations, and to be flexible in its ability to meet fluctuating call volumes.

Location and Capacity of Expanded or New Facilities

The Federal Way Fire Department (King County Fire Protection District #39) has existed since 1949. In the early 1990s, the City of Federal Way annexed into the fire district via a public vote, thus empowering the stand alone fire district the ability to provide fire and EMS services to the newly formed city as a municipal corporation governed by an elected Board of Fire Commissioners. In September of 2005, the citizens within the City of Des Moines (protected by King County Fire Protection District #26) voted overwhelmingly to merge with the Federal Way Fire Department (King County Fire Protection District #39). The City of Des Moines had previously annexed into King #26, just like the City of Federal Way's annexation into King #39. The result of this merger caused the name of the fire department to change from the Federal Way Fire Department to its present South King Fire and Rescue. The legal name for the fire district is actually King County Fire Protection District #39 (KCFPD #39), although the department does business as South King Fire and Rescue.



Rescue operates out of nine facilities eight stations, seven of with the remaining two constituting a with the eighth being a facility and fleet housing, facilities, and logistics warehouse. The located within the City of Des Moines, two stations lie within the City, and the remainderfour are located within the City.

within the City of Federal Way. The fire departmentSKF is considering the responds on more than 16,000 emergencies annually.

The department may have need for an additional fire station in the near future to be located in the southernsouth end of the City, in the vicinity of 356th and Pacific Highway. The departmentSKF anticipates that the calls for service in the south end and the downtown core of the district will also continue to grow. In this eventuality, anAs a result of the anticipated growth in calls for service, an additional station will likelymay be needed to maintain acceptable response times. The department has acquired property in

~~the area of 356th and Pacific Highway South through a swap of properties with Lakehaven Utility District to assure future availability of a station site.~~

~~Any new fire station should be able to accommodate today's staffing, while also accommodating the future departmental and community needs for the next 25 years an on-duty crew of three fire fighters, with including appropriate living and sleeping quarters. In addition, the structure should be able to house two engines and an aid car, with room for growth dictated by LOS demands. It may be appropriate to provide a public meeting room and an office for community policing in new facilities. The cost of these facilities is approximately \$6,000,000.~~

~~Equipment would be in the range of \$1,000,000 for a new station. The fire department SKF does not presently have a timeline for the construction of any the new fire station, as it would likely require a voter-approved bond issue for funding.~~

~~Additionally, the department SKF has may have a need for two a major station remodels. One such remodel is the station located remodel at one of the Des Moines stations located at approximately 316th 272nd and 1st 16th Avenue South. The second is; a major upgrade to the Training Facility, currently located at 14th Avenue SW and 312th Street, and the potential for additional fire stations to be built based upon need on property owned by the fire district at 30th Avenue South and 288th; Hoyt Road and Dash Point Road SW; and a major piece of property at 320th and 37th Avenue South. The property at 320th and 37th Avenue South has been purchased with a future goal of building an expanded training facility, drill towers, administrative offices, emergency operations center for disasters, a fleet shop, and a facilities maintenance building. Any future development would likely be predicated upon community needs and funded through a voter approved bond issue in the future.~~

Funding Plan

~~The fire department SKF has established a capital reserve fund for the systematic replacement of all capital equipment, which took a hit during the recession of 2008-2012. These reserves were funded from the annual revenues of the department. As the economy recovers, the capital reserve system will be funded and become active once again. To bridge the gap created by the recession as related to the capital and equipment needs of the district, a voter approved bond issue will likely be placed in front of the electorate in the 2015-2017 time frame.~~

~~The department also has established a long term goal of a minimum of four paid fire fighters on each fire apparatus (this is the national standard adopted by NFPA 1710). Additional staff that is hired in support of that goal will be funded from either new construction levies or additional voter approved levies. The department has not established any funds for purchase of new stations or associated equipment. These purchases would require voter approved bonds.~~

~~In the department's SKF's annually adopted budget, capital projects are identified. This capital projects list is updated up dated based on completed projects and changing priorities. The FWCP adopts by reference the same exists is the South King Fire and Rescue Strategic Leadership Plan, as well as the annual capital improvements program update.~~

Additionally, ~~the department~~SKF is seeking to receive a more stable funding source ~~impact fees based upon growth~~ within the community, which directly affects its level of service. This is being sought both locally and legislatively, as fire districts have to manage growth; ~~themuch like same as~~ schools and other public facilities. A stable funding mechanism needs to be implemented which ensures SKF can maintain its level of service and no longer be dependent on property tax rates. ~~If successful, impact fees could assist in offsetting the capital costs of added infrastructure.~~

6.10 GOALS AND POLICIES

The goals and policies in this section implement the requirements of the GMA, VISION-2040 and the CWPPs. The City of Federal Way takes responsibility for implementing only those goals and policies for services provided by the City.

~~Special service districts, such as the Federal Way School District, Lakehaven Utility District, and South King Fire and Rescue, must implement goals and policies that are consistent with their respective plans. The City does intend, however, to closely coordinate the City's plan with these service districts so that the citizens of Federal Way receive the highest level of service possible.~~

Goal

CF_G1 ~~Regularly~~Annually update ~~the~~ Capital Facilities Plans to implement the FWCP by coordinating urban services, land use decisions, level of service standards, and financial resources with a fully funded schedule of capital improvements.

Policies

- CF_P1.1** Provide needed public facilities and services to implement the FWCP.
- CF_P1.2** Support and encourage joint development and use of community facilities with other governmental or community organizations in areas of mutual concern and benefit.
- CF_P1.3** Emphasize capital improvement projects that promote the conservation, preservation, redevelopment, and revitalization of commercial, industrial, and residential areas in Federal Way.
- CF_P1.4** ~~Reference~~Adopt by reference all capital facilities plans and future amendments prepared by other special districts that provide services within the City to support implementation of the FWCP. These plans must be consistent with the FWCP.
- CF_P1.5** ~~R~~Adopt by reference the annual update of the Federal Way Capital Improvement Program for parks/recreation, surface water management, and the Transportation Improvement Program to support implementation of the FWCP.
- CF_P1.6** Protect investments in existing facilities through an appropriate level of funding

for maintenance and operations.

CF_P1.7 Maximize the use of existing public facilities and promote orderly compact urban growth.

Goal

CF_G2 ~~MT~~ *meet current needs for capital facilities in Federal Way, correct deficiencies in existing systems, and replace or improve obsolete facilities.*

Policies

~~CF_P2.310~~ **CF_P2.1** Give priority consideration to projects mandated by local, state, and federal law.

~~CF_P2.311~~ **CF_P2.2** Give priority consideration to subsequent phases of phased projects when phase one is fully funded and under construction.

CF_P2.310 Give priority consideration to projects that renovate existing facilities and preserve the community's prior investment or reduce maintenance and operating costs.

CF_P2.411 Give priority consideration to projects that correct existing capital facilities deficiencies, encourage full utilization of existing facilities, or replace worn out or obsolete facilities.

CF_P2.512 Give priority to projects where leveraged monies such as grants and low interest loans can be used.

Goal

CF_G3 *Provide capital facilities to serve and direct future growth within Federal Way and its Potential Annexation Area as itthey further develops.*

~~It is crucial to identify, in advance of development, sites for schools, parks, fire and police stations, major stormwater facilities, greenbelts, open space, and road connections. Acquisition of sites for these facilities must occur in a timely manner and as early as possible in the overall development of the area. Otherwise, acquisition opportunities will be missed, with long term functional or financial implications.~~

Policies

~~CF_P3.113~~ **CF_P3.113** Provide the capital facilities needed to serve the future growth anticipated by the FWCP.

CF_P3.214 Coordinate efforts between the Public Works and Parks Departments in the acquisition of and planning for public open space, recreation, public education, and stream preservation within the Hylebos Basin. Departments may combine resources as appropriate to increase project efficiencies and success rates in pursuit of grant opportunities.

CF_P3.315 Give priority consideration to projects needed to meet concurrency requirements for growth management.

CF_P3.416 Plan and coordinate the location of public facilities and utilities in advance of need.

CF_P3.517 Continue to implement a concurrency management system which permits project approval only after a finding is made that there is capacity available in the transportation system sufficient to maintain the adopted level of service standard.

CF_P3.618 ~~The provision of urban services shall be~~ Coordinated the provision of urban services to ensure that areas identified for ~~urban expansion growth~~ are accompanied with the maximum possible use of existing facilities and cost-effective service provisions and extensions while ensuring the protection and preservation of resources.

CF_P3.719 Coordinate future economic activity with planning for public facilities and services.

~~CF_P3.820 Purchase property in the Potential Annexation Area and keep it in reserve for future City parks and surface water facilities.~~

CF_P3.821 Consider public/private partnerships to leverage structured parking in association with City Center development or redevelopment, in fulfillment of comprehensive plan vision and goals.

CF_P3.9 Require connection to sanitary sewer service where sewer service is available and where connection would not result in harm to environmental critical areas.

Goal

CF_PG4 *Provide adequate funding for capital facilities in Federal Way to ensure the FWCP vision and goals are implemented.*

~~The GMA requires that the Land Use chapter be reassessed if funding for capital facilities falls short of needs. The intent is to ensure that necessary capital facilities are available prior to, or concurrently with new growth and development. Capital facilities plans must show a balance between costs and revenues. There are essentially five options available for balancing the capital facilities budget: increase revenues, decrease level of service standards, decrease the cost of the facilities, decrease the demand for the public service, or reduce the rate of growth and new development.~~

Policies

CF_P4.122 Manage the City of Federal Way's fiscal resources to ~~support~~ providing needed capital improvements. Ensure a balanced approach to allocating financial resources between: 1) major maintenance of existing facilities; 2) eliminating existing capital facility deficiencies; and 3) providing new or expanding existing facilities to serve new growth.

CF_P4.223 Use ~~the~~ Capital Facilities Plans to integrate all of the community's capital project resources including grants, bonds, general funds, donations, impact fees, and any other available funding.

CF_P4.324 Ensure that long-term capital financing strategies and policies are consistent with all the other FWCP chapters.

CF_P4.425 Pursue funding strategies that require new growth and development to pay its fair share of the cost of facilities that are required to maintain adopted level of service standards. ~~One such strategy that should be implemented in the near-term is an impact fee program for parks.~~

CF_P4.526 Promote a more efficient use of all public facilities by enacting interlocal agreements which facilitate joint maintenance and operations of those facilities.

CF_P4.627 Use the following available contingency strategies should the City be faced with capital facility funding shortfalls:

- Increase revenues by selling general obligation bonds, enacting utility taxes, imposing impact fees, and/or raising property tax levy rates.
- Decrease level of service standards to a level that is more affordable.
- Decrease the cost of a proposed facility by changing or modifying the scope of the project.
- Decrease ~~the~~ demand for the service or facilities by establishing a moratorium on development, focusing development into areas where facility capacity is available, or changing project timing and/or phasing.

CF_P4.728 Aggressively pursue grants or private funds when available to finance capital facility projects.

CF_P4.829 Maximize the usefulness of bond funds by using these monies to the greatest extent possible as matching funds for grants.

CF P4.9 In the event that anticipated funding falls short of meeting existing and/or anticipated needs for any capital facilities, the City expects to reassess and revise the following, as needed:

- Comprehensive plan land use designations
- Funding alternatives; and/or
- Level of service standards.

Goal

CF_PG5 *Ensure that ~~the~~ Federal Way Capital Facilities Plans are current and responsive to the community vision and goals.*

~~The role of monitoring and evaluation is vital to the effectiveness of any planning program and particularly for the Capital Facilities chapter. The City's revenues and expenditures are subject to economic fluctuations and are used to predict fiscal trends in order to maintain the City's adopted level of service for public facilities. This Capital Facilities Plan will be reviewed and amended in accordance with state update requirements to verify~~

~~that fiscal resources are available to provide public facilities needed to support adopted LOS standards.~~

Policies

~~CF_P5.130~~ Monitor the progress of ~~the~~ Capital Facilities Plans on an ongoing basis, including the completion of major maintenance projects, the expansion of existing facilities, and the addition of new facilities. Evaluate this progress with respect to trends in the rate and distribution of growth, impacts upon service quality, and FWCP direction.

~~CF_P5.231~~ Review, update, and amend ~~the~~ Capital Facilities Plans in accordance with state update requirements. Respond to changes in the rates of growth, new development trends, and changing City priorities, budget, and financial considerations. Make provisions to reassess the FWCP periodically in light of ~~the~~ evolving Capital Facilities Plans. Take appropriate action to ensure internal consistency of the chapters in the plan.

~~CF_P5.332~~ Continue to coordinate with other capital facility and service providers to ensure that all necessary services and facilities are provided prior to or concurrent with new growth and development.

CF P5.4 Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.

Goal

~~CF_PG6~~ *Manage the Surface Water Utility in a manner that makes efficient use of limited resources to address the most critical problems first, and which expresses community values and priorities.*

Policies

~~CF_P6.133~~ The utility shall continue to have a role in developing and implementing regional, state, and federal surface water policies and programs and, in doing so, shall seek to:

- Achieve the City's environmental goals.
- Contain utility ratepayer costs.
- Ensure state and federal requirements are achievable.
- Maintain local control and flexibility in policy/program implementation.

The utility's role in developing and implementing regional, state, and federal surface water policies and programs will include:

- Influencing legislation through lobbying and written and verbal testimony during formal comment periods.
- Participating in rule making.
- Reviewing technical documents.
- Serving on advisory committees and work groups.
- Participating in multi-jurisdictional studies and basin planning.

- Entering into cooperative agreements with neighboring and regional agencies to accomplish common goals as appropriate and necessary.

CF_P6.234 The utility's funds and resources shall be managed in a professional manner in accordance with applicable laws, standards, and City financial policies.

CF_P6.335 The utility shall remain a self-supporting enterprise fund.

CF_P6.436 The utility Capital Improvement Program (CIP) will provide funding for the following types of projects:

1. Projects addressing flood control problems.
2. Projects needed to meet water quality policies.
3. Projects needed for renewal/replacement or additions to current infrastructure and facilities.
4. Projects necessary for resource protection and stewardship.

CF_P6.537 To the extent of funding limitations, the CIP shall be sustained at a level of service necessary to implement cost effective flood control mitigation; meet water quality policies; maintain system integrity; provide required resource stewardship and protection; and meet federal, state, and local regulations.

CF_P6.638 The utility will continue to strive to minimize the use of loans to fund necessary capital improvements, and will generally operate on a "pay-as-you-go basis." However, low interest loans (i.e. Public Works Trust Fund) and/or grants will be used to leverage local funds when feasible.

CF_P6.739 Rates shall be set at the lowest level necessary to cover utility program expenses, meet levels of service identified in the "~~2015-2021~~ Surface Water Management Comprehensive Plan Update, meet debt coverage requirements, and sustain a reserve balance consistent with these policies on a long-term basis.

CF_P6.840 Utility rates shall be evaluated bi-annually and adjusted as necessary to achieve utility financial policy objectives.

CF_P6.941 Utility rates will allocate costs between different customer classes on an equitable basis.

CF_P6.1042 The utility rate structure will be based on a financial analysis considering cost-of-service and other policy objectives, and will provide adjustments for actions taken under approved City standards to reduce related service impacts.

CF_P6.1143 Rates shall be uniform for all utility customers of the same class throughout the service area.

CF_P6.1244 Rate assistance programs may be provided for specific low-income customers.

CF_P6.1345 The utility's annual budget and rate recommendations shall provide funding for the following reserve components:

1. A working capital component based on 17 percent of the current year's budgeted operating and maintenance expenses. Under no circumstances shall a budget be submitted for a planned drop in reserves below this level.
2. An emergency/contingency component to cover excessive costs resulting from unexpected catastrophic events or system failures. Based on historical utility experience, this amount will be set at \$500,000, which is the estimate of the net cost of emergency services to be paid from rate resources, excluding any potential reimbursements that may be received from Federal Emergency Management Act grants, the City's General Liability Fund, or other external revenue sources.

Goal

CF G7 *-Ensure planning and siting for all capital facilities is conducted in an environmentally sound, socially equitable, and inclusive manner.*

Policies

CF P7.1 -Inform the siting or expansion of essential public facilities or facilities of regional importance using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.

CF P7.2 -Work toward more affordable and equitable access to public facilities throughout Federal Way, with a particular focus on identifying coverage gaps and supporting increased access by historically marginalized and disproportionately burdened communities.

CF P7.3 -Consider climate change, economic, equity, and health impacts when supporting the siting and building of essential public services and facilities.

CF P7.4 -Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.

CF P7.5 Identify opportunities for water reuse and reclamation by high-volume non-potable water users such as parks, schools, and golf courses, and require where feasible.

6.11 Appendix

Plans Incorporated by Reference

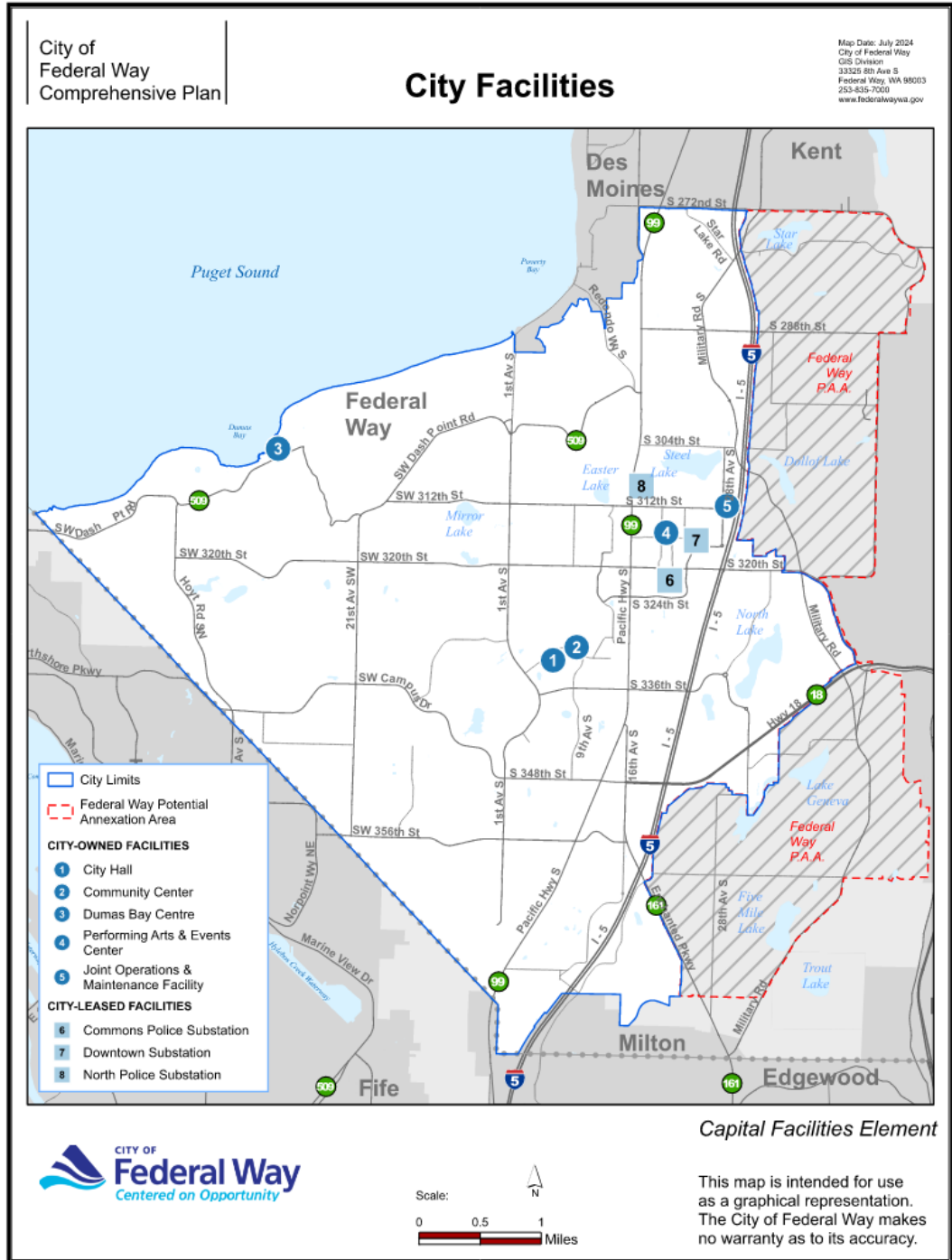
The following plans, developed for the operations of different City programs and external agencies, are incorporated by reference into the Capital Facilities chapter as they now exist or are hereafter amended:

1. Federal Way 2021 Surface Water Management Comprehensive Plan
2. Federal Way Parks, Recreation and Open Space (PROS) Plan

3. Federal Way Public Schools 2024 Capital Facilities Plan
4. Lakehaven Water and Sewer District Comprehensive Water System Plan
5. Lakehaven Water and Sewer District Comprehensive Wastewater System Plan
6. South King Fire Strategic Bridge Plan
7. South King Fire Capital Improvements Program

6.12 Maps

Map CF-1: City Facilities

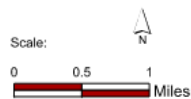
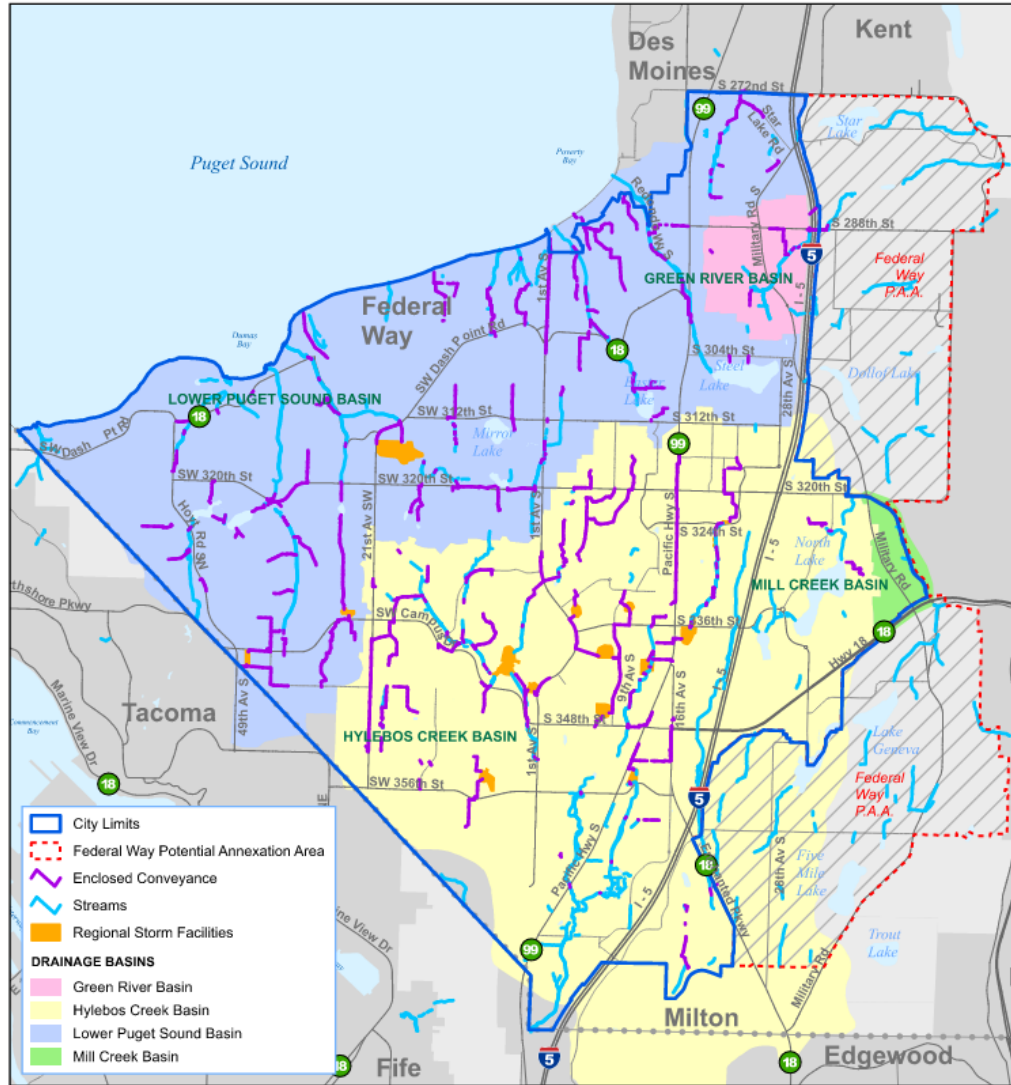


Map CF-2: Surface Water Trunk System

City of
Federal Way
Comprehensive Plan

Map Date: July 2024
City of Federal Way
GIS Division
33325 8th Ave S
Federal Way, WA 98003
253-635-7000
www.federalwaywa.gov

Surface Water Trunk System



Capital Facilities Element

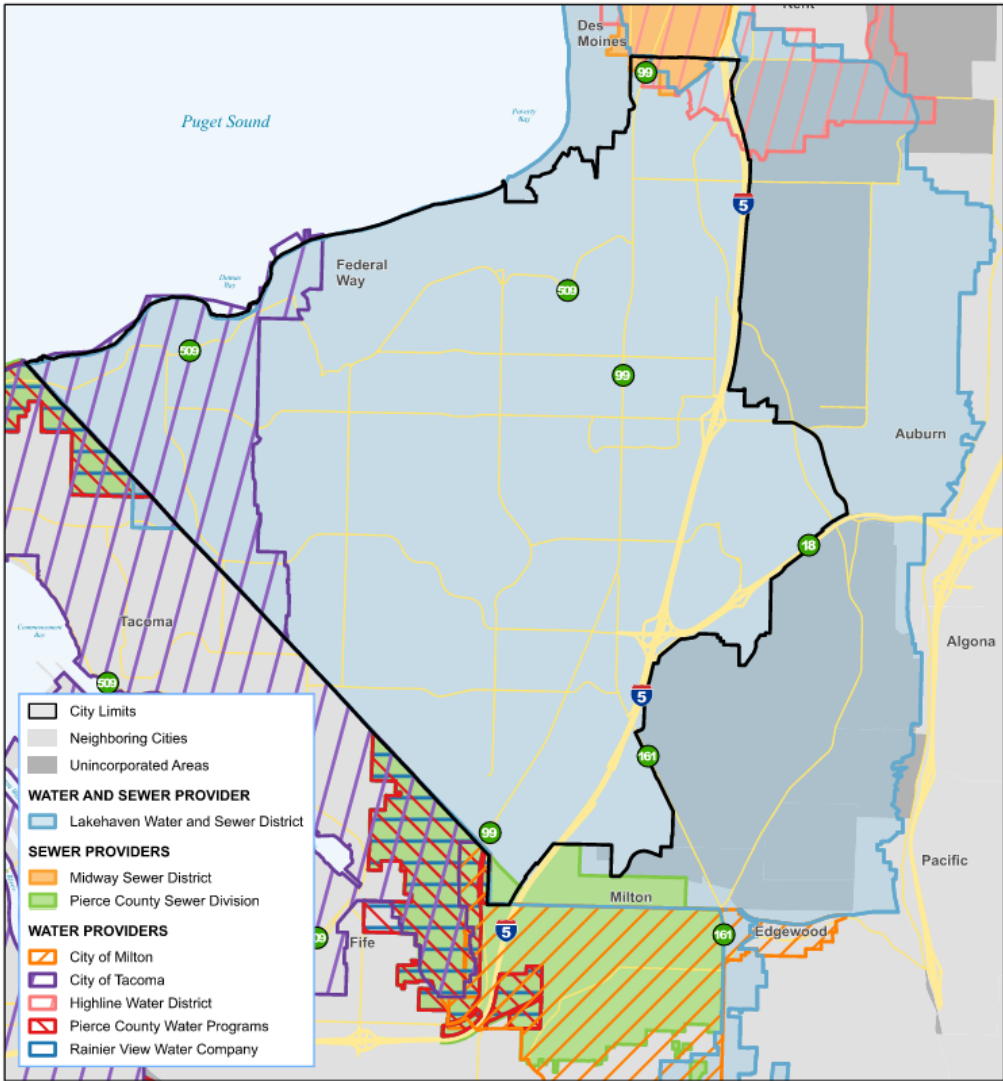
This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

Map CF-3: Water and Sewer Providers

City of
Federal Way
Comprehensive Plan

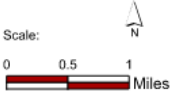
Map Date: July 2024
City of Federal Way
GIS Division
33325 8th Ave S
Federal Way, WA 98003
253-836-7000
www.federalwaywa.gov

Water and Sewer Providers



- City Limits
- Neighboring Cities
- Unincorporated Areas
- WATER AND SEWER PROVIDER**
- Lakehaven Water and Sewer District
- SEWER PROVIDERS**
- Midway Sewer District
- Pierce County Sewer Division
- WATER PROVIDERS**
- City of Milton
- City of Tacoma
- Highline Water District
- Pierce County Water Programs
- Rainier View Water Company

Capital Facilities Element



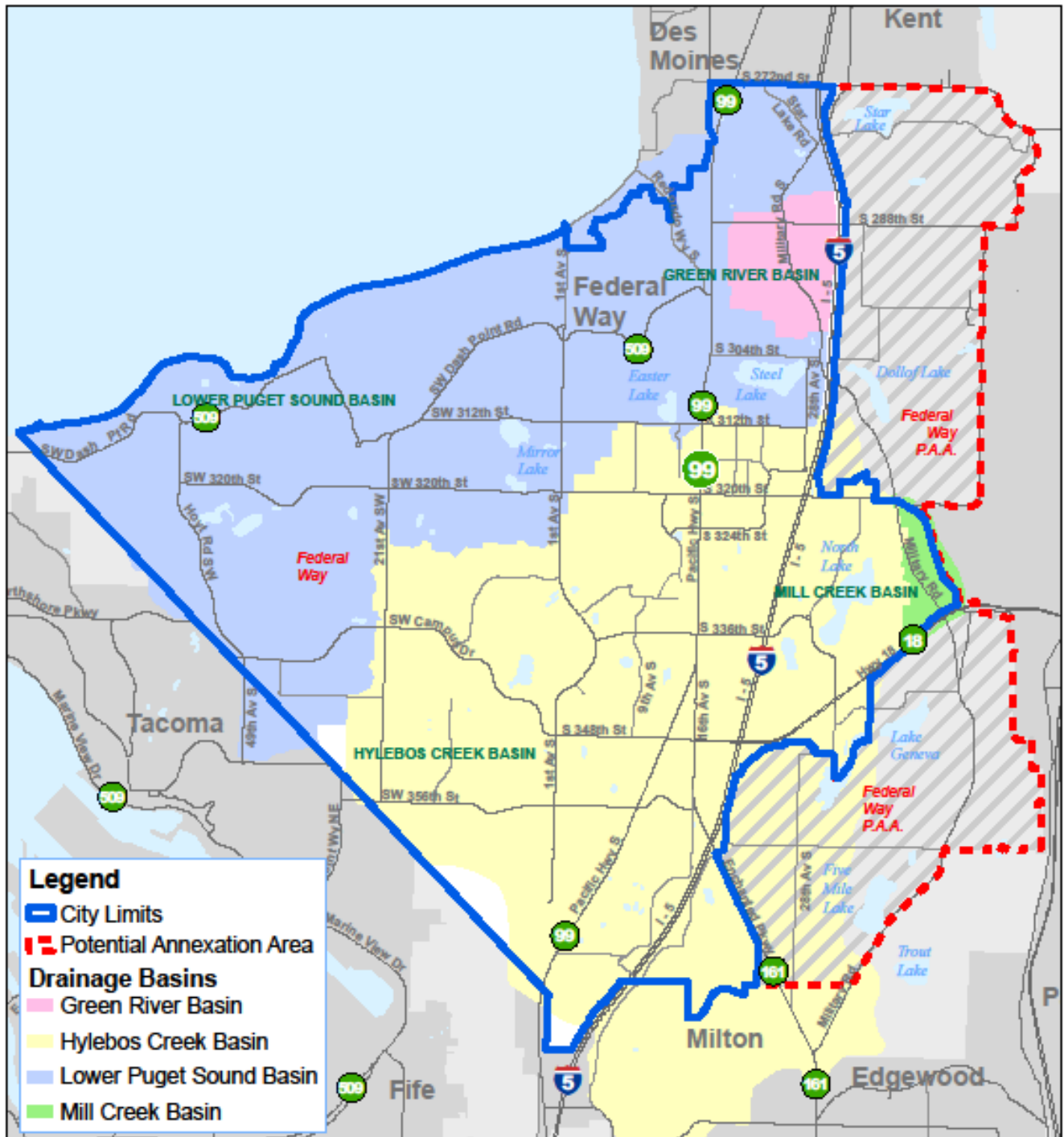
This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

2015 Map to be Deleted or Replaced in it's entirety with updated map

City of
Federal Way
Comprehensive Plan

Map VI-1 Federal Way Drainage Basins

Map Date: February 2015
City of Federal Way
GIS Division
30325 8th Ave S
Federal Way, WA 98003
253-835-7000
www.cityoffederalway.com



- Legend**
- ▬ City Limits
 - - - Potential Annexation Area
 - Drainage Basins**
 - Green River Basin
 - Hylebos Creek Basin
 - Lower Puget Sound Basin
 - Mill Creek Basin

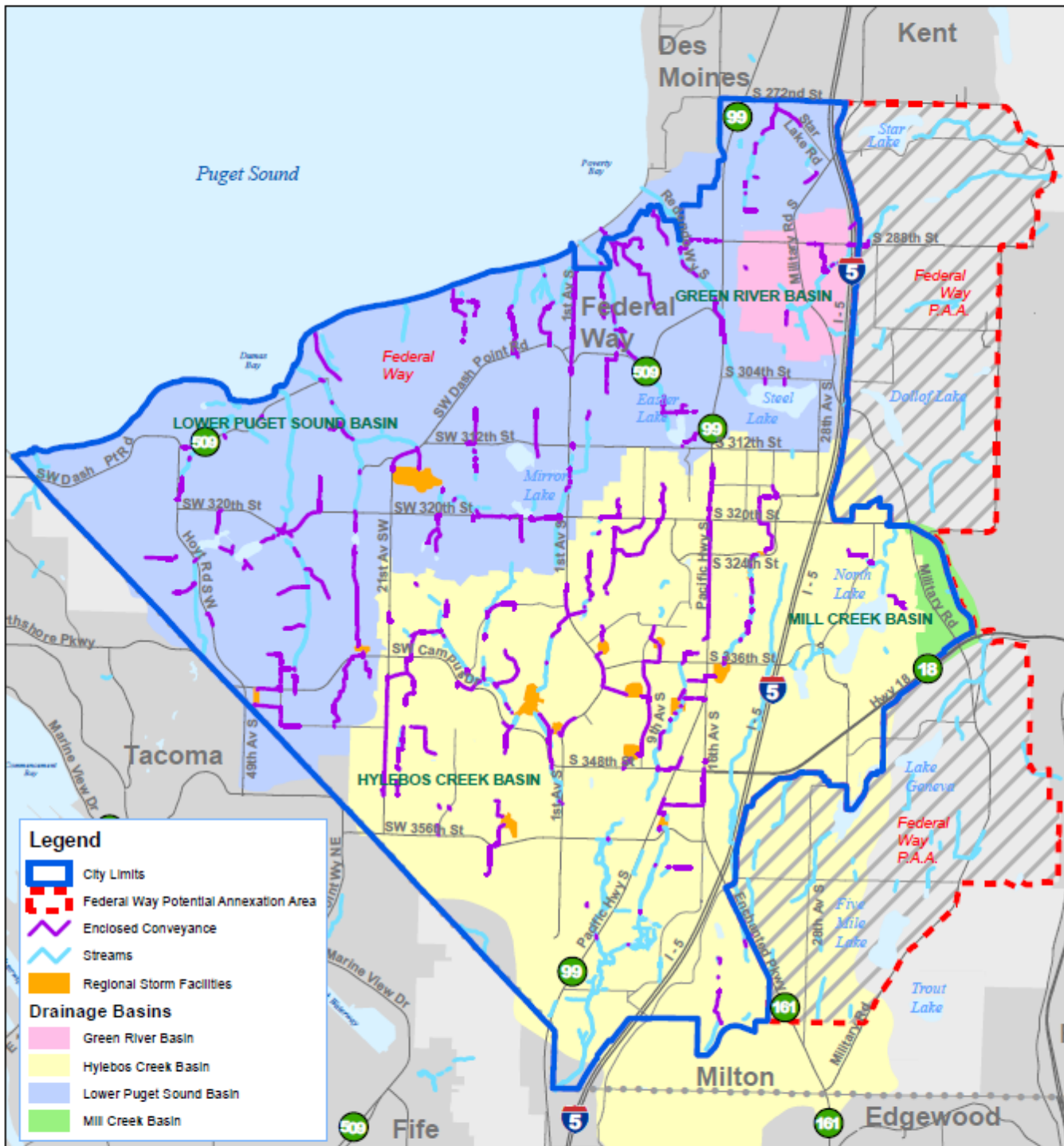
Capital Facilities Element



This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

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Map VI-2 Surface Water Trunk System



Capital Facilities Element



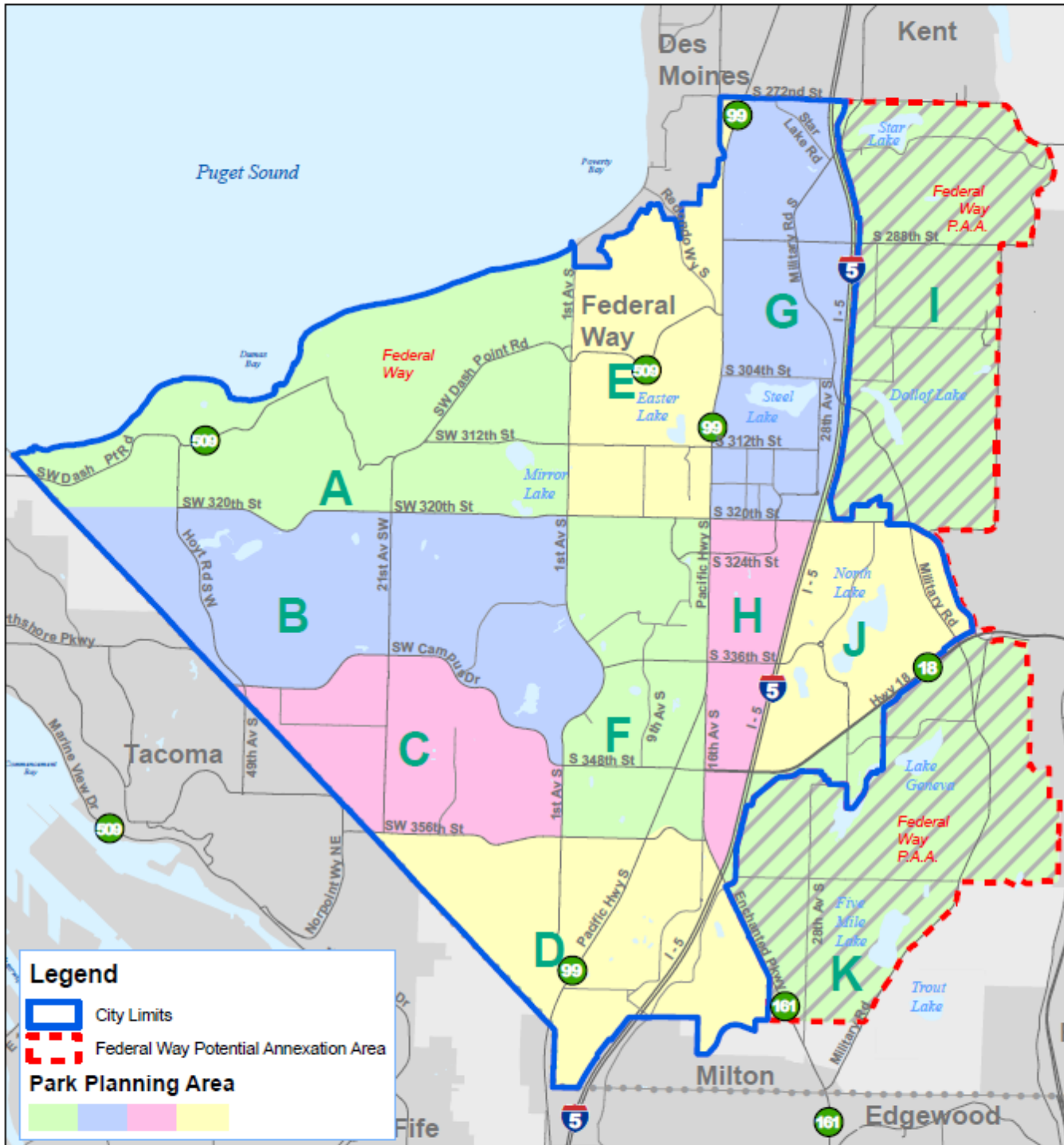
This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

2015 Map to be Deleted or Replaced in it's entirety with updated map

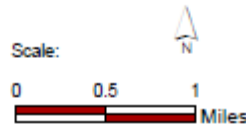
City of
Federal Way
Comprehensive Plan

Map VI-3 Park Plan Planning Areas

Map Date: February 2015
City of Federal Way
GIS Division
33325 8th Ave S
Federal Way, WA 98003
253-835-7000
www.cityoffederalway.com

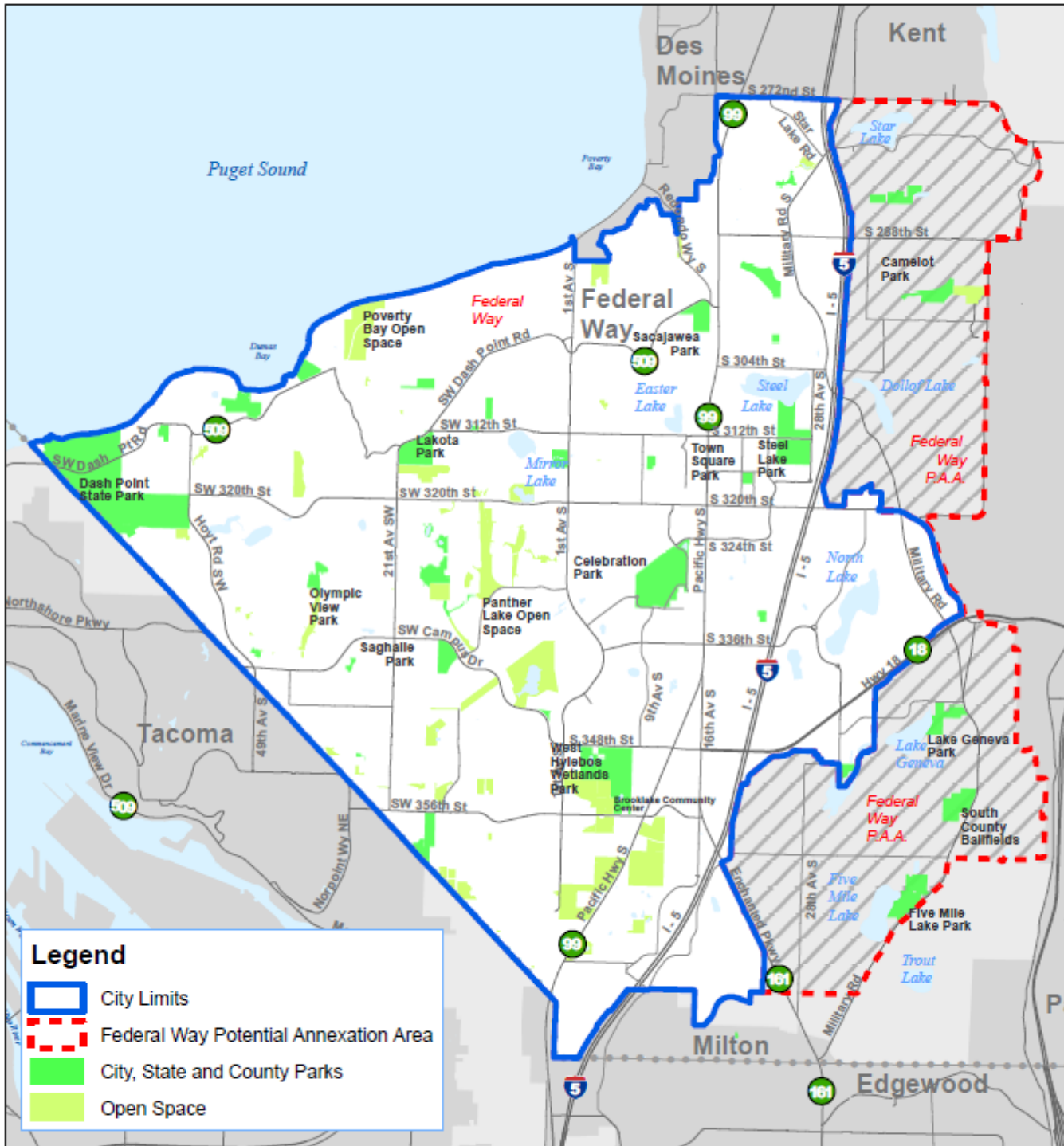


Capital Facilities Element

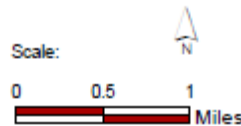


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Map VI-4 Major Parks and Open Spaces



Capital Facilities Element

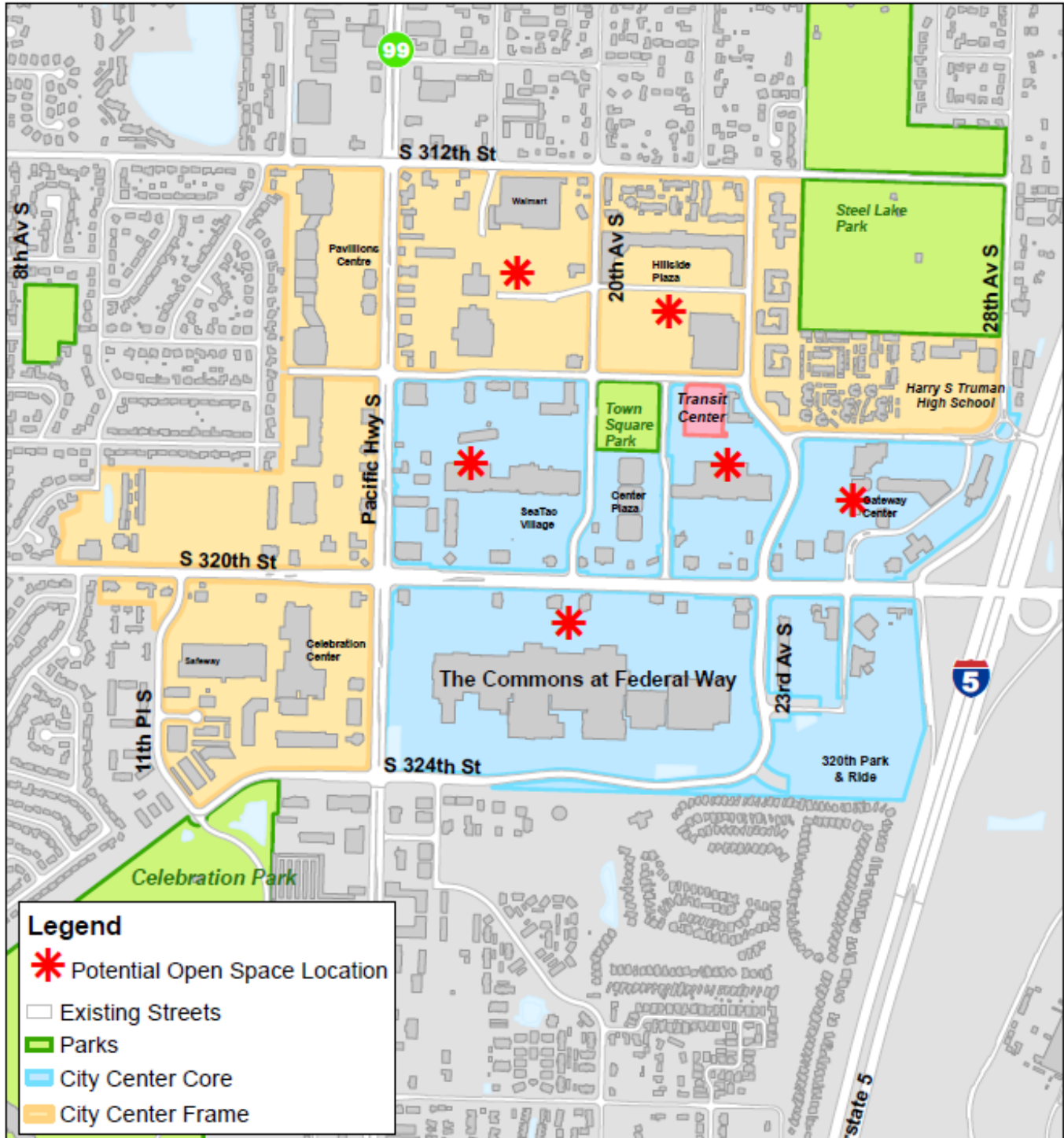


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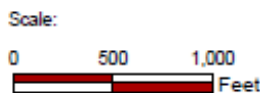
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Map VI-4A Potential Location of City Center Public Open Space

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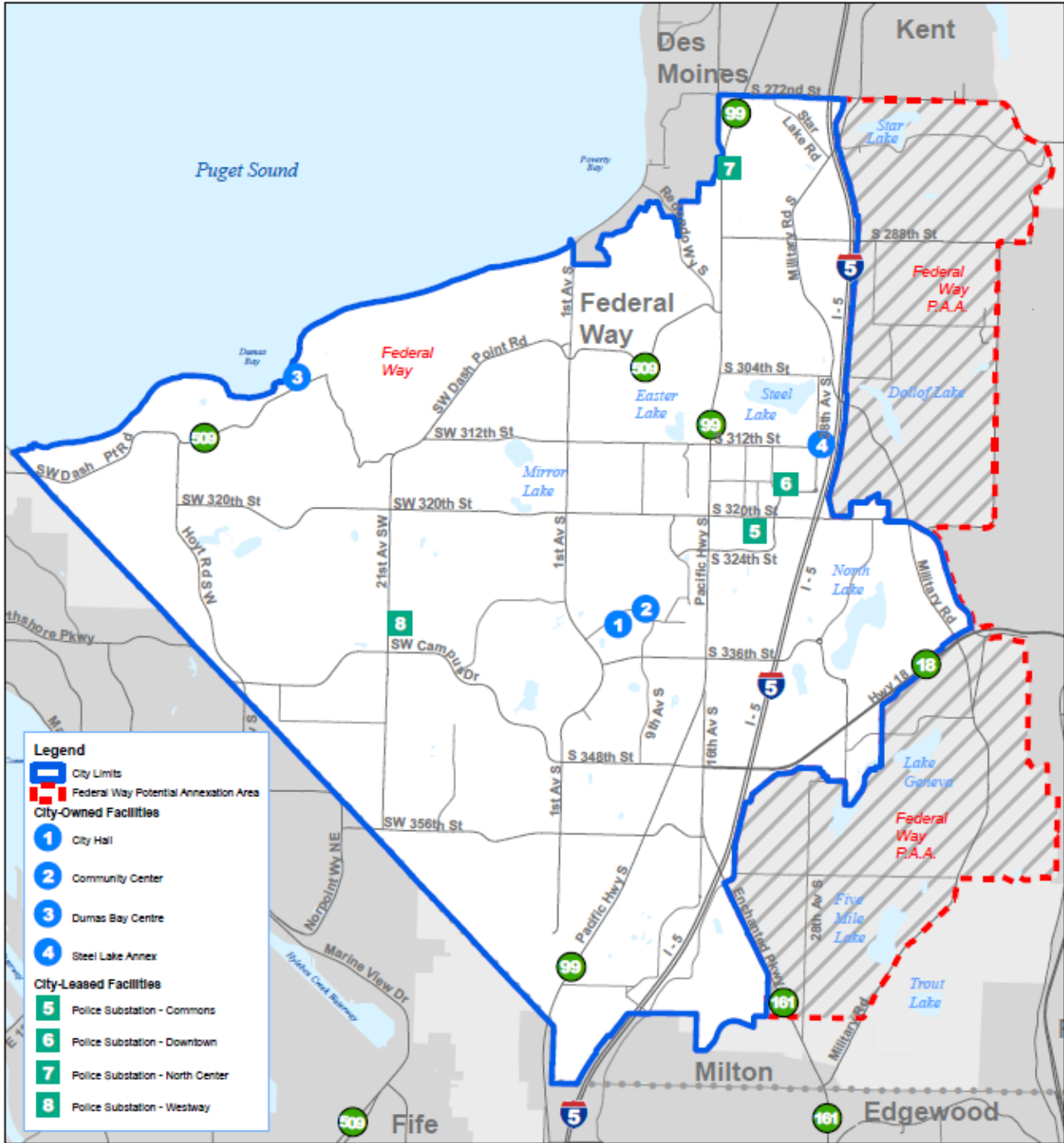


Capital Facilities Element

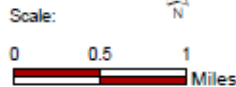


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Map VI-5 City Facilities



Capital Facilities Element



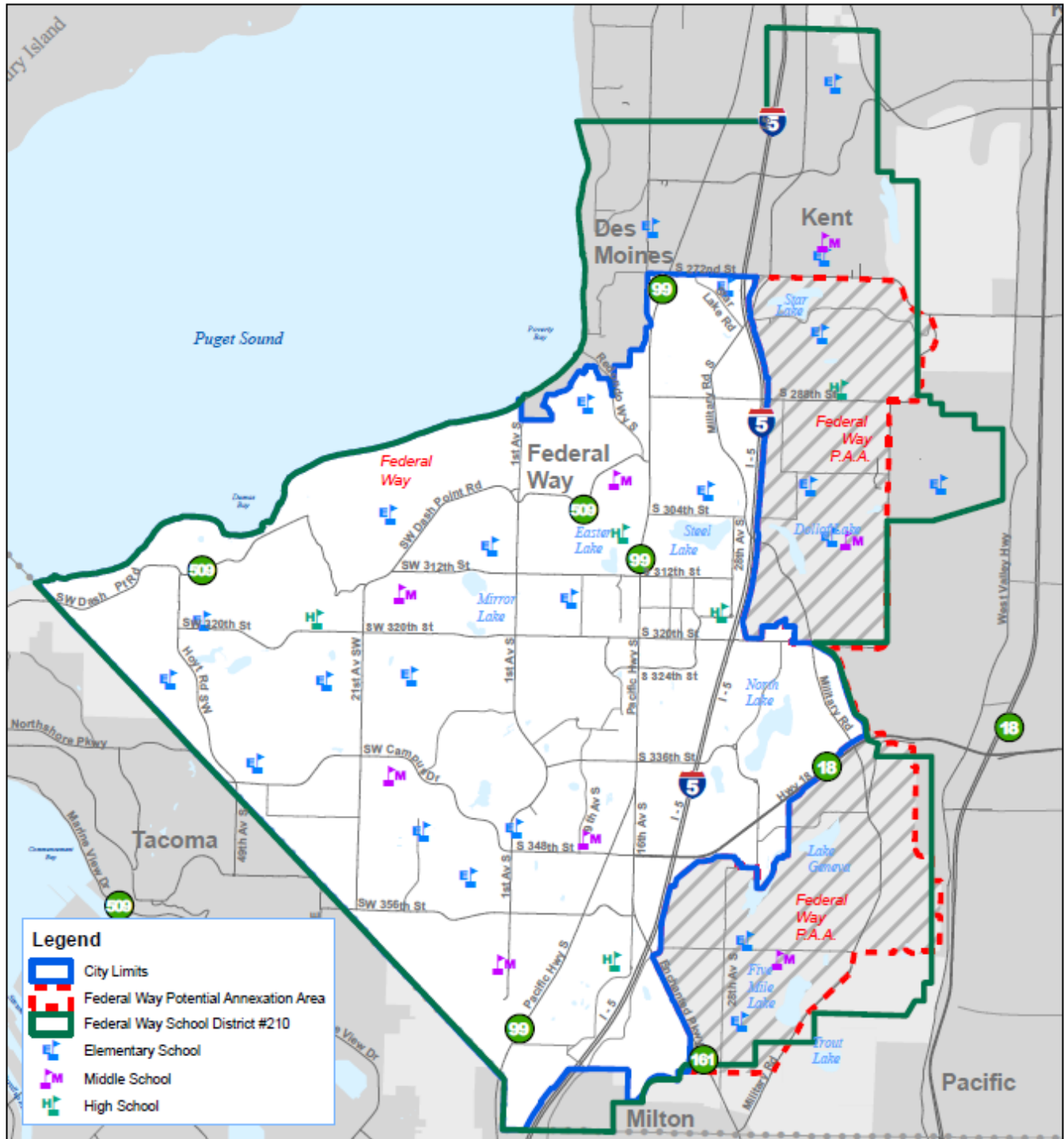
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Map VI-6 Federal Way School District #210

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Legend

- City Limits
- Federal Way Potential Annexation Area
- Federal Way School District #210
- Elementary School
- Middle School
- High School

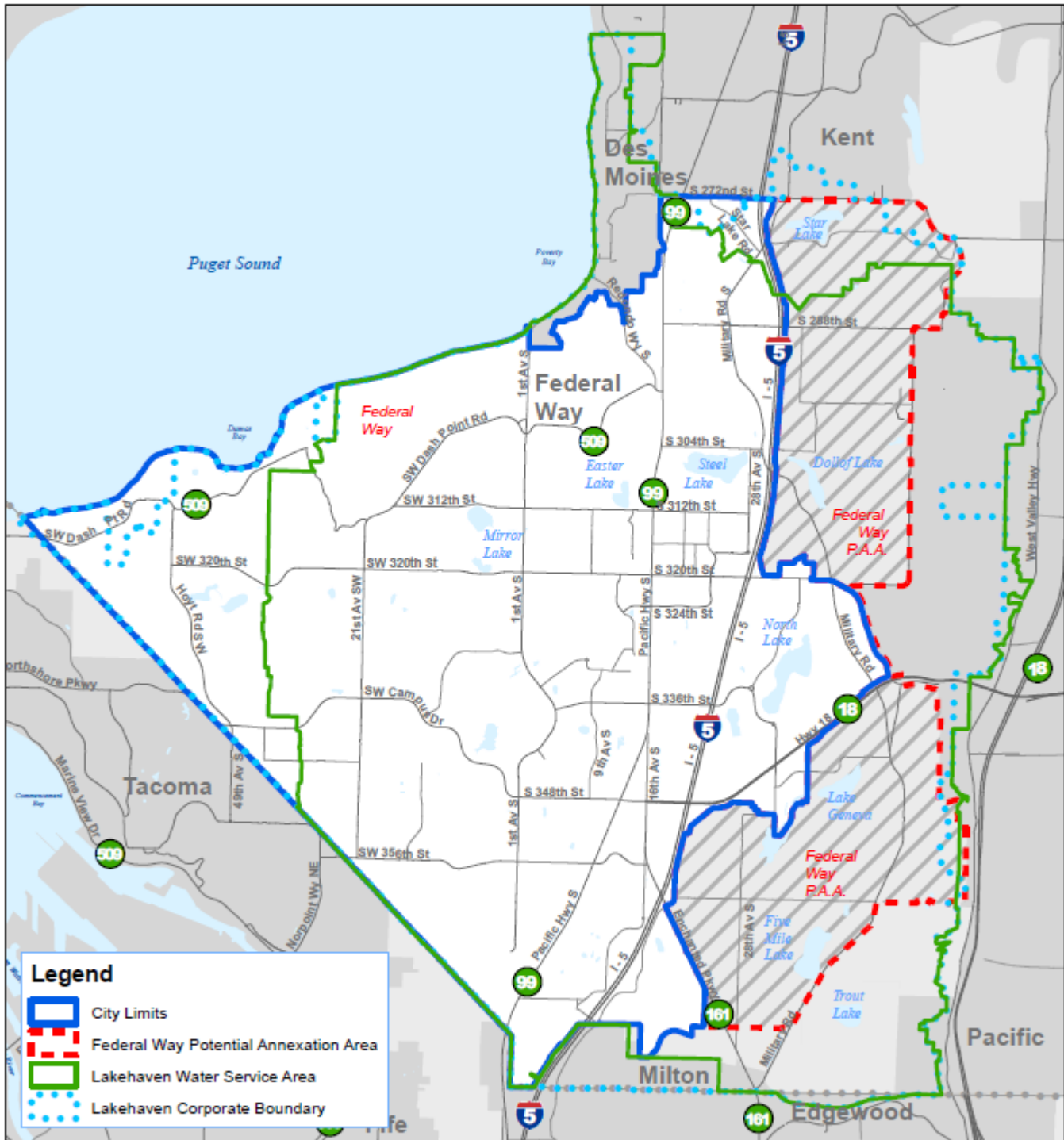
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Map VI-7 Lakehaven Water Service Area



Legend

- City Limits
- Federal Way Potential Annexation Area
- Lakehaven Water Service Area
- Lakehaven Corporate Boundary

Capital Facilities Element



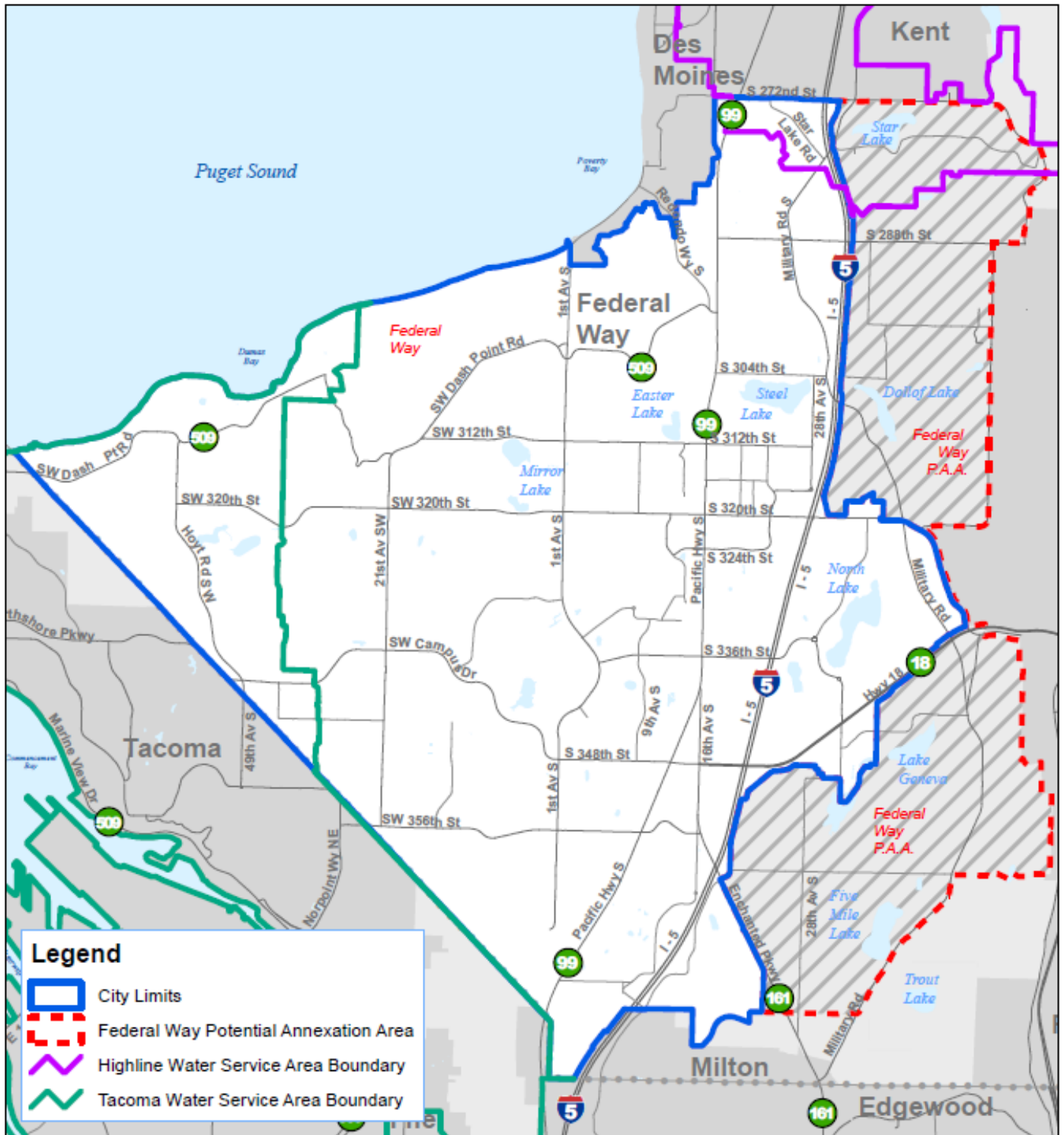
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Map VI-8 Highline & Tacoma Water Service Area

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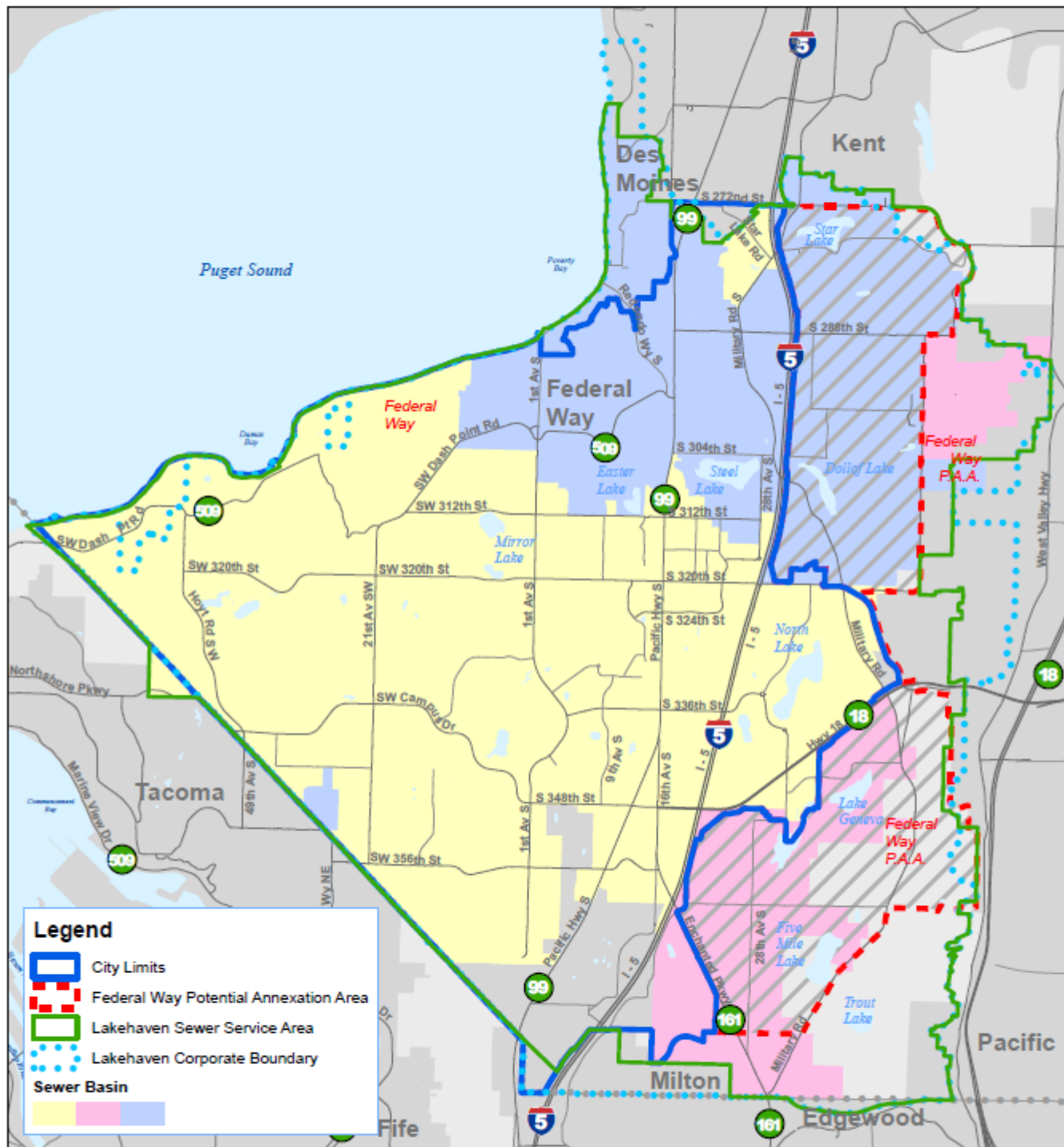


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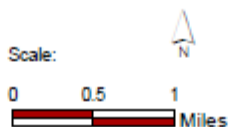


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Map VI-9 Lakehaven Sewer Service Area

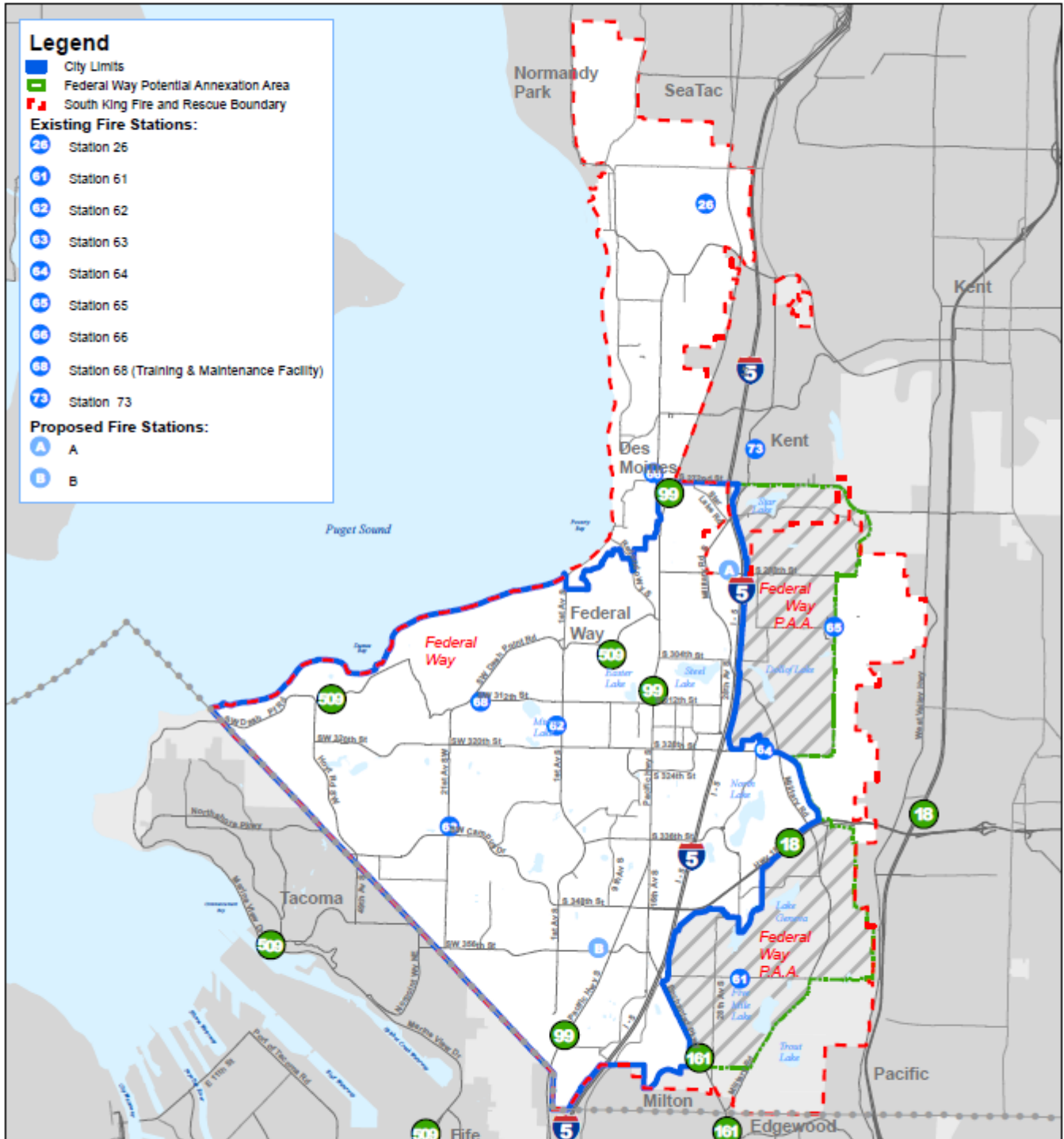


Capital Facilities Element



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Map VI-10 South King Fire and Rescue



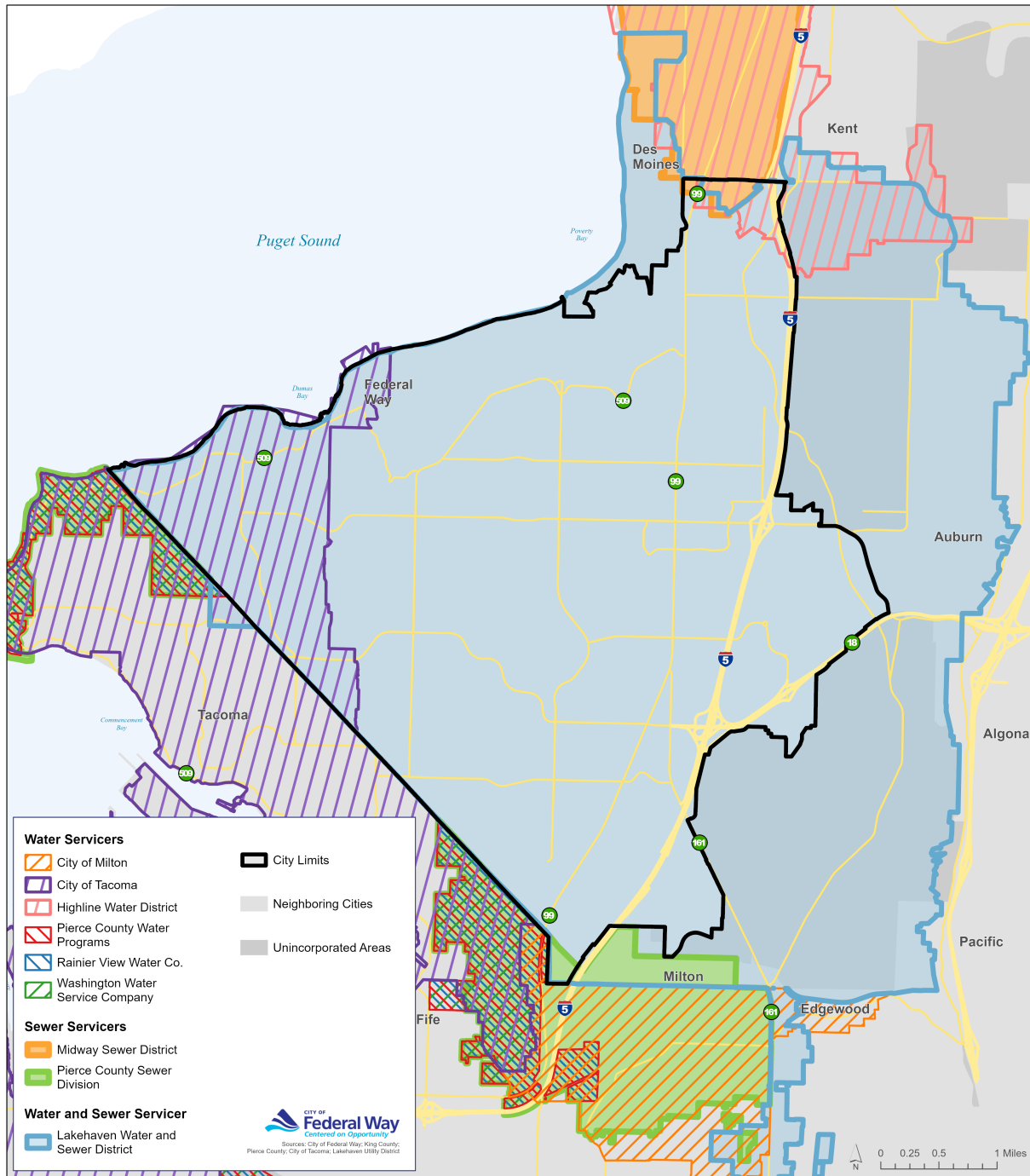
Capital Facilities Element



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City of
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Comprehensive Plan

Map XX Water & Sewer Utility Providers



Capital Facilities



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CHAPTER SEVEN

CENTERS

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7.0 INTRODUCTION & VISION

Prior to the 2024 Periodic Update of the Comprehensive Plan, Chapter 7 of the 2015 Comprehensive Plan (City Center) served as both a chapter of the Comprehensive Plan and a subarea plan for the City Center, the City's Regional Growth Center. The Regional Growth Center was established in 1994. In 2021, King County conditionally approved a Countywide Growth Center designation for the area around the future South Station light rail station, generally south of South 348th Street and between I-5 and Pacific Highway South.

The addition of the Countywide Growth Center offered an opportunity for the City to expand this Comprehensive Plan chapter to focus on the common attributes of the two Centers, while also highlighting the distinguishing traits of the Regional Growth Center and the Countywide Growth Center. While the centers are focused on growth through development and redevelopment of underutilized and vacant property, the neighborhoods are also characterized by areas that complete their functionality, but are unlikely to contribute to growth: protected lands (e.g. critical areas,) and public lands or similar properties (e.g. schools, libraries, parks, community facilities). These areas are often located near centers but are not officially within the boundaries of the official growth center designations. Therefore, though the focus of this chapter is on the two growth centers, the descriptions, goals, and policies also concern and apply to the areas adjacent to and surrounding the centers, which both provide context for the centers, and are relevant to their character and function.

The 2015 Comprehensive Plan Chapter 7 has been preserved as a separate document and plan that serves as the Regional Growth Center's Subarea Plan, for use in future refinements of the Regional Growth Center. In 2024, the City Council also approved a subarea plan for the South Station Subarea. The two subarea plans provide additional details, background information, and support for the visions, goals, and policies in this chapter.

Introduction

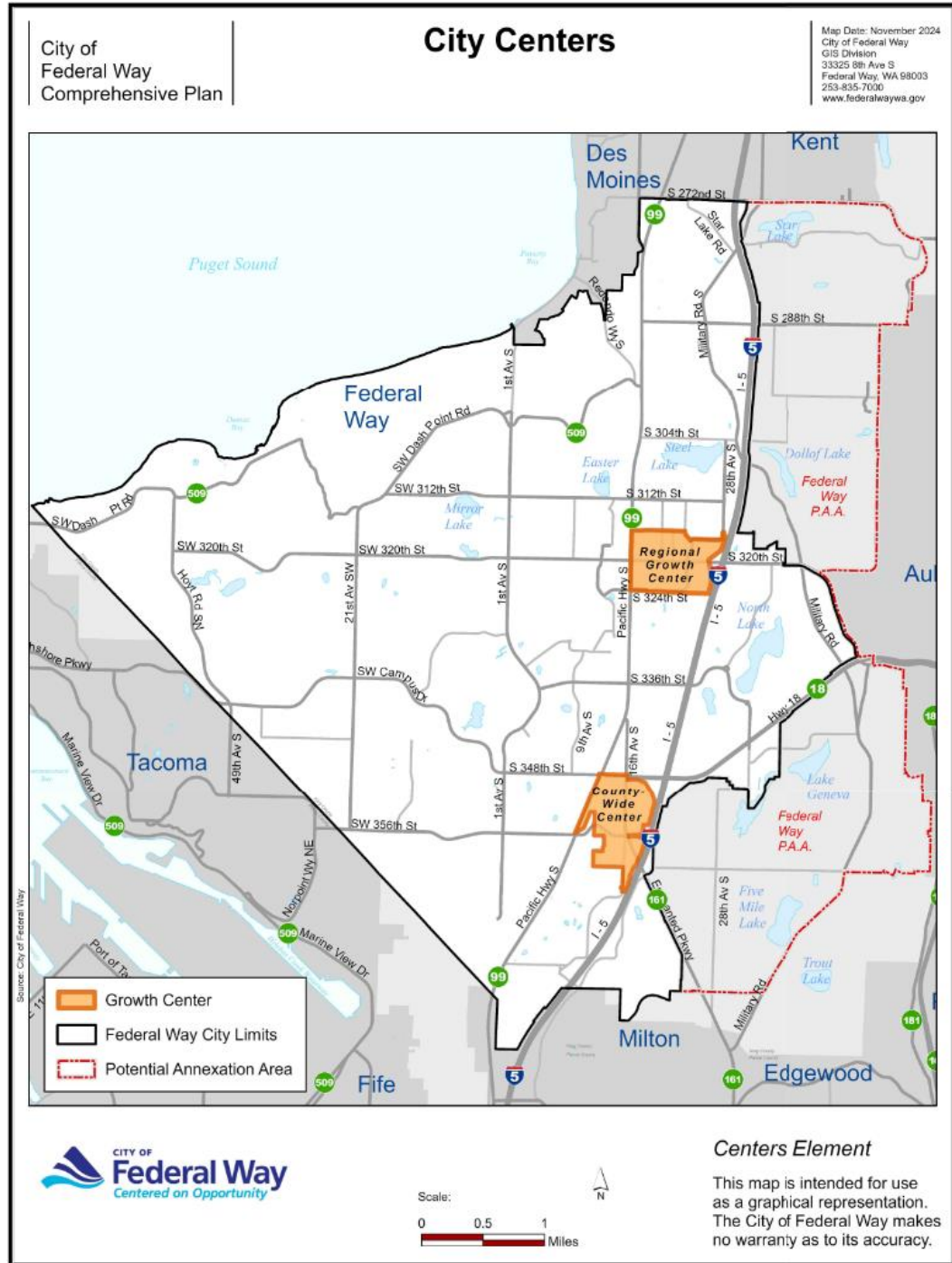
Sound Transit is extending the light rail 1 Line both to the north and south of Seattle to complete connectivity in the Puget Sound. For the south sound area, this includes the Federal Way Link Extension and the Tacoma Dome Link Extension. As a result, Federal Way is expecting two future Link Light Rail stations:

- *Federal Way Downtown Station* is the southernmost station of the Federal Way Link Extension (FWLE), located west of 23rd Avenue S and north of S 320th Street). It is scheduled to begin operations in 2026.
- *South Station* (provisional name) is the northernmost station of the Tacoma Dome Link Extension (TDLE) and the southernmost station in King County, proposed to be located west of Enchanted Parkway S and either north or south of S 352nd Street. It is anticipated that operations will begin in 2035.

The Comprehensive Plan envisions that the majority of housing and employment growth in the City will occur in the areas surrounding the future stations. In recognition of this anticipated growth and the significant infrastructure investments that both stations represent, the City sought and obtained designation of the area surrounding the north

station as a Regional Growth Center (RGC) by the Puget Sound Regional Council (PSRC), and the area surrounding the south station as a Countywide Growth Center (CGC) by King County.

Map C-1:
City Centers



The two future light rail stations form a pair of centers for the City that together will ensure Federal Way is strategically positioned to attract new businesses, target residential development, and spur economic growth in the surrounding neighborhoods. The transit-oriented centers will be defined by vibrant, dense, amenity-rich, walkable neighborhoods proximate to the light rail stations, bus service, and the area's existing retail centers.

Vision

Federal Way's Centers are urban neighborhoods and vibrant activity hubs where jobs, housing, shopping, and recreational opportunities are plentiful. The City's two centers are distinct; the RGC is denser and has higher activity levels than the CGC. The two centers are further distinguished by unique placemaking, architectural identity, and community spaces. Both centers consist of mid-rise, mixed-use buildings, and are anchored by light rail stations. Together, the centers represent the location of the majority of housing and employment growth in the City, prioritize pedestrian- and bicycle- friendly mobility, provide welcoming streetscapes, and offer diverse transit options.

7.1 CENTERS FRAMEWORK

The Centers Chapter, along with similar planning efforts for centers in neighboring jurisdictions, plays a significant role in addressing western Washington's growth management as well as the assignment of regional transportation funds to areas of concentrated growth. The Centers Chapter contains both goals and policies generally applicable to both centers, as well as goals and policies specific to each of the two distinct centers located in Federal Way, the Regional Growth Center and the Countywide Growth Center.

At both the regionwide and City level, focusing growth in centers supports the use of mass transit and reduces the need for and dependency on single-occupancy vehicles, contributing greatly to the region's greenhouse gas emission reduction goals.

Compliance with Regional Requirements

Centers are designated by the Puget Sound Regional Council (PSRC) and King County to facilitate the Regional Growth Strategy for more inclusive, equitable development, as outlined in PSRC's Vision 2050 plan and the King County Countywide Planning Policies. Centers are envisioned as compact, walkable areas that lessen congestion, make efficient use of urban land, and create attractive neighborhoods with excellent access to jobs, housing, and amenities.

Regionally, centers play a vital role in accommodating future housing and employment growth. Consistent with VISION 2050, centers are expected to accommodate 65% of the region's population and 75% of the jobs. The City likewise anticipates that the bulk of its residential and job growth will be located in the two centers. More information regarding the existing and planned housing units and jobs for each center can be found in their respective sections below.

This chapter provides an overview of the relationship of the Centers Chapter to the overall Comprehensive Plan, and addresses many key issues related to centers, including

provisions for regional transit and how to encourage compact growth. Other centers-related issues such as how to protect the environment, further develop the City’s multimodal transportation system, and build a successful parks, recreation, and open space network are addressed in other chapters of the Comprehensive Plan. More specifically, the centers-related topics are discussed in the following chapters of the Comprehensive Plan:

Table C-1:
Supporting Comprehensive Plan Chapters

<u>Location in Comprehensive Plan</u>
<u>Ch 3 Transportation</u>
<u>Ch 6 Capital Facilities</u>
<u>Environmental Critical Areas:</u>
<u>Ch 8 Natural Environment</u>
<u>Ch 10 Shoreline Master Plan</u>
<u>Ch 13 Climate Change & Resiliency</u>
<u>Ch 14 Parks and Recreation & PROS Plan</u>

7.2 CENTERS GOALS & POLICIES

Federal Way’s two centers are purposely distinct from each other but at the same time have many things in common. Both are targets for the majority of the City’s future housing and employment growth and will represent the densest development areas in the City. Accordingly, many of the goals and policies are equally applicable to both centers and their respective surrounding areas.

Goal

C G1 *Focus a majority of the City’s future employment and residential growth in centers and promote the creation of healthy, walkable, compact, and equitable transit-oriented neighborhoods that maintain distinct character, local culture, and identity.*

Policies

C P1.1 Establish land use policies and development regulations that concentrate compact, urban growth for efficient use of land.

C P1.2 Plan for compact centers with diverse commercial, retail, and community services that serve existing and future residents and employees.

C P1.3 Plan for densities in the area surrounding high-capacity transit stations that maximize the benefits of public transit investments and are consistent with applicable center criteria. Provide incentives for multifamily residential development and consider offering incentives to promote new and/or redeveloped commercial uses.

C P1.4 Require urban-style development and redevelopment, including buildings facing the street, routes clearly connecting building entries with sidewalks or

primary pedestrian routes, parking behind or under buildings with active uses, mixed-use developments including ground floor activating uses, and community spaces with recreational amenities for all ages and abilities.

C P1.5 Encourage housing opportunities in commercial/residential mixed-use settings. Promote housing opportunities close to employment, recognizing nearby residential properties' role in the success of the economic center, consistent with the vision.

C P1.6 Plan for the efficient utilization of land by maximizing the use of land for people rather than cars and creatively combining functions so land is used thoughtfully and purposefully.

C P1.7 Promote infill development at appropriate densities and intensities, consistent with applicable center criteria.

C P1.8 Coordinate with local tribes, adjacent jurisdictions, and transit agencies in center planning.

C P1.9 Ensure that mixed-use development in the centers incorporates community amenities that enhance the character of the surrounding residential and commercial areas, including amenities designed to reduce heat absorption and promote improved physical, mental, and social health.

C P1.10 Adopt design standards, parking requirements, and/or incentives to encourage the construction of buildings and facilities that:

- Enhance the existing or desired urban character of the centers while ensuring that each center has a distinct identity
- Provide for multimodal transportation
- Encourage infill development
- Foster green building practices
- Promote a healthy community.

C P1.11 Support the transformation of key underutilized lands, particularly large properties, to higher-density, mixed-use projects to implement the centers vision and to enhance adjacent neighborhoods.

C P1.12 Streamline development standards and regulations for residential, commercial, and public projects to provide predictability to the development community and facilitate redevelopment.

C P1.13 Identify, protect, and enhance local assets, landmarks, natural views, and landscapes that contribute to the identity and character of Federal Way and each center's distinct identity. Where appropriate, designate areas for protection such as the existing Mount Rainier view preservation overlay in downtown Federal Way.

C P1.14 Coordinate with Sound Transit to foster housing and/or mixed-use development on surplus transit land and above proposed parking garage(s).

C P1.15 Coordinate with Sound Transit to address uses below the elevated tracks to the extent feasible to ensure the area is not a “no-man’s land,” but an integrated part of each center. Consider incorporating retail, landscape, public gathering space, art, active uses, etc.

Goal

C G2 Plan for adequate infrastructure, amenities, and services for centers to meet growth expectations and promote a high quality of life for all current and future residents and employees.

Policies

C P2.1 Ensure that adequate utility, transportation, parks, civic, placemaking, and other infrastructure is provided to accommodate future growth.

C P2.2 Work with transit agencies to coordinate land use and infrastructure plans to reduce demand and need for single occupancy vehicles, thereby reducing transportation-generated greenhouse gas emissions.

C P2.3 Coordinate land use and infrastructure plans so that public and community-serving uses are located in centers to serve both centers and other Federal Way residents, employees, and visitors.

C P2.4 Prioritize public investment in centers.

C P2.5 Use public-private partnerships to meet community needs, promote public health and well-being, provide access to opportunity, and enhance the quality of life for residents and visitors.

C P2.6 Design public buildings, infrastructure, and spaces that contribute to a sense of community, identity, and place, and achieve community development objectives.

C P2.7 Ensure the long-term stability, sustainability, and resiliency of centers.

C P2.8 Identify and employ appropriate funding tools and opportunities to develop necessary infrastructure to attract and promote Federal Way’s centers as a destination for employment and residential growth.

C P2.9 Work with infrastructure providers to incorporate art and decorative elements into designs as a way to contribute to the identity of each center.

Goal

C G3 Facilitate pedestrian and non-motorized mobility within the centers through highly-connected street networks, attractive streetscapes, and building design.

Policies

- C P3.1 Establish urban street and streetscape standards that create right-of-way configurations and amenities that serve the public realm and support pedestrian and bicyclist use by producing a safe, encouraging, and welcoming environment for walking and bicycling. Consider adopting Streetscape Master Plans for each center to establish distinct neighborhood identities.
- C P3.2 Establish walkable block sizes and a grid network to promote a pedestrian-oriented environment. The pedestrian network will be safe, direct, easy to use, and connected.
- C P3.3 Establish center-specific building and site design standards to achieve pedestrian friendly, transit-oriented development, and encourage innovative site design.
- C P3.4 Enhance connectivity between existing surrounding neighborhoods and each center via amply-sized walking, bicycling, and transit routes.
- C P3.5 Plan and implement street networks that reduce superblocks, to provide a high degree of connectivity and encourage walking, bicycling, transit use, and safe routes to and from public schools.
- C P3.6 Collaborate with the Federal Way Arts Commission and neighborhood groups to identify opportunities to incorporate public art within each center and reinforce their distinct identities.

Goal

- C G4 *Foster equitable, inclusive, and sustainable urban development practices in the City's centers to ensure the well-being and prosperity of all community members.*

Policies

- C P4.1 Conduct inclusive engagement to identify and address the diverse needs of the community as the City develops its centers. The inclusive engagement should include not only the residents and employees of the centers, but also the community as a whole as members of the broader community will also use centers for accessing transit, community-serving amenities, and economic activities.
- C P4.2 Reduce disparities in access to opportunities that may be created in the City's centers by using inclusive community outreach and engagement.
- C P4.3 Identify potential physical, economic, and cultural displacement of marginalized residents and business in centers, and use a range of strategies to mitigate displacement impacts. Preserve existing affordable housing near existing and future transit where possible and practical.

C P4.4 Promote inclusive housing options and increase choices in residences for growing families, seniors desiring to age in place, young professionals, and other groups not served by existing housing trends. Expand the supply and typologies of housing by providing a range of dwelling configurations, unit sizes, tenures, and affordability levels.

C P4.5 Integrate health and well-being into appropriate local planning practices and decision-making processes.

C P4.6 When identifying and planning for public spaces, amenities, and cultural features, ensure they are accessible and inclusive so they serve the diverse community and reinforce the distinct identity of each center.

7.3 REGIONAL GROWTH CENTER (RGC)

Introduction & Vision

During a series of community workshops held in 1992 and 1993, Federal Way residents helped to develop a “vision” for Federal Way’s future. With the support of the residential and business community, Federal Way nominated itself to contain an urban center/regional growth center. Nominations were reviewed by the Growth Management Planning Council (GMPC), which confirmed the Federal Way City Center Core as an urban center (original name)/regional growth center (current name) in 1994. The vision for Federal Way’s City Center further evolved following the rapid growth and diversification of the community in the decades following incorporation in 1990, prompting a recent evolution in defining downtown and continued work necessary for establishing this area as the civic hub and destination for the community and the region.

Vision

The RGC, with downtown at its heart, is the dynamic and thriving core of the City. As the densest neighborhood in the City, it also has the broadest range and balance of uses to create a financial, retail, business, residential, service, entertainment, and civic hub. Safe, convenient, and attractive pedestrian- and bicycle- networks connect transit throughout, and to and from, the center. Hallmarks of the RGC’s urban environment are cultural amenities, lush landscaping, parks, plazas, and public art installations. Community events that celebrate local community identity and diversity and provide support to local businesses and people are also essential to the RGC’s character.

Components of the Regional Growth Center (RGC)

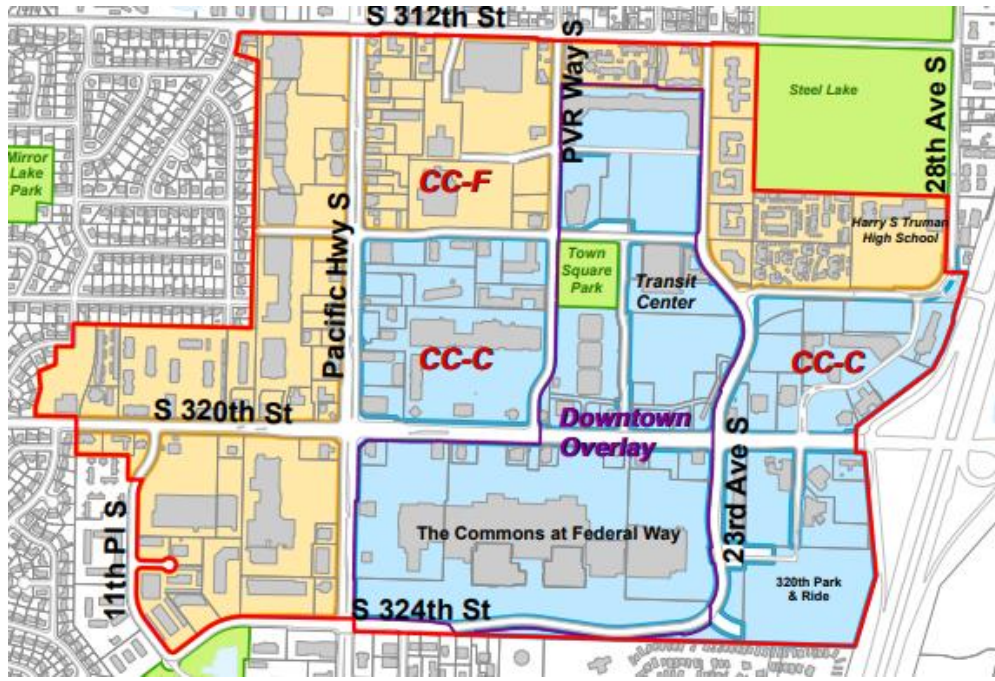
As identified in the Introduction, each center has a geographic area which has received official designation as well as a contextual area that contributes to it as a complete neighborhood. The RGC has several elements which are considered a part of, or closely related to, the RGC. These are:

- RGC: The designated boundary officially approved by the Puget Sound Regional Council (PSRC). Although Federal Way has only one RGC, there are many RGCs in the Puget Sound area. RGCs must meet certain criteria and are

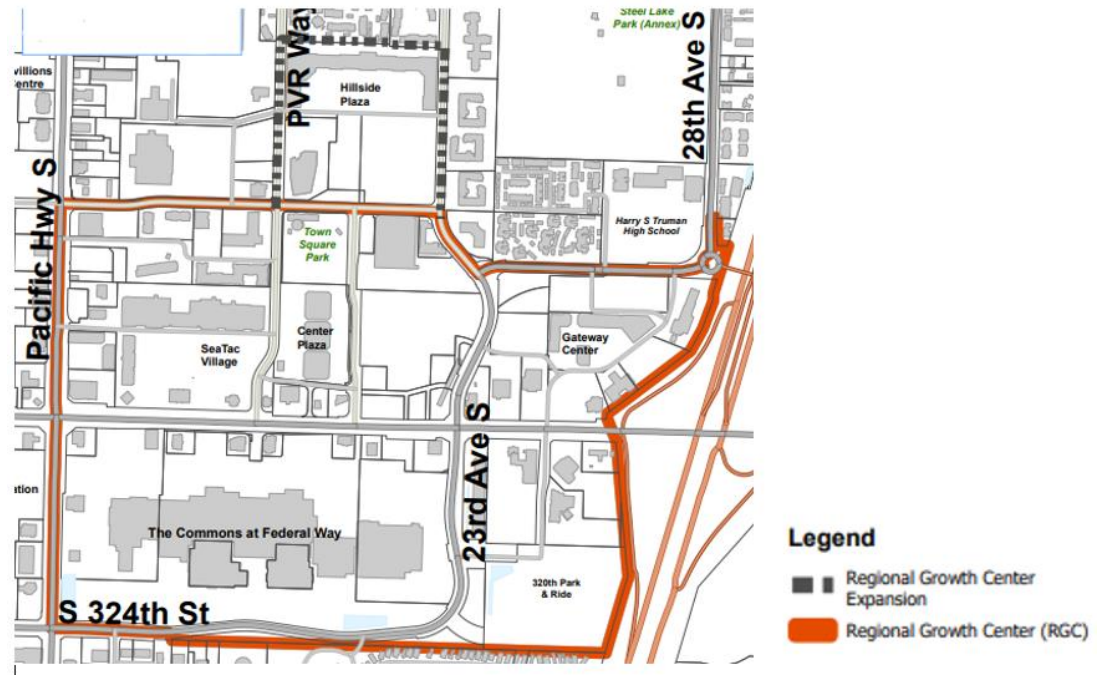
eligible for grants and other incentives. The City's RGC contains approximately 200 acres.

- RGC Expansion: This area contains 20 additional acres, which has not been officially designated as an RGC, but which is considered by the City closely related to purpose of the RGC. These properties are TC-3 and Hillside Plaza. The City will seek this area's designation as an official part of the RGC in 2025.
- City Center – Core (CC-C): The heart of the City as established through zoning allowing the most dense and intense uses. This zone applies to both the RGC and RGC Expansion areas.
- City Center – Frame (CC-F): This zone surrounds the CC-C zone and acts as a transition zone from the density and intensity of CC-C to the residential or lower intensity commercial outside of and encircling the City Center.
- Downtown Overlay: A set of architectural and site design standards applied to a limited area within the City Center – Core zone; additionally, the Downtown Overlay applies to only portions of the RGC and the RGC Expansion.

Map C-2:
CC-C, CC-F, Downtown Overlay
 (See full map at Map C-9)



Map C-3:
RGC, RGC Expansion
 (See full map at Map C-8)



Role of RGC

Federal Way envisions that the RGC and its context is, and will continue to be, the primary center of the City. The prominence of the RGC is due in large part to its existing significant employment, shopping, and civic activities, and will only increase once the first light rail station opens for service in the City in 2026. The role of the RGC is to support the regional growth strategy by accommodating, along with the CGC discussed below, much of the City's 20-year housing and employment allocation. The RGC and its context embodies a balanced approach to residential growth and economic development, requiring significant additional residences and employment growth to achieve the vision.

Federal Way's economic development strategy relies on a strong and identifiable urban center. An important step in meeting this vision is achieving sufficient critical mass to produce lively street activity, support specialty businesses and cultural/entertainment facilities, and capitalize on the regional public investment of the Federal Way Downtown Station.

The City is committed to the vision of the RGC and its context, and has played an active role in setting the stage for achieving the dynamic thriving hub the Federal Way community and residents of the region desire. It has done this by taking initial steps in transforming the City Center into a true downtown for the community with cornerstone elements aimed at defining the City Center, including civic elements. Over the past decade, the City has provided the following significant investments:

- 2014 – four-acre Town Square Park. (Location: RGC, CC-C)
- 2017 – The Performing Arts & Entertainment Center (PAEC). (Location: RGC Expansion, CC-C)
- 2019 – Town Square steps. (Location: RGC Expansion, CC-C)

The City also purchased additional property (Town Center 3, or TC-3) adjacent to the PAEC in 2014 with an intent to further shape the City Center and expand the RGC. In 2024, the City approved a development agreement for this property which provides for development of a 1-acre plaza and four mixed-use buildings. Once the expansion of the RGC is approved, TC-3 will be located within the RGC.

Land Use

Most of Federal Way's City Center – Core has been designated as an RGC and consists of 200 acres. In 2023, the City Center – Core designation was increased by 20 acres via ORD #23-976 to include City of Federal Way owned property TC-3, and privately-owned Hillside Plaza, located immediately to the north of TC-3. All these properties are within the identified RGC Expansion area. With the adoption of the Comprehensive Plan, the City will work to officially expand the RGC through an application to the PSRC in 2025.

The RGC and its context is presently characterized by typical suburban style strip mall development consisting of mostly retail and services with only 263 multifamily housing units included in the area. (The numbers below in Table C-2 reflect the units present in 2024: 63 units in the TAZs (Traffic Analysis Zones) analyzed in 2018 as well as a 200-unit senior housing project constructed in 2020.) Currently, Town Square Park is the only

publicly-owned open space within the RGC; however, there are easily accessible open space and recreational opportunities nearby, on the edge of the CC-F zone, such as the BPA trail to the southwest and Steel Lake Park to the northeast.

A key element of VISION 2050 and the CPPs (Countywide Planning Policies) is to focus growth in dense walkable mixed-use centers. The City took steps in 2023 to update its development regulations for this area following work conducted for the City by Heartland LLC and in advance of executing the development agreement for TC-3. These new standards in the CC-C zone include the requirement for parking to be placed in structures and include minimum densities and intensities for properties as they redevelop. These purposeful changes are intended to push redevelopment to a more urban form, shifting the future land use composition and transforming this area with higher-density, commercial, residential, and mixed-use development, as well as civic, social, and cultural uses.

Table C-2:
RGC Growth Targets ↓

	<u>Existing Conditions</u>	<u>Net Growth</u> ‡	<u>Zoned Development Capacity §</u>	<u>Total Planned for 2044</u>
<u>Population ‡</u>	164	13,806	14,869	13,114
<u>RGC</u>	164	9,790		9,463
<u>RGC expansion</u>	0	4,016		3,815
<u>Housing Units</u>	63 *	4,804	5,733	5,120 *
<u>RGC</u>	63	3,586		3,649
<u>RGC expansion</u>	0	1,471		1,471
<u>Employment</u>	3,096 *	7,338	19,933	10,434 *
<u>RGC</u>	2,953	6,642		9,595
<u>RGC expansion</u>	143	696		839

↓ The City expanded the CC-C zoning and will request approval for the expansion of the RGC to match the CC-C zoning. Geographically, RGC + RGC expansion = CC-C zone.

‡ Population is calculated using the City’s average household size of 2.73 persons per household, multiplied by the number of housing units, minus a 5% vacancy rate, i.e. households.

* These numbers are generated using TAZ-level housing and employment estimates. The TAZs’ geography matches the boundaries of the RGC and RGC Expansion.

‡ Net Growth is calculated by subtracting “Existing Conditions” from the “Total Planned for 2044.”

§ Zoned Development Capacity is from the Buildable Lands Report for the CC-C. CC-C = RGC + RGC Expansion.

Based on the existing conditions data in Table C-2, the RGC has 15 activity units¹ per acre.² The planned activity units are determined by applying the current average household size to the planned units. The planned activity units for a Regional Growth Center should be at least 60. By 2044, Federal Way plans for the RGC to grow by 4,804

¹ Activity unit is a term used by the PSRC to indicate the density of activity in an area, by combining both jobs and residents in a single measurement. The Activity Units for the RGC are calculated including the RGC expansion area.

² 15 = [(3,096 existing jobs + 164 existing population) / 220 acres]

housing units, and 7,338 jobs. As a result, Federal Way RGC projects 107 activity units per acre³ by 2044, which would meet PSRC’s planned unit targets.

Housing

Within the RGC there are two residential projects with a total of 262 units. Senior City, constructed in 2010, contains 62-units, of which 61 units are income and age restricted apartment units serving populations 62 years and over with incomes at or below 50% AMI. Traditions at Federal Way, built in 2020, is a 200-unit income restricted development of which 198 units are age-restricted apartments serving 55 years and over with incomes at or below 50% AMI. The TC-3 development agreement approved in 2024 and located in the RGC Expansion includes development entitlements for 1,600 residential units, which can be constructed over the buildout period of 30 years (2024-2054).

Economy

Since incorporation of the City in 1990, the City Center has been dominated by the retail and service industries, lacking the employment diversity present elsewhere in the City. In 2022, 62 percent of employment in the RGC was in the service industry, 35 percent in the retail sector, and 2 percent in the financial, insurance, and real estate sectors as reflected in Table C-2.

**Table C-3:
RGC Jobs by Sector**

<u>Sector</u>	<u>Citywide Jobs</u>	<u>Citywide Percentage</u>	<u>RGC Jobs</u>	<u>RGC Percentage</u>
<u>Construction / Resources</u>	<u>1,654</u>	<u>5.5%</u>	<u>0</u>	<u>0%</u>
<u>Finance, Insurance & Real Estate</u>	<u>2,456</u>	<u>8.2%</u>	<u>60</u>	<u>2%</u>
<u>Manufacturing</u>	<u>363</u>	<u>1.2%</u>	<u>0</u>	<u>0%</u>
<u>Retail</u>	<u>4,694</u>	<u>15.6%</u>	<u>979</u>	<u>35%</u>
<u>Services</u>	<u>15,413</u>	<u>51.2%</u>	<u>1,704</u>	<u>62%</u>
<u>Wholesale, Transportation & Utilities</u>	<u>1,646</u>	<u>5.5%</u>	<u>10</u>	<u>0%</u>
<u>Government</u>	<u>1,701</u>	<u>5.6%</u>	<u>1</u>	<u>0%</u>
<u>Public Education</u>	<u>2,187</u>	<u>7.3%</u>	<u>0</u>	<u>0%</u>
<u>Total</u>	<u>30,115</u>	<u>100.0%</u>	<u>2,767</u>	<u>100%</u>

As a way to further facilitate the redevelopment of the City Center, the City adopted a 25-year Tax Increment Area (TIA) in 2024; see Map C-4 below. The revenue from this TIA will fund public projects predominantly in the City Center. This additional public investment, coupled with the private investment from developers will fuel significant economic growth through the next planning period.

³ 107 = [(10,434, total planned jobs + 13,114 total planned population) / 220 acres]

Map C-4: **Adopted TIA Area**



In addition, the TC-3 development agreement, located in the RGC Expansion and approved in 2024, allows the following non-residential use entitlements over its 30-year buildout: 50,000 sq.ft. of retail, 175,000 sq.ft. of office, 170,000 sq.ft. of entertainment, and 175 rooms and 50,000 sq.ft. of accessory uses associated with lodging.

Downtown

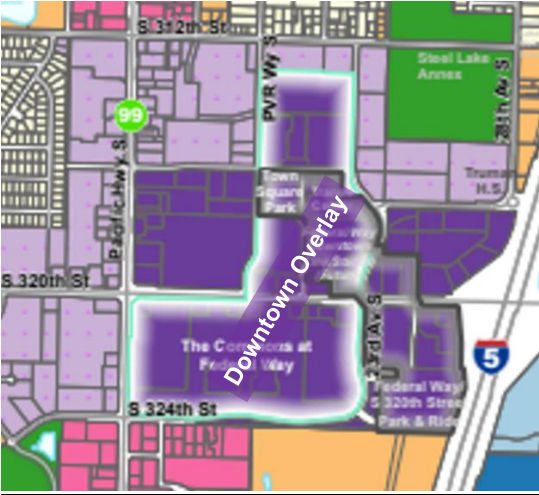
The public outreach that led to the 2024 Periodic Update of the Comprehensive Plan uncovered two main themes: 1) the community believed a strong downtown was important for the success of the City; and, 2) there was no clear idea where the downtown was located. The Mayor appointed a Downtown ad hoc City Council committee to work with staff to incorporate the comments from the community and develop the geographic boundaries of downtown. In addition, the committee crafted the City downtown vision and regulations that would shape its growth. The Mayor then appointed a Community Space Advisory Committee to discuss whether the City should include a city hall and community space building in its downtown. The recommendation from the Committee was presented to the City Council.

Defining Downtown

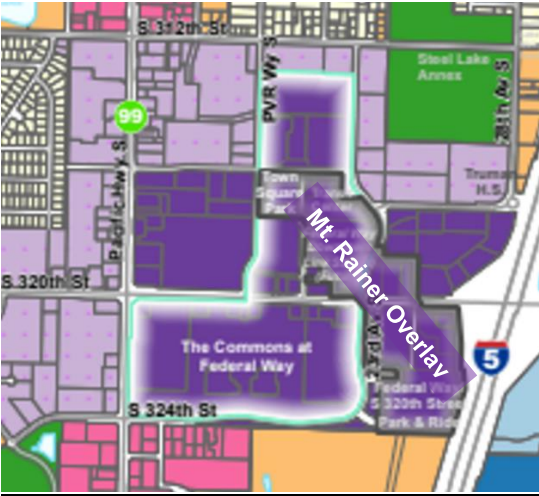
The City Council approved an overlay (aqua and white outline on Map C-5) for the downtown and enacted architectural standards for the area, designed to make the downtown a visually distinct part of the City. The City Council also adopted a view

protection overlay (green/dark grey outline on Map C-6), ensuring views of Mount Rainer from the PAEC would remain unaffected by future redevelopment.

Map C-5
Downtown Overlay



Map C-6
Mt. Rainer Overlay



Remaining Work

Although the initial steps have been taken, the City must stay committed to its vision for the transformation of this area. Conversations remain ongoing over several key questions regarding the downtown, including:

1. Whether the City should consider the addition of a new community building in the downtown.
2. Whether the City should consider the relocation of city hall to downtown.

3. How to get pedestrians and bicyclists conveniently and safely across S 320th Street.
4. How to replace the parking on TC-3 for the PAEC that will be replaced by development.
5. How to transform the existing street grid to make it less vehicle-dominant.

7.4 RGC GOALS & POLICIES

Though Federal Way's two centers share many of the same goals and policies as each other, they are also purposely distinct. The following goals and policies are intended to define the RGC and its context. See end of chapter for STREETS and POTENTIAL LOCATION OF PEDESTRIAN/BICYCLE ROUTES, MAPS: C-3 & 5.

Goal

C G5 *Create an identifiable Regional Growth Center that serves as the social, cultural, and economic focus of the City.*

Policies

C P5.1 *Monitor and track performance of Downtown Architectural Overlay regulations to establish a clear downtown boundary that fosters a sense of place.*

C P5.2 *Update the RGC Subarea Plan to ensure it is achieving the Plan's vision as subarea conditions evolve over time and are better understood.*

C P5.3 *Update the RGC boundary to include the RGC Expansion area in the RGC.*

Goal

C G6 *Make the City Center an inclusive hub for community gatherings, local entrepreneurship, and cultural celebrations to promote civic pride and foster a strong sense of identity and belonging among residents, businesses, and visitors in the City's hub.*

Policies

C P6.1 *Promote diversity of publicly- and privately-funded recreational and cultural facilities throughout the City Center, including the PAEC. Promote partnerships between the City and other agencies, private organizations, and individuals to develop and meet the needs of the community for these types of facilities.*

C P6.2 *Foster partnerships between the City, private sector, and community organizations to facilitate community-oriented events, festivals, and cultural activities in the downtown that bring residents and visitors together and contribute to downtown vibrancy.*

C P6.3 Provide entrepreneurial opportunities for local businesses to offer both permanent and temporary services in RGC. Temporary business opportunities could include food truck corrals or pop ups, and storefront displays in empty spaces.

Goal

C G7 Preserve natural assets, such as views from civic buildings and uses like the Performing Arts and Events Center, for the enjoyment of the community.

Policies

C P7.1 Monitor and track performance of the Mt. Rainier view preservation overlay to ensure protection of scenic vistas.

C P7.2 Continue to ensure effective transitions between frame area development and nearby lower-intensity development.

7.5 COUNTYWIDE GROWTH CENTER (CGC)

Introduction & Vision

The Tacoma Dome Link Extension (TDLE) future Sound Transit Light Rail Station is proposed to be located in the southern portion of Federal Way and is scheduled to open and serve the regional community by 2035. In order to leverage this public investment in regional transportation, the City applied for and was successful in obtaining a Countywide Growth Center (CGC) candidate designation. The City's application was reviewed by King County and garnered a positive recommendation by the Growth Management Planning Council to PSRC in 2021. The CGC candidacy designation requires the City to plan for the CGC.

The CGC is contained within the South Station Subarea. The subarea includes both the CGC as well as additional nearby properties and uses that make a complete neighborhood but which will not accommodate additional growth or redevelopment, such as Todd Beamer High School, Brooklake Historic Community Center & Park area, and the Blueberry Farm. The boundary of the subarea was reviewed through a public process in 2022.

In 2024, the City council approved the South Station Subarea Plan (Subarea Plan) which establishes the long-range vision for the area surrounding the future TDLE station. The South Station Subarea Plan is the result of a broad, targeted, and intentional community engagement process that ensured historically-excluded and marginalized communities were meaningfully included. Public discussions emphasized creating opportunities for expanding housing choices; mitigating displacement pressures; preserving historic buildings and spaces; ensuring the mobility network considers all modes of transportation; and planning for an inclusive and inviting neighborhood that will foster cohesion and provide access to essential services and amenities. At the heart of the subarea and the CGC is the transit-oriented development (TOD) District, which will surround the future light rail station and be the focus of the first phase of implementation.

Vision

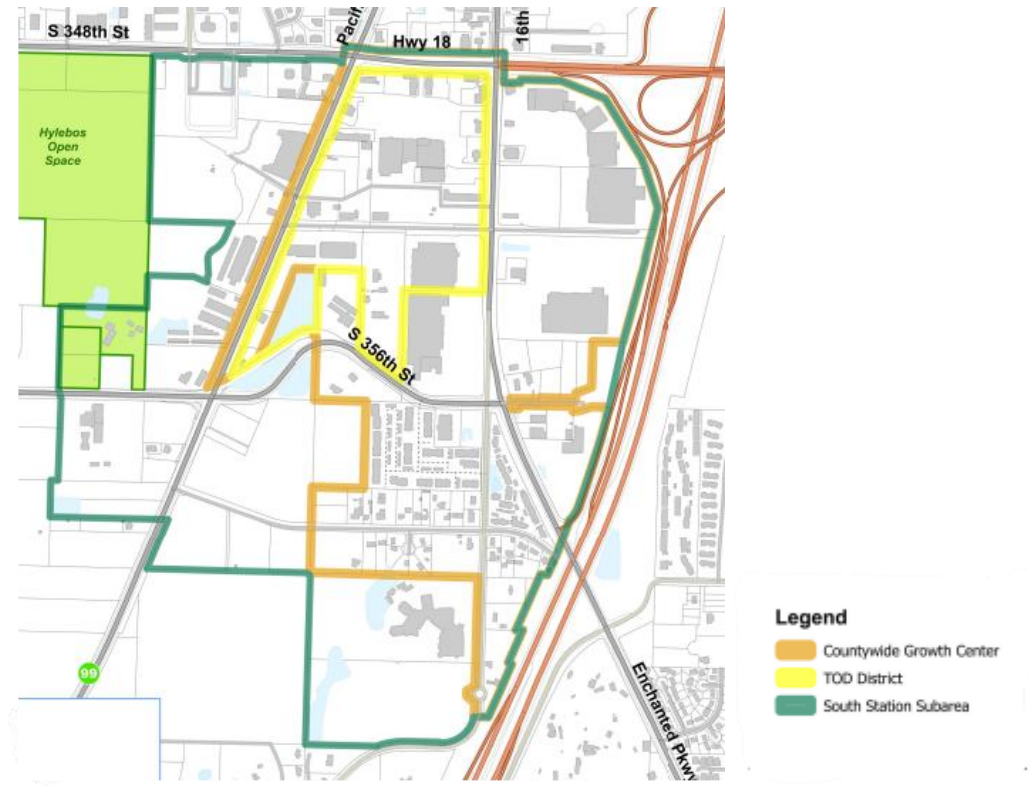
The Countywide Growth Center (CGC) is the City's second designated Center and will develop differently than the RGC. Within the South Station Subarea, the CGC will be the focus of development and redevelopment, providing new residential, commercial, and employment opportunities in a livable, walkable, and thriving neighborhood. At its core the CGC will be a new transit-oriented development district surrounding the new light rail station. The CGC will be bordered by protected natural areas as well as contain ample green spaces and parks within it. The area will feature a safe network of multimodal streets and trails that enhance connectivity and mobility for all throughout the subarea and to and from the future light rail station.

Components of the Countywide Growth Center (CGC)

As presented in the introduction to this chapter, each center consists of an area which has received official growth center designation as well as the contextual area around it that contributes to a complete neighborhood. The CGC has several elements which are considered a part of, or closely related to, the future South Station area. These are:

- CGC: The designated boundary conditionally approved by PSRC in 2021. Although Federal Way has only 1 CGC, there are many CGCs in King County. CGCs must meet certain criteria and are eligible for grants and other incentives. The City's CGC contains approximately 212 acres.
- South Station Subarea: The South Station Subarea includes important elements that contribute to a complete neighborhood but which are unlikely to contribute to growth as the property is prevented from or unlikely to redevelop. These areas include protected lands and public property (see the Introduction to this chapter for examples).
- TOD District: The TOD (transit-oriented development) District is located within the CGC and is anticipated to be the primary focus of development activity and the first area that updated Development Regulations will apply to, which will allow more density and intensity of land uses.

Map C-7:
CGC, Subarea, TOD District
(See full map at Map C-12)



Role of CGC

The role of the CGC and the South Station Subarea is to provide another transit-oriented center in the City surrounding the northernmost light rail station in the Tacoma Dome Link Extension project. The CGC is intended to complement rather than compete with the RGC and Downtown. As the names indicate, the RGC has regional significance to the regional transportation network and growth strategy, whereas the CGC has countywide significance. Nevertheless, the CGC will serve as a significant location for future population and employment growth, resulting in the creation of a thriving and vibrant urban neighborhood. The role of the CGC is to support the countywide growth strategy by accommodating, along with the RGC discussed above, much of the City's 20-year housing and employment allocation.

Notably, this area of Federal Way will, over time, undergo substantial transformation. Originally planned for industrial and truck-oriented uses, the area around the CGC consists of many of the City's big-box retail stores and industrial uses. The vision for both the CGC, and the larger South Station Subarea around it, is to provide new urban-style residential, commercial, and employment opportunities in a livable and thriving neighborhood.

Land Use

The CGC is defined by State Route 18 (S 348th St) on the north, Pacific Highway South along the west, Interstate 5 along the east, and Spring Valley conservation open space and Todd Beamer High School to the south. The CGC is approximately 212 gross acres in area.

The CGC contains a diverse mix of single family, multifamily, industrial, office, bulk retail, restaurant, and service uses. Approximately 39% of the proposed CGC area (approx. 62 acres) is vacant or redevelopable. Prominent businesses within the area include Home Depot, Lowes, Costco, and Jet Chevrolet – these businesses and associated properties are not anticipated to be redeveloped anytime in the near future.

Table C-4:
CGC Growth Targets

	<u>Existing Conditions</u>	<u>Net Growth</u> ‡	<u>Zoned Development Capacity</u>	<u>Total Planned for 2044</u>
<u>Population ‡</u>			<u>6,906</u>	
<u>Subarea</u>	<u>1,267</u>	<u>3,418</u>		<u>4,685</u>
<u>CGC</u>	<u>1,261</u>	<u>3,418</u>		<u>4,679</u>
<u>Housing Units</u>			<u>2,539</u>	
<u>Subarea</u>	<u>464 *</u>	<u>1,252</u>		<u>1,716 *</u>
<u>CGC</u>	<u>462</u>	<u>1,252</u>		<u>1,714</u>
<u>Employment</u>			<u>6,992</u>	
<u>Subarea</u>	<u>2,174 *</u>	<u>897</u>		<u>3,071 *</u>
<u>CGC</u>	<u>1,953</u>	<u>780</u>		<u>2,733</u>

* These numbers are generated using TAZ-level housing and employment estimates. In some cases, the TAZs expand slightly beyond the Subarea to include protected lands, which are unlikely to meaningfully alter these numbers.

‡ Population is calculated using the City’s average household size of 2.73 persons per household, multiplied by the number of housing units minus a 5% vacancy rate, i.e. households.

† Net Growth is calculated by subtracting “Existing Conditions” from the “Total Planned for 2044.”

Based on the existing conditions data in Table C-3, the CGC has 15 activity units⁴ per acre.⁵ The planned activity units are determined by applying the current average household size (2.73) to the planned units. The planned activity units for a CGC in King County is 30.

By 2044, Federal Way plans for the CGC to grow by 1,252 housing units and 897 jobs; as a result, the CGC projects 37 activity units per acre by 2044, which would meet King County’s activity unit targets.⁶

⁴ Activity unit is a term used by the PSRC to indicate the density of activity in an area, by combining both jobs and residents in a single measurement.

⁵ 15 = [(1,953 existing jobs + 1,1,267 existing population) / 212 acres]

⁶ 37 = [(3,071 planned jobs + 4,685 planned population) / 212 acres]

Housing

Within the CGC, there are currently 453 housing units. Among these units, approximately 30 are single-family homes, most of which were built between the 1970s and 1990s and are located on large parcels. The remaining 423 units are comprised of two multifamily developments:

- Crosspointe Apartments: a multifamily housing development with 130 units built in 1990.
- Park 16 Apartments: a 293-unit complex built in 2014 that serves households earning 60 percent of AMI or below. Park 16 offers a wide variety of unit sizes ranging from 1bed/1bath to 5bed/3bath.

Economy

Similar to trends citywide, employment opportunities within and near the CGC are primarily service industry jobs. A large portion are concentrated in retail, services, and health care.

Construction, warehousing, and other industrial uses make up a small portion of the total employment, but these sectors occupy a large land area within the CGC. Contractor yards, manufacturing plants, vehicle services stations, and storage facilities dominate the employment landscape along Pacific Highway and the area north and south of South 352nd Street. These sectors and industries have low employment density as much of the property is devoted to storage and vehicle parking/maneuvering.

Notable large employers such as Costco, Lowes, and Home Depot are within the CGC, while St. Francis Hospital and Walmart are located north of the CGC and the Subarea.

7.6 CGC GOALS & POLICIES

Though Federal Way's two centers share many of the same goals and policies as each other, they are also purposely distinct. The following goals and policies are intended to define the CGC and its Subarea. See end of chapter for STREETS and POTENTIAL LOCATION OF PEDESTRIAN/BICYCLE ROUTES, MAPS: C-4 & 6.

Goal

C G8 *Create an identifiable Countywide Growth Center and South Station Subarea that serves as a secondary center for the City by planning for and realizing an urban, mixed use, multimodal neighborhood that achieves the CGC criteria and supports the South Station Subarea Plan vision.*

Policies

C P8.1 Adopt revised development regulations and land use designations for the South Station Subarea. Land uses and regulations should be the same as or similar to the RGC. The CGC should also have its own architectural guidelines and/or overlay.

C P8.2 Discourage the expansion of existing low density/intensity uses while recognizing that these potentially non-conforming uses may choose to remain in the South Station area for the foreseeable future.

C P8.3 Track and update the revised development regulations and land use designations to determine if they are achieving the subarea’s vision and responding to shifts in market conditions, evolving legislation for transit-oriented areas, and unanticipated changes within the area.

C P8.4 Periodically assess and update the South Station Subarea Plan to ensure it is achieving the Plan’s vision as subarea conditions evolve over time and are better understood.

C P8.5 Consider the benefits of a feasibility study for reusing the City’s stormwater pond to jointly meet stormwater needs and serve area park/plaza needs.

C P8.6 Consider a phased implementation of the streetscape master plan for the South Station Subarea: first for the Transit-oriented development (TOD) District and then for the subarea.

Goal

C G9 *Promote a diverse and thriving economy with new employment opportunities.*

Policies

C P9.1 Support entrepreneurship and small businesses by reducing regulatory barriers, promoting the adaptive reuse of vacant buildings, and encouraging innovative uses that meet community needs and stimulate economic activity.

C P9.2 Implement strategies to attract and retain businesses that provide living wage jobs and support high-density employment sectors.

C P9.3 Support various activities and events that aim to boost commercial opportunities within and around the CGC and subarea.

C P9.4 Work to minimize impacts to existing businesses and property owners by Sound Transit, either through displacement by the station or tracks, or from construction impacts. This work includes assisting businesses find another location in the City; advocating for early acquisition for displaced businesses where appropriate; and potentially including mitigation measures in the Development Agreement with Sound Transit to address this policy.

Goal

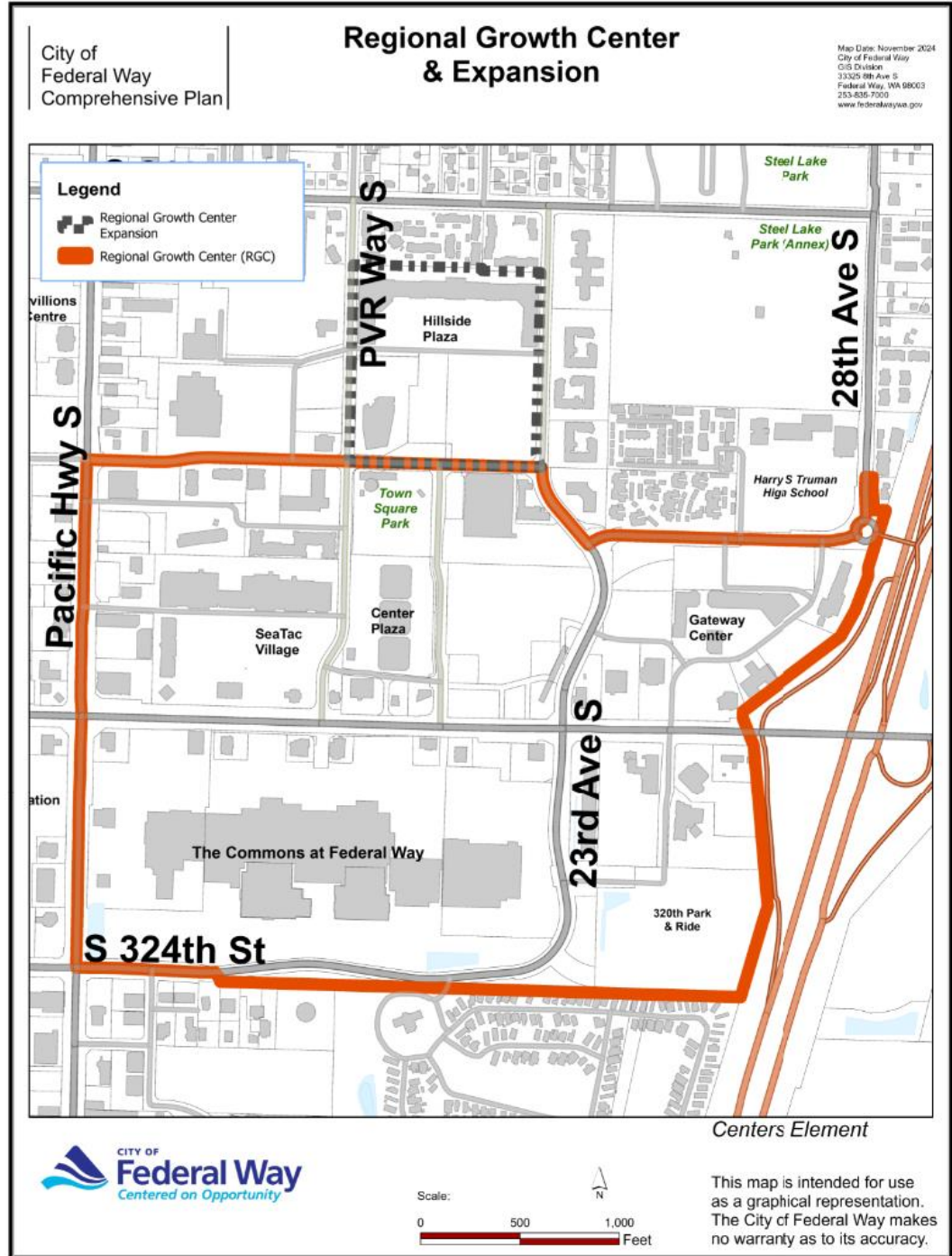
C G10 *Plan for a vibrant and inclusive CGC that celebrates Federal Way’s and the subarea’s unique historical heritage and diverse community through ongoing collaboration and community engagement to reflect and serve the desires of the local community.*

Policies

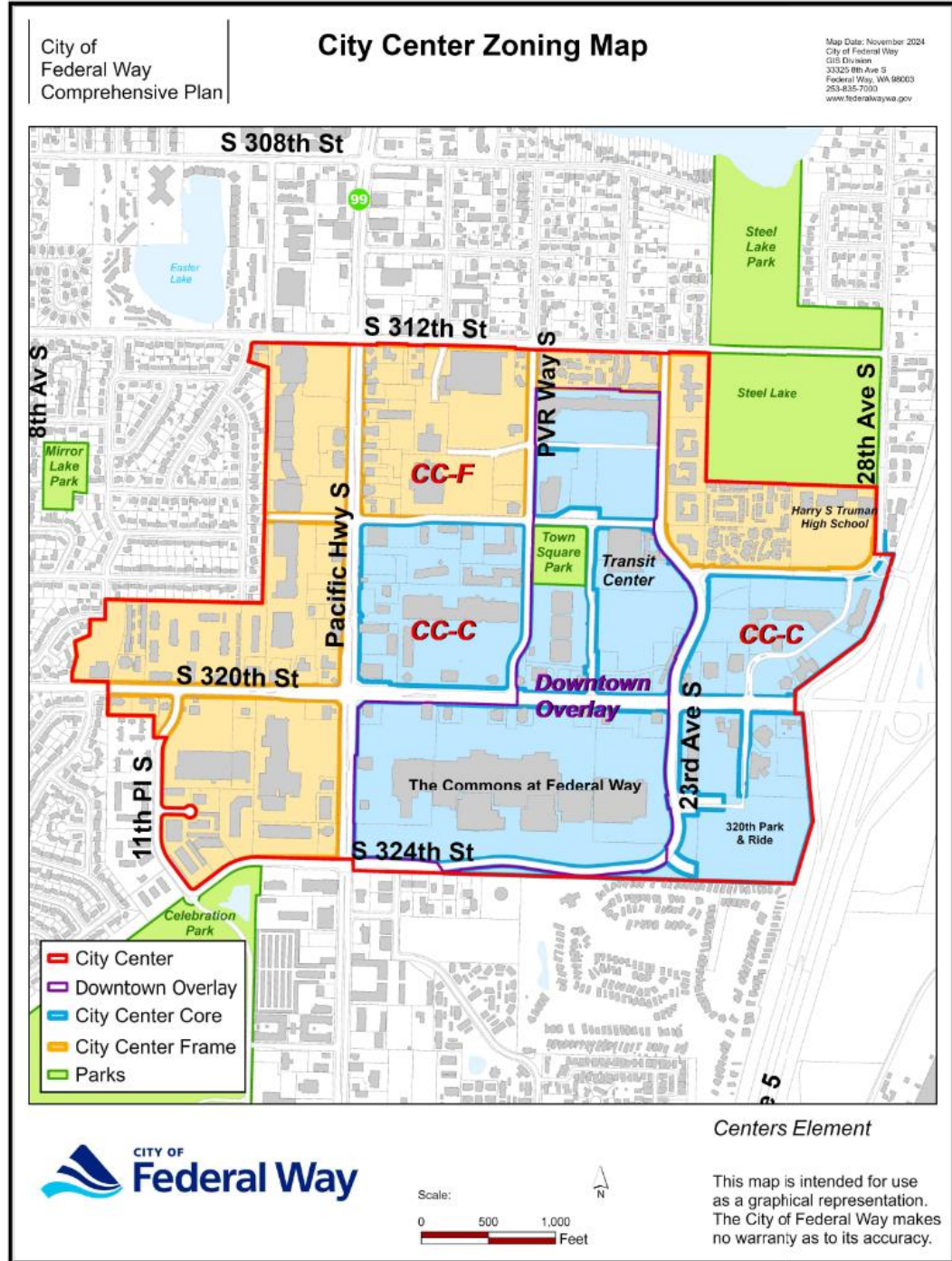
C P10.1 Collaborate with the Federal Way Historical Society to protect and celebrate the historic structures in and adjacent to the subarea.

C P10.2 Work with the Parks Department and interagency partners to identify and build a new park(s)/plaza(s) in the TOD District and subarea, and expand facilities such as trails in existing parks and open spaces.

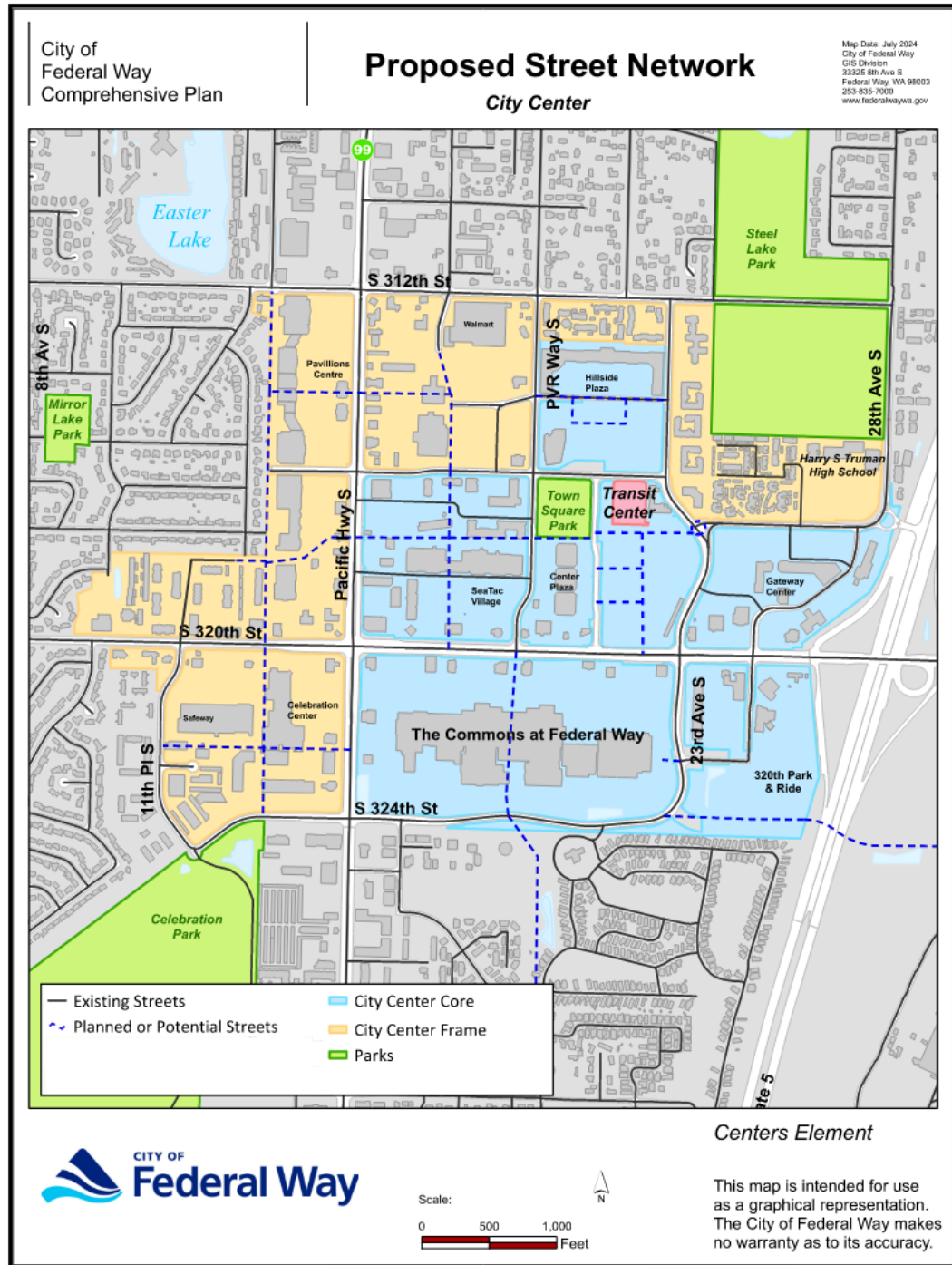
**Map C-8:
Regional Growth Center & Expansion**



Map C-9: City Center Zoning Map

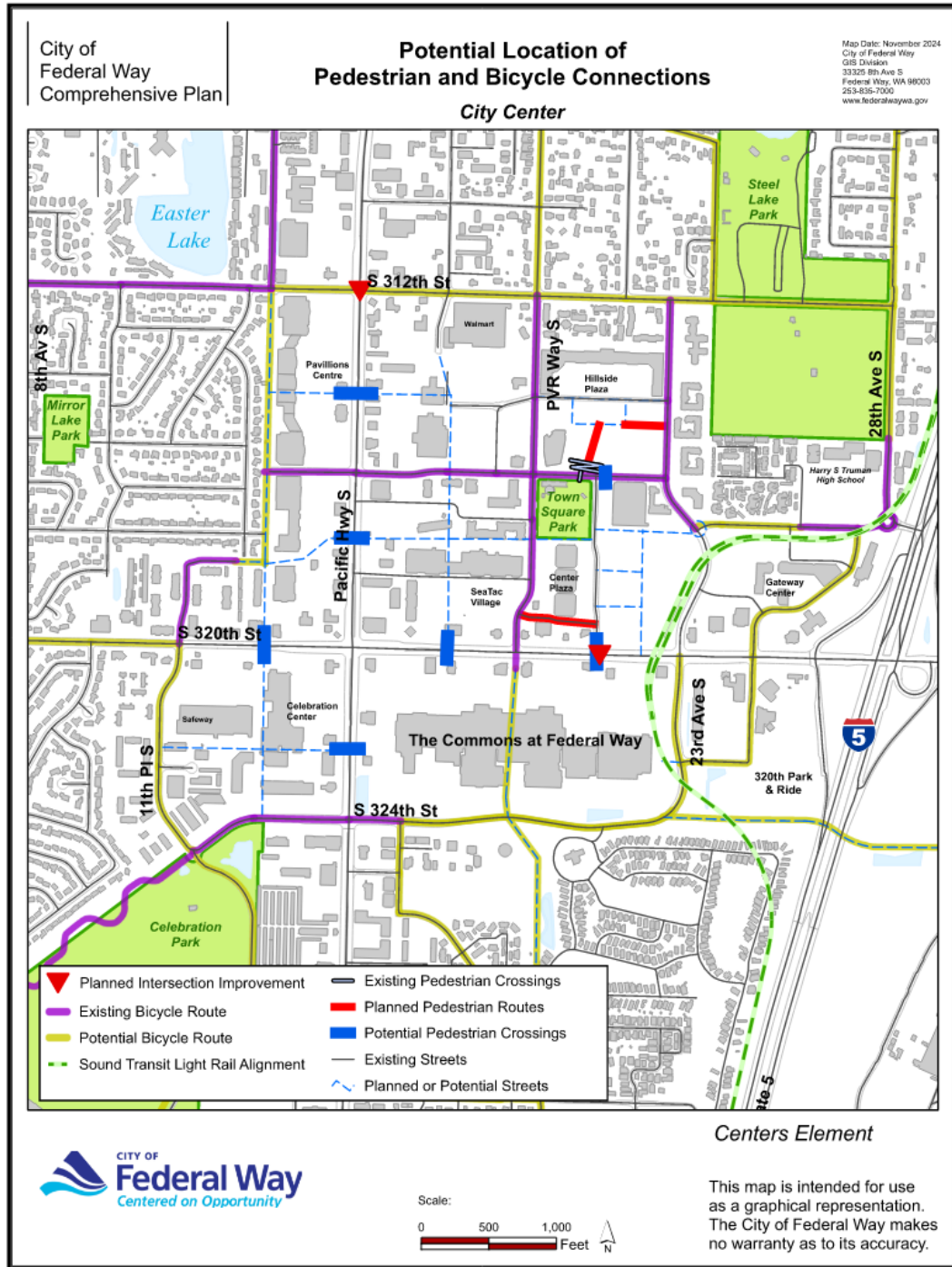


Map C-10: Proposed Street Network, City Center



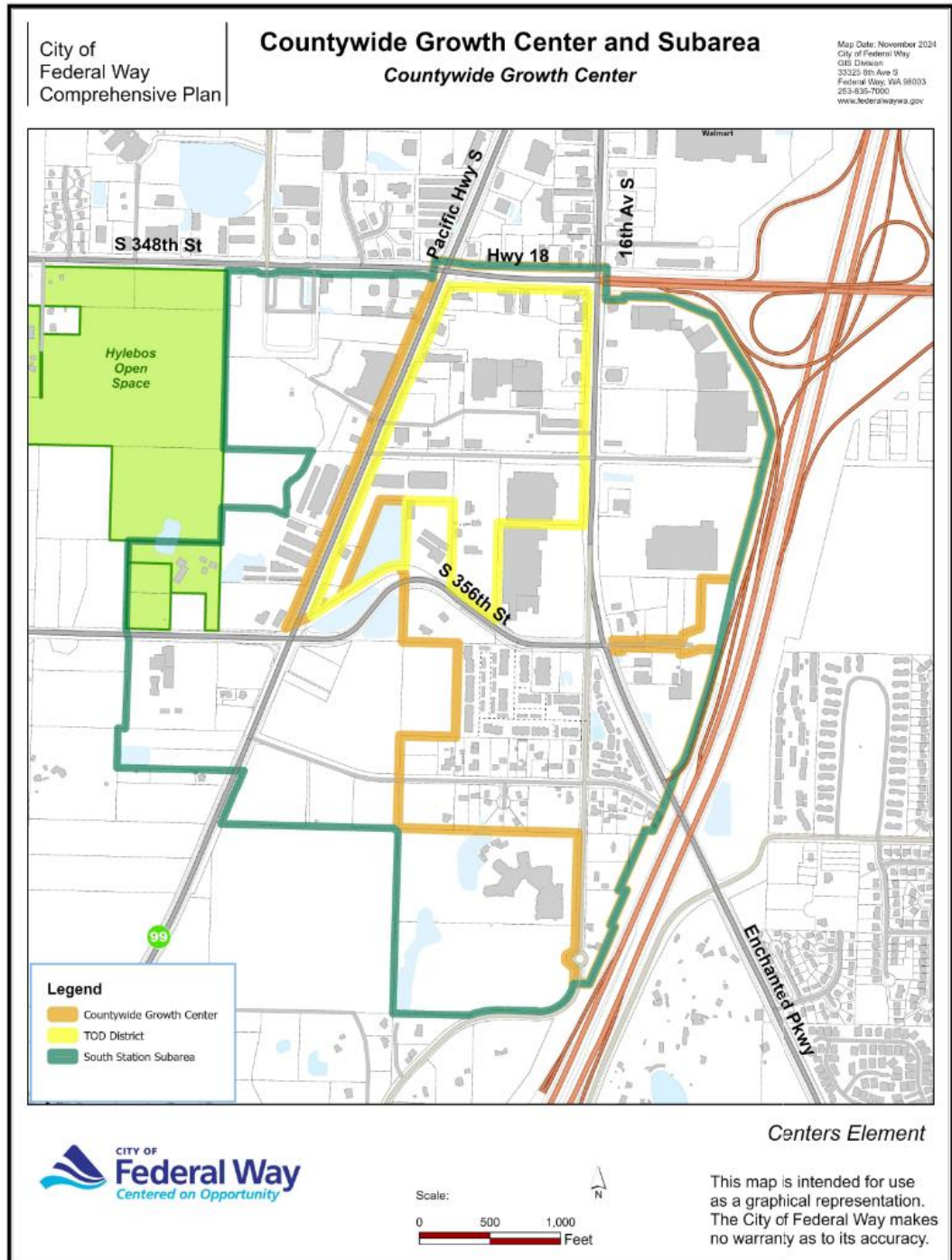
* Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

Map C-11: Potential Location of Pedestrian and Bicycle Connections, City Center



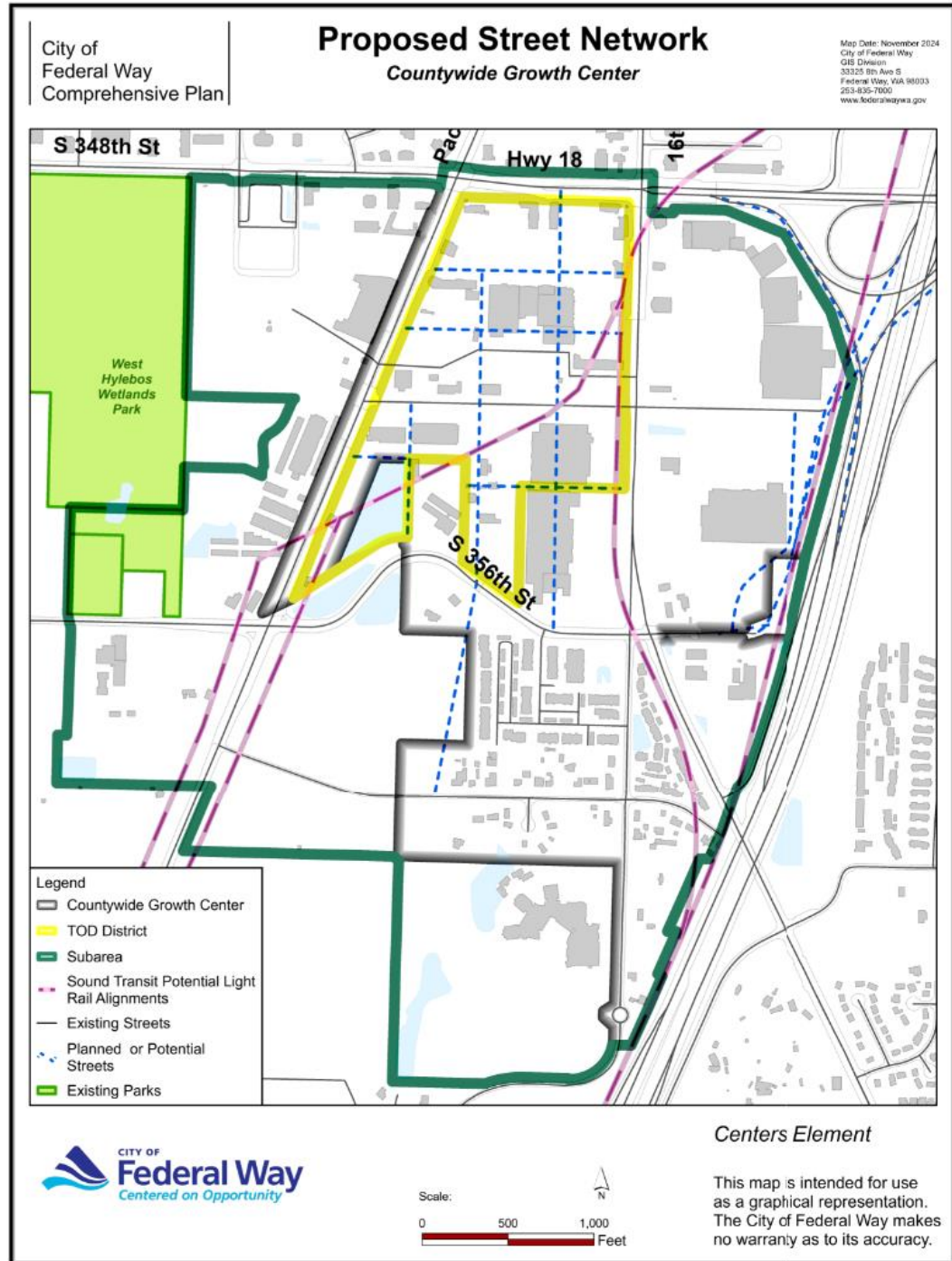
* Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

**Map C-12:
Countywide Growth Center and Subarea**



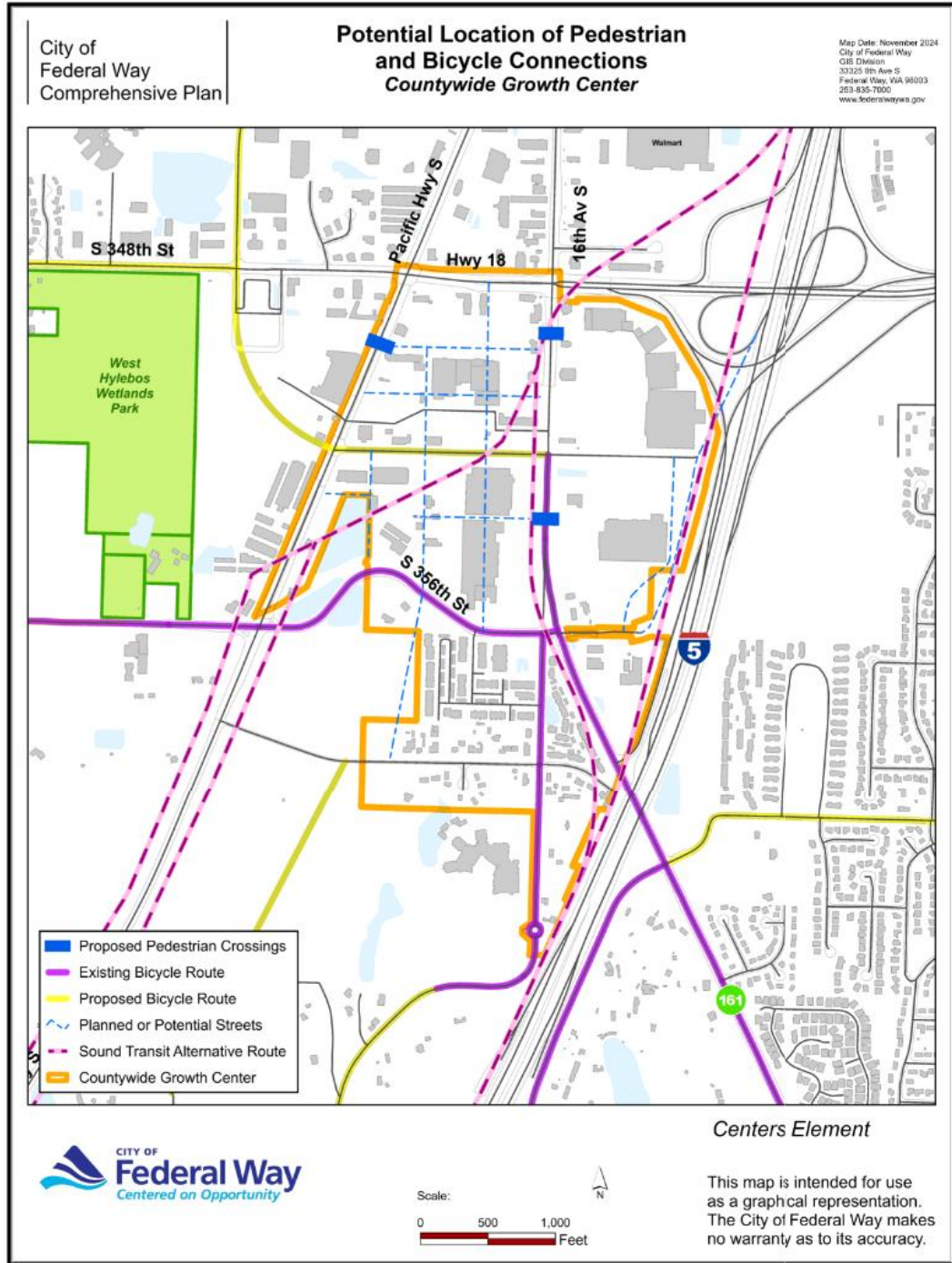
* Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

**Map C-13:
Proposed Street Network, CGC**



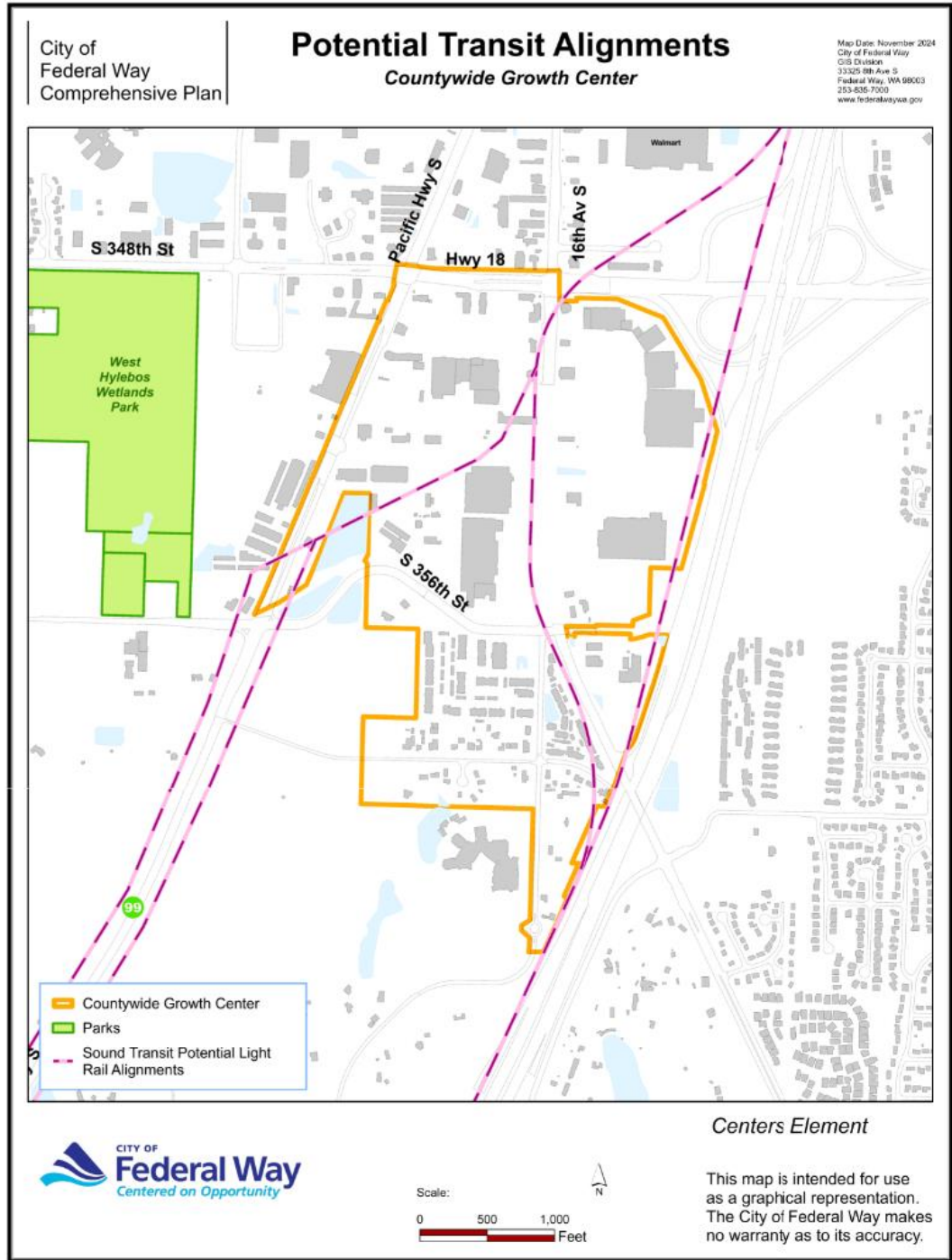
* Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

**Map C-14:
Potential Location of Pedestrian and Bicycle Connections, CGC**



*Improvements labelled “planned” are anticipated to be constructed in the locations depicted, subject to minor modification. Improvements labelled “potential” are hypothetical locations which may in the future be supplemented, modified to any extent, or removed in their entirety.

**Map C-15:
Potential Transit Alignments, CGC**





CHAPTER ~~NINE~~EIGHT NATURAL ENVIRONMENT

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Map IX 3, Areas Susceptible to Groundwater Contamination

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89.0 INTRODUCTION & VISION

Introduction

Maintaining and improving the quality of the natural environment in Federal Way is central to the City's vision of the future. The quality of hydrologic features, forested areas, and scenic vistas are community assets to Federal Way. Businesses and citizens also make location decisions based on quality of life factors and therefore the quality of the natural environment is also important to the economic vitality of the City. Finally, maintaining the viability of the natural environment is prudent and cost effective public policy. For example, if the City maintains or improves the natural drainage system and how it functions, it will save tax dollars by not having to build and maintain costly storm drainage facilities. The intent of this chapter is to guide future actions such that the quality of the natural environment is maintained or improved.

Federal Way, located along the coast of Puget Sound and part of the Green/Duwamish River Watershed, is home to special environmentally-sensitive wetlands, Hylebos, Redondo, Lakota, and Joe's Creeks, numerous lakes, and urban forests that provide amenities for residents and key habitat corridors for wildlife. Federal Way is also part of an urbanizing King County. Protecting and enhancing the urban ecosystem while the City continues its growth requires coordinated efforts by the City, local businesses, and residents. The City government serves as one of the stewards of the City's natural environment and assumes responsibility for the implementation of many federal and state environmental regulations. Through regulations, programs, and incentives, the City encourages the preservation, restoration, and improvement of the natural environment of Federal Way.

The Natural Environment Chapter provides goals and policies dedicated to maintaining a healthy balance between the natural and built environments in the City, and identifying the City's role in stewarding the natural environment. -The City strives for sustainability in its growth considering the environment, the economy of the City, and the people of Federal Way. -Over the next twenty years, the natural resources of the City must be protected and, where possible, improved for the current and future residents of the City and the region.

Vision

Federal Way is a responsible steward of the environment ensuring clean air and water, the protection of natural habitats, and healthy trees and parks. Residents have convenient access to natural and recreational areas both inside and outside the City. As growth and development occurs, the City is committed to building a healthier, greener, and more sustainable future for generations to come.



Source: City of Federal Way

Growth Management Act and Countywide Planning Policies

The Growth Management Act (GMA) defines critical areas as: wetlands; areas with a critical recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. Pursuant to the periodic major update policies of the GMA (RCW 36.70A.130 (5) (a)), the City updated its environmentally critical area regulations in 2015 to meet Best Available Science requirements. These regulations are contained in Title 19 of the *Federal Way Revised Code* (FWRC).

Development of this chapter is based on:

- ~~(1) *King County Countywide Planning Policies (Overarching Goal in the Environment Chapter)*—“The quality of the natural environment in King County is restored and protected for future generations.”~~

- ~~(2) *Puget Sound Regional Council Vision 2040, Overarching Goal for the Environment*—“The region will care for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, reducing greenhouse gas emissions and air pollutants, and addressing potential climate change impacts. The region acknowledges that the health of all residents is connected to the health of the environment. Planning at all levels should consider the impacts of land use, development patterns, and transportation on the ecosystem.”~~

- ~~(3) *GMA Planning Goal (10 Environment)*—Protect the environment and enhance the state’s high quality of life, including air and water quality, and the availability of water.”~~

89.1 NATURAL ENVIRONMENT GOALS AND POLICIES CRITICAL AREAS

Critical areas perform key functions in a city that enhance the environment and protect the community from hazards. The beneficial functions and values that critical areas provide include water quality protection and enhancement; fish and wildlife habitat; food chain support; flood storage, conveyance, and attenuation of flood waters; groundwater recharge and discharge; drinking water quality and quantity; and erosion control.

The unwise development of critical areas may lead to inefficient use of limited public resources, jeopardize environmental resource functions and values, put species at risk of extinction or decline and trigger regulatory burdens, subject persons and property to unsafe conditions, and affect the perceived quality of life of the community.

Environmental Stewardship Wetlands

Federal Way recognizes that the natural environment is an intrinsic part of the urban fabric for the following important reasons:

- ~~It provides opportunities for recreation;~~
- ~~It provides habitat for fish, wildlife, and plant life;~~
- ~~It is part of the City's surface water management system and water supply;~~
- ~~It creates a positive visual image and open space;~~
- ~~It supports economic development goals; and~~
- ~~It is cost effective public policy.~~

Figure 1: Example of proposed residential subdivision that complements natural surroundings. Source AHBL, Inc. courtesy of Puget Sound Partnership (2005)

~~The merits and costs of environmental actions must be weighed and balanced against other important demands, such as public safety, recreation, housing, public infrastructure, economic development, and private property rights.~~



Forested Wetland, ESA

replenish groundwater and maintain base flows of streams. Wetlands are productive

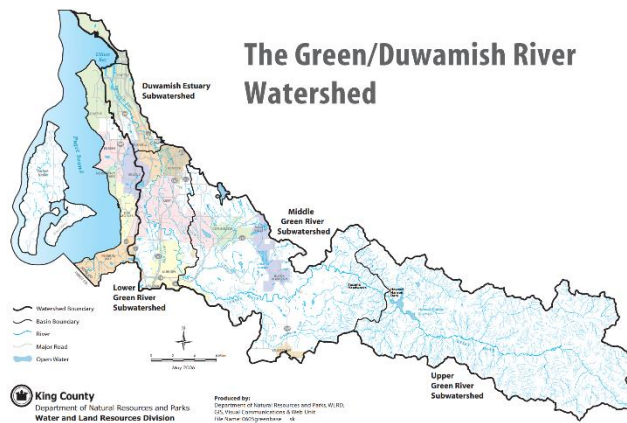
There are several types of wetlands located in the City and each plays a valuable role in the local hydrological system. The various types of wetlands found in the City include marshes, bogs, ponds, forested, estuarine and marine, and scrub-shrub. By storing floodwaters, wetlands reduce flooding and erosion, trap and absorb sediments, and improve water quality by filtering pollutants. Wetlands also discharge water to aquifers and streams which helps to

biological systems providing diverse habitat for wildlife, and important storage capacity for the hydrologic system.

Federal Way has several regionally significant wetland areas including those found in and adjacent to the West Hylebos Park, Dash Point State Park, Dumas Bay, and throughout Spring Valley. The City has completed a general inventory of wetlands within the City limits and the Potential Annexation Areas (PAA). The inventory was used to help the City create policies and regulations that reflect local and regional conditions and best practices.

Streams & Lakes

Map NE-1: Green/Duwamish River Watershed



The City of Federal Way is located within the Green/Duwamish River Watershed and the Hylebos Creek, Lower Puget Sound, Lower Green River, and Mill Creek drainage basins. These basins contain an integrated system of lakes and streams that provide a natural drainage system for over 36 square miles of southwest King County and northeast Pierce County.

Studies show that access to “blue space” (those areas with water such as streams and lakes), especially in urban areas, adds to a sense of wellbeing and health. Due to urbanization, many of the City’s streams and lakes have been altered, and in many areas, no longer provide many of their original functions or habitats. A primary focus of the goals and policies in this chapter is to protect and, where opportunities exist, restore the historic natural functions of the City’s lakes and streams.



Redondo Creek, ESA

Critical Aquifer Recharge Areas

Urban development involves replacement of some forests, grasslands, or wetlands with impervious surfaces such as buildings, roads, and parking lots that do not allow rainwater to pass directly through to the ground as it historically did. If unimpeded by development, much of the water from rainfall, snowmelt, lakes, streams, and wetlands seeps into the ground and collects in porous areas of rock, sand, and gravel called aquifers. Federal Way is dependent on water from aquifers as the main source of its municipal drinking water. Much of the aquifer recharge for Federal Way occurs east of the City.

Aquifers hold varying amounts of groundwater that can be extracted or pumped for municipal use. Groundwater pumped from Lakehaven Water and Sewer District (the primary water supplier in the City) wells originates from three aquifer systems that underlie the City: the Redondo-Milton Channel Aquifer, the Intermediate Aquifer System (Mirror Lake and Eastern Upland Aquifers), and the Deep Aquifer.

Protection of the aquifers is needed to keep pollutants, such as those originating from accidental spills or intentional dumping, from reaching this underground resource. Typical activities associated with land development, such as clearing and grading, affect the natural hydrologic cycle. Historically, stormwater was managed in a way that conveyed it to natural water bodies as expediently as possible. This type of management circumvents the land's ability to absorb and retain water.

Consequently, the City has included policies, goals, and regulations aimed at aquifer protection, including restricting or prohibiting land uses or activities that could potentially contaminate aquifer recharge areas in the event of an accidental spill or dumping.

Geologically Hazardous Areas

Geologically hazardous areas include steep slope hazards, landslide hazards, erosion hazards, and seismic hazards areas. Seismic hazards are fully discussed in the Climate & Resiliency Chapter.

Many steep slopes in the City are moving or show signs of ancient landslides. Although engineering may offer solutions to mitigate the environmental constraints associated with geologic hazards, the most effective method of minimizing the impacts of slope instability is to limit development, preserve native vegetation, and retain forested conditions within geologic hazard areas. Development of areas with geological limitations will require additional technical engineering review of soils and slope stability and may require the construction of stabilizing infrastructure as part of the development.

Frequently Flooded Areas

Flooding is caused by excess surface water runoff and is exacerbated when eroded soil reduces a waterway's natural capacity to carry water. Flooding causes significant public safety problems, extensive property damage, and habitat destruction. Reducing risk to people and property is best achieved by limiting floodplain development and ensuring that allowed development does not increase flood elevations and flow velocities, change flood flow patterns, reduce flood storage, increase erosion, or increase the area of flood inundation. Although the City has areas that struggle with seasonal flooding, there are no mapped floodplains within current municipal limits. The only properties with mapped flooding risk are around Dolloff Lake, in one of the City's potential annexation areas.

8.2 FISH & WILDLIFE HABITAT

Fish and wildlife habitat conservation areas are necessary for both resident and seasonal migratory animal species. Federal Way is home to many species including spawning

Chinook and Coho salmon, squirrels, rabbits, coyotes, foxes, skunks, deer, diving ducks, western grebes, cormorants, coots, great blue herons, and Canada geese. The primary way in which wildlife and habitat are sustained in urban environments is through preservation and restoration of both site-specific and interconnected habitat corridors.

The open spaces that provide habitat for these species and others include:

- Areas which endangered, threatened, sensitive, and candidate species have a primary association;
- Habitats and species with local importance;
- Kelp and eelgrass beds;
- Herring, surf smelt, and sand lance spawning areas;
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat;
- Waters of the state; and,
- Forested open spaces.



Hylebos Creek Fish Ladder, Dan Smith

Significant habitat exists in wetland, riparian corridors, in publicly-owned conservation areas, and on steep slopes that are privately owned, but protected by development regulations. Linking public and private habitat areas can provide food, shelter, and migration corridors for a healthy and sustainable population of salmon, songbirds, and other species.

Urban landscaping, parks, and managed open spaces are valuable complements to natural areas in terms of providing habitat for a wide variety of wildlife. The loss of natural wildlife habitat to urban development can be partially offset by landscaping that includes a variety of native plants, which could provide some habitat value.

Map NE-2: Sensitive Habitat Areas in Federal Way



Source: Washington Department of Fish and Wildlife

The Washington Department of Fish and Wildlife has mapped sensitive habitat areas in Federal Way (see map to the left). This map can be viewed on the DFW website: <https://geodataservices.wdfw.wa.gov/hp/phs/>

Chinook salmon are an integral part of our regional identity. Federal Way is also a member city of WRIA (Water Resource Inventory Area) 9. The members of WRIA 9 support the implementation of the Salmon Habitat Plan. The Salmon Habitat Plan lists science-based projects, programs, and policies to protect and restore aquatic ecosystem health and salmon habitat in the Green/Duwamish and Central Puget Sound Watersheds. Plan implementation supports more than just salmon recovery; it supports tribal treaty rights, community flood hazard reduction, water quality improvement, open space protection, and outdoor recreation.

8.3 NOISE

Noise impacts vary with exposure levels, time of day, sound source characteristics, peoples' constitutions, surrounding conditions, and cultural settings – and may well change over time. A noise problem starts with a noise source such as a stream of traffic on a highway or arterial roadway, aircraft overhead, or industrial land uses. The noise is transmitted through a path and then arrives at the receiver. The noise will be perceived as a problem when the noise is so high as to be a nuisance to the receiver. Goals and policies provided in this chapter ensure that impacts to people and the environment are lessened to the extent possible, while recognizing the necessity of many of the noise sources to everyday life.

8.4 GOALS & POLICIES

Goal

~~NEG1~~ *To preserve the City's natural systems in order to protect public health, safety, and welfare, and to maintain the integrity of the natural environment.*

Policies

This section contains the goals and policies of the Natural Environment chapter of the Comprehensive Plan. The City's natural environment is composed of a wide variety of landforms, soils, watercourses, and vegetation. The City's terrain ranges from steep hills and ridgelines to plateaus and lakes. Soil types vary from loam in the lowlands to sand, gravel, and till in the uplands. Land use and development practices need to be compatible with this variety of environmental conditions. As a general rule, the City intends to develop and retain regulations to help protect the natural environment rather than try to overcome its limitations for development.

Goal

NE G1 *-Ensure development activities, infrastructure investments, and municipal operations maintain and enhance natural resources and habitats to the extent practicable and feasible.*

Policies

~~NEP P1.1~~ Protect and restore environmental quality through implementation of land use plans, surface water management plans and programs, comprehensive park plans, and development review.

~~NEP P1.2~~ Preserve and restore ecological functions, and enhance natural beauty, by encouraging community development patterns and site planning that maintains and complements natural landforms.

~~NEP P1.3~~ Incorporate sensitive development and municipal operation practices such as planting suitable native trees and vegetation within degraded stream, wetlands, lake buffers, and steep slopes, critical areas, altering development plans to minimize impacts, and including monitoring and maintenance to ensure success.

~~NEP P1.4~~ The City will continue to work with internal City departments, state and regional agencies, neighboring jurisdictions, and tribes, to evaluate, plan for, and protect environmentally critical areas and the City's natural environment.

~~NEP P1.5~~ To assist in evaluating existing and proposed environmental policy, the City should continue to update inventories for each type of environmentally critical area to keep data current and to augment data received from other information sources.

~~NEP6~~ Mitigation sequencing steps, which begin with avoiding impacts altogether by not taking certain action or parts of an action, should be applied to all projects where impacts to environmentally critical areas are proposed.

~~NEP7~~ **P1.6** ~~Implement and periodically u~~Update environmentally critical area regulations to be consistent with bBest aAvailable sScience while also taking into consideration the City's obligation to meet urban-level densities and other requirements under the GMA.

~~NEP8~~ **P1.7** ~~Where appropriate, the City e~~Encourages private donations of land or conservation easements for environmentally critical areas and their associated buffers.

~~NEP9~~ **P1.8** ~~The City will continue to e~~Encourage utilization of the soil safety program and Model Remedies Guidance for properties impacted by the Tacoma Smelter Plume.

~~NEP10~~ **P1.9** ~~The City may continue to r~~Require environmental studies by qualified professionals to assess the impact of and recommend appropriate mitigation of ~~for~~ proposed development on environmentally critical areas, ~~and~~ areas that may be contaminated, or development that may potentially cause contamination.

Private Property Rights

The City recognizes the importance of private property rights as one of the 13 planning goals of the GMA. When implementing development regulations, GMA requires the property rights of landowners be protected from arbitrary and discriminatory actions.

Goal

~~NEG~~ **G2** *Balance the protection of environmentally critical areas with the rights of property owners.*

Policies

~~NEP11~~ ~~Environmentally critical area regulations will be based on Best Available Science.~~

~~NEP12~~ **P2.1** ~~The City should review future~~Evaluate proposed amendments to the environmentally critical areas regulations to ensure that new provisions do not unreasonably hinder private property rights.

~~NEP13~~ ~~The City will strive to enforce regulations and procedures on a consistent and equitable basis.~~

~~NEP14~~ ~~Environmentally critical area regulations should provide clear direction to property owners and applicants.~~

~~NEP15~~ ~~The repercussions of unauthorized alterations to environmentally critical areas should be clearly stated and consistently enforced.~~

~~NEP16~~ **P2.2** ~~The City should h~~Help identify potential environmental constraints to property owners and applicants early in the permit application process and provide guidance for permitting, best management practices, and effective environmental stewardship.

NEP17 P2.3 Continue the practice of providing a process for reasonable use exceptions when the implementation of environmentally critical areas regulations would deprives a property owner of all reasonable use of their property.

9.2 WATER RESOURCES

Water resources include: streams, lakes, frequently flooded areas, wetlands, aquifer recharge areas, and shorelines. The aquifers and aquifer recharge areas are a source of the community's drinking water. The streams and wetlands are an essential part of the City's stormwater drainage system that provides necessary flood and erosion control. The lakes and shorelines provide fish and wildlife habitat and high quality places for recreation.

To protect the value and function of each individual feature, water resources must be managed as an integrated system. Use and modification of water resources and the surrounding terrestrial environment affects how the hydrologic cycle functions. The inappropriate alteration of water resources can cause detrimental impacts such as flooding, erosion, degradation of water quality, reduction in groundwater, and habitat loss. In order to minimize adverse impacts to water resources and to ensure their continued viability, the City promotes responsible land and water resource planning and use. Policies, regulations, and standards are identified in the City's *Surface Water Management Comprehensive Plan*.

The City will permit development in a manner that protects water quality and ensures continued ecological and hydrologic functioning of water resources. Protection should include maintenance of stream base flows, allowance of natural water level fluctuations in wetlands, aquifer recharge, and stream corridor habitat preservation. Due to the limited capacity of the underlying aquifers and increased water demand, the City also encourages groundwater conservation measures.

Aquifer Recharge Areas (Groundwater)

Federal Way is dependent on groundwater as a source of drinking water. Water from rainfall, snowmelt, lakes, streams, and wetland seeps into the ground and collects in porous areas of rock, sand, and gravel called aquifers. Aquifers hold varying amounts of groundwater that can be extracted or pumped for use. Groundwater pumped from Lakehaven Utility District wells originates from three aquifer systems that underlie the City: the Redondo Milton Channel Aquifer, the Intermediate Aquifer System (Mirror Lake and Eastern Upland Aquifers), and the Deep Aquifer (*Map IX-1*). The locations of wellhead capture zones in relationship to the aquifer systems are shown on *Map IX-2*. The Lakehaven Utility District notes that the precise extent of the aquifer recharge areas is uncertain.

Typical activities associated with land development, such as clearing and grading, affects the natural hydrologic cycle. Historically, stormwater was managed in a way that conveyed it to natural water bodies as expediently as possible. This type of management circumvents the land's ability to absorb and retain water and increases the possibility of contamination. In addition, the runoff after heavy precipitation events has a deleterious effect on stream channels, water quality, and in-stream habitat.

~~Map IX 3, Areas Susceptible to Groundwater Contamination, is a map produced by the King County Department of Development and Environmental Services and Seattle King County Health Department as a result of the study entitled *Mapping Aquifer Susceptibility to Contamination in King County*. This study looked at three criteria: soils, surface geology, and depth to groundwater. Based on these criteria, areas were mapped as low, medium, or high susceptibility to contamination from activities occurring in the area. This information is the best available at this time and will be used along with other information on streams, wetlands, and wildlife habitat to determine appropriate zoning.~~

Goal

~~NEG G3 *PT* to protect and enhance aquifer recharge areas.~~

Policies

~~NEP18 P3.1~~ The City, in cooperation with Lakehaven Utility District, should identify and map aquifer recharge areas within the City and its potential annexation area. Such areas shall be subject to additional regulations to protect the integrity of identified aquifer recharge areas.

~~NEP19 P3.2~~ The City should encourage the retention of surface water runoff in wetlands, regional retention facilities, and low impact development stormwater facilities, or use other similar stormwater management techniques to promote aquifer recharge.

~~NEP20~~ The City should establish land use and building controls to use stormwater infiltration such as low impact development and green stormwater infrastructure techniques wherever feasible, and to minimize the amount of impervious surface created by development.

~~NEP24 P3.3~~ Encourage water reuse and reclamation for irrigation and other non-potable water needs.

~~NEP22 P3.4~~ While offering a contribution to groundwater recharge, the City recognizes that septic tank and drain field systems have a potentially adverse impact on groundwater quality within the aquifers. If adequate engineering solutions are available, the City may require connection to sanitary sewer service where poor soil conditions persist and/or sewer service is available.

~~NEP23 P3.5~~ The City will protect the quality and quantity of groundwater supplies by supporting water use conservation programs and adopting regulations to minimize water pollution. The effect of groundwater withdrawals and artificial recharge on streams, lakes, and wetlands within the Hylebos Creek and Lower Puget Sound drainage basins will be evaluated through coordination with the Lakehaven Utility District.

~~Wellhead Protection Areas~~

The City will take preventative measures to avoid contamination in areas surrounding well sites because residents rely on groundwater as a source for their drinking water. The City and Lakehaven Utility District work cooperatively to implement the state's Wellhead Protection Program and Section 1428 of the 1986 Amendments to the *Federal Safe Drinking Water Act*, which generally requires mapping wellhead protection zones and establishing an interagency wellhead protection plan. The intent of the wellhead protection program is to be proactive and prevent contamination of groundwater used for drinking water. The objective of wellhead protection is to protect the health of people using groundwater supplies for drinking water. This is accomplished by providing management zones around public wells or wellfields to detect and manage potential sources of groundwater contamination. Another goal of the program is to promote awareness of special efforts to protect the groundwater and urge customers to take a proactive approach to protecting the source of the City's drinking water. *Map IX-4* maps wellhead protection areas around each of Lakehaven's 13 wells that provide drinking water to the area. The primary zones of wellhead protection are defined using a time of groundwater travel criteria. The three principal zones are delineated using one, five, and ten year time of travel factors.

Figure 2 ; Joe's Creek Credit Dan Smith
protection.

The following City policies address wellhead

Goal

NEG G4 ~~Implement~~Maintain a local wellhead protection program to ensure a safe source of drinking water and to avoid the large financial impact of contaminated wells.

Policies

NEP24 P4.1 The City will continue to work in conjunction with Lakehaven Utility



District to ~~d~~Delineate Wellhead Protection Areas for each well and wellfield as required and outlined by the state's Wellhead Protection program.

~~NEP25~~ The City will continue to work with water purveyors to model and map Wellhead Protection Areas, as funds are budgeted for such modeling and mapping.

~~NEP26~~ The City will continue to work with Lakehaven Utility District, through a process developed by a joint City/District Wellhead Protection Committee, to conduct an inventory of all potential sources of groundwater contamination within the Wellhead Protection Areas and assess the potential for contamination.



~~NEP27~~ The City should establish an interagency Wellhead Protection Committee to coordinate and implement a Wellhead Protection Plan, as is required by current state regulations.

~~NEP28~~ The City will work with water purveyors, through a process developed by a joint City/District Wellhead Protection Committee, to develop a contingency plan for the provisions of alternate drinking water supplies in the event of well or wellfield contamination, as funds are budgeted for such purpose.

~~NEP29~~ The City should establish buffer zones of sufficient size to protect wellhead areas.

Streams and Lakes (Surface Water)

The City of Federal Way is located within the Hylebos Creek, Lower Puget Sound, Lower Green River, and Mill Creek drainage basins. These basins contain an integrated system of lakes and streams that provide a natural drainage system for over 36 square miles of southwest King County and northeast Pierce County (*Map IX-5*).

Due to rapid urbanization, this natural system has been altered and in many areas no longer provides many of its original functions or habitats. The primary focus of the policies is to restore the natural functions that the City's lakes and streams once provided. Moreover, the policies acknowledge that it is more cost effective to restore the natural system than it is to construct a man-made equivalent.

Goal

NEG G5 *Protect, restore, and enhance the City's wetlands, lakes and streams, and other natural surface water features.*

Policies

NE P5.1 Wetlands created as a result of a surface or stormwater detention facility will not be considered wetlands for regulatory purposes.

~~NEP30~~ **P5.2** ~~The City will seek to w~~Work cooperatively with affected regional and state agencies and tribes to implement water quality management strategies to comply with *Municipal National Pollutant Discharge Elimination System* regulations to address non-point source pollution.

Figure 3: Redondo Creek. Credit ESA

~~NEP31~~ ~~Surface water management facilities that use natural streams and lakes for storage should ensure that those natural features are not adversely impacted by their inclusion in the City's surface water management system.~~

~~NEP32~~ **P5.3** ~~The City may regulate~~Limit private development and take public actions to protect water quality and to ensure adequate in-stream flow to protect fisheries, wildlife habitat, and recreation resources.

~~NEP33~~ **P5.4** ~~The City will seek to r~~Retain native vegetation within riparian corridors. New planting of vegetation ~~with the approval from the City~~ may be required where such revegetation will enhance the corridor's function. Consideration should be given to the removal of non-native invasive species.

~~NEP34~~ **P5.5** Lakes should be protected and enhanced by proper management of surface waters and shorelines, by improvements in water quality, removal of invasive plant species, encouraging native planting, limiting the use of fertilizers/-pesticides or other chemicals, and by restoration of fish and wildlife habitat.

~~NEP35~~ ~~The City should adopt stream definitions and water typing that are reflective of stream function and habitat. The water typing system should provide greater protections for streams that are known to be used by salmon and streams that provide suitable habitat for salmon. In addition, the definitions should make a distinction between manmade conveyance systems and natural streams.~~

~~NEP36~~ **P5.6** ~~The City should continue to l~~Limit stream relocation projects, the placing of streams in culverts, and the crossing of streams for both public and private projects. Where applicable in stream corridors, ~~the City should consider~~ structures that are designed to promote fish migration and the propagation of wildlife habitat.

~~NEP37~~ ~~Continue to enforce erosion control measures for work in or adjacent to stream or lake buffers.~~

~~NEP38~~ **P5.7** Appropriate mitigation for ~~detrimental~~ impacts may be required for construction work within the buffer area associated with a stream or a lake. The City will continue to work in cooperation with the Department of Fish and Wildlife through the Hydraulic Project Approval permit process, as applicable, for development proposals that involve streams and lakes.

~~NEP39~~ **P5.8** Public facilities and utilities may cross lakes or streams where no other feasible alternative exists. Impacts to the resources should be the minimum necessary to complete the project and compensatory mitigation should be required for unavoidable impacts.

NE P5.9 Prioritize mitigation efforts located in the same basin as the impacted wetland.

NE P5.10 Support the benefits and ecosystem services provided by healthy, connected riparian systems.

Goals

~~NEP40~~ For public access lakes, the City will take a lead role to develop and implement proactive comprehensive watershed and lake management plans and policies that are needed to identify and anticipate problems and prevent further deterioration, which could lead to costly lake restoration efforts in the future. Lake management plans identify problems, recommend solutions, and outline plans for implementation. The City will take an administrative role in assisting residents on private lakes to setup and run Lake Management Districts for the implementation of lake management plans.

Frequently Flooded Areas

Frequently flooded areas are defined as, "...areas in the floodplain subject to a one percent or greater chance of flooding in any given year including but not limited to, such areas as streams, lakes, and wetlands." Development in flood plains reduces the storage capacity and increases the amount of runoff. Increased runoff overtaxes both natural and man-made conveyance systems and leads to increased costs associated with the damage to public and private property.

Frequently flooded areas within the City are located along the Puget Sound shoreline and regulated by the Federal Way Shoreline Master Program (SMP).

Goal

~~NEG6~~ *To prevent the loss of life, property, and habitat in frequently flooded areas.*

Policies

~~NEP41~~ New improvements should not be located in floodplains unless fully mitigated via best building practices within areas of special flood hazard, shallow flooding, coastal high hazard, and floodways.

~~NEP42~~ Any approved construction should follow the mitigation recommendations of a Habitat Assessment report.

~~NEP43~~ In frequently flooded areas, the City should restrict the rate and quantity of surface water runoff to pre-development levels for all new development and redevelopment, in accordance with the current adopted technical design manual requirements.

~~NEP44~~ Where feasible, the City shall protect and enhance natural flood storage and conveyance function of streams, lakes, and wetlands.

Wetlands

Wetlands are valuable natural resources. There are several types of wetlands in the City and each plays a valuable role in the hydrological system. The various types of wetlands include marshes, bogs, ponds, forested, lake fringe and scrub shrub. By storing floodwaters, wetlands reduce flooding and downstream erosion; trap and absorb sediments; and improve water quality by filtering pollutants. Wetlands also discharge water to aquifers and streams which helps to replenish groundwater and maintain base flows of streams. Wetlands are productive biological systems providing diverse habitat for wildlife, and important storage capacity for the hydrologic system.

Federal Way has several regionally significant wetland areas. The largest can be found in and adjacent to the West Hylebos State Park, Dash Point State Park, Dumas Bay, and throughout Spring Valley. Other smaller wetlands also dot the landscape.

The City has completed a general inventory of wetlands within the City limits and Potential Annexation Area (PAA). The inventory was used to help the City create policy and regulations that reflect local and regional conditions.

The City may permit development that result in the destruction of wetlands if certain criteria are met. In these situations, compensatory wetland mitigation, such as wetland creation, restoration, enhancement, or payment into an in lieu fee program must be provided.

Goal

Figure 4: Forested Wetland. Credit ESA

NEG7 G6 Conserve and protect environmentally critical areas and their buffers from loss or degradation and seek opportunities for their protection and enhancement as natural and economic assets of the City.
Protect and enhance the functions and values of the City's wetlands.



Policies

NEP45 P6.1 The City will protect its wetlands with an objective of no overall net-loss of functions or values.

NEP46 P6.2 Impacts to critical areas and their buffers wetlands should be limited avoided to the greatest extent

reasonably practicable. All efforts should be made to use the following mitigation sequencing approach: avoid, minimize, rectify, reduce over time, compensate, and monitor.

NEP47 P6.3 Require buffers adjacent to wetlands to protect wetland function and values integral to healthy wetland ecosystems. Critical area B buffer requirements should will be based on best available science and predictable, and where allowances for buffer alterations are warranted, provide clear direction for mitigation, enhancement, and restoration.

~~NEP48~~ Preserve wetland systems by maintaining native vegetation between nearby wetlands and between wetlands and nearby streams and other wildlife habitat areas.

~~NEP49~~ P6.4 The City will ~~u~~Utilize the approved federal wetland delineation manual and applicable regional supplements as set forth in WAC 173-22-035 for identification and delineation of wetlands.

~~NEP50~~ P6.5 The City's wetland inventory will be updated when new delineations and ratings are approved by the City.

~~NEP51~~ To meet Best Available Science requirements and for consistency with state guidelines, the City's wetland rating system should be based on the current Department of Ecology rating system.

~~NEP52~~ The City will work with other jurisdictions, tribes, and citizen groups to establish wetland policies and a classification system for wetlands that allows for the designation of both regionally and locally unique wetlands.

~~NEP53~~ The City will work with the Lakehaven Utility District to evaluate pumping rates within the Hylebos Creek and Lower Puget Sound drainage basin to establish the effect of groundwater withdrawal on streams, lakes, and wetlands.

~~NEP54~~ P6.6 The City will ~~a~~Avoid the use of natural wetlands for use as public stormwater facilities whenever possible. If the use of a natural wetland is unavoidable, the functions/values of that wetland ~~should~~ shall be replaced to the extent that they are lost.

NE P6.7 Work with local community groups, property owners, and businesses to enhance, restore, and protect natural areas as community assets.

Goal

~~NEG8~~ *Explore ways of mitigating wetland loss.*

Policies

~~NEP55~~ The City should consider a partnership with the King County Mitigation Reserves In Lieu Fee program to provide additional options for offsite mitigation.

~~NEP56~~ Mitigation sites should replace or augment the wetland values to be lost as a result of a development proposal. Sites should be chosen that would contribute to an existing wetland system or, if feasible, restore an area that was historically a wetland.

~~NEP57~~ All wetland functions should be considered in evaluating wetland mitigation proposals, including but not limited to fish and wildlife habitat, flood storage, water quality, recreation, and educational opportunities.

~~NEP58~~ The City will protect wetlands by promoting the conservation of forest cover and native vegetation.

~~NEP59~~ Wetlands created as a result of a surface or stormwater detention facility will not be considered wetlands for regulatory purposes.

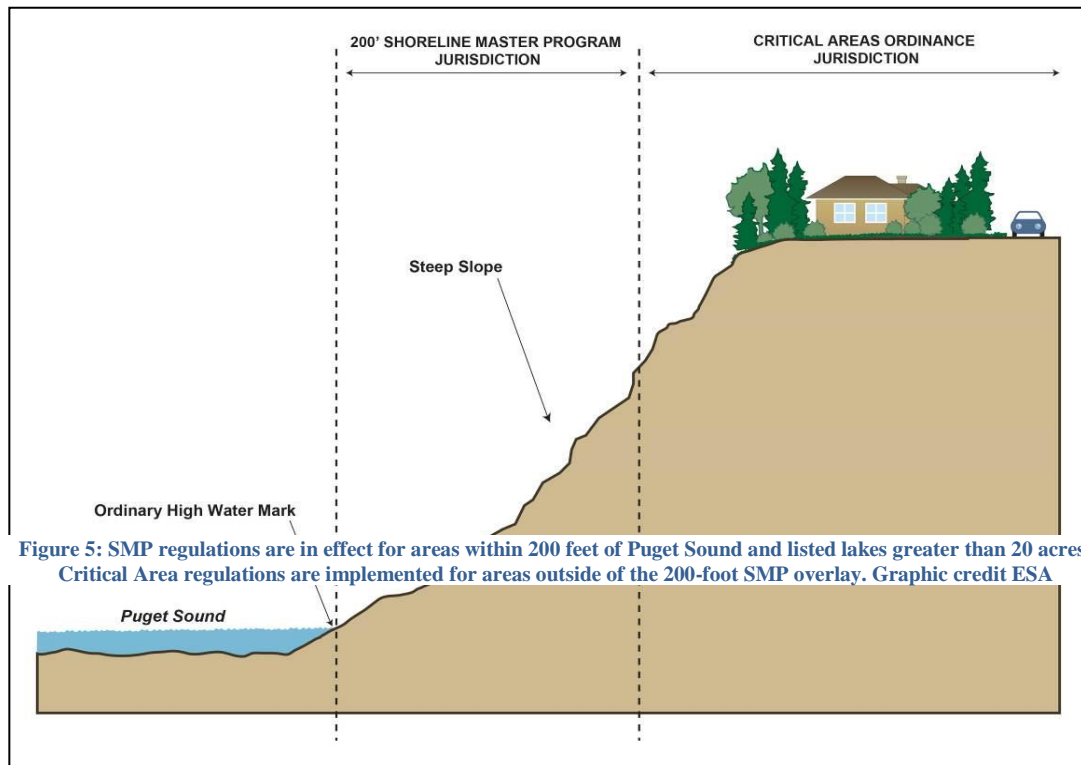
Shorelines

The City's Shorelines of the State as identified by the Shoreline Management Act (SMA) within City limits include Puget Sound, Steel Lake, North Lake, and the incorporated portion of Lake Killarney. Shorelines of the State within the City's potential annexation area include the south portion of Lake Killarney, Star Lake, Lake Dolloff, Lake Geneva, and Five Mile Lake. Shorelines of the State also include the upland or shorelands that generally extend 200 feet landward from the edge of these waters, and any wetlands associated with such waters.

The updated Federal Way Shoreline Master Program (FWCP Chapter 11), with its own environmentally related goals and policies was adopted in 2011 following review and approval from the Washington State Department of Ecology. The regulations were incorporated into FWRC Title 15.

Policy

~~NEP60~~ The City should keep abreast of proposed changes to the state's Shoreline Management Act regulations and amend the City's master program in order to reserve the shoreline for preferred uses, protect shoreline natural resources against adverse effects, and promote public access to publically owned areas.



9.3 GEOLOGIC HAZARDOUS AREAS

Geologically hazardous areas include: steep slope hazard, landslide hazard, erosion hazard, and seismic hazard (liquefaction prone) areas. WAC 365-196-200(10) defines geographically hazardous areas as, "...areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to siting of commercial, residential, or industrial development consistent with public health or safety concerns."

Most geologically hazardous areas have been mapped near the Puget Sound shoreline and within stream corridors (*Map IX-6*).

The following City policies address protection of geologically hazardous areas.

Goal

NEG9 — *Implement applicable development regulations to ensure against the loss of both public and private property in geologically hazardous areas.*

Policies

NEP61 — Land uses in geologically hazardous areas should be designed to prevent property damage and environmental degradation, and to enhance open space and wildlife habitat.

NEP62 — Require appropriate levels of professional study and analysis for proposed construction within geologically hazardous areas.

NEP63 — As slope increases, development intensity, site coverage, and vegetation removal should decrease and thereby minimize drainage problems, soil erosion, siltation, and landslides. Slopes of 40 percent or more should be retained in a natural state, free of structures and other land surface modifications.

NEP64 — Limit disturbances in landslide hazard areas. Establish setbacks beyond the landslide hazard areas to avoid risks to life safety and property damage.

NEP65 — Utilize erosion control best practices in erosion hazard areas during construction and the site's ultimate use.

NEP66 — Maintain soil stability by retaining vegetation in geologically hazardous areas.

NEP67 — Prior to development in severe seismic hazard areas, the City may require special studies to evaluate seismic risks and to identify appropriate measures to reduce these risks. In areas with severe seismic hazards, special building design and construction measures should be used to minimize the risk of structural damage, fire, and injury to occupants, and to prevent post seismic collapse.

NEP68 — Development along marine bluffs should take into consideration the unique habitat these areas provide by leaving as much native vegetation intact as possible, especially snags and mature trees.

9.4 FISH AND WILDLIFE HABITAT CONSERVATION AREAS

Fish and wildlife habitat conservation areas are necessary for both resident and seasonal migratory animal species (*Map IX-7*). These areas include:

- Areas with which endangered, threatened, sensitive, and candidate species have a primary association;
- Habitats and species with local importance;
- Kelp and eelgrass beds;
- Herring, surf smelt, and sand lance spawning areas;
- Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat; and
- Waters of the state

Significant habitat also exists in wetland, riparian corridors, and on steep slopes that are privately owned, but protected by development regulations. Linking public and private habitat areas can provide food, shelter, and migration corridors for a healthy and sustainable population of salmon, songbirds, and other species.

Urban landscaping, parks, and open space are valuable complements to natural areas in terms of providing habitat for a wide variety of wildlife. The loss of natural wildlife habitat to urban development can be partially offset by landscaping that includes a variety of native plants, which could provide habitat.

Goal

NEG10 G7 *Preserve, protect, and enhance fish and wildlife habitat.*

Policies

NEP69 P7.1 *As feasible, the City will eConduct studies needed to identify and map critical fish and wildlife habitat conservation areas and consider reevaluating existing regulations for the protection of these areas.*

Figure 6: Hylebos Creek Fish Ladder. Credit Dan Smith



~~NEP70~~ The City should manage aquatic and riparian (stream side) habitat in a way that minimizes its alteration in order to preserve and enhance its ability to sustain fish and wildlife.

~~NEP71~~ P7.2 The City should ~~p~~Preserve and enhance native vegetation in riparian habitat wherever possible and support community and non-profit efforts to restore fish and wildlife conservation areas with native vegetation.

~~NEP72~~ P7.3 The City should ~~e~~Encourage residents and businesses to use native plants and limit the use of toxic pesticides and chemical fertilizers in residential and commercial landscaping.

~~NEP73~~ The City should protect wildlife corridors in City owned open space. These areas should use native plants that support native species of birds and animals.

~~NEP74~~ Support community and non-profit efforts to restore fish and wildlife conservation areas with native vegetation.

~~NEP75~~ P7.4 As feasible, ~~e~~Continue the property acquisition program in Spring Valley, which not only provides natural flood storage but also preserves wildlife habitat and provides corridors for their movement.

~~NEP76~~ P7.5 As feasible, the City will ~~a~~Adopt and implement fish habitat conservation plans in support of WRIA 9. for the salmon runs in the Hylebos drainage, Lakota Creek, Joe's Creek, and any other identified salmon streams. These plans will include recommendations for improvements to the riparian corridor and provisions for adequate buffers adjacent to all proposed development.

~~NEP77~~ P7.6 The City should ~~e~~Encourage informational and educational programs and activities dealing with addressing the protection of wildlife. ~~An example of such a program is the Backyard Wildlife Sanctuary program established by the state's Department of Fish and Wildlife.~~

~~NEP78~~ Minimize overhead lighting that would shine on the water surface of the City's streams, lakes, and marine waters.

~~NEP79~~ Minimize and manage ambient light levels to protect the integrity of ecological systems and public health without compromising public safety.

9.5 TREE PRESERVATION

The City benefits in maintaining its urban tree canopy by:

- ~~Stabilizing and enriching soil;~~
- ~~Improving air and water quality;~~
- ~~Protecting fish and wildlife habitat;~~
- ~~Reducing the impacts of stormwater runoff;~~
- ~~Mitigating the heat island effect; and~~
- ~~Enhancing the economic value of new and existing development.~~

Goal

~~NEG11~~ *To preserve and enhance the City's physical and aesthetic character by incentivizing the preservation of mature trees and preventing untimely and indiscriminate removal or destruction of trees.*

Policies

~~NEP80~~ *Continue to implement the tree density standards within the Clearing, Grading, and Tree and Vegetation Retention code.*

~~NEP81~~ *Provide greater tree density credits for retained mature trees.*

~~NEP82~~ *Encourage minimal modification of trees within environmentally critical areas and their buffers.*

~~NEP83~~ *Encourage preserving forested areas within tracts and Native Growth Protection Easements when subdividing land.*

~~NEP84~~ *Support voluntary tree planting programs.*

~~NEP85~~ *Discourage the topping of healthy trees. Instead, encourage the benefits of sustainable pruning practices and "window pruning" in view corridors.*

9.6 AIR QUALITY AND CLIMATE CHANGE

Greenhouse gas (GHG) emissions are resulting in a changing climate. Human activities such as burning fossil fuels for electricity, heat, and transportation are responsible for a significant portion to the increase in greenhouse gases.

According to Puget Sound Regional Council's Planning for Whole Communities Toolkit, a warming climate is expected to impact the availability of basic necessities like fresh water, food and energy. Climate change is also likely to have an impact on human health, particularly for sensitive populations such as the elderly, those with respiratory ailments, and young children, from increases in extreme heat events, forest fires, and increased summer air pollution. An increase in rates of heat-related illnesses, respiratory illness, and infectious disease is also likely.

Goal

~~NEG12~~ *Promote land use patterns and transportation systems that minimize air pollution and greenhouse gas emissions.*

Policies

~~NEP86~~ *Support state and federal air quality standards and the regulation of activities that emit air pollutants.*

- ~~NEP87~~ Utilize building design, construction, and technology techniques to mitigate the negative effects of air pollution on indoor air quality for uses near sources of pollution such as Interstate 5.
- ~~NEP88~~ Encourage transportation demand management and alternatives to the single occupancy vehicle in order to reduce energy consumption, air, and water pollution.
- ~~NEP89~~ Educate residents about air quality impacts associated with vehicle usage, alternative modes of transportation and alternative fuels.
- ~~NEP90~~ Encourage compact growth in the City Center and other mixed use zones that support mass transit, encourage non-motorized modes of travel, and reduce trip lengths.
- ~~NEP91~~ Facilitate modes of travel such as bicycling and walking by implementing the recommendations of the *Bicycle and Pedestrian Master Plan*, as adopted by reference.
- ~~NEP92~~ Regulate new development to ensure new blocks encourage walkability and maximize connectivity and route choice. Create reasonable block lengths to encourage more walking and physical activity.
- ~~NEP93~~ Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles.
- ~~NEP94~~ Conduct City operations and institutionalize practices that reduce municipal greenhouse gas emissions and lead the community in reducing GHG emissions.
- ~~NEP95~~ Implement a program to install the latest energy efficient technologies for street and parking lot lights as funding becomes available.
- ~~NEP96~~ Assist and encourage new development to meet criteria of green building certification or credentials through established programs such as LEED and Energy Star.
- ~~NEP97~~ Consider upgrading the City government fleet to vehicles that have a lower carbon footprint or are more fuel efficient.
- ~~NEP98~~ Incorporate climate change considerations into City comprehensive and operational plans.

Goal

NEG13 G8 *Develop programs and/or regulations to address noise pollution in all areas of the City.*

Policies

NEP99 P8.1 The City should develop and adopt construction standards to mitigate noise generated by SeaTac Airport and Interstate 5, as well as other major arterials.

NEP100 P8.2 Provide noise reduction and mitigation measures to reduce the noise and visual impacts of Interstate 5 and arterials on residential areas.

NEP101 P8.3 Ensure the Washington State Department of Transportation provides appropriate levels of noise suppression when improving state highways.

NEP102 P8.4 The City will evaluate potential noise impacts associated with non-residential uses and activities located in residential areas as part of the site plan review process.

NEP103 P8.5 The City should continue to work in concert with the Puget Sound Regional Council, Regional Commission on Airport Affairs, and the Airport Communities Coalition, or their successors or other entities, to resolve problems associated with the expansion of SeaTac Airport.

NEP104 P8.6 In developing new roadway systems, the City will evaluate the noise impact on residential neighborhoods as appropriate in, or through, residential areas.



9.8 OPEN SPACE

Trails and open space corridors form linkages between and within neighborhoods, commercial areas, and neighboring jurisdictions. Open space corridors also provide wildlife habitat, recreation areas, as well as visual and physical separation between land uses. In order to achieve an effective open space system, the City will work cooperatively with surrounding jurisdictions to construct a network of open space. Open space can include: environmentally sensitive areas, forests, pasture land, lakes, and waterways.

Areas identified as open space in the Comprehensive Parks Plan may be purchased or otherwise protected from development by the City.

Goal

~~NEG14 G9~~ *Develop a contiguous* Identify and preserve open space networks throughout the City and connections with adjacent jurisdictions.

Policies

Figure 7: West Hylebos Wetland Park. Credit Dan Smith

~~NE_P1059.1~~ Open space provides important wildlife habitat corridors and should be linked with other designated regional and state open space systems.

~~NEP106~~ ~~Preserve and restore habitat connections and tree canopy to link stream corridors, geologically hazardous areas, floodplains, wetlands, and critical habitat sites into a system of habitat corridors. This provides connections for wildlife, supports biodiversity, improves water quality, reduces risks due to flooding and landslides, and supports the City's adaptation to climate change.~~

~~NEP107~~ ~~The City should develop a procedure to acquire or accept donations of high value areas for preservation.~~

~~NEP108~~ ~~The City should consider innovative ways of acquiring property for open space such as transfer of development rights and development incentives for set asides.~~

~~NEP109~~ ~~Incorporate crime prevention through environmental design into the design process for parks, open space, and trails.~~

~~NEP110~~ P9.2 Create methods and opportunities that encourage residents to monitor and report vandalism or criminal activity in open space areas, parks, and trails.

NE P9.3 Ensure access to publicly-preserved open spaces is available to all members of the community.

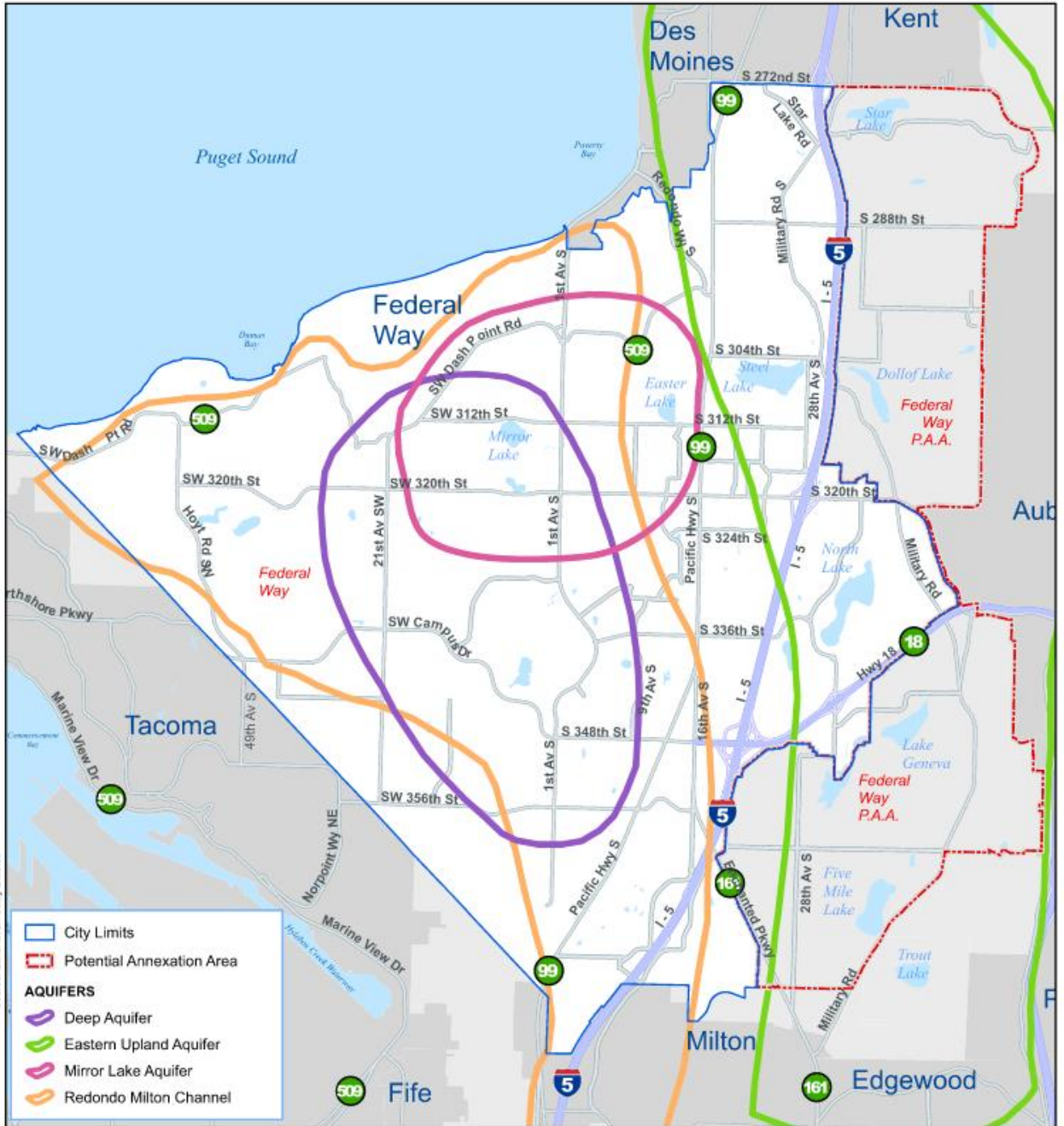
8.5 MAPS

**Map NE-3:
Aquifers**

City of
Federal Way
Comprehensive Plan

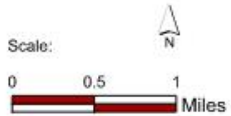
Aquifers

Map Date: July 2024
City of Federal Way
GIS Division
33325 8th Ave S
Federal Way, WA 98003
253-835-7000
www.federalwaywa.gov



Source: Lakshmin, Utility District

City Limits
 Potential Annexation Area
AQUIFERS
 Deep Aquifer
 Eastern Upland Aquifer
 Mirror Lake Aquifer
 Redondo Milton Channel



**Natural Environment
Element**

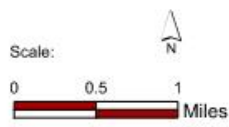
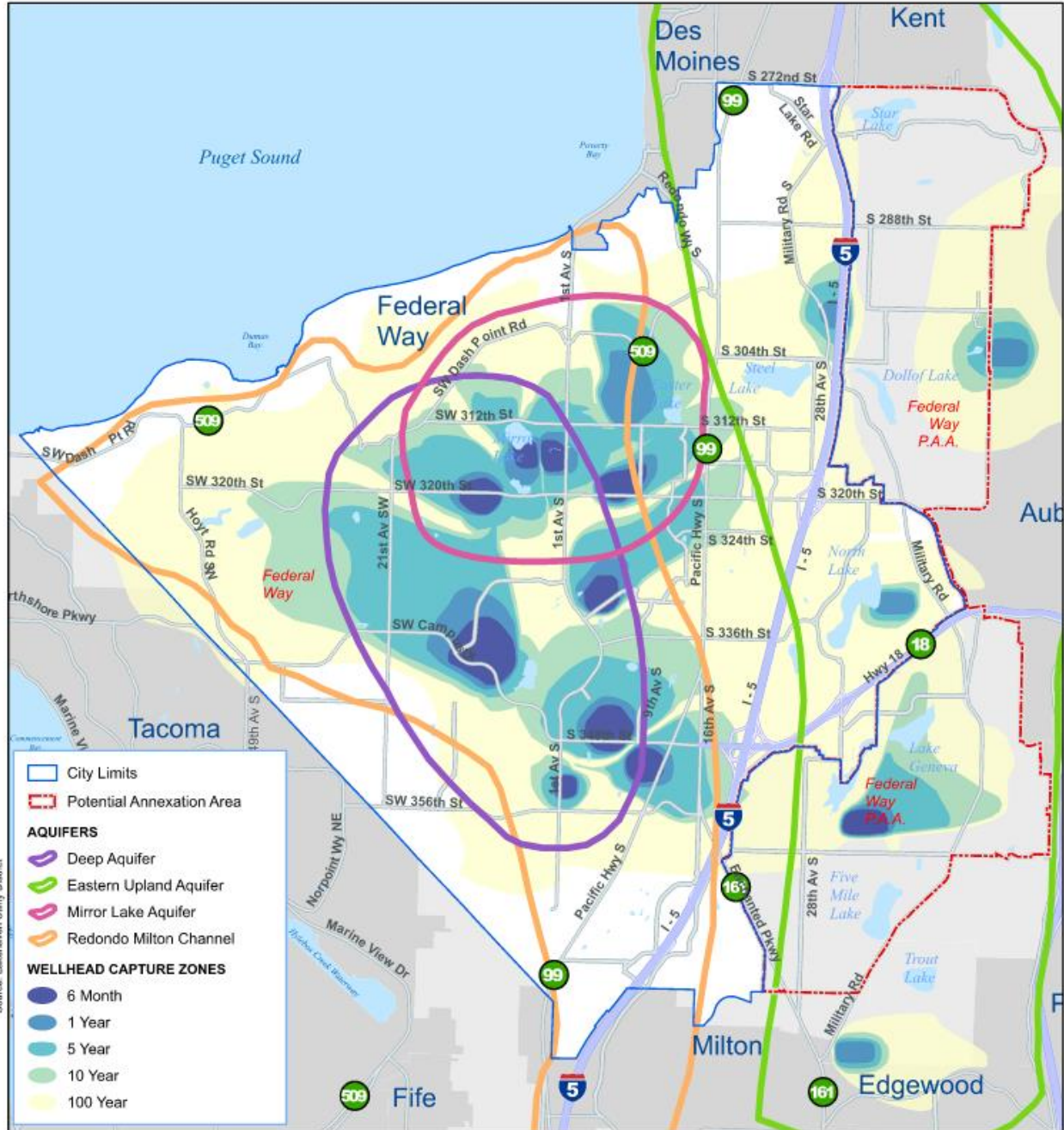
This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

**Map NE-4:
Aquifers & Wellhead Capture Zones**

City of
Federal Way
Comprehensive Plan

Aquifers & Wellhead Capture Zones

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Federal Way, WA 98003
253-835-7000
www.federalwaywa.gov



**Natural Environment
Element**

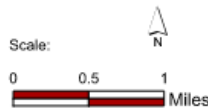
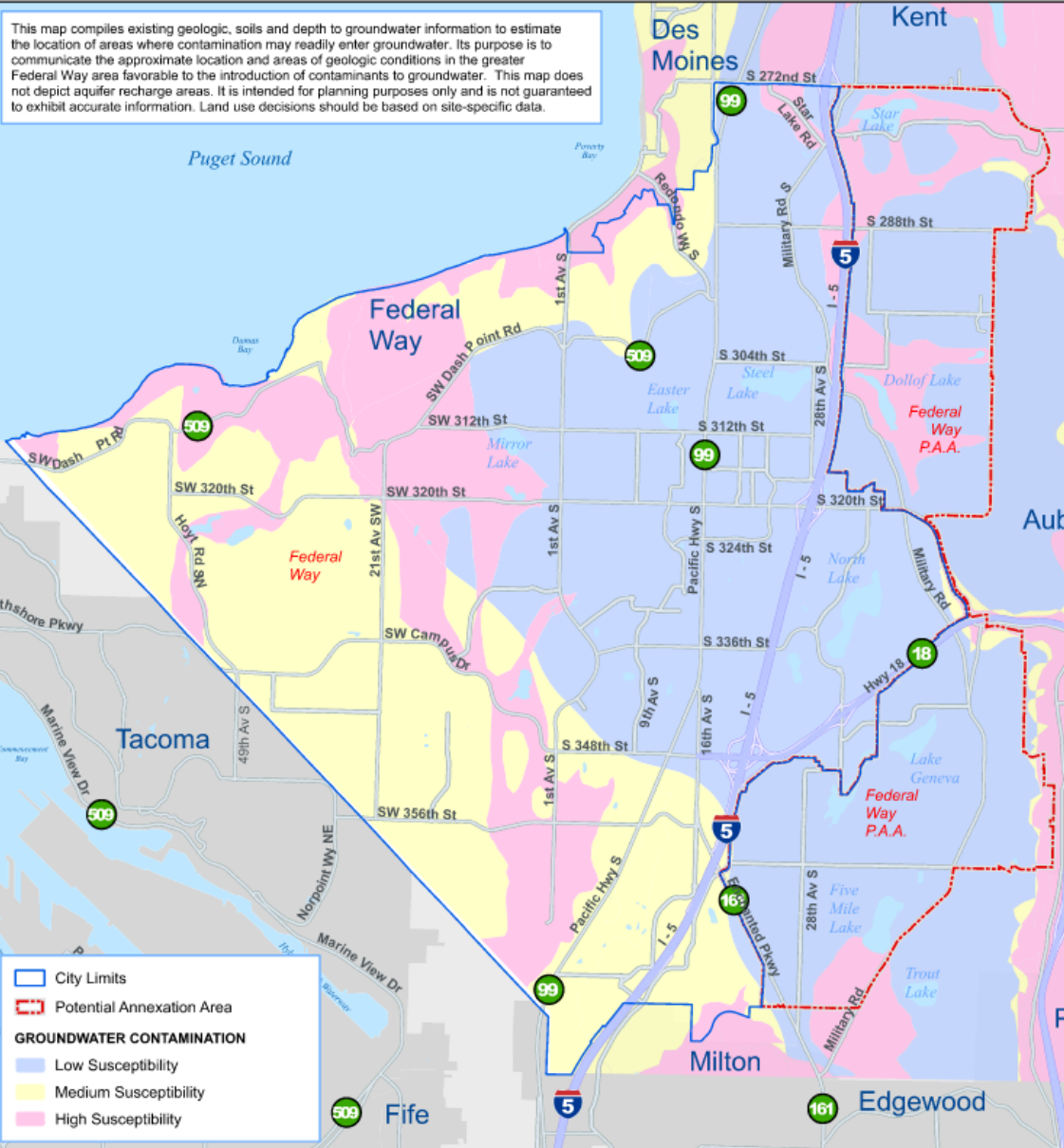
This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

Map NE-5: Areas Susceptible to Groundwater Contamination

City of
Federal Way
Comprehensive Plan

Areas Susceptible to Groundwater Contamination

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Natural Environment Element

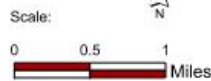
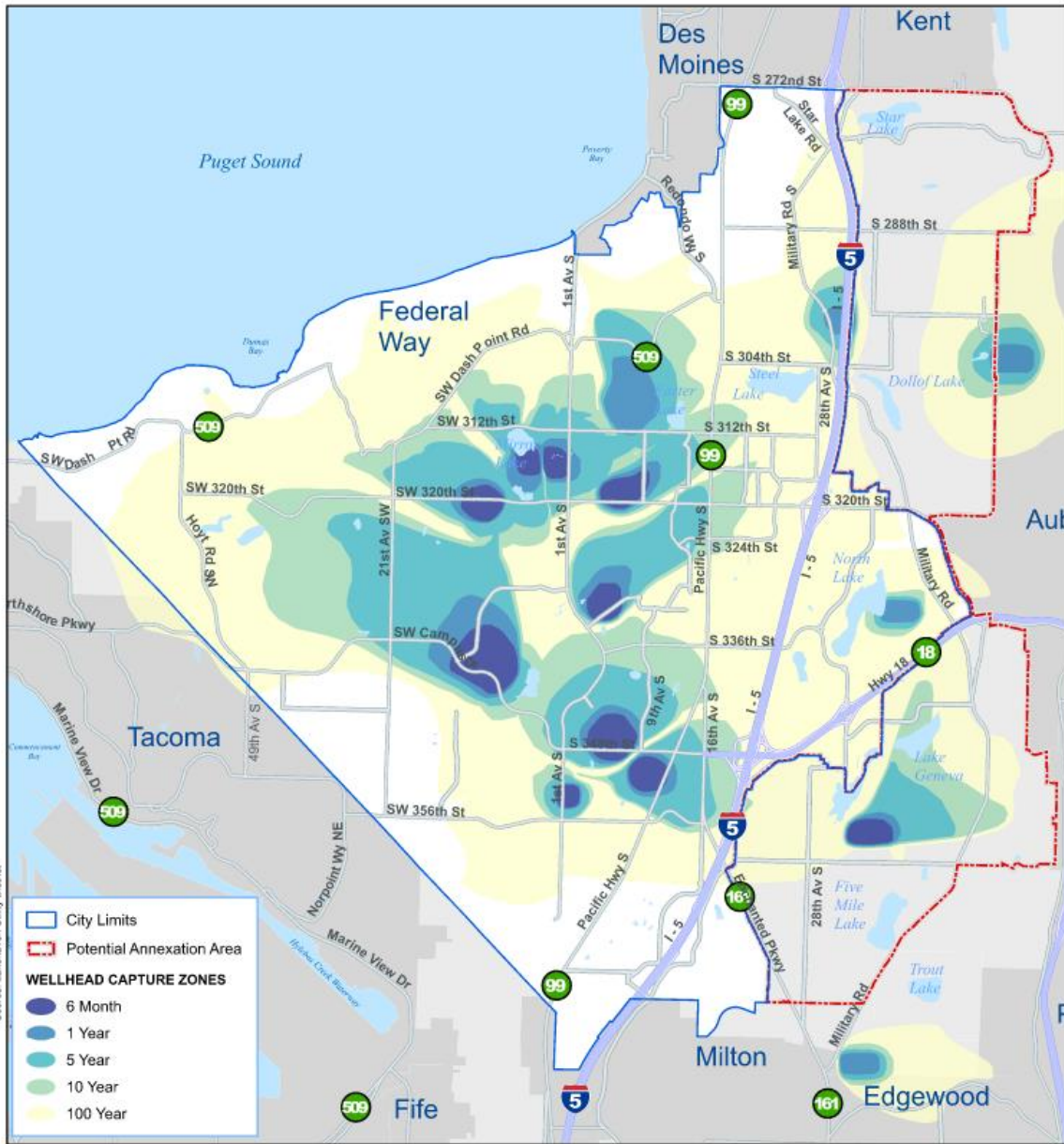
This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

Map NE-6: Wellhead Capture Zones

City of
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Comprehensive Plan

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Wellhead Capture Zones



Natural Environment Element

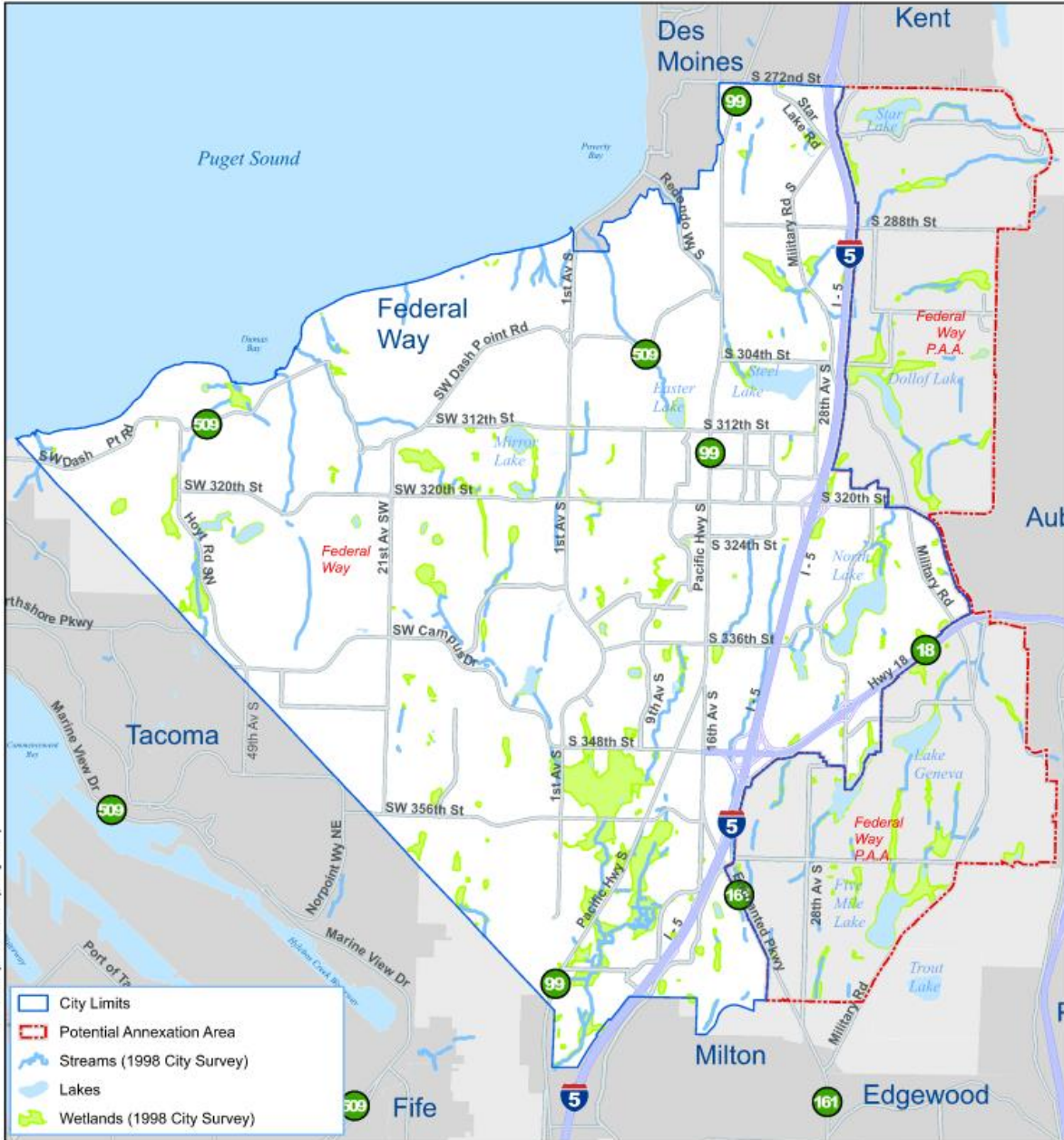
This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

Map NE-7: Surface Water Resources

City of
Federal Way
Comprehensive Plan

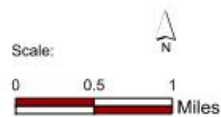
Map Date: July 2024
City of Federal Way
GIS Division
33325 8th Ave S
Federal Way, WA 98003
253-835-7000
www.federalwaywa.gov

Surface Water Resources



Source: City of Federal Way, King County

- City Limits
- Potential Annexation Area
- Streams (1998 City Survey)
- Lakes
- Wetlands (1998 City Survey)



Natural Environment Element

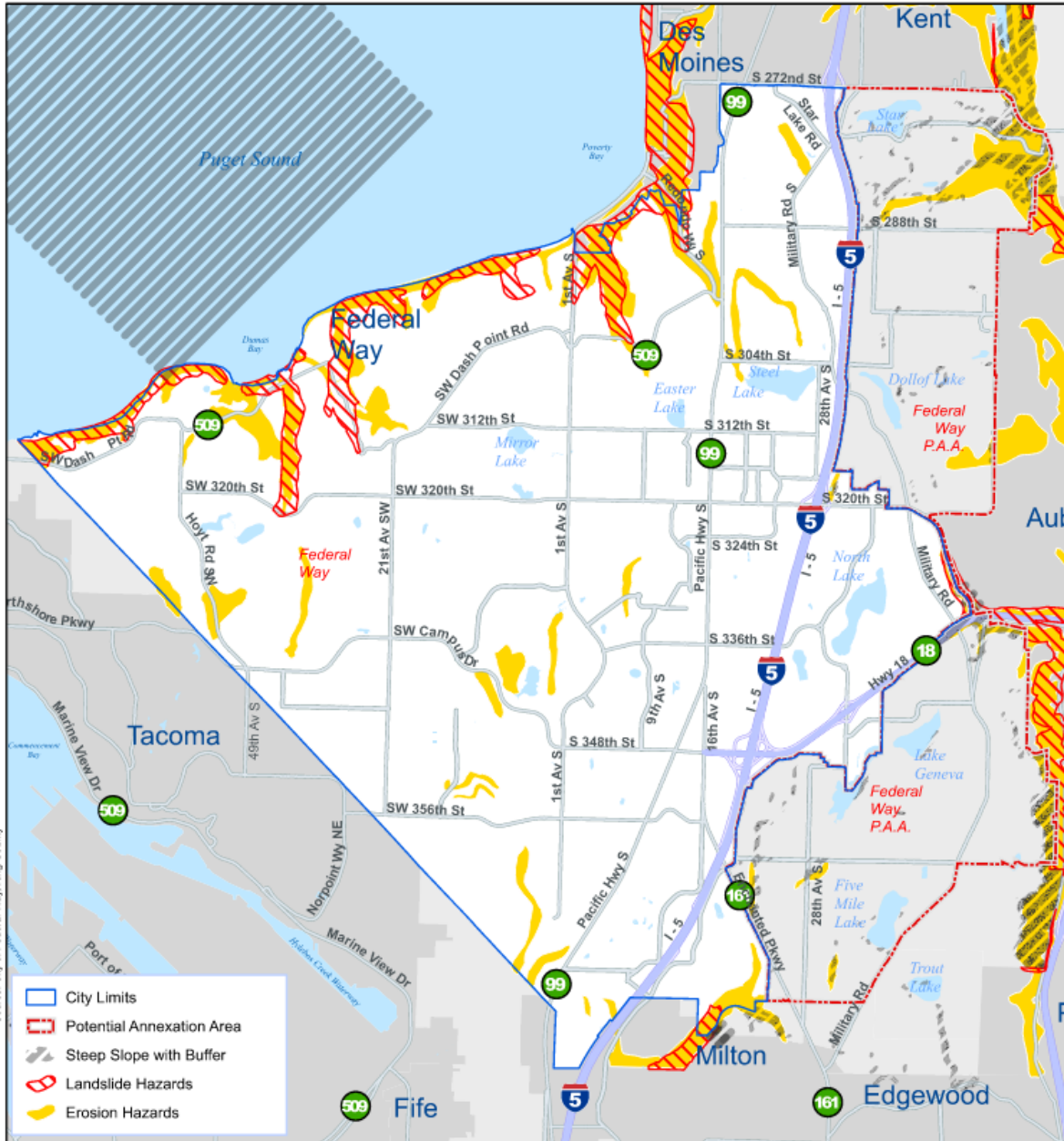
This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

Map NE-8: Geologic Hazards

City of
Federal Way
Comprehensive Plan

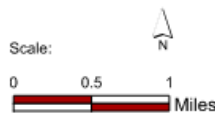
Geologic Hazards

Map Date: July 2024
City of Federal Way
GIS Division
33325 8th Ave S
Federal Way, WA 98003
253-835-7000
www.federalwaywa.gov



Source: City of Federal Way, King County

- City Limits
- Potential Annexation Area
- Steep Slope with Buffer
- Landslide Hazards
- Erosion Hazards



Natural Environment Element

This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

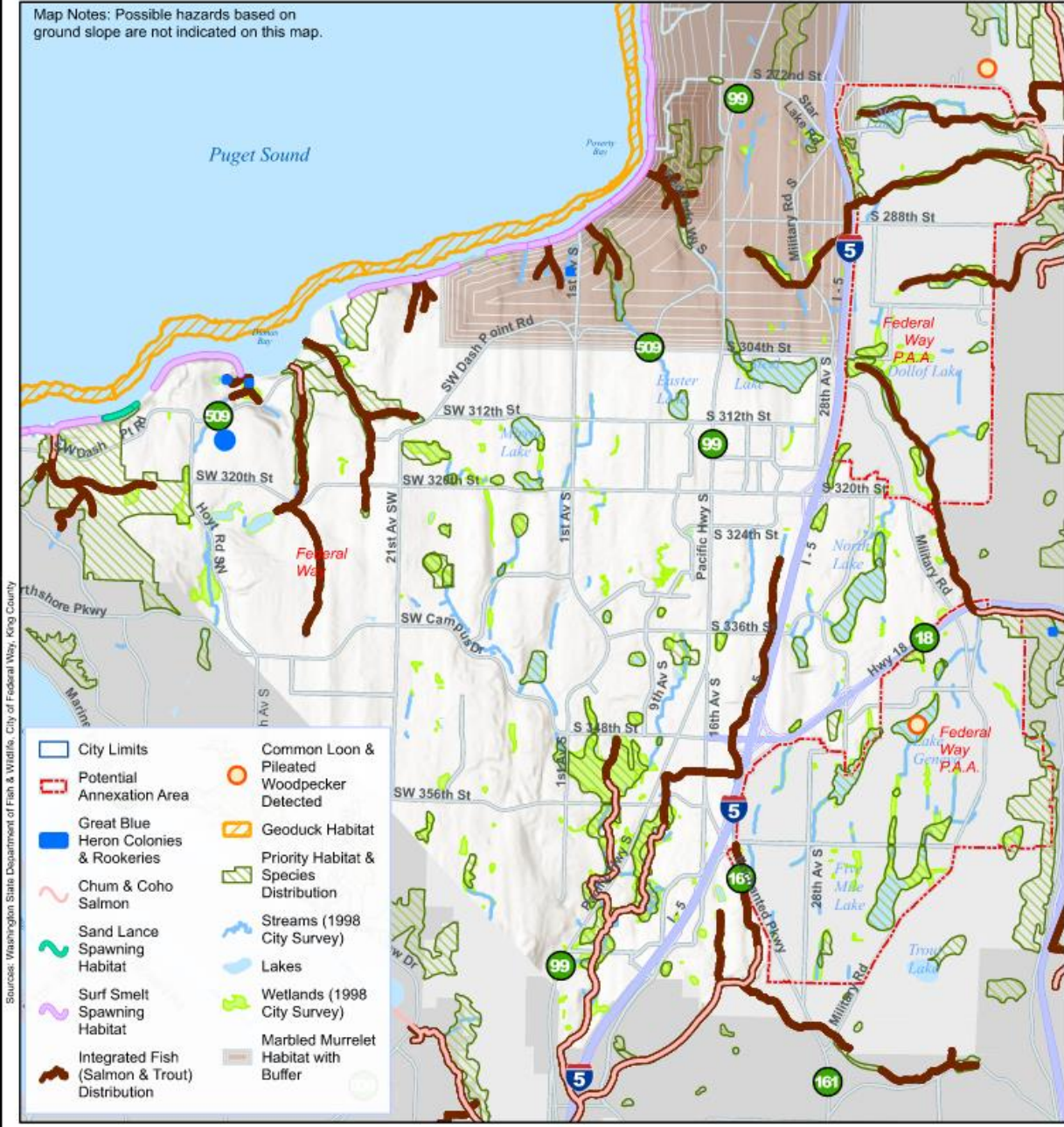
Map NE-9: Priority Habitats & Species

City of
Federal Way
Comprehensive Plan

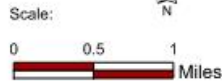
Map Date: July 2024
City of Federal Way
GIS Division
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Federal Way, WA 98003
253-835-7000
www.federalwaywa.gov

Priority Habitats & Species

Map Notes: Possible hazards based on ground slope are not indicated on this map.



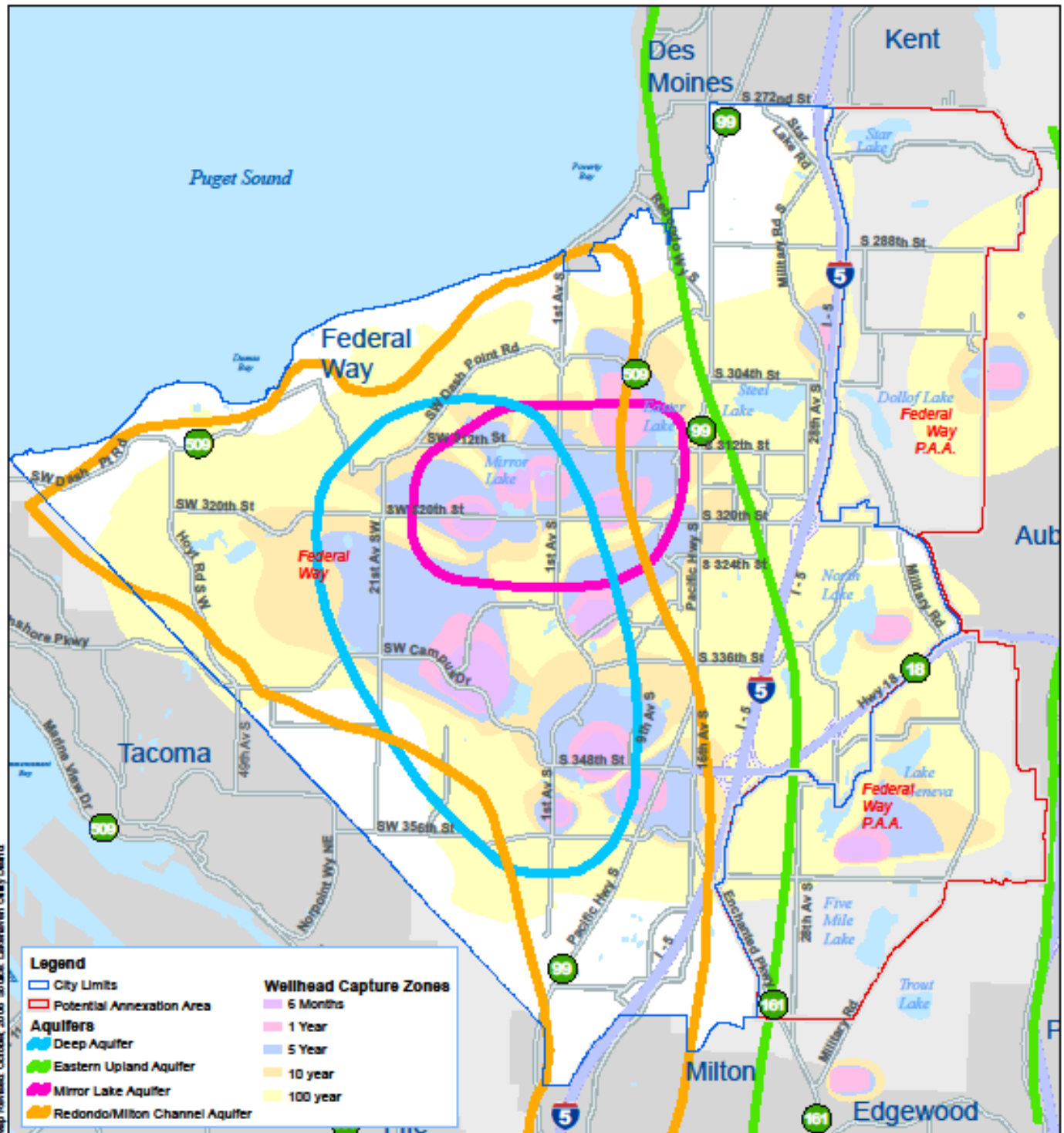
Sources: Washington State Department of Fish & Wildlife, City of Federal Way, King County



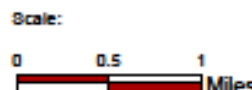
Natural Environment Element

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Map IX - 2 Aquifers & Wellhead Capture Zones



Map Revised: October 2010. Source: Lohrman, L.B. & Clark

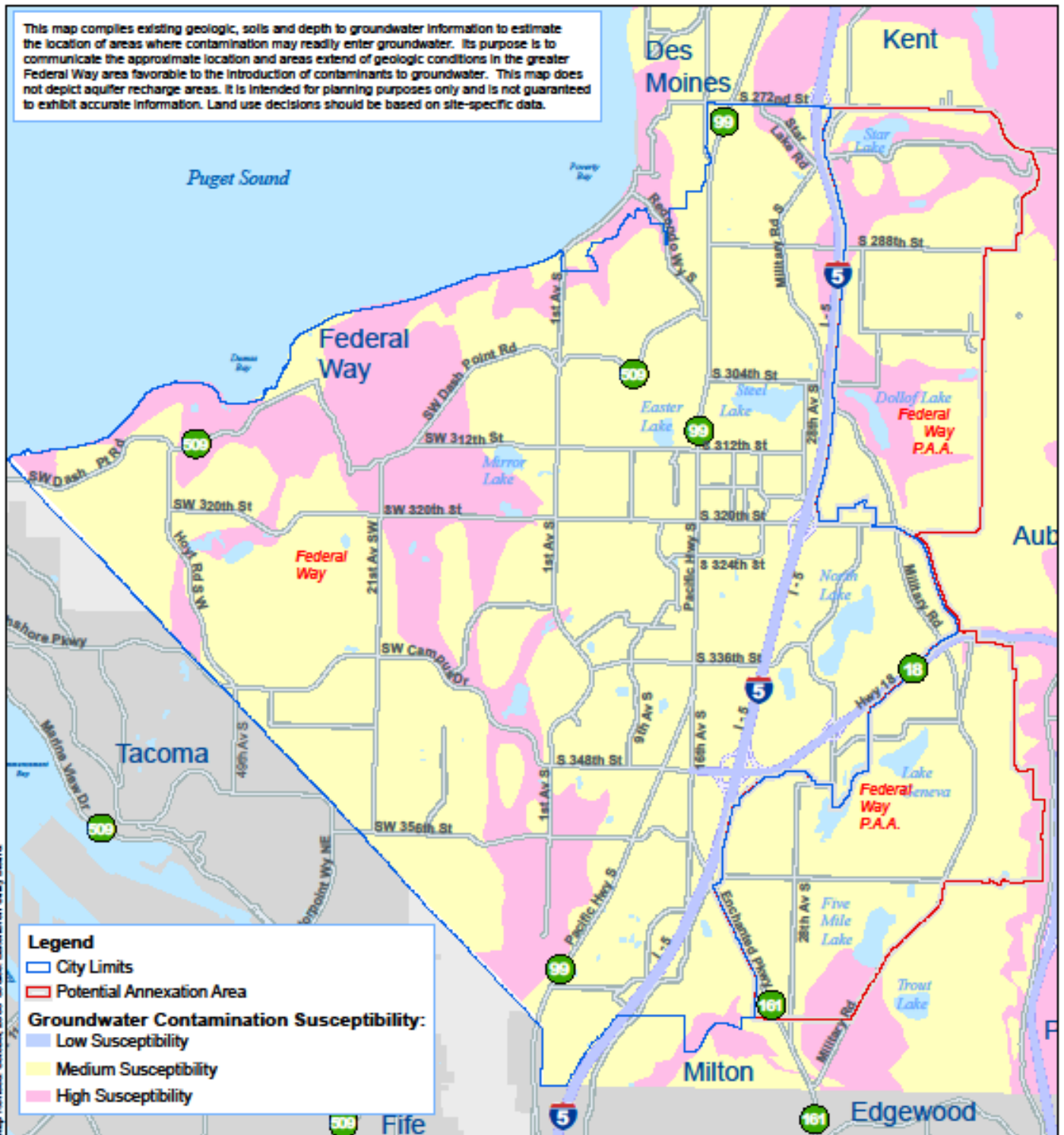


Natural Environment Element

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Map IX - 3 Areas Susceptible to Groundwater Contamination

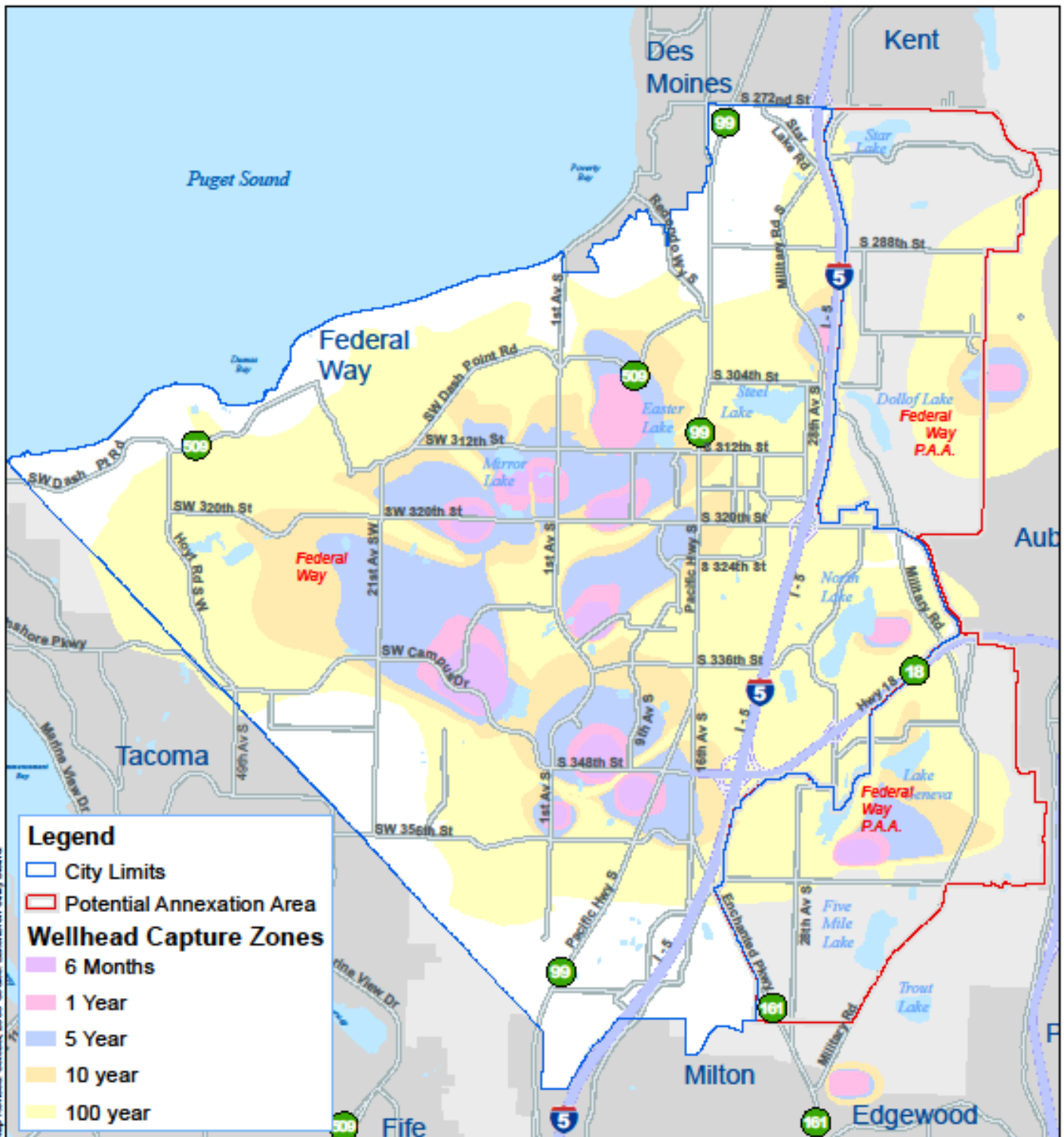
This map compiles existing geologic, soils and depth to groundwater information to estimate the location of areas where contamination may readily enter groundwater. Its purpose is to communicate the approximate location and areas extend of geologic conditions in the greater Federal Way area favorable to the introduction of contaminants to groundwater. This map does not depict aquifer recharge areas. It is intended for planning purposes only and is not guaranteed to exhibit accurate information. Land use decisions should be based on site-specific data.



Natural Environment Element

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Map IX - 4 Wellhead Capture Zones



Map Revised: October, 2016. Source: Lakshveen Utility District

Legend

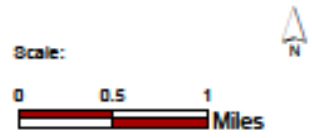
- City Limits
- Potential Annexation Area

Wellhead Capture Zones

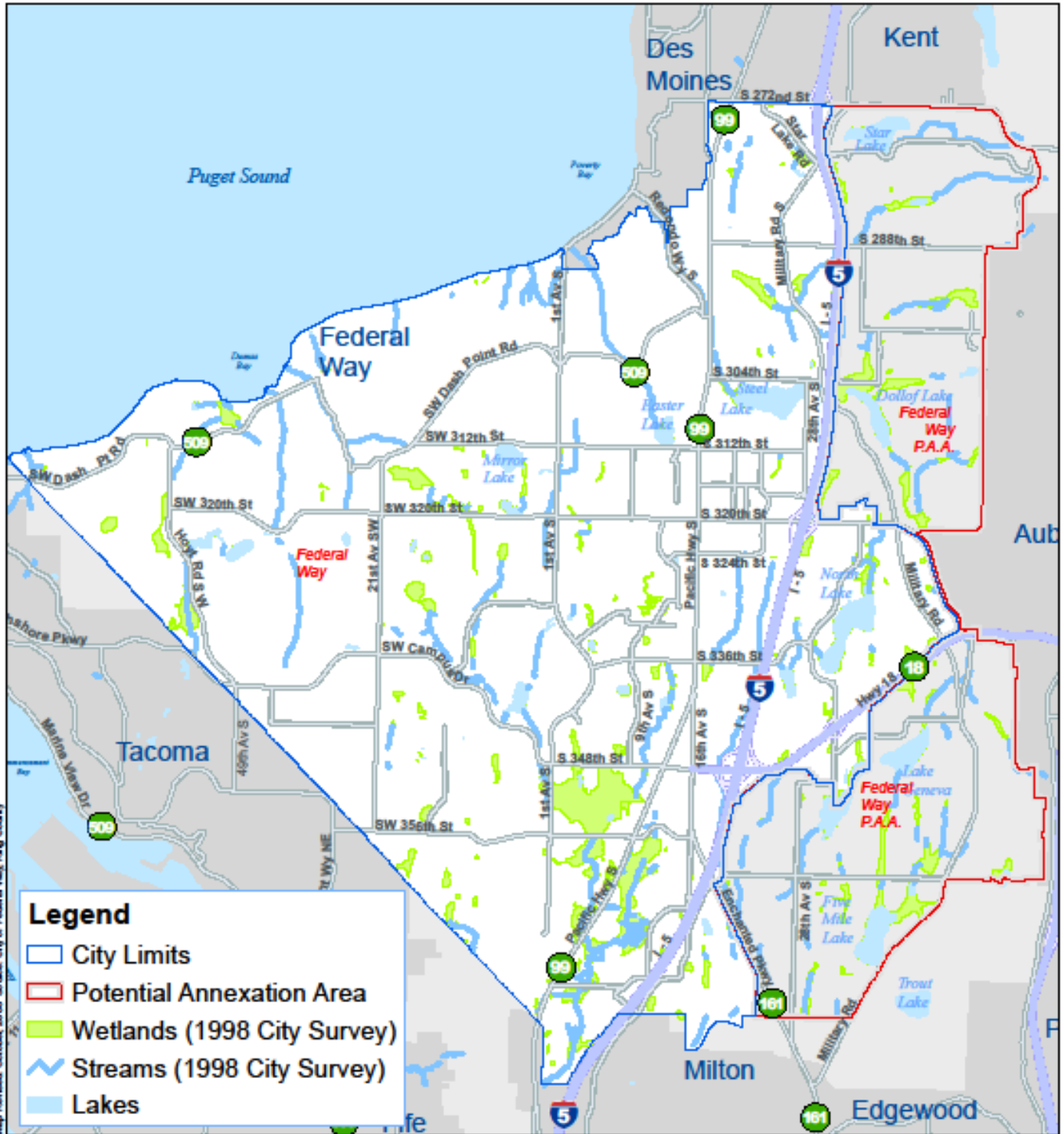
- 6 Months
- 1 Year
- 5 Year
- 10 year
- 100 year

Natural Environment Element

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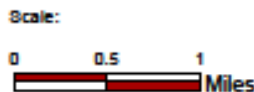
Map IX - 5 Surface Water Resources



Legend

- City Limits
- Potential Annexation Area
- Wetlands (1998 City Survey)
- Streams (1998 City Survey)
- Lakes

Map Revised: October 2008. Source: City of Federal Way, King County

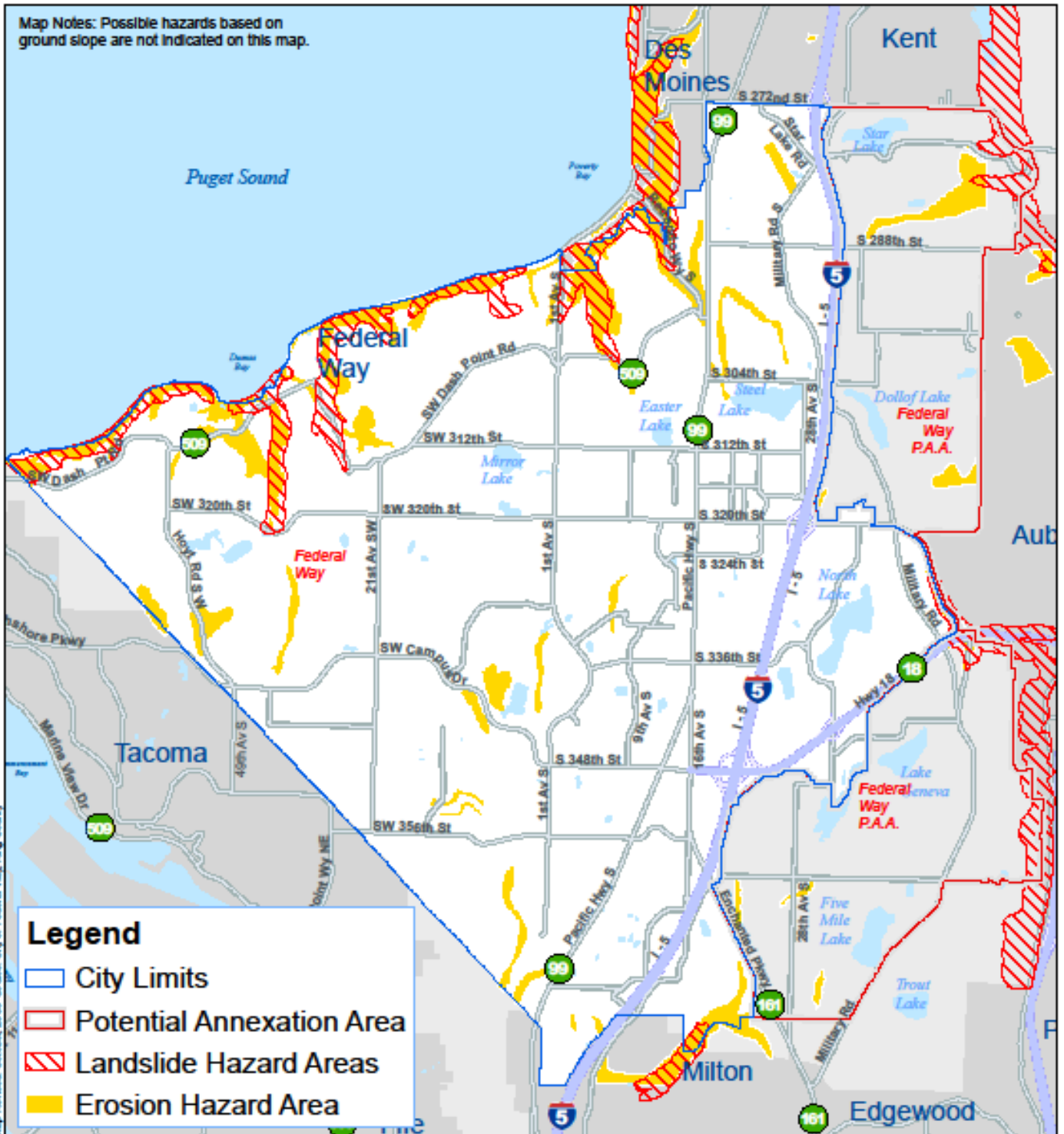


Natural Environment Element

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Map IX - 6 Geologic Hazards

Map Notes: Possible hazards based on ground slope are not indicated on this map.



Map Revised October 2008 Source: City of Federal Way King County

Legend

- City Limits
- Potential Annexation Area
- Landslide Hazard Areas
- Erosion Hazard Area

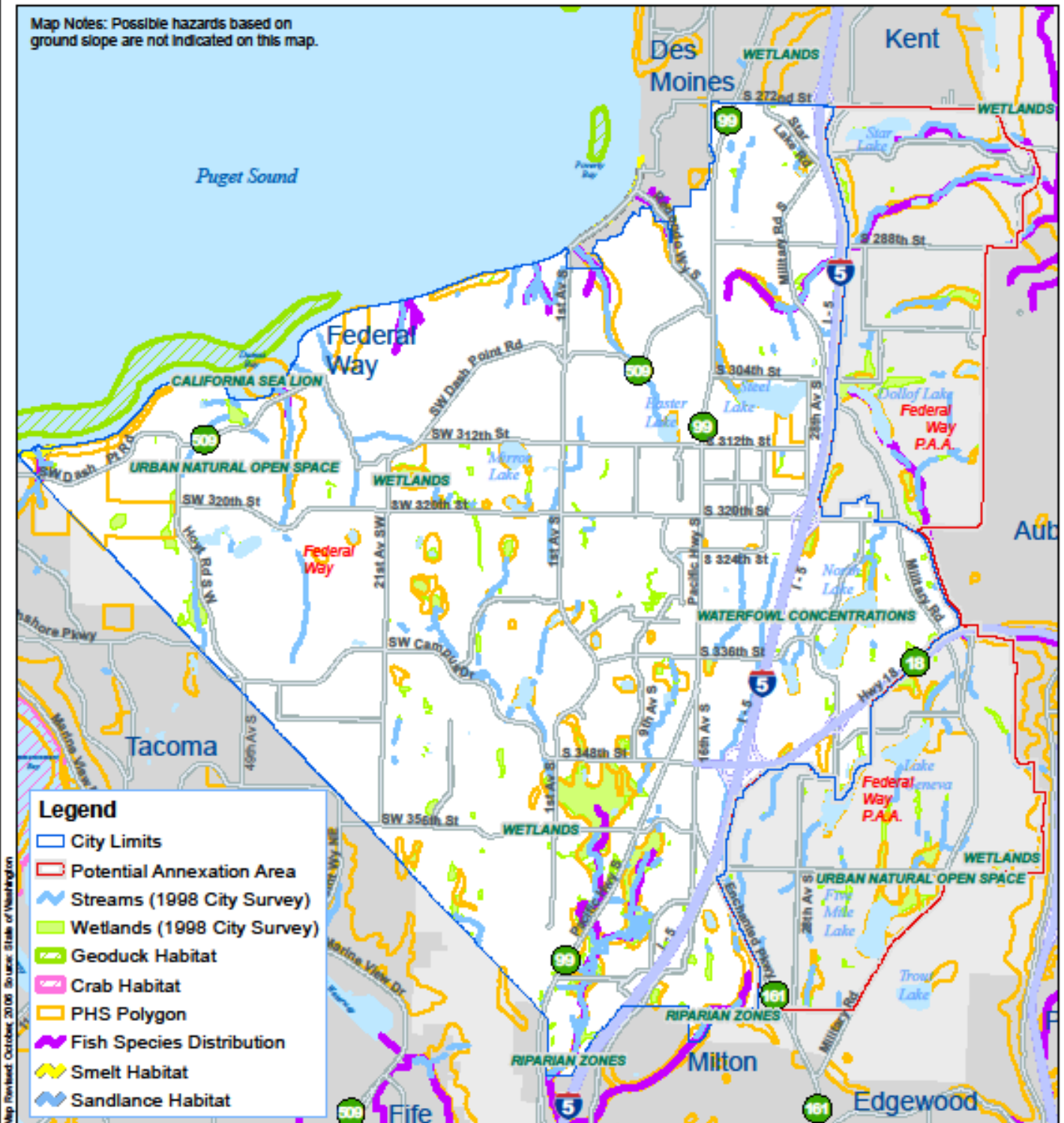


Natural Environment Element

This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.

Map IX - 7 Priority Habitats & Species

Map Notes: Possible hazards based on ground slope are not indicated on this map.



Natural Environment Element

This map is intended for use as a graphical representation. The City of Federal Way makes no warranty as to its accuracy.



CHAPTER NINETEEN ~~PRIVATE~~ UTILITIES

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Map

Map X-1, Existing & Proposed Improvements to the Sub-Transmission System

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Introduction

This chapter satisfies a Growth Management Act (GMA) requirement that cities prepare a ~~Private-Utilities~~ chapter (RCW 36.70A.070). The GMA requires the *Federal Way Comprehensive Plan* (FWCP) to have internal consistency. This means that the ~~Private-Utilities~~ chapter must be fully coordinated with other chapters of the FWCP. This is particularly important ~~for Federal Way's City Center and in the I-5/99 corridor~~ where new development and other land use change is anticipated in the near future. Areas expected to change significantly over the next 20 years include the City Center, the South Station area, and the area south of S 336th Street, between Pacific Highway S and I-5.



WAC 365-196-4205-320(1) requires a ~~Private-Utilities~~ chapter to include the general location, proposed location, and capacity ~~offe~~ for all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines. Each utility plan describes and analyzes existing and proposed utility systems within Federal Way and improvements necessary to meet growing consumer demand. Information used to develop the plan was provided by ~~private-utilities~~. Private utility companies are continually upgrading and expanding their systems, therefore, maps quickly become obsolete. ~~However, Puget Sound Energy (PSE) provided a map of their existing and proposed electrical facilities as of 2012 (Map X-1).~~ Plans for water supply and sewer are found in the Capital Facilities chapter of the FWCP.

~~The City sees Tthe GMA requirement to prepare a Private-Utilities chapter~~ as an opportunity to identify ways of improving the quality of services provided within the City. ~~The City will use this Private-Utilities chapter to identify~~ ies goals and develops policies to ensure that: provision of utilities is properly coordinated with land use, utility provision minimizes impacts upon public facilities such as roads, sustainable sources of power generation are encouraged, and technological innovation is facilitated.

Regulatory and Legal Context

Large scale privately owned electrical, natural gas, and line telephone utilities are regulated by the Washington Utilities and Transportation Commission (WUTC). Cellular telephone communication companies are licensed by the Federal Communications Commission (FCC). Cable television companies are regulated by the FCC and the Communications Act of 1934, as amended. Private utilities must have a franchise

agreement to place utilities in the public right-of-way. Franchise agreements give each utility the non-exclusive right to provide its category of service within the City. As of the 2024 comprehensive plan update, the City has active franchise agreements with more than a dozen private entities.

Vision

Utilities in Federal Way provide safe and reliable urban services that accommodate the City's expected growth, respond and adapt to unexpected changes and needs, and position the City to achieve its 20-year vision and growth management priorities. Utilities are provided through seamless and efficient collaboration and communication both internally within the City and in partnership with outside agencies and companies.

POLICY BACKGROUND

The GMA, VISION 2040, and the King County Countywide Planning Policies (CWPPs) call for a full range of urban services in the Urban Growth Area (UGA) to support the Regional Growth Strategy. They also state that facilities should be sited in ways to avoid adverse social, environmental, and economic impacts. This Private Utilities chapter is consistent with these goals and policies.

The Growth Management Act

Goal No. 12 of The GMA refers to public facilities and services as follows:

Public facilities and services. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

VISION 2040

Key private utilities addressed in VISION 2040 include solid waste, energy, and telecommunications. As the region plans for growth, conservation and improved efficiencies in providing services are essential.

An overarching goal of VISION 2040 is to provide sufficient and efficient public services and facilities in a manner that is healthy, safe, and economically viable. Multicounty planning policies address conservation measures to increase recycling and reduce waste. They also encourage more efficient use of renewable and alternative energy.

VISION 2040 also encourages improving infrastructure to support development and maintain healthy and livable communities. Having reliable power and telecommunications, along with other services and infrastructure, contributes to quality of life and the region's economic well-being. The following are VISION 2040 policies most relevant to Federal Way:

MPP PS 12: Promote the use of renewable energy resources to meet the region's energy needs.

MPP PS 13: Reduce the rate of energy consumption through conservation and alternative energy forms to extend the life of existing facilities and infrastructure.

MPP PS 14: Plan for the provision of telecommunication infrastructure to serve growth and development in a manner that is consistent with the regional vision and is friendly to the environment.

Countywide Planning Policies

The 2012 King County Countywide Planning Policies (CWPPs) includes the following overarching goal for private utilities:

County residents in both Urban and Rural Areas have access to the public services needed in order to advance public health and safety, protect the environment, and carry out the out the Regional Growth Strategy.

The following CWPPs are most relevant to Federal Way:

~~PF-13: Reduce the solid waste stream and encourage reuse and recycling.~~

~~PF-14: Reduce the rate of energy consumption through efficiency and conservation as a means to lower energy costs and mitigate environmental impacts associated with traditional energy supplies.~~

~~PF-15: Promote the use of renewable and alternative energy resources to help meet the county's long-term energy needs, reduce environmental impacts associated with traditional energy supplies, and increase community sustainability.~~

~~PF-16: Plan for the provision of telecommunication infrastructure to serve growth and development in a manner consistent with the regional and countywide vision.~~

REGULATORY AND LEGAL CONTEXT

~~Large scale~~ Privately owned electrical, natural gas, and line telephone utilities are regulated by the Washington Utilities and Transportation Commission (WUTC). Cellular telephone communication companies are licensed by the Federal Communications Commission (FCC). Cable television companies are regulated by the FCC and the Communications Act of 1934, as amended. Private utilities must have a franchise agreement to place utilities in the public right of way. Franchise agreements give each utility the non-exclusive right to provide its category of service within the City.

10.1 ELECTRIC AND NATURAL GAS PUGET SOUND ENERGY

Utility Provider Overview

Electric and natural gas services are provided within the City of Federal Way by Puget Sound Energy, Inc. (PSE). The City had franchise agreements with PSE that ran through December 8, 2021 (Ordinance 11-707) and November 18, 2018 (Ordinance 93-189) for electricity and natural gas service respectively.

PSE (formerly Puget Sound Power and Light Company [Puget Power] and Washington Natural Gas Company) is an investor-owned private utility company headquartered in Bellevue, Washington. It is regulated by the Washington Utilities and Transportation Commission (WUTC) and the Federal Energy Regulatory Commission.

PSE builds, operates, and maintains an extensive electric and gas distribution system consisting of generating plants, electric transmission lines, gas supply mains, distribution system substations, and pressure regulating stations. This system provides gas and electricity to over one million residential, commercial, and industrial customers in portions of western and central Washington.

PSE's sources of energy include natural gas/diesel, hydropower, wind/solar/biomass/battery, and coal. PSE aims to stop relying on coal-generated electricity to serve customers after 2025. PSE owns nine natural gas-fired power plants and is the largest utility producer of renewable energy in the Pacific Northwest. PSE also owns and operates two hydropower projects in Western Washington.

Fossil fuel natural gas is purchased by PSE from Western Canada and the Rocky Mountain States. PSE obtains renewable natural gas (RNG) produced by Klickitat Public Utility District at the H.W. Hill Renewable Natural Gas facility in Roosevelt, WA, and co-owns a liquefied natural gas (LNG) facility at the Port of Tacoma. PSE owns over 25,000 miles of gas mains and service lines to distribute natural gas and co-owns and operates the Jackson Prairie Underground Natural Gas Storage Facility, the largest natural gas storage depot in the Pacific Northwest.

Level of Service

PSE must file reliability reports at least once a year to the Washington Utilities and Transportation Commission and the report must distinguish between sustained interruptions and power quality. PSE uses two main metrics to describe reliability of service, the System Average Interruption Duration Index (SAIDI) and the System Average Interruption Frequency Index (SAIFI). SAIDI describes the average length of a power outage in minutes and SAIFI describes the average number of outages customers experience.

PSE continues to plan and assess development and demand requirements within Federal Way, but foresees no immediate energy issues and will continue to be able to supply energy to Federal Way as the City grows. Additionally, PSE currently provides programs to Transportation Electrification Programs to reduce EV adoption barriers and boost charging infrastructure within the state and foresees no immediate concerns with providing supply for the City's EV charging requirements.

General Location

PSE supplies electric and natural gas service within the entire limits of the City and Potential Annexation Area (PAA).

Private utility companies are continually upgrading and expanding their systems, therefore, maps quickly become obsolete. Site-specific mapping of PSE's existing facilities can be procured via MapRequest@PSE.com.

Centers

PSE raised no neighborhood- or centers-specific questions or concerns with regard to electric or natural gas service in Federal Way. Information in this Electric and Natural Gas section about meeting local growth demands with new transmission lines, or conversion of existing transmission lines, is expected to apply to local growth demands anywhere in the City. The City expects to coordinate closely with PSE to ensure electricity and natural gas needs are met for both centers and citywide.

Electric Plan

~~Federal Way is served mostly by Puget Sound Energy (PSE), a private electric utility whose operation and rates are governed by the Washington Utilities and Transportation Commission, the National Electric Reliability Corporation (NERC) and the Federal Energy Regulatory Commission (FERC). PSE is part of a Western states regional coordination system and provides electric service to over 1.1 million customers in nine Washington State counties. Electricity is produced elsewhere and transported to switching stations in Kent and Renton through high-voltage transmission lines. As electricity nears its destination, the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations, and smaller transformers. PSE provides electrical service to approximately 41,00039,700 electric customers in Federal Way. Also located within the eCity are several 115 kV transmission lines and a number of neighborhood distribution substations. The 115 kV lines also deliver electrical energy to other neighborhood substations in communities adjacent to Federal Way.~~

PSE imports electrical energy from generation sources in Canada, the Columbia River basin, and other regions outside of PSE's service territory. Additionally, PSE has its own hydro, thermal, wind, and solar power-generating facilities. There are more than 5,500 ~~also about 1,500~~ small, customer-owned generation facilities that are interconnected with PSE's system and can export surplus energy into the grid. The vast majority of these are solar panel installations. Although this provides a very small portion of PSE's electrical supply portfolio, the number of customer-owned installations increases ~~more~~ every year.

PSE locates and operates electric facilities within public rights-of-way in accordance with State law and applicable franchise agreements with local jurisdictions. Facilities are also located on property owned by Puget Sound Energy and easements across private properties. The transmission system that covers Federal Way is a grid which provides a link between the bulk transmission system and the local distribution system, which connects with customers. The bulk transmission system is operated by the Bonneville Power Administration (BPA), which operates a region-wide, interconnected transmission system that supplies electric power to utilities from federal hydroelectric projects throughout the Northwest.

All major transmission lines supplying electricity to Federal Way are energized at 230 kilovolts (kV). These lines supply power into the Federal Way distribution system and provide connections to Algona, Auburn, Kent, and other electric systems serving both King and Pierce Counties. Power is transferred from the transmission system to Federal Way's local electric distribution substations, each serving multiple distribution circuits.

The existing transmission lines are meeting the current loads. As local demand grows, additional distribution and transmission capacity will be needed. To meet future population demand within Federal Way, PSE anticipates the need for new transmission lines and conversion of existing transmission lines to higher load.

PSE's Integrated Resource Plan (IRP) is updated and filed with the Washington Utilities and Transportation Commission every two years. The current plan, ~~which~~ was submitted in ~~March~~ of 2023 with the expectation that the next iterative IRP will be submitted in 2025. ~~13.~~The IRP focuses on ~~details~~ the energy resources needed to reliably meet customers' wintertime, peak-hour electric demand over the next 20 years and also addresses emergent summertime peak loads. The plan, which will be updated in the fall of 2015, forecasted that PSE would have to acquire approximately 4,900 megawatts of new power supply capacity by 2033. This resource need is driven mainly by expiring purchased-power contracts and expected population and economic growth in the Puget Sound region. The IRP suggests that roughly half of the utility's long-term electric resource need can be met by increased energy efficiency and the renewal of transmission contracts. The ~~IRPPR~~ stated that the rest of PSE's gap in long-term power resources is likely to be met most economically with added natural gas-fired resources.

PSE's current preferred portfolio requires over 6,700 MW of new generation by 2030. As stipulated, this is a portfolio of diverse resources that can fulfill PSE's Clean Energy Transportation Act (CETA) commitments and achieve carbon neutrality by 2030 and a carbon-free electric energy supply by 2045. This portfolio significantly increases conservation, demand response, renewable resources, and energy storage. However, given the large amounts of variable energy resources such as wind and solar, and energy-limited resources such as energy storage, PSE will rely on newer technologies, specifically hydrogen, as a fuel to meet peak energy needs to achieve a carbon-free energy supply by 2045 while maintaining reliability and resource adequacy.

PSE acknowledges the risk of relying on an uncertain fuel source, so it intentionally diversified this portfolio to reduce risk. Additionally, in future IRP cycles, PSE will continue to evaluate and consider emerging technologies, including green hydrogen and advanced nuclear small modular reactors (SMR).

The capacity of individual electric lines depends on voltage, diameter of the wire, and the clearance to objects below the line. To meet this demand, some new transmission lines and substations will need to be constructed, as well as existing ones rebuilt and/or maintained. Utility work is sometimes needed to comply with federal system reliability regulations.



~~Specific construction that is anticipated includes the following:~~

~~Expand Marine View substation to accommodate a new 115kV line that will improve reliability through an automatic switching scheme.~~

~~As electric loads increase a new 115kV transmission line will be necessary from the Christopher substation to the 115kV line that serves the Weyerhaeuser substation. This line would continue to the intersection of Enchanted Parkway South and Military Road South.~~

~~Increases in the electric demand on the former Weyerhaeuser campus and surrounding area may require additional substations in any combination of the Five Mile Lake, Enchanted Parkway, or Weyerhaeuser substation areas. Additionally, infrastructure necessary to support Sound Transit continues to be emergent.~~

PSE's 2023 Electric Report represents the company's continued progress to embed equity into the resource planning process. PSE began incorporating equity in 2021 by assessing highly impacted communities and developing initial customer benefit indicators. Since then, PSE has expressed that it has made progress by defining vulnerable populations and creating customer benefit indicators with input from interested parties, including the Equity Advisory Group (EAG) formed during the 2021 Clean Energy Implementation Plan (CEIP) process. According to PSE, this is one step of many toward ensuring an equitable clean energy transition. PSE has also expressed that equity is complex to measure and assess, especially in energy system planning. However, PSE continues to refine its analysis and work with interested parties to embed equity throughout the resource planning process.

CETA requires that all customers benefit from the transition to clean energy through the equitable distribution of energy and non-energy benefits and the reduction of burdens to vulnerable populations and highly impacted communities.

Gas Plan

~~Puget Sound Energy~~PSE provides natural gas service to more than ~~807~~50,000 customers in six Western Washington counties: Snohomish, King, Kittitas, Pierce, Thurston, and Lewis. It is estimated that PSE currently serves over ~~19,000~~8,880 gas customers within the City of Federal Way.

Natural gas comes from gas wells in the Rocky Mountains and in Canada and is transported through interstate pipelines by Williams Northwest Pipeline to ~~Puget Sound Energy~~PSE's gate stations. Supply mains then transport the gas from the gate stations to district regulators where the pressure is reduced to less than 60 psig. The supply mains are made of welded steel pipe that has been coated and is cathodically protected to prevent corrosion. They range in size from 4 to 20 inches.



Distribution mains are fed from the district regulators. They range in size from 1¼ to 8 inches and the pipe material typically is polyethylene (PE) or wrapped steel (STW).

Individual residential service lines are fed by the distribution mains and are typically ⅝ or 1-⅝ inches in diameter.

Individual commercial and industrial service lines are typically 1¼, 2, or 4 inches in diameter.

The capacity of the system is primarily constrained by the volume of gas entering the network. The minimum pressure at which gas can be delivered is 15 psi. According to PSE, the average house using natural gas for both heat and hot water consumes about 1,000 therms per year. Given that 10 therms equal approximately one “mcf” of gas (or one thousand cubic feet), then 1,000 therms per house equals approximately 100,000 cubic feet of gas per year per house.

When planning the size of new gas mains, PSE uses a model which assumes all new households will use natural gas. Extension of service, typically conversion, is based on request and the results of a market analysis to determine if revenues from an extension will offset the cost of construction.

Changes to federal law over the last two decades were designed to increase competition among energy sources by encouraging the development of new natural gas resources and the development of nationwide transmission pipelines. Most new homes use natural gas for heat. Facility technology for electricity transmission may change in the future in response to the need to create more efficient facilities and in response to various electromagnetic field and health concerns. Utility policies may be updated in the future to take into consideration changes in technology, facilities, and services.

PSE Gas System Integrity-Maintenance Planning has several DuPont manufactured main and service ~~pip~~ing pipes, and STW main replacements ~~planned for~~ began in 2015 and continue today. There will be several pipe investigations throughout the City to determine the exact location of the DuPont

manufactured pipe. Identified DuPont manufactured piping in PSE’s entire system will be ranked and replaced accordingly.

PSE Gas System Integrity-System Planning does not have any major projects planned in 2024-15 ~~at this time~~, but new projects can be developed in the future at any time ~~due t~~. Potential methods for increasing supply to a particular area within City limits include these types of construction activities: ∅:

1. Replacement of the lines, looping, installing parallel lines, and inserting higher pressure lines into greater diameter but lower pressure mains.
2. New installation to increase capacity of existing customers or to support conversions from an alternate fuel.
3. Main replacement projects to improve maintenance and system reliability.
4. Replacement or relocation of facilities due to municipal and State projects.
 1. New or replacement of existing facilities to increase capacity requirements due to new building construction and conversion from alternate fuels.
 2. Main replacement to facilitate improved maintenance of facilities.
 3. Replacement or relocation of facilities due to municipal and state projects.

910.2 TELECOMMUNICATIONS PLAN

Telecommunications is not only important for voice transmission but also provides the infrastructure for the transmission of images and electronic data. Telecommunications in Federal Way include both wired (land based) and wireless telephone services, internet service, and cable and satellite TV. CenturyLink-Lumen Technologies (CenturyLink) and Comcast provide land-based telephone, cable TV service, and internet service. The City is also working with Zply Fiber to expand internet service in the City. In addition, there are also several wireless telephone providers, wireless internet, and voice over internet providers (VoIP). Direct TV and Dish Network provides satellite television services.

The City is adapting to new telecommunications technologies and is committed to supporting the rollout of new telecommunication services in Federal Way – both citywide and in City Center and South Station where much of the City’s future growth is expected – in a manner consistent with the City’s land use, environmental, economic development, and community services priorities.

Telephone System

Existing Facilities and Operations

CenturyLink-Lumen and Comcast deliver land-based telephone service throughout the City. Comcast also provides digital phone service (VoIP) while CenturyLink-Lumen provides digital phone service only to its business customers. Their facilities are constructed overhead and in some cases underground.

Proposed Improvements

The telephone industry tends to be secretive about their facilities and plans. For this reason the City had difficulty obtaining information and mapped facility plans. CenturyLink is Telecommunication providers are required by law to provide adequate

telecommunications services on demand in compliance with RCW 80.36.090 and WUTC regulations.

Accordingly, telecommunication providers CenturyLink will provide facilities, upon reasonable notice, to accommodate whatever growth pattern occurs within the City. Due to advances in technology, additional capacity is easily and quickly added to the system.

Wireless Networks

Existing Systems

The City is currently served with a number of wireless service providers including AT&T, T-Mobile, ~~Direct Wireless Sprint~~Comcast, and Verizon.

Wireless technologies use a line-of-sight radio signal transmitted and received by antennas. Therefore, it is not possible to underground the antennas or structures on which the antennas are mounted. Antennas and ancillary equipment are located on freestanding poles and towers and on existing structures and buildings. City code regulates their siting. The FCC regulates the cellular telephone industry to ensure that their operation does not interfere with AM/FM radio and cable television transmissions.

System Capacity

Capacity is a function of frequency of use, the number of sites in a geographic area, and the number of customers. Cellular facilities are located throughout the City. Frequent changes in their siting are not conducive to mapping.

Improvements to the Cellular System

Like the non-cellular telephone companies, wireless companies expand services in response to growth. For this reason, companies closely analyze market demand to



determine expansions into new service areas. Cellular technology is constantly advancing so capacity is frequently expanded through technological advances at existing sites.

Internet Service

Various companies provide internet service by telephone, cable, wireless, and satellite. As the City constructs or reconstructs streets, it is providing conduits to assist in the installation of fiber optic communication systems. See the “Fiber Optic” section below for additional information about City owned fiber optic lines and conduits.

Cable TV

Cable television service in the City is provided by Comcast, ~~CenturyLink~~ Lumen, and Direct TV, ~~and Dish Network~~. Comcast and CenturyLink utilize cable and fiber optic technologies and Direct TV and Dish Network utilizes satellite technologies.

Service Improvements

Cable television installations are made to new subscribers (either to new dwelling units or, to a much smaller degree, to residences who have not opted for cable before) at published rates; provided they are less than 125 feet from a distribution or feeder line.

Connections requiring longer runs are charged on a time and material basis. Most public work considerations, such as tree trimming, work in the right-of-way, and restoration of property, ~~and so on~~, are covered in the City of Federal Way Master Cable Television Ordinance and Franchise Agreements with Cable Television providers.

910.3 FIBER OPTIC NETWORK

Fiber Optic Franchise Agreements

The City has ~~entered into~~ franchise agreements with Comcast and Williams Communications which have fiber optic networks in the City’s rights-of-way. Williams Communication has upgraded the City’s conduits along Military road.

In 2013, the City of Federal Way granted the Zayo Group, LLC a franchise for installation of fiber optic within certain empty and occupied conduit owned by the City. The main section of conduit runs along Pacific Highway South from approximately South 272nd Street to 16th Avenue South and South 340th Street. Additional conduits are located along South 320th Street, South 336th Street, South 348th Street, and Enchanted Parkway.

In exchange for leasing the conduit, Zayo Group, LLC is providing an extensive list of in-kind services to the City. Zayo is in the process of providing fiber optics at several intersections. This will enable the City to connect additional traffic signals via fiber optic for enhanced signal synchronizations. Zayo will connect the east and west portions of South 320th street over I-5 with fiber optics-, which will greatly enhance the signal coordination along South 320th Street, Federal Way’s busiest arterial.

Other in-kind services provided by Zayo include improving certain conduits to increase capacity, allowing City Hall to connect to the Federal Way School District Educational Service Center; the South Correctional Entity (SCORE) for enhanced video services~~arrangements~~;

the Sabey Datacenter in Tukwila for future use for disaster recovery services; as well as a connection to the regional Community Connectivity Consortium.

The City is responsible for its portion of maintenance and repair fees, should a fiber break occur. The in-kind services provided by Zayo ~~are a huge benefit to~~ the City both in the present and long term.

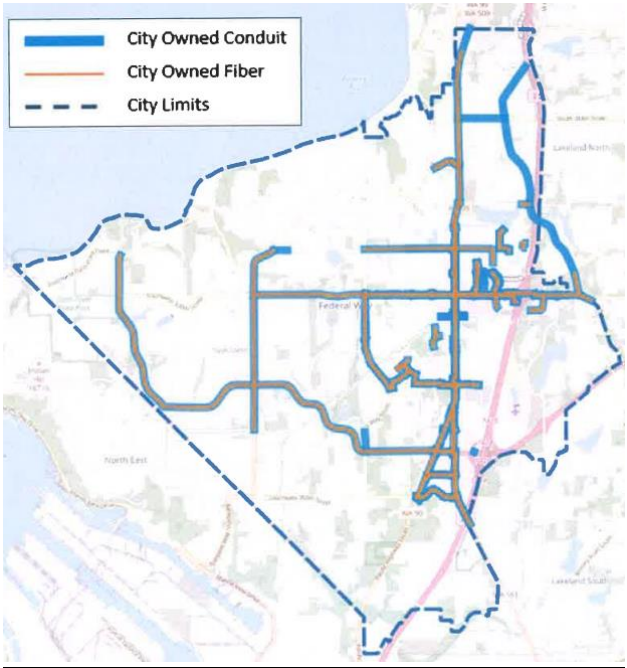
AT&T and ~~CenturyLink~~ Lumen have fiber optic networks within the City but they have not entered into franchises with the City. The City of Federal Way, City of Tacoma, King County, the Washington State Department of Transportation (WSDOT), and the School District also have fiber optic networks.

In 2024, the City began negotiating a franchise agreement with Ziplly Fiber. The City will continue to explore other opportunities to bring fiber providers into the City to improve service options. Public agencies do not require franchises to operate in the City.

Current City-Owned Fiber Optic

Federal Way has approximately 33 miles of City-owned fiber optic cables that traverse the City, as well as approximately 40 miles of City-owned fiber conduits.

**Map U-1:
City-Owned Fiber**



Source: 2023 Federal Way Broadband Planning Study

Future City-Owned Fiber Optic

Potential expansion of City-owned fiber optic lines is addressed in the 2023 Federal Way Broadband Planning Study. This includes conduits planned as part of Link Light Rail extension agreements, and other future plans and opportunities to expand the City’s fiber lines. The Broadband Planning Study also provides a market and needs assessment, and provides several recommendations and suggested next steps to improve broadband service in Federal Way.



910.4 SOLID WASTE MANAGEMENT

The City’s solid waste management roles include solid waste planning, public education and outreach, ~~plus~~ and support and promotion of convenient and sustainable disposal and recycling options. The City procures and administers contracts with service providers and monitors their performance in collecting solid waste, recyclables, ~~compostable materials,~~ yard and food waste, and public area litter. In this regard, the City is an advocate for ratepayers in obtaining the highest service levels at the lowest cost. In addition, the City ~~is active in managing~~ actively manages litter and materials illegally dumped in public areas.

A variety of other service providers manage specific waste types generated in the City, including service providers for demolition and land clearing debris, commercial bi-product management, bio-medical wastes, and charitable reuse.

Regionally, Federal Way and King County have a long-term (through 2040) Solid Waste Interlocal Agreement (SWIA) that is part of ~~our~~ the City’s solid waste planning foundation. The SWIA references the *King County Comprehensive Solid Waste Management Plan* (KC–CSWMP), a state-required plan that focuses on broader waste collection, processing, transfer, recycling, and disposal elements. The KC–CSWMP also incorporates some elements outside City purview (such as landfill operations and collection standards in

adjacent unincorporated areas) that are relevant to ~~our~~ the City’s ~~W~~ aste M ~~anagement~~ system. Cities participate in periodic plan updates and, plan ratification, then carry out the plan’s objectives at the local level. The FWCP incorporates the policies and initiatives applicable to the City that originate in ~~from~~ the KC–CSWMP by reference, as the same now exist or are hereafter amended. However, the City will also tailor KC–CSWMP elements to best meet Federal Way’s solid waste planning and service administration objectives. The City actively participates in ongoing forums hosted by King County Solid Waste Division (KCSWD) to focus on implementation of plan elements.

The largest near-term impact of the KC-CSWMP is construction of a state-of-the-art transfer station to replace the aging Algona facility. The planned new facility will feature extensive no-cost and fee-based recycling options, making these services more accessible to area waste generators. Planning for this facility has taken well over a decade. Once operational (circa 2026), the facility will enhance service equity for South King County by featuring services that are standard at other transfer stations in the region.

KCSWD is also planning for broader system changes to enable more waste diversion in the future. The County is revising the solid waste tipping fee rate structure and implementing elements under a program called “Re+” to foster waste diversion initiatives.

To maximize efficiency and effectiveness, solid waste and recycling ~~shall also be~~ is also considered along with the many other elements that go into building design and site planning. If site access, tenant access, or space for adequate containers is overlooked, it may mean long-term inefficiency and higher overall ratepayer costs. In 2017, the City will amend FWRC 19.125.150 to incorporate procedures standards into the plan review process and City code that to promote adequate infrastructure to achieve these solid waste policies objectives.

910.5 MODERATE RISK WASTE MANAGEMENT

The Hazardous Waste Management Program in King County was established in 1990 in response to RCW 70.105.220 which requires jurisdictions to develop a plan for managing hazardous wastes generated by residents, businesses, and institutions. Jurisdictions within King County collaborated to develop the ~~Local~~ Hazardous Waste Management Program Plan (LHWMP) which was last updated in 2021~~10~~. City staff participate in Moderate Risk Waste (MRW) collection and communications forums regularly.

The FWCP incorporates the more detailed policies and initiatives that originate in the LHWMP by reference, as the same now exist or are hereafter amended. However, the City will also tailor LHWMP elements to best meet Federal Way’s solid waste planning and service administration objectives. Hazardous wastes should be properly managed and disposed of according to procedures and standards set by federal, state, or regional agencies, such as those set forth in the LHWMP. The City intends to coordinate with South King Fire & Rescue, King County Board of Health regulations, and Public Health—Seattle & King County in the ongoing implementation of LHWMP objectives.

As outlined above, the City recognizes that King County is building a new transfer station to replace the aging Algona facility. As designed, this transfer station will include a state-of-the-art Moderate Risk Waste drop-off site which (will be funded, like the rest of HWMP’s drop-off system, through solid waste and sewer rate surcharges). This site will be accessible to qualifying residents and to businesses that are Small Quantity Generators (SQGs), and will replace a ‘temporary’ drop site that has operated with far

less service capacity in Auburn. This drop-off site will bring service equity to South King County, increasing service levels so they are on par with the rest of the region.

10.6 GOALS AND POLICIES FOR CITY ACTION

~~The Private Utilities chapter provides an opportunity for the City to assist utility companies in delivering efficient service to customers and to seek to reduce potential negative impacts on the natural and built environments. This section builds upon system descriptions to identify issues and sets forth policies to coordinate the provision of utilities with City planning.~~

~~The GMA requires that the utilities element include the general location, proposed location, and capacity of all existing and proposed utilities. This has resulted in cities and counties becoming more actively involved in the way in which utilities are sited and provided. In order to protect both citizens and utility customers, the City will work in accordance with the following goals and policies:~~

Goals

~~**PU_G1** *Work with private utilities, companies, other jurisdictions, and interdepartmentally to allow them to provide for full and timely service that meets the needs of the City's residents and businesses, both present and future, and to position the City to accommodate new energy and communications technologies.*~~

Policies

~~**PU_P1.1** The City will, if possible, coordinate with other jurisdictions on proposed utility improvements that impact a multi-jurisdictional area.~~

~~**PU_P1.24** The City encourages utilities to inform one another of plans to expand or improve utility services.~~

~~**PU_P1.35** The City will endeavor to inform utilities of upcoming improvements or expansions that may provide opportunities for joint use.~~

~~**PU_P1.418** The City should provide utility companies with plans, forecasts, and supporting data to assist in the proper planning for utilities.~~

~~**PU_P1.520** Encourage utilities to provide the City with their utility service plans to allow better integration with other utilities and City plans.~~

~~**U P1.6** Identify new public works and development regulations, or amendments to existing regulations, that properly and plan for and accommodate the~~

adoption of new and emerging energy and communications technologies in the City.

U P-1.7 Maintain and elevate interdepartmental discussions and consideration of recommendations from the 2023 Federal Way Broadband Planning Study.

Goal

PU_G2 *Work with ~~private utilities~~ ~~city companies~~ to allow them to provide service in a way that balances cost-effectiveness with environmental protection, aesthetic impact, public safety, and public health.*

Policies

PU_P2.13 ~~The City e~~Encourages the joint use of trenches, conduits, or poles, so that utilities may coordinate expansion, maintenance, and upgrading facilities with the least amount of right-of-way disruption.

PU_P2.26 ~~The City will e~~Endeavor to notify utilities of proposed plans to make highway or right-of-way improvements.

PUP1U P2.33 To the maximum extent possible and based upon applicable regulations, ~~the City should~~ require the undergrounding of utility distribution lines in new subdivisions, new construction, and significantly reconstructed facilities, consistent with all applicable laws.

PUP1U P2.4 To the maximum extent possible and based upon applicable regulations, ~~the City should~~ work with the utilities in preparing a plan for undergrounding utilities in areas where their visual impact is critical to improving the appearance of the City, such as in the City's Centers and along Highway 99.

PUP1U P2.5 ~~The City should, to the extent practical, w~~Work with utility providers in preparing a right-of-way vegetation plan that ensures that the needs of landscaping and screening are balanced with the need to prevent power outages.

PUP1U P2.6 ~~The City should r~~Require that site-specific utility facilities such as antennas and substations be reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.

PUP1U P2.7 ~~Through its development regulations, the City shall continue to a~~Address the siting, screening, and design standards for wireless/cellular and small cell facilities, substations, and antenna facilities

in such a manner as to allow for reasonable and predictable review while minimizing potential land use and visual impacts on adjacent property.

~~PUP1U P2.89~~ ~~The City should e~~Encourage utility providers to base extension and sizing of systems on the Land Use ~~Plan~~element in order to adequately serve anticipated growth.

U P2.9 Ensure that all applicable public works policies and/or development regulations specify requirements that all utilities operating in City right of ways have a franchise agreement with the City.

Goal

PU_G3 *Increase opportunities to create and utilize renewable and sustainable energy sources such as solar and wind power, to reduce the City's greenhouse gas emissions, and to improve the City's resiliency to hazards.*

Policies

~~PUP7U P3.1~~ ~~To facilitate energy conservation the City shall, at minimum, e~~Ensure that City's buildings comply with state and federal standards for energy conservation.

~~PUP8U P3.2~~ ~~The City will endeavor to w~~Work with utility companies to promote and educate the public about strategies for conserving energy.

~~PUP9U P3.3~~ ~~The City should f~~Facilitate the use of solar power in residential, governmental, and commercial applications by implementing straight-forward review and approval processes.

~~PUP10U P3.4~~ ~~The City should e~~Evaluate and, if necessary, revise zoning regulations to address the siting of small-scale wind power generation facilities (for the use of individual properties).

U P3.5 —Evaluate ways to accommodate small-scale, neighborhood-level power generation.

U P3.6 Establish new or expanded sites for public facilities, utilities, and infrastructure in a manner that ensures disaster resiliency and public service recovery.

Goal

PU_G4 *The City actively e*Ensures appropriate recycling and disposal options are in place and made known to the public to protect the health and welfare of both residents and our environment.

Policies

PU P4.1G22 Promote the recycling of solid waste materials by providing opportunities for convenient recycling and by developing educational materials on recycling, composting, and other waste reduction methods. Waste reduction and source separation are the City's preferred strategies for managing solid waste. Materials remaining after effective waste reduction and source separation should be managed in accordance with the KC-CSWMP and HWMP Plan.

PU P4.2G25 Administer solid waste collection services in ways that minimize adverse impacts such as noise, litter, environmental pollution, and disruption to businesses and neighborhoods.

PU P4.3G26 Provide uniform collection service to areas annexed to the City as soon as practicable, referencing RCW policies but also seeking uniformity via contract or franchise elements.

PU P4.4G27 Develop and implement Preferred Building Code Elements, including space allocation for several waste streams (garbage, compostables, recyclables, hazardous materials, food waste, and other process wastes). Incorporate design elements that enable access to services, both for tenants and collection service vehicles. Consider development of a preference for covered solid waste enclosures or facilities that are tied to sanitary sewer to help reduce potential surface water management issues, and perform a comprehensive analysis to determine which elements should be grandfathered versus required improvements.

PU P4.5G30 Provide for the safe and convenient disposal of hazardous household waste through permanent and conveniently located collection facilities for residents and small businesses to access.

PU P4.6G29 Educate the public in the proper handling and disposal of hazardous household waste and on the use of alternative products or practices which result in reducing the use and storage of hazardous materials in homes and businesses.

U P4.7 Ensure compliance with new state requirements on commercial compost collection.

Goal

PU G5 ~~The City's goal is to e~~Ensure that ratepayers receive high-quality and reliable services at reasonable cost when contracting with collection service providers.

Policies

- PU ~~P5.1G24~~** Maintain a cost-effective and responsive solid waste collection system, with the overarching objective of ratepayers receiving high-quality services at a reasonable cost. Planning of ~~our~~ the City's solid waste collection system will consider costs (internal to the City's ratepayers – both residents and businesses, and external at the system level) as well as long-term factors such as cost-effective and environmentally preferred disposal options.

Goal

- PU ~~G6~~** ~~The City will~~ Actively engages and participates in KC-CSWMP updates and implementation, working toward aligning the plan with Federal Way's needs and the needs of ratepayers.

Policies

- PU ~~P6.1G21~~** The City recognizes the KC-CSWMP and the HWMP Plan. Policies in these plans will be referenced by the City as appropriate.
- PU ~~P6.2G23~~** ~~Encourage and actively seek~~ Seek an effective regional approach to solid waste management, to leverage economies of scale and move toward similarities in services and parallel educational messaging.
- PU ~~P6.3G28~~** Cooperate with other private and public agencies in the region to manage and control hazardous waste and moderate risk waste, including household hazardous substances and moderate risk wastes generated by area businesses and institutions.

Goal

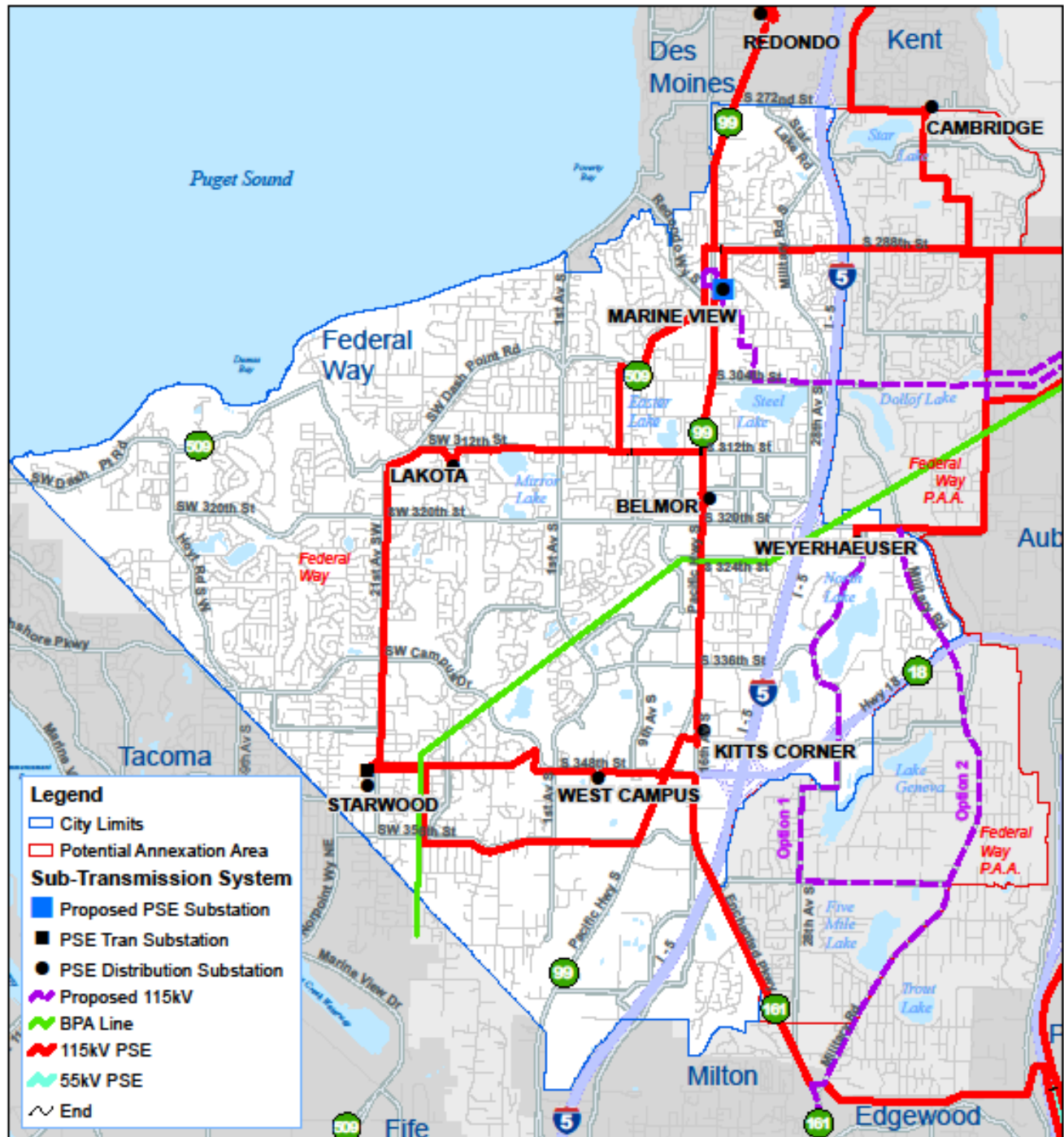
- U G7** Work toward more equitable and affordable access to telecommunications services throughout Federal Way, with a particular focus on identifying coverage gaps and supporting increased access by historically marginalized and disproportionately burdened communities.

Policies

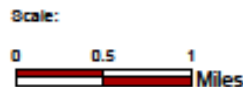
- PU ~~P7.12~~** ~~The City should work to encourage~~ Encourage, to the extent practical possible, the supply of all utilities to existing and new homes, offices, and industrial, and commercial buildings.
- PU ~~P7.12~~** ~~The City will utilize~~ Utilize existing and emerging communications technologies to communicate with ~~citizens~~ residents and businesses.
- U P7.3** Identify development regulations and policies that support equitable, affordable, convenient, and reliable utilities in Federal Way.

Map X - 1

Existing & Proposed Improvements to the Sub-Transmission System



Information Date: 2015. Source: PSE



Utility Plan Element -
Puget Sound Energy - Electricity

This map is intended for use
as a graphical representation.
The City of Federal Way makes
no warranty as to its accuracy.

CHAPTER ELEVEN TEN



SHORELINE MASTER PROGRAM

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Map

Federal Way Shoreline Management Plan – Federal Way and its Potential Annexation Area

10.0 PURPOSE AND RESPONSIBILITY INTRODUCTION & VISION



Introduction

Shorelines of the state are among the most valuable and fragile of its natural resources and there is great concern throughout the state related to shoreline utilization, protection, restoration, and preservation. Coordinated planning is

necessary to protect the public interest associated with the shorelines of the state while, at the same time, recognizing and preserving the rights of private property owners.

The Goals and Policies in this Chapter set the direction for the preservation, restoration, use, modifications, and development of the shoreline areas within the City. These goals and policies also supplement and are consistent with the goals and policies of the Natural Environment Chapter (Chapter 8) of the Comprehensive Plan.

Washington’s Shoreline Management Act, Chapter 90.58 RCW (SMA), was passed by the State Legislature in 1971 and adopted by the public in a 1972 referendum. The SMA was created in response to a growing concern among residents of the state that serious and permanent damage was being done to shorelines by unplanned and uncoordinated development. The goal of the SMA is; “...to prevent the inherent harm in an uncoordinated and piecemeal development of the state’s shorelines.” The overarching SMA policy is to manage shorelines of the state by planning for and supporting reasonable and appropriate uses while protecting against adverse impacts to public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life. The SMA establishes a balance of authority between local and state government. Cities and counties are the primary regulators, but the State has authority to review local shoreline management programs and permit decisions.

The SMA contains three broad policies:

- Encourage water-dependent and water-oriented uses: “uses shall be preferred

which are consistent with control of pollution and prevention of damage to the natural environment or are unique to or dependent upon use of the state’s shorelines....”

- Promote public access: “the public’s opportunity to enjoy the physical and aesthetic qualities of natural shorelines of the state shall be preserved to the greatest extent feasible consistent with the overall best interest of the state and the people generally.”
- Protect shoreline natural resources, including “...the land and its vegetation and wildlife, and the water of the state and their aquatic life....”

At the time of incorporation in 1990, the City adopted King County’s Shoreline Master Program. The City subsequently developed and adopted its own SMP in 1998 and integrated the SMP into the Federal Way Comprehensive Plan. In 1999, the City adopted associated development regulations (Title 15 FWRC) for the shoreline, which were most recently amended in 2019.

Vision

To allow the public opportunity to enjoy the physical and aesthetic qualities of Federal Way’s shorelines while protecting the overall best interest of the state and the people generally.

~~The primary responsibility for administering the SMA is assigned to local governments through the mechanism of Shoreline Master Programs (SMP), adopted under guidelines established by the Washington State Department of Ecology (“Ecology”). The Ecology guidelines establish goals, policies, and standards. Local SMPs contain goals and policies, maps, regulations and development standards, and permitting procedures consistent with the SMA and Ecology guidelines. The SMP is required to protect shorelines as a statewide resource while also being tailored to the specific conditions and needs of individual communities. The SMP is also meant to be a comprehensive vision of how the shoreline area will be used and developed over time.~~

~~According to Substitute Senate Bill (SSB) 6012, passed by the 2003 Washington State Legislature, cities within King County are required to amend their local SMPs consistent with Ecology’s revised guidelines. The required update process also provides cities with an opportunity to incorporate the changes in the physical shoreline conditions (including annexations) and integrate current technical and scientific information into the SMP.~~

10.1 SHORELINE JURISDICTION

The shoreline jurisdiction of the City of Federal Way is shown in Map SMP-1. Under the SMA, †The shoreline jurisdiction includes waters that have been designated as

“shorelines of statewide significance” or “shorelines of the state,” ~~and as well as adjacent lands or~~
“shorelands.” The shoreline jurisdiction within the City limits includes approximately 16.9 miles of shoreline.

~~Shoreline jurisdiction includes all the designated water bodies and the land underlying them, plus their associated shorelands, which includes land extending landward for two hundred feet in all directions from the ordinary high water mark (OHWM), floodways, and contiguous floodplain areas landward 200 from those floodways, and all wetlands and river deltas associated with the streams, lakes, and tidal waters subject to the SMA.~~

~~These designations were established in 1972, and are described in the SMA (RCW 90.58.030(2)). Generally, Portions of Puget Sound within the City waterward of the line of extreme low tide are defined as “shorelines of statewide significance.”¹ include portions of Puget Sound and other marine waterbodies; rivers west of the Cascade Range that have a mean annual flow of 1,000 cubic feet per second (cfs) or greater; rivers east of the Cascade Range that have a mean annual flow of 200 cfs or greater; and freshwater lakes with a surface area of 1,000 acres or more. “Shorelines of the state” are generally described as all marine shorelines and shorelines of all other streams or rivers having a mean annual flow of 20 cfs or greater and lakes with a surface area greater than 20 acres. Federal Way Puget Sound shoreline represents approximately 4.8 miles of regulated shoreline. This measure includes areas waterward of the ordinary high-water mark (OHWM) which extend to the line of extreme low tide.~~

~~The shoreline jurisdiction within the city limits of the City of Federal Way encompasses approximately 16.9 miles of shoreline. It includes all of the Puget Sound shoreline in Federal Way (about 4.8 miles), including areas waterward of the OHWM which extend to the line of extreme low tide. Federal Way shorelines also include a~~ Approximately 12.1 miles of shoreline ~~are found along freshwater lakes. The regulated lakes currently within the Ceity limits are:~~

- Steel Lake
- The northwestern shore of Lake Killarney
- North Lake

~~There are no rivers or streams meeting the definition of “shorelines of the state” within the City or its annexation area. However, streams such as Joe’s Creek and Lakota Creek discharge to the Puget Sound shoreline. The mouths of these streams and the upstream extent of tidal influence are considered under shoreline jurisdiction because of their association with the Puget Sound shoreline.~~

~~Five freshwater lake shorelines are located in the City’s PAA (Potential Annexation Area) and are included in this master program update; these include:~~

¹ RCW 90.58.030(2)(e)(iii).

- Star Lake
- Lake Dolloff
- Lake Geneva
- The remaining portion of Lake Killarney
- and Five Mile Lake.



~~The portions of Puget Sound within the city limits waterward of the line of extreme low tide are defined as “shorelines of statewide significance” (RCW 90.58.030[2][c][iii]).~~

~~Under the SMA, the shoreline area to be regulated under the City’s SMP must include marine waters, lakes, and shorelands, defined as the upland area within 200 feet of the OHWM, as well as any associated wetlands (RCW 90.58.030). The shoreline jurisdiction of the City of Federal Way is shown in Map XI-1 (maps are at the end of the chapter).~~

10.2 COMPLIANCE IN FEDERAL WAY SHORELINE USE

Use of shorelines varies throughout the City from developed to recreation to natural habitat. A portion of the Federal Way Puget Sound Shoreline (Map SMP-2) has been designated as a shellfish protection area. Goals and Policies are included in this Chapter to consider and facilitate development and use of property that protects against adverse effects to the ecological health of the shoreline.

Public Access & Recreation

Public access offers the general public the opportunity "to reach, touch, and enjoy the water’s edge, to travel on the waters of the state, and to view the water and the shoreline from adjacent locations." The most common type of public access to the shoreline is physical access, such as the access provided by a trail, floats and docks, promenades, bridges, street ends, and boat ramps. Physical access may be implemented through the dedication of land or easements, cooperative agreements, or acquisition of land along the shoreline.

Public access can also be visual, such as viewing towers, views from an overpass, breezeways between buildings, or views of prominent shoreline trees. "Cultural access" can also be provided to interpretive, educational, or historical aspects of the shoreline.

Conservation & Restoration

Conservation and restoration are intended to protect shorelines that have been unaffected by urban development, and improve the overall environmental conditions of damaged or degraded shorelines where possible.

The extent of natural fish and wildlife habitat in shoreline areas has been greatly reduced by inadequately-planned development, as has the quality of remaining habitat areas. Aspects of fish and wildlife habitat that have been impacted by development include fragmented vegetation buffers, exotic and invasive species dominated buffers, lack of large trees and other habitat features, and water quality degradation due to high temperatures and sedimentation.

Public and private efforts are needed to restore shoreline areas. Opportunities include public-private partnerships, partnerships with other agencies and tribes, capital improvement projects, and incentives for private development to restore and enhance fish and wildlife habitat.

Shoreline protection projects involve various techniques designed to decrease or halt shoreline erosion. Some techniques, such as rock berms, are applied directly to the eroding shoreline; other techniques, such as segmented breakwaters and wave-damping fences, are placed in the adjacent open water in order to decrease a wave's energy before it hits the shoreline and to promote the buildup of sediment.

Historic & Cultural Resources

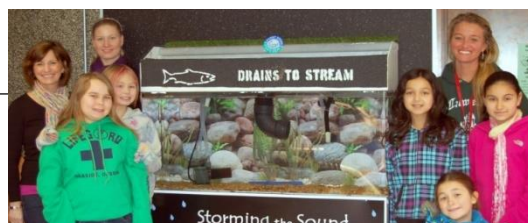
Washington shorelines are the location of significant cultural resources. For thousands of years, tribes have used shorelines for homes, workplaces, transportation, and resources. Upon arrival in the Pacific Northwest in the late 18th century, Euro-American cultures also used shorelines in a similar way, and often in the same places.

Given the significance of these places, the City will protect known buildings and sites that have historic, cultural, or archaeological significance. In addition, the City provides guidance to property owners in these areas and facilitates opportunities for recognition and remembrance in the community.

Circulation

Transportation and circulation patterns to a great degree shape the location and character of shoreline land uses. Transportation facilities have the potential to diminish shoreline views, reduce public access, and remove vegetation. For example, major roadway expansions can become significant barriers between upland residences and the shoreline.

Urban mobility such as new roadways can bring undesirable impacts to residential neighborhoods. Similarly, parking facilities for shoreline development or trailheads can cause spillover of excessive noise, glare, and pollutants into fish and wildlife habitat areas. The design of shoreline transportation and circulation projects should address such impacts by either avoiding locating in the shoreline, or minimizing and mitigating any impacts from public mobility improvements.



~~The SMA establishes a cooperative program of shoreline management between local government and the state. The state's primary role is to support local government and provide assistance, as well as reviewing some shoreline permits and reviewing and approving amendments to local SMPs. The SMA requires three primary tasks to be fulfilled by local governments:~~

- ~~1. Compilation of a comprehensive inventory that includes a survey of natural characteristics, present land uses, and patterns of property ownership;~~
- ~~2. Development of a master program to provide an objective guide for regulating the use of shorelines, consistent with the SMA (RCW 90.58) and its provisions, including the SMP guidelines (Chapter 173-26 WAC) and shoreline permitting and enforcement procedures (Chapter 173-27 WAC); and~~
- ~~3. Administration of a shoreline permit system for proposed substantial development and regulated uses in designated water bodies and on their associated shorelands.~~

~~In compliance with the first requirement of the SMA, the City completed a comprehensive inventory of natural characteristics, functions and values of resources, existing land use, and ownership patterns along the City's shorelines (Section 2 of the Shoreline Master Program — *Shoreline Inventory*). This inventory was completed in August 2006 and finalized in June 2007.~~

~~The second requirement of the SMA was met by the City with the help of local citizens and stakeholders, who assisted in developing goals and policies, which form the foundation for the SMP.~~

10.3 PUBLIC INVOLVEMENT ACCESS & RECREATION

~~To conduct the SMP update, City staff and ESA Adolfsen prepared draft components of the City's SMP, worked with a Citizen's Advisory Committee (CAC), sought review from a Technical Advisory Committee (TAC), and presented findings to the~~

~~Planning Commission and the City Council Land-Use/Transportation Committee (LUTC). At the start of the project in February 2006, a Public Participation Plan was developed and used as a guide during the SMP update. A public Open House was held on June 7, 2006, to introduce the process to the public and shoreline residents. The Open House was~~

~~advertised with direct mailings to all shoreline owners as well as public notices on the City's website. Six meetings were held with the CAC between July and December 2006. Citizen comment was integrated into the shoreline inventory, shoreline environment designations, and goals & policies section of the SMP. Technical documents were routed to the TAC, including Ecology staff, for review and comment. Other agencies involved in the process included Washington Department of Fish and Wildlife, Washington Department of Natural Resources, King County, neighboring cities, and the Tribes.~~

~~Three meetings were held with the Planning Commission to present findings and discuss recommendations. The Planning Commission meetings were held on February 14, March 28, and April 4, 2007. A public hearing was held during the April 4, 2007 meeting. Approximately 20 citizens testified either at the public hearing or during public testimony during the March 28th Planning Commission meeting. Additional public comment was taken and~~



~~response given during the LUTC meeting on May 21, 2007. The City Council passed the SMP by resolution on June 5, 2007.~~

~~In July of 2007, the Council approved SMP was submitted to Ecology for review and comment. The City of Federal Way received official Ecology review comments in January 2009. City staff, ESA Adolfson, and Ecology staff worked collaboratively to prepare draft revisions to the SMP that responded to the official Ecology comments. Former members of the SMP CAC, TAC, shoreline property owners, public agencies, and other parties of interest were notified of the availability of the revised SMP documents. On August 4, 2010, a public information meeting was conducted to discuss the revisions to the SMP. On August 25, 2010, the Planning Commission conducted a public hearing on the proposed revisions to the SMP and forwarded a recommendation to approve the proposed revisions. The LUTC considered the revisions on October 5, 2010, and forwarded a recommendation to approve the proposed revisions with a few minor modifications. The City Council passed the revised SMP by resolution on October 19, 2010.~~

~~A programmatic environmental checklist was prepared for the SMP Update. Pursuant to the State Environmental Policy Act (SEPA), the City's SEPA Official issued a Determination of Nonsignificance (DNS) on March 31, 2007. The public comment period was open on the DNS for approximately 30 days. The appeal period expired on April 28, 2007.~~

~~10.4 RELATIONSHIP TO CITY CODE CONSERVATION & RESTORATION~~

~~The set of shoreline goals and policies in this chapter provide the foundation and framework on which the balance of the master program has been based. The policies contained herein are enforced through FWRC Title 15, "Shoreline Management," and any other applicable sections of the FWRC. Article II of FWRC Chapter 15.05 includes all of the shoreline regulations that enforce the goals and policies of the SMP. The~~

~~following is a list of the primary subsections of Chapter 15.05, Article II. These sections are listed here to illustrate how the SMP goals and policies are linked to the regulatory document.~~

~~**FWRC Chapter 15.05 (Shoreline Management), Article II (Shoreline Regulation):**~~

- ~~▪ **15.05.040** *General development standards.* Provides standards consistent with the Conservation and Restoration, Historic and Cultural Resources, and Public Access and Recreation elements of this Chapter. This section of Article II adopts Critical Areas and Flood Damage Reduction regulations (as Chapter 15.10 and Chapter 15.15 of Title 15).~~
- ~~▪ **15.05.050** *Shoreline modifications.* Provides standards specific to shoreline modifications consistent with the Shoreline Use and Conservation and Restoration elements of this Chapter.~~
- ~~▪ **15.05.060** *Environment designations.* Introduces the system of environment designations, consistent with the Shoreline Environments section of this Chapter.~~
- ~~▪ **15.05.070** *Summary of Uses, Approval Criteria and Process.* Provides a graphical summary of the use and development~~

regulations detailed in other sections of Article II.

■ ~~15.05.080~~ ~~*Shoreline residential environment.*~~ Provides regulations specific to the shoreline residential environment, consistent with the goals and policies for the shoreline residential environment within this Chapter.

■ ~~15.05.090~~ ~~*Urban conservancy environment.*~~ Provides regulations specific to the urban conservancy environment, consistent with the goals and policies for the urban conservancy environment within this Chapter.

■ ~~15.05.100~~ ~~*Natural environment.*~~ Provides regulations specific to the natural environment, consistent with the goals and policies for the natural environment within this Chapter.



Source: Razor Clam Society

10.5 SHORELINE USE ELEMENT HISTORIC & CULTURAL RESOURCES

10.6 CIRCULATION

10.3 ENVIRONMENTAL DESIGNATION

The shorelines of the sState within Federal Way are categorized into three designations:

- Shoreline Residential
- Urban Conservancy
- Natural

The purpose of these designations is to differentiate between areas whose geographical features, ecological functions, and existing development patterns imply differing objectives regarding their management, use, and future development. The categories are designed to encourage specific uses in each environment, which enhance the character of the environment while at the same time requiring reasonable standards and restrictions on development so that the character of the environment is not diminished.

Shoreline Residential

Purpose

To accommodate residential development and appurtenant structures that are consistent with SMP Guidelines [WAC 173-26-211(5)(f)] and to provide for appropriate public access and recreational uses.

Criteria

Areas that are predominantly residential development.

Management Policies

- 1 Residential uses shall be the primary use. Development and redevelopment activities shall be focused within already developed areas.
- 2 Standards shall be developed and implemented for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality. These standards shall ensure that new development does not result in a net loss of shoreline ecological functions or further degrade other shoreline values, considering the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.
- 3 Multi-family and multi-lot residential and recreational developments shall provide public access and joint use for community recreational facilities.
- 4 All residential development shall occur in a manner consistent with the policies listed under **SMP G2**.

Urban Conservancy

Purpose

To protect and restore ecological functions of open space, flood-plain, and other sensitive lands where they exist in urban and developed settings, while allowing a variety of compatible uses.

Criteria

Shoreline areas appropriate and planned for development that are compatible with maintaining or restoring the ecological functions of the area that are not generally suitable for water-dependent, high-intensity uses. The Urban Conservancy environment is applied if any of the following characteristics apply:

1. The area has open space, flood plain, or other sensitive areas that should not be more intensively developed;
2. The shoreline has potential for ecological restoration;
3. The shoreline retains important ecological functions, even though partially developed; or
4. The shoreline has the potential for development that is compatible with ecological restoration.

Management Policies

1. Property uses are allowed, provided they preserve the natural character of the area or promote preservation of open space, flood plain, bluffs, or sensitive lands either directly or over the long term. Water-oriented uses should be given priority over non-water-oriented uses. For shoreline areas adjacent to commercially navigable waters, water-dependent uses should be given highest priority. Uses

that result in restoration of ecological functions should be allowed if the use is otherwise compatible with the purpose of the environment and the setting.

2. Standards should be developed and implemented for management of environmentally sensitive or designated critical areas to ensure that new development does not result in a net loss of shoreline ecological functions, or further degrade other shoreline values. Development standards should be developed and implemented for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality.
3. Public access and public recreation objectives should be implemented whenever feasible where any significant ecological impacts can be mitigated.
4. Aesthetic mitigations shall be incorporated, as appropriate, including sign control regulations, architectural design standards, landscaping requirements, and other such means.

Natural

Purpose

To protect and preserve those shoreline areas that are relatively free of human influence, or that include intact or minimally-degraded shoreline functions. These systems require that only very low intensity uses be allowed in order to maintain the ecological functions and ecosystem-wide processes. Consistent with the policies of the designation, the City should include planning for restoration of degraded shorelines within this environment.

Criteria

A natural environment designation shall be assigned to shoreline areas if any of the following characteristics apply:

1. The shoreline is ecologically intact and therefore is; currently performing an important, irreplaceable function or ecosystem-wide process that would be damaged by human activity;
2. The shoreline represents ecosystems and geologic types that are of particular scientific and educational interest; or
3. The shoreline is unable to support new development or uses without significant adverse impacts to ecological functions or risk to human safety.

Management Policies

1. Any use that would substantially degrade the ecological functions or natural character of the shoreline area shall not be allowed.
2. The following new uses shall be prohibited:
 - a. Commercial uses;
 - b. Industrial uses;
 - c. Non-water-oriented recreation; and
 - d. Roads, utility corridors, and parking areas that can be located outside of the Natural-designated shorelines.

3. Residential development may be allowed only if the density and intensity of such use is minimized to protect ecological functions and be consistent with the purpose of the environment.
4. Scientific, historical, cultural, educational research uses, and low-intensity water-oriented recreational access uses may be allowed provided that no significant ecological impact will result.
5. New development or significant vegetation removal that would reduce the capability of vegetation to perform normal ecological functions shall not be allowed. The subdivision of property in a configuration that, to achieve its intended purpose, will require significant vegetation removal or shoreline modification that adversely impacts ecological functions shall not be allowed.

10.4 GOALS & POLICIES

This section contains the goals and policies of the Shoreline Master Program Chapter of the Comprehensive Plan.

~~This element addresses the distribution, location, and extent of use of shorelines and adjacent areas for housing, recreation, transportation, office, public buildings, utilities, education, and other uses. The shorelines in Federal Way are more widely used for residential purposes than for any other use. Much of the undeveloped shoreline is privately owned, subdivided into small lots, and zoned to permit residential development.~~

Goal

SMPP G1 *Shoreline areas shall permit a variety of development types in accordance with the FWRC, FWCP, and Shoreline Master Plan designations. Designs, densities, and locations for all allowed uses and developments ~~should~~ shall consider physical and natural features of the shoreline and prevent a net loss of shoreline ecological functions.*

Policies

SMPP P1.1 Shoreline land and water areas particularly suited for specific ~~and~~ appropriate uses ~~should~~ shall be designated and reserved for such uses.

SMPP P1.2 Shoreline ~~land and water~~ uses should satisfy the economic, social, and physical needs of the regional population, but ~~should~~ shall not lead to a net loss of ecological functions in the shoreline areas.

SMPP3 ~~Like or compatible shoreline uses should be clustered or distributed in a rational manner, rather than allowed to develop haphazardly.~~

SMPP4 P1.3 Multiple uses of shoreline should be encouraged where location and integration of compatible uses or activities are feasible.

SMPP5 P1.4 Shoreline ecological functions ~~shall~~ be protected from uses or activities that will have an adverse effect on them.

SMPP6 P1.5 Non-residential uses or activities that are not shoreline dependent should be

~~encouraged to located~~ or ~~relocated~~ away from the shoreline and designed to avoid adverse impacts to shoreline ecological functions.

SMPP7 P1.6 Federal Way ~~should~~ shall consider the goals, ~~objectives,~~ and policies of the SMP in all land use management decisions regarding the use or development of adjacent uplands where such use or development may have an adverse effect on designated shorelines.

SMPP8 P1.7 Development ~~should~~ shall be regulated accordingly in shoreline areas known to contain development hazards or which would adversely impact designated critical areas as identified in FWRC Title 15.

- a. All development ~~should~~ shall be prohibited within the 100-year floodplain, except single-family residential and water-dependent or water-related uses.
- b. All development ~~should~~ shall be prohibited in shoreline areas of severe or very severe landslide hazard.

~~All development should be regulated in shoreline areas with slopes of 40 percent or greater.~~

- c. Shoreline areas containing other potential hazards (e.g., geological conditions, unstable subsurface conditions, erosion hazards, steep slopes, or groundwater or seepage problems) should be regulated as necessary to avoid unsafe development and disturbance of sensitive areas.

SMP P1.8 Consideration shall be made of the effect a development will have on scenic value, and when feasible, such development should include opportunities for public access to shoreline areas.

SMP P1.9 The use of porous materials and other low impact development design alternatives are encouraged for paved areas to allow water to penetrate and percolate into the soil. Use of holding systems is encouraged to control the runoff rate from parking lots and roofs.

SMP P1.10 Commercial and office development located within shoreline areas shall be constructed to withstand normal rain and flooding conditions without contributing pollution to the watercourse or shoreline. State and local best management practices shall be implemented to protect the shoreline environment from impacts associated with stormwater runoff.

SMP P1.11 Commercial and office development that is not water-dependent shall provide a buffer zone of native vegetation for erosion control.

SMP P1.12 Commercial aquaculture activities shall be prohibited.

Goal

SMPG G2 *Residential use of shoreline areas ~~should~~ shall be continued and encouraged in areas that have not been designated as ~~Natural~~ natural environments by the SMP, and shall allow a variety of housing types. New development or redevelopment of residential uses ~~should cause result~~ in no net loss of shoreline ecological function, as identified in the SMP's*

Policies

SMPP10 P2.1 Residential developments ~~should~~ shall be designed to achieve no net loss of shoreline ecological functions and minimize interference with visual and physical access. Unavoidable impacts to the shoreline environment from residential development ~~should~~ shall be mitigated to assure no net loss of



logical functions.
Development in designated critical areas or their associated ~~should~~ shall be regulated as required by the City's SMP
s.
Development on piers or over water is prohibited.
Residential development that reduces water surface or capacity shall not be permitted.
Residential developments, the water's edge ~~should~~ shall be kept free of structures, signs, and fences.
Development standards ~~shall~~ should require the retention of natural vegetation and other natural features of the landscape to the extent possible during site development and construction.

SMPP11 P2.2 Residential use of shorelines ~~should~~ shall not displace or encroach upon areas that have existing, or are designated as supporting, water-dependent shoreline uses.

SMPP12 P2.3 Residential densities ~~should~~ shall be determined with regard for the physical capabilities of the shoreline areas and public services requirements and ~~include~~ comply with the following considerations:

- a. Subdivisions and new development ~~should~~ shall be designed to adequately protect aesthetic characteristics of the water and shoreline environment.
- b. New residential development ~~shall~~ should only be allowed in those shoreline areas where the provision for sewage disposal and drainage ways are of such a standard that adjoining water bodies would not be adversely affected by pollution or siltation.
- c. Residential development along shorelines ~~should~~ shall be setback from the ordinary high-water mark far enough to make unnecessary such protective measures as filling, bulkheading, construction groins, or jetties, or substantial re-grading of the site.
- d. Residential developments ~~should~~ shall be designed to enhance the appearance of the shoreline and not substantially interfere with the views from public property or access to the water.
- e. The shoreline ecosystems, processes, and functions identified in the Shoreline Inventory and Characterization ~~should~~ shall be considered when determining standards for residential development patterns within the shoreline environment.

SMPP13 ~~Residential subdivisions in shoreline areas should provide public~~

~~pedestrian access to the shorelines within the development in accordance with the public access and recreation element of this master program.~~

- SMPP14 P2.4** ~~Developers of recreational projects such as summer homes, cabins, campgrounds, and similar facilities should~~ shall satisfactorily demonstrate:
- a. The suitability of the site to accommodate the proposed development without adversely affecting the shoreline environment and water resources.
 - b. Adequate provisions for all necessary utilities, including refuse disposal.

Goal

SMP_G3 ~~Shoreline areas designated by the FWCP and the SMP to allow for commercial development shall permit a variety of commercial and office park development types. New development or expansion of existing commercial and office uses should result in no net loss of shoreline ecological functions.~~

Regional and subregional utility facilities, including communications, (radio, TV, and telephone), energy distribution (petroleum products, natural gas, and electricity), water, sanitary sewers, and storm sewers should not be allowed in shoreline areas unless there is no alternative location. Design, location, construction, and maintenance of utility facilities must comply with the requirements of SMP regulations and other federal, state, and local laws, and result in no net loss of shoreline ecological functions.

Policies

~~SMPP15 Consideration should be made of the effect a structure will have on scenic value, and when feasible, should include opportunities for public access to shoreline areas.~~

~~SMPP16—Commercial and office structures and ancillary facilities that are not shoreline dependent or water oriented should be setback from the water's edge and designed to avoid adverse impacts to shoreline ecological functions.~~

~~SMPP17—The use of porous materials and other low impact development design alternatives should be encouraged for paved areas to allow water to penetrate and percolate into the soil. Use of holding systems should be encouraged to control the runoff rate from parking lots and rooftops.~~

~~SMPP18—Commercial and office development located within shoreline areas should be constructed to withstand normal rain and flooding conditions without contributing pollution to the watercourse or shoreline. State and local best management practices should be implemented to protect the natural shoreline environment from impacts associated with stormwater runoff.~~

~~SMPP19—Commercial and office development that is not water dependent should provide a buffer zone of native vegetation for erosion control.~~

~~SMPP20—Commercial aquaculture activities should be prohibited.~~

Goal

~~SMPC4—Regional and subregional utility facilities, including communications, (radio, TV, and telephone), energy distribution (petroleum products, natural gas, and electricity), water, sanitary sewers, and storm sewers should not be allowed in shoreline areas unless there is no alternative location. Design, location, construction, and maintenance of utility facilities must comply with the requirements of SMP regulations and other federal, state, and local laws, and result in no net loss of shoreline ecological functions.~~

Policies

~~SMPP21~~ P3.1 Utilities ~~that could allow for growth should~~ shall not be extended into or along shorelines without prior approval of such extension by the appropriate land use authority.

~~SMPP22—Utilities located in shoreline environments inappropriate for development should not make service available to those areas.~~

~~SMPP23~~ P3.2 In developed shorelines not served by utilities, utility construction ~~should~~ shall be ~~encouraged to located~~ where it can be shown that water quality will be maintained or improved.

~~SMPP24—Federal Way should be consulted prior to, or at the time of, application for construction of regional utility facilities to be located in or along shorelines.~~

~~SMPP25~~ P3.3 Utility corridors crossing shorelines ~~should~~ shall be ~~encouraged to~~ consolidate and concentrate or share rights-of-way where:

- ~~Public access or view corridors would be improved;~~ and,
- ~~Concentration or sharing would not hinder the ability of the utility systems to be installed, operated, or maintained safely;~~ and,
- ~~Water quality would be as good as or better than if separate corridors were present.~~

~~SMPP26~~ P3.4 Public access ~~should be~~ is encouraged where rights-of-way for regional utility facilities cross shorelines in the City, and where public safety and facility security would not be compromised.

~~SMPP27~~ P3.5 New utility facilities ~~should~~ shall be located so as to not require extensive shoreline protection nor to restrict water flow, circulation, or navigation. Such facilities shall be -

~~SMPP28—New utility facilities and rights of way should be located to preserve the natural landscape and minimize conflicts with present and planned uses of the land on which they are located;~~

~~SMPP29—New utility facilities and rights of way should be located and designed to minimize detrimental visual impacts from the water and adjacent uplands.~~

~~SMPP30—New freestanding personal wireless service facilities are prohibited from locating within the shoreline environment.~~

Goal

SMPP35 G4 ~~Limit shoreline stabilization—which includes any action taken to reduce adverse impacts caused by current, flood, wake, or wave action—including the use of bank stabilization, rip rap, and bulk heading, to that which is necessary to protect existing improvements.~~

Policies

SMPP31 P4.1 ~~Shoreline stabilization should~~ **shall** be allowed only if it is clearly demonstrated that shoreline protection is necessary to protect existing improvements.

SMPP32 P4.2 ~~Structural solutions to reduce shoreline erosion should~~ **shall** be allowed only after it is demonstrated that nonstructural solutions, such as bioengineering or soft- shore armoring, would not be able to protect existing development.

SMPP33 P4.3 ~~Planning of shoreline stabilization should~~ **shall** ~~encompass sizable stretches of lake or marine shorelines. This planning should~~ consider off-site erosion, accretion, ~~or~~ **and** flood damage that might occur as a result of shoreline protection structures or activities.

SMPP34 P4.4 ~~Shoreline stabilization on marine and lake shorelines should~~ **shall** ~~not~~ be used as a means of creating new or newly developable land.

SMPP35 P4.5 ~~Shoreline stabilization structures should~~ **shall** allow passage of ground and surface waters into the main water body.

SMPP36 P4.6 ~~Shoreline stabilization should~~ **shall** not reduce the volume and storage capacity of streams and adjacent wetlands or flood plains.

~~**SMPP37** Whenever shoreline stabilization is needed, bioengineered alternatives such as natural berms and erosion control vegetation plans should be favored over hard surfaced structural alternatives such as concrete bulkheads and sheet piles.~~

SMPP38 P4.7 The burden of proof for the need for shoreline stabilization to protect existing developments or proposed redevelopments rests on the applicant.

SMPP39 P4.8 ~~Shoreline stabilization activities that may necessitate new or increased shoreline protection on the same or other affected properties where there has been no previous need for protection should not be allowed.~~

SMPP40 P4.9 ~~New development shall be designed and located so as not to require shoreline stabilization.~~

SMPP41 P4.10 ~~Areas of significance in the spawning, nesting, rearing, or residency of aquatic and terrestrial biota shall~~ **ould** be given special consideration in review of proposed shoreline stabilization activities.

SMPP42 P4.11 Shoreline stabilization activities ~~should~~shall be discouraged in areas where they would disrupt natural feeder bluffs processes that are important for maintaining beaches.

Goal

SMPG6 G5 *Docks and moorages should be allowed when associated with residential, recreational, or other public facilities. The design, location, and construction of any dock, pier, or moorage ~~should~~shall avoid, to the greatest extent possible, adverse effects on shoreline ecological functions.*

Policies

SMPP43 P5.1 Open pile construction ~~should~~shall be preferred where there is



significant littoral drift, where scenic values will not be impaired, and where minimal alteration to the shoreline and minimal damage to aquatic resources can be assured.

SMPP44 P5.2 Piers, floats, and docks ~~should~~shall be prohibited or ~~permitted as a conditional use~~limited where conflicts with recreational boaters and other recreational water activities would create public safety hazards.

SMPP45 P5.3 Where new docks are allowed, new residential development of two or more dwellings ~~shall~~ould be required to provide joint use or community dock facilities, when feasible, rather than allow individual docks for each residence.

SMPP46 P5.4 Temporary moorages ~~should~~may be permitted for vessels used in the construction of shoreline facilities. The design and construction of such moorages shall be such that upon termination of the project, aquatic habitat can be returned to original condition within one year at no cost to the environment or the public.

SMPP47 P5.5 Shoreline structures that are abandoned or structurally unsafe ~~shall~~ould be removed.

SMPP48 P5.6 Docks, buoys, and other moorages ~~should~~shall only be authorized after

consideration of:

- a. The effect such structures have on wildlife and aquatic life, water quality, unique and fragile areas, submerged lands, and shoreline vegetation.
- b. The effect such structures have on navigation, recreational and commercial boating, shoreline access, and scenic and aesthetic values.
- c. The effect such structures have on water circulation, sediment movement, and littoral drift.

SMPP49 P5.7 Moorage buoys ~~should be~~ preferred over moorage piles on all tidal waters.

PUBLIC ACCESS AND RECREATION ELEMENT

~~This element addresses the preservation and expansion of all types of public access and recreational opportunities through programs of acquisition, development, and various means of less-than-fee acquisition.~~

Goal

SMPG7 G6 *Increase public access to and enjoyment of shoreline areas through improvements to physical access on publicly owned lands and improved visual access, provided that private rights, public safety, and shoreline ecological functions remain intact.*

Policies

SMPP50 P6.1 Development of public access ~~should~~ shall respect and protect private rights that are held on shoreline property.

SMPP51 P6.2 Public access ~~should~~ shall be maintained and regulated.

- a. Public access should be policed and improved consistent with intensity of use.
- b. Provisions to restrict access ~~as to~~ regarding nature, time, number of people, and area may be appropriate for public pedestrian easements and other public access areas where there are spawning grounds, fragile aquatic life habitats, or potential hazards for pedestrian safety.

SMPP52 P6.3 Design of access ~~should~~ shall provide for the public health, safety, and enjoyment.

- a. Appropriate signs ~~should~~ shall be used to designate publicly ~~owned~~ accessible shorelines.
- b. Pedestrian and non-motorized physical and visual access to the shoreline ~~should be~~ is encouraged.
- c. Public access to and along the water's edge should be made available in publicly owned shorelines in a manner that protects shoreline ecological functions.

SMPP53 P6.4 Acquisition and development of new shoreline public access locations ~~should~~ shall be consistent with overall parks and open space planning goals

and policies.

- a. Acquisition and development of shoreline properties ~~should~~ shall be consistent with criteria and standards as part of an overall park and open space master plan.
- b. Where appropriate, utility and transportation rights-of-way on the shoreline ~~should~~ shall be made available for public access and use, consistent with the shoreline use and circulation element policies.
- c. Where appropriate, publicly-owned street ends that abut the shoreline ~~should~~ shall be retained and/or reclaimed for public access, consistent with the ~~circulation element~~ Transportation Chapter policies.
- d. Shoreline recreational facilities and other public access points



should be connected by trails, bicycle pathways, and other access links where possible.

SMPP54 P6.5 ——— To the extent possible, pPublic access ~~shall~~ ould be provided in new shoreline developments.

- a. Incentives should be used to encourage private property owners to provide public shoreline access.
- b. Public pedestrian easements should be considered in future land use authorizations, and in the case of projects along lakes, streams, ponds, and marine lands, whenever shoreline features are appropriate for public use. Shorelines of the City characterized by the following should be considered for pedestrian easements:
 1. Areas of significant, historical, geological, and/or biological features and landmarks.
 2. Areas presently being legally used, or historically having been legally used, by the public along the shoreline for access.
 3. Where public funds have been expended on or related to

shoreline developments.

SMPP55 P6.6 Shorelines ~~in the City should~~shall be available to all people for passive use, visual access, and enjoyment.

- a. The City should preserve and provide publicly accessible viewpoints, lookouts, and vistas of shorelines.
- b. New developments should minimize visual and physical obstruction of the water from adjacent roads and public properties.

SMPP56 P6.7 Physical and/or visual access to the water should use steep slopes, ~~viewpoints~~viewpoints from bluffs, stream valleys, and features of special interest where it is possible to place pathways consistent with public safety and without requiring extensive flood or erosion protection.

Goal

SMPPG8 G7 *Provide additional shoreline dependent and water oriented recreational opportunities that are diverse, convenient, and adequate for the regional population, and that will not result in a net loss of shoreline ecological functions.*

Policies

SMPP57 P7.1 Areas containing special shoreline recreation qualities not easily duplicated should be made available for public use and enjoyment.

- a. Opportunities ~~should~~shall be provided for the public to understand natural shoreline processes and experience natural resource features.
- b. Public viewing and interpretation ~~should~~shall be encouraged at or near governmental shoreline facilities when consistent with security and public safety.

SMPP58 P7.2 Shoreline recreational use and development ~~should~~shall enhance environmental quality with minimal adverse effect to natural resources.

- a. Stretches of relatively inaccessible and unspoiled shoreline should be available and designated as low intensity or passive recreational use areas with minimal development. Service facilities such as footpaths, periphery parking, and adequate sanitary facilities should only be located where appropriate, considering both public safety and preservation of shoreline ecological functions.
- b.—Beaches and other predominantly undeveloped shorelines currently utilized for recreational purposes should be available and designated as medium intensity recreational use areas to be free from expansive development; intensity of use should respect and protect the natural qualities of the area.
- e.—Small or linear portions of the shoreline suitable for recreational purposes should be available and designated as transitional use areas that

- ~~d.b.~~ allow for variable intensities of use, which may include vista points, pedestrian walkways, water entry points, and access from the water; utilizing stream floodplains, street ends, steep slopes, and shoreline areas adjacent to waterfront roads.
- ~~e.c.~~ At suitable locations, shorelines should be made available and designated as high intensive use areas that provide for a wide variety of recreational activities.
- ~~f.d.~~ Overall design and development in shoreline recreational areas should be sensitive to the physical site characteristics and be consistent with the level of use in the area concerned.
- ~~g.e.~~ Recreation areas and ancillary facilities on or adjacent to the shoreline should have adequate surveillance and maintenance.
- ~~h.f.~~ Non-water oriented recreational facility development should be setback from the water's edge, except where appropriate in high intensive shoreline use areas.

SMPP59 P7.3 The provision of adequate public shoreline recreation lands ~~should~~ **shall** be based on an acquisition plan that is consistent with overall goals for enhancing public access to the City's shorelines.

SMPP60 P7.4 Existing buildings that enhance the character of the shoreline should be incorporated into recreation areas wherever possible.

SMPP61 P7.5 A balanced variety of recreational opportunities should be provided for people of different ages, health, family status, and financial ability.

Goal

- a. Shoreline recreation areas should provide opportunities for different use intensities ranging from low (solitude) to high (many people).
- b. Opportunities for shoreline recreational experiences should include developing access that accommodates a range of differences in people's physical mobility, capabilities, and skill levels.
- c. Recreational development should meet the demands of population growth consistent with the carrying capacity of the land and water resources.

SMPP9 G8 *Recreational experiences that depend on, or utilize, the shoreline (including: harvesting activities of fish, shellfish, fowl, minerals, and driftwood; various forms of boating, swimming, and utilization of shoreline pathways; and watching or recording activities, such as photography, painting, or the viewing of water dependent activities) shall be encouraged within parks and other public access areas, given they do not result in a net loss of shoreline ecological functions and are allowed uses under state and local regulations.*

Policies

SMPP62 P8.1— Underwater parks should be extensions of shoreline parks, and whenever possible, be created or enhanced by artificial reefs where natural conditions or aquatic life could be observed with minimal interference.

SMPP63 P8.2 During storm events, hazardous conditions, or emergencies, temporary use of public recreational shoreline areas by boaters should be allowed.

SMPP64 P8.3 Prime fishing areas should be given priority for recreational use.

SMPP65 P8.4 Recreational shellfish harvesting should be allowed on public beaches subject to rules, regulations, and periodic closures by Washington Department of Health and/or Washington Department of Fish and Wildlife.

SMPP66 P8.5 Boating activities that increase shore erosion should be discouraged.

SMPP67 P8.6 Effective interpretation should be provided to raise the quality of visitor experiences and provide an understanding of aquatic and shoreline resource.

CONSERVATION AND RESTORATION ELEMENT

~~This element promotes and encourages the conservation of natural shoreline resources and shoreline ecological functions, considering but not limited to, such characteristics as scenic vistas, parks and open space, fish and wildlife habitat, beaches, feeder bluffs, estuaries, and other valuable natural or aesthetic features. Additionally, this element promotes and encourages restoration of shoreline functions and ecological processes that have been impaired as a result of past development activities.~~



Goal

SMPG10 G9 *Preserve and protect the ecological functions of intact natural shorelines and ecologically sensitive shorelines as outlined within the shoreline inventory and characterization.*

Policies

SMPP68 P9.1 Manage designated critical areas in the shoreline—such as critical aquifer recharge areas and wellhead protection areas, frequently flooded areas, geologically hazardous areas, regulated wetlands, and streams—according to measures provided in this SMP. These include shoreline environment designations, allowed uses, development standards and regulations, and mitigation for unavoidable impacts. They should also be consistent with the policies contained in FWCP Chapter 89, “Natural Environment.”

SMPP69 P9.2 Develop standards, buffers, and mitigation requirements for designated critical areas in the shoreline consistent with city-wide regulations.

Goal

SMPP44 G10 *Assure preservation of ~~unique and non-renewable~~ natural resources and assure conservation of renewable natural resources for the benefit of existing and future generations and the public interest.*

Policies

SMPP70 P10.1 All new development and activity in or adjacent to shoreline areas should be designed, constructed, and operated as to avoid significant adverse impacts to ground or surface water quality. Use of state and local best management practices and guidance should be implemented to avoid significant adverse impacts to water quality.

SMPP71 P10.2 Shorelines that are of unique or valuable natural character should be considered for public acquisition. Subsequent management of such areas should protect or enhance shoreline ecological functions.

SMPP72 P10.3 Protection and conservation of vegetation within shoreline areas should be managed through implementation of setback, clearing and grading, and mitigation standards for development activity.

SMPP73 P10.4 Resource conservation should be an integral part of shoreline planning. All future shoreline development should be planned, designed, and sited to minimize adverse impact upon the natural shoreline environment and ecological functions.

SMPP74 P10.5 Scenic and aesthetic qualities and ecological functions of shorelines should be recognized and preserved as valuable resources.

- a. When appropriate, natural flora and fauna should be preserved.
- b. In shoreline areas, the natural topography should not be substantially altered.
- c. Shoreline structures should be sited and designed to minimize view obstruction and should be visually compatible with the shoreline character.
- d. Wildlife and aquatic habitats, including spawning grounds, should be protected.

SMPP75 P10.6 Resources should be managed to enhance the environment and prevent a

net loss of shoreline ecological functions.

- a. Shoreline in-water and over-water activities and development should be planned, constructed, and operated to minimize adverse effects on the natural processes of the shoreline, and should maintain or enhance the quality of air, soil, natural vegetation, and water on the shoreline.
- b. Use or activity which substantially degrades the natural resources or ecological functions of the shoreline should not be allowed without mitigation as required by SMP regulations and FWRC Title 14, "Environmental Policy."

SMPP76 P10.7 Critical salmonid habitats, including saltwater and freshwater habitat used by Pacific salmonid species, support valuable recreational and commercial fisheries and should be protected for their importance to the aquatic ecosystem, as well as state and local economies.

- a. Non-water-dependent and non-water-related uses, activities, structures, and landfills should not be located in critical salmonid habitats.
- b. Where uses, activities, structures, and landfills must locate in critical salmonid habitats, impacts on these areas should be lessened to the maximum extent possible. Significant unavoidable impacts should be mitigated by creating in-kind replacement habitat near the project where feasible. Where in-kind replacement mitigation is not feasible, rehabilitation of out-of-kind or off-site degraded habitat should be required. Mitigation proposals should be developed in consultation with the City, the State Department of Fish and Wildlife, and any affected Indian Nations.

e.b.



d.c. Development that is outside critical salmonid habitats that has the potential to significantly affect said habitats should be located and designed as to not create significant negative impacts to said habitats.

e.d. Whenever feasible, bioengineering should be used as the bank

protection technique for all streams considered to have critical salmonid habitat.

- ~~f.e.~~ Whenever feasible, open pile bridges should be used for all water crossings over areas considered critical salmonid habitat.
- ~~g.f.~~ Impervious surfaces should be minimized in upland developments to reduce stormwater runoff peaks. Structures and uses creating significant impervious surfaces should include stormwater detention systems to reduce stormwater runoff peaks.
- ~~h.g.~~ The discharge of silt and sediments into waterways shall be minimized during in-water and upland construction.
- ~~i.h.~~ Adopt-A-Stream programs and similar efforts to rehabilitate critical salmonid habitats should be encouraged.
- ~~j.i.~~ Fishery enhancement projects should be encouraged where they will not significantly interfere with other beneficial uses.
- ~~k.j.~~ Project proponents should contact the Habitat Division of the State Department of Fish and Wildlife and affected Indian Nations early in the development process to determine if the proposal will occur in or adjacent to critical salmonid habitat.

- ~~l.k.~~ When reviewing permits for uses, activities, and structures proposed in, over, or adjacent to marine waters, streams, wetlands, ponds connected to streams, or any other shoreline area, City staff should contact the Habitat Division of the State Department of Fish and Wildlife to determine if the proposal will occur in or affect any adjacent critical habitats. Staff should also contact affected Indian Nations.

SMPP77 P10.8 Use the City's established permit tracking program to periodically evaluate the effectiveness of the SMP for achieving no net loss of shoreline ecological functions with respect to shoreline permitting and exemptions. Prepare an evaluation report every seven years when the SMP is required to be updated under RCW 90.58.080(4).

Goal

SMPP12 G11 *Develop regional solutions with other jurisdictions, tribes, and interested parties to resolve the challenge of protecting shoreline ecological functions, while also managing shoreline developments.*

Policies

SMPP78 P11.1 Continue work with the State, King County, Watershed Resource Inventory Area (WRIA) 9 Steering Committee, and other governmental and non-governmental organizations to explore how local governments can contribute to the preservation and restoration of ecological processes and shoreline functions.

SMPP79 P11.2 Continue work with the WRIA 9 forum to restore shoreline habitats and

seasonal ranges that support listed endangered and threatened species, as well as other anadromous fisheries.

Goal

SMPG13 G12 *Pursue projects to restore and enhance shoreline habitats and processes on publicly owned lands.*

Policies

SMPP80 P12.1 Prioritize enhancement and restoration efforts at public parks and open space lands.

SMPP81 P12.2 Work with owners of other publicly-owned land, such as Washington State Parks, to encourage restoration and enhancement projects, including funding strategies.

SMPP82 P12.3 Work with the public and other interested parties to prioritize restoration opportunities identified in Shoreline Inventory and Characterization Report and SMP Restoration Plan.

SMPP83 P12.4 Promote vegetation restoration, and the control of invasive weeds and nonnative species to avoid adverse impacts to hydrology, and to reduce the hazard of slope failures or accelerated erosion.

SMPP84 P12.5 Develop a program to implement restoration projects, including funding strategies.

SMPP85 P12.6 Monitor and adaptively manage restoration projects.

Goal

SMPG14 G13 *Encourage voluntary restoration projects on private property in degraded shoreline environments.*

Policies

SMPP86 P13.1 Create incentives that will make it economically or otherwise attractive for development proposals to integrate shoreline ecological restoration into development projects.

SMPP87 P13.2 Encourage protection, enhancement, or restoration of native riparian vegetation through incentives and non-regulatory programs.

SMPP88 P13.3 Promote bioengineering and/or soft engineering alternative design approaches to shoreline stabilization and provide technical guidance to shoreline landowners.

SMPP89 P13.4 Establish public education materials to provide shoreline landowners technical assistance about the benefits of native vegetation plantings.

Goal

~~SMPP15 G14~~ *Provide ample opportunities for the public to learn about the ecological aspects and community values of the City’s shorelines.*

Policies

~~SMPP90 P14.1~~ Explore opportunities with other educational organizations and agencies to develop an on-going program of shoreline education for all ages.

~~SMPP91 P14.2~~ Identify areas where kiosks and interpretative signs can enhance the educational experience of users of the shoreline.

~~SMPP92 P14.3~~ Develop strategies to fund identified educational and interpretive projects.

~~HISTORIC AND CULTURAL RESOURCES ELEMENT~~

~~This element addresses identification and preservation of historic and cultural resources that are located in or associated with Federal Way’s shorelines. Such resources may include historic structures or buildings, historic use or activities in the shoreline, and archaeological resources.~~

Goal

~~SMPP16 G15~~ *Identify, protect, preserve, and restore important archaeological, historical, and cultural sites located in or associated with Federal Way’s shorelines for scientific and educational purposes.*

Policies

~~SMPP93 P15.1~~ Manage cultural and historic resources in the shoreline consistent with City-wide policies for treatment of such resources in the FWCP.

~~SMPP94 P15.2~~ Recognize that shoreline areas are of moderate to high probability for archaeological resources and require appropriate review and site investigation for proposed development or modifications.

~~CIRCULATION ELEMENT~~

~~This element deals with the location and extent of existing and proposed thoroughfares, transportation routes, and other public facilities; and coordinating those facilities with shoreline uses.~~

Goal

~~SMPP17 G16~~ *Circulation systems in shoreline areas should be limited to those that are shoreline dependent or would serve shoreline dependent uses, or those that must pass through shoreline areas. The environment shall be protected from any significant adverse effects of circulation systems required in shoreline areas.*

Policies

SMPP95 P16.1 New surface transportation development should be designed to provide the best possible service with the least possible infringement upon shoreline areas.

- a. New transportation facilities and improvements to existing facilities that substantially increase levels of air, noise, odor, visual, or water pollution should be discouraged, unless benefits of the facility outweigh costs.
- b. Transportation corridors should be designed to harmonize with the topography and other natural characteristics of the shoreline through which they traverse.
- c. New surface transportation facilities in shoreline areas should be set back from the ordinary high water mark far enough to make unnecessary such protective measures as rip-rap or other bank stabilization, landfill, bulkheads, groins, jetties, or substantial site regrade.
- d. New transportation facilities crossing lakes, streams, wetlands, or other critical areas should be encouraged to locate in existing corridors, except where any adverse impact can be minimized by selecting an alternate corridor.
- e. Shoreline circulation systems should be adaptable to changes in technology.

SMPP96 P16.2 Circulation systems should be located and attractively designed so as not to unnecessarily or unreasonably pollute the physical environment, or reduce the benefits people derive from their property.

- a. Motorized vehicular traffic on beaches and other natural shoreline areas shall be prohibited.
- b. Transportation facilities providing access to shoreline developments should be planned and designed in scale and character with the use proposed.
- c. New transportation facilities should minimize total impervious surface area by generally being oriented perpendicular to the shoreline where topographic conditions will allow.

SMPP97 P16.3 Circulation systems should be designed to enhance aesthetic experiences through creating shoreline vista and access points and encouraging alternative modes of transportation.

SMPP98 P16.4 New transportation developments in shoreline areas should provide turnout areas for scenic stops and ~~off-road~~ off-road rest areas where the topography, view, and natural features warrant, consistent with the public access and recreation policies.

SMPP99 P16.5 Shoreline roadway corridors with unique or historic significance, or of great aesthetic quality, should be retained and maintained for those characteristics.

SMPP100 P16.6 Shoreline circulation routes should provide for non-motorized means of travel and should incorporate multimodal provisions where public safety can be assured.

SMPP101 P16.7 -The existing system of pedestrian ways, bikeways, and equestrian ways in the City should be extended to provide safe access to public parks located on the shoreline.

SMPP102 P16.8 -Shoreline roadways should have a high priority for arterial beautification funds.

SMPP103 P16.9 -Regionally significant pedestrian and bicycle facilities and amenities along shoreline circulation routes should be pursued in partnership with other agencies.

SMPP104 P16.10 Pedestrian access should be built where access to public shorelines is desirable and has been cut off by linear transportation corridors. New linear facilities should enable pedestrian access to public shorelines where access is desirable.

SMPP105 P16.11 Transportation and utility facilities should be encouraged to coordinate joint use of rights-of-way and to consolidate crossings of water bodies when doing so can minimize adverse impact to the shoreline.

SMP P16.12 The City shall work with other local, state, and federal regulatory agencies, tribes, and non-government organizations to ensure that mitigation actions carried out in support of the Shoreline Program are likely to be successful and achieve beneficial ecological outcomes. This includes such measures as mitigation banks, fee in lieu programs, and assisting applicants/proponents in planning, designing, and implementing mitigation.

SMP P16.13 The destruction or damage to any site having any archaeological, historic, cultural, scientific, or educational value as identified by the appropriate authorities, including affected Indian tribes and the Office of Archaeology and Historic Preservation, shall be prevented.

10.8 SHORELINE ENVIRONMENTS MAPS

The Shoreline Master Program Map (Map SMP-1) graphically displays the portions of the City and its Potential annexation Areas that are covered by the provisions of this Chapter. The Poverty Bay Shellfish Protection District Map is Map SMP-2.

Intent

~~In order to more effectively implement the goals, objectives, and policies of this master program and the SMA, the shorelines of the state within Federal Way have been categorized into three separate environment designations. The purpose of these designations is to~~

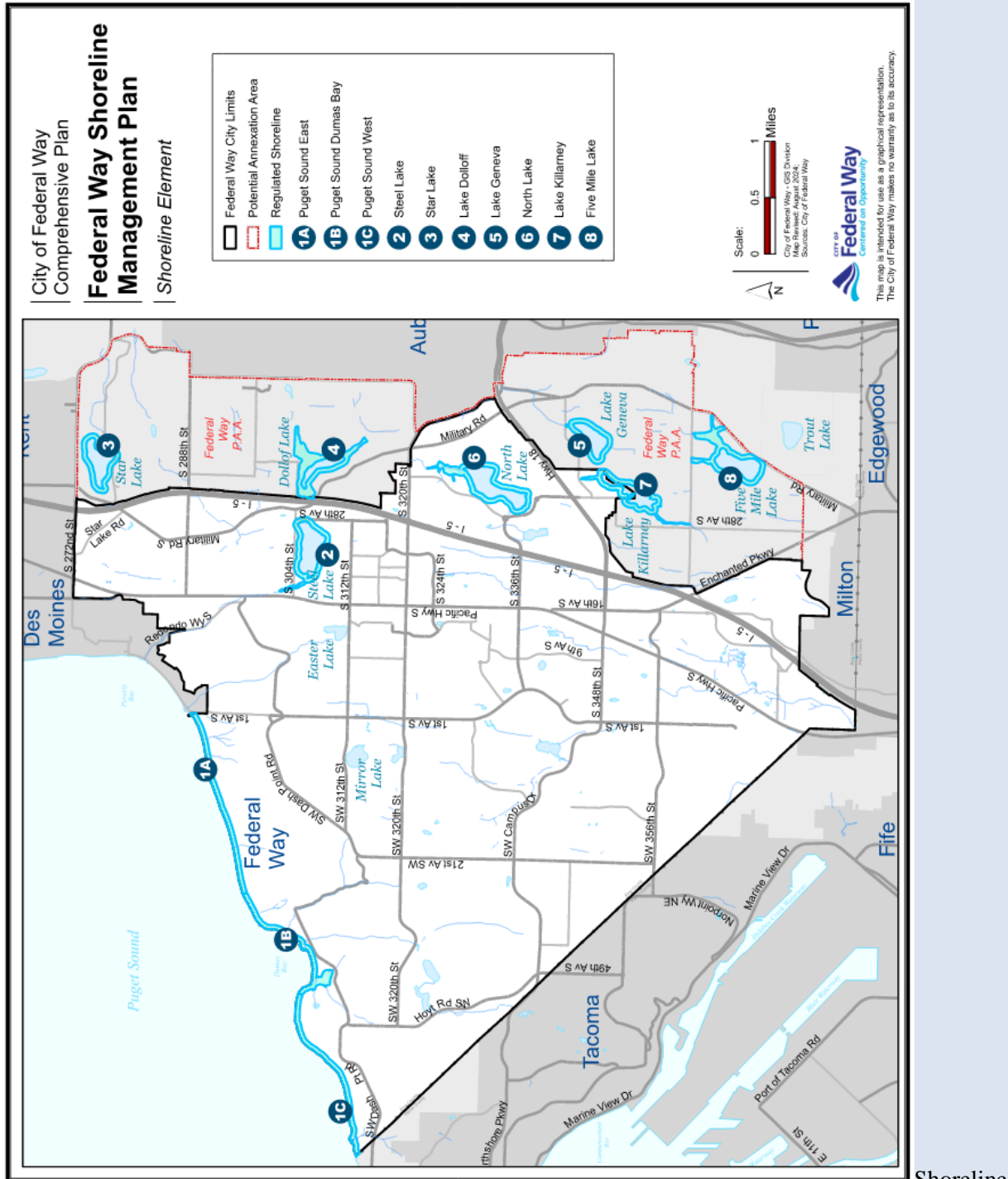
~~differentiate between areas whose geographical features, ecological functions, and existing development pattern imply differing objectives regarding their management, use, and future development.~~

~~Each environment represents a particular emphasis in the type of uses and the extent of development that should occur within it. The system is designed to encourage uses in each environment, which enhance the character of the environment while at the same time requiring reasonable standards and restrictions on development so that the character of the environment is not destroyed.~~

~~The determination as to which designation should be given to any specific shoreline area has been based on, and is reflective of, the existing development pattern; the biophysical capabilities and limitations of the land; and the goals and aspirations of the local citizenry.~~

~~Each environment designation includes: (1) a purpose statement which clarifies the meaning and intent of the designation; (2) criteria to be used as a basis for classifying a specific shoreline area with that environment designation; and (3) detailed management policies designed to guide management decisions and development consistent with the character of the environment.~~

Map SMP-1: Federal Way Shoreline Management Plan



Residential Purpose

The purpose of the “Shoreline Residential” environment is to accommodate residential development and appurtenant structures that are consistent with SMP Guidelines — WAC 173-26-211(5)(f). An additional purpose is to provide appropriate public access and recreational uses.

Criteria

~~The Shoreline Residential environment designation is assigned to shoreline areas inside the City of Federal Way and the City's Potential Annexation Area (PAA) if the areas are predominantly single-family or multi-family residential development, or are planned and platted for residential development.~~

Management Policies

- ~~1. Residential uses shall be the primary use. Development and redevelopment activities shall be focused within already developed areas.~~
- ~~2. Standards shall be developed and implemented for density or minimum frontage width, setbacks, lot coverage limitations, buffers, shoreline stabilization, vegetation conservation, critical area protection, and water quality. These standards shall ensure that new development does not result in a net loss of shoreline ecological functions or further degrade other shoreline values, taking into account the environmental limitations and sensitivity of the shoreline area, the level of infrastructure and services available, and other comprehensive planning considerations.~~
- ~~3. Multi-family and multi-lot residential and recreational developments shall provide public access and joint use for community recreational facilities.~~
- ~~4. All residential development shall occur in a manner consistent with the policies listed under SMPG2 of the shoreline use element.~~

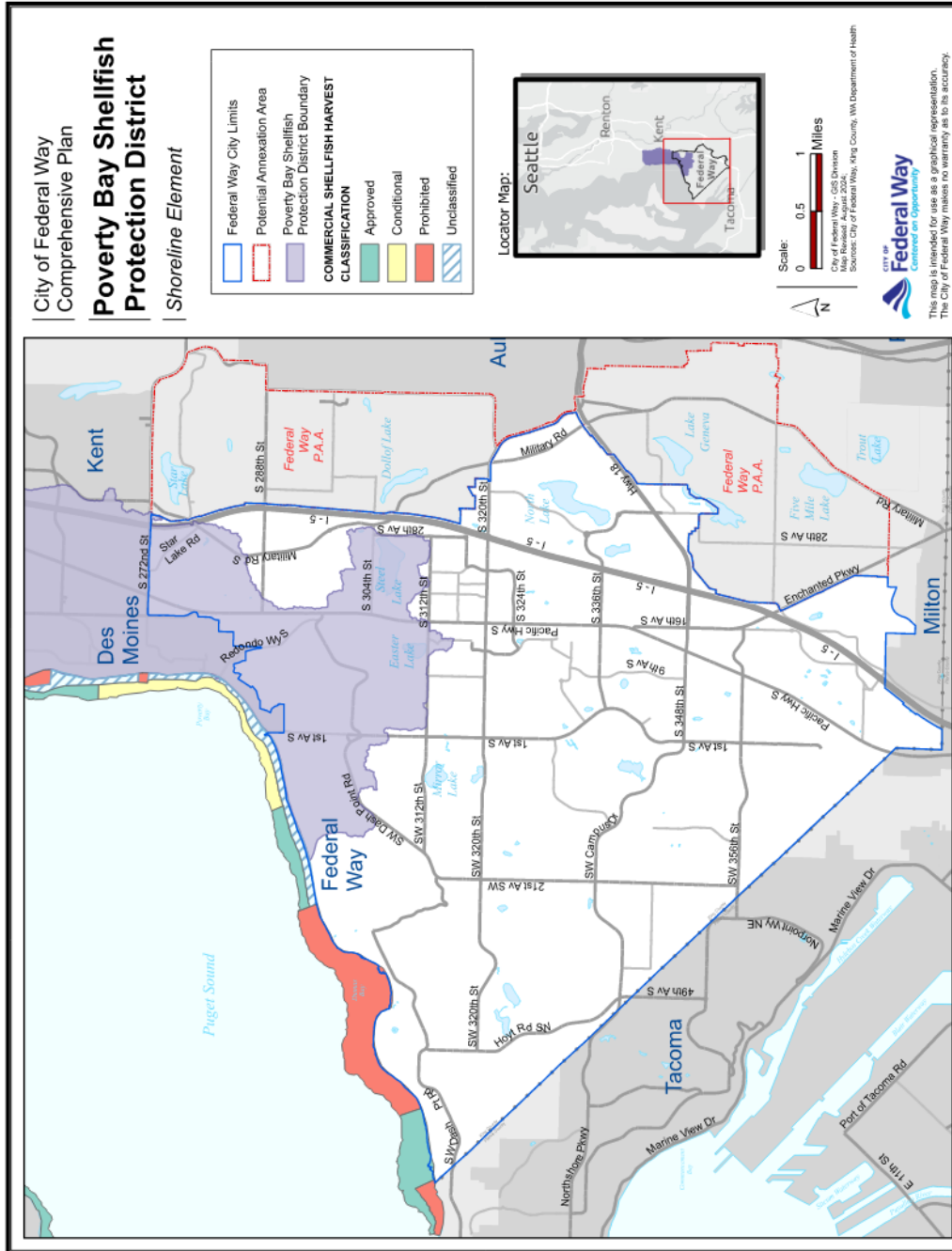
Urban Conservancy

Purpose

~~The purpose of the "Urban Conservancy" environment is to protect and restore ecological functions of open space, flood plain, and other sensitive lands where they exist in urban and developed settings, while allowing a variety of compatible uses.~~

Map SMP-2: Poverty Bay Shellfish Protection District

Criteria



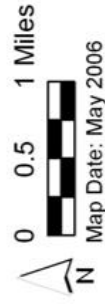
Conservancy environment designation is assigned to shoreline areas appropriate and planned for development that are compatible with maintaining or restoring the ecological functions of the area that are not generally suitable for water-dependent high-intensity uses. The Urban Conservancy environment is applied to shorelines if any of the following characteristics apply:

1. ~~They have open space, flood plain, or other sensitive areas that should not be more intensively developed;~~
2. ~~They have potential for ecological restoration;~~
3. ~~They retain important ecological functions, even though partially developed; or~~
4. ~~They have the potential for development that is compatible with ecological restoration.~~

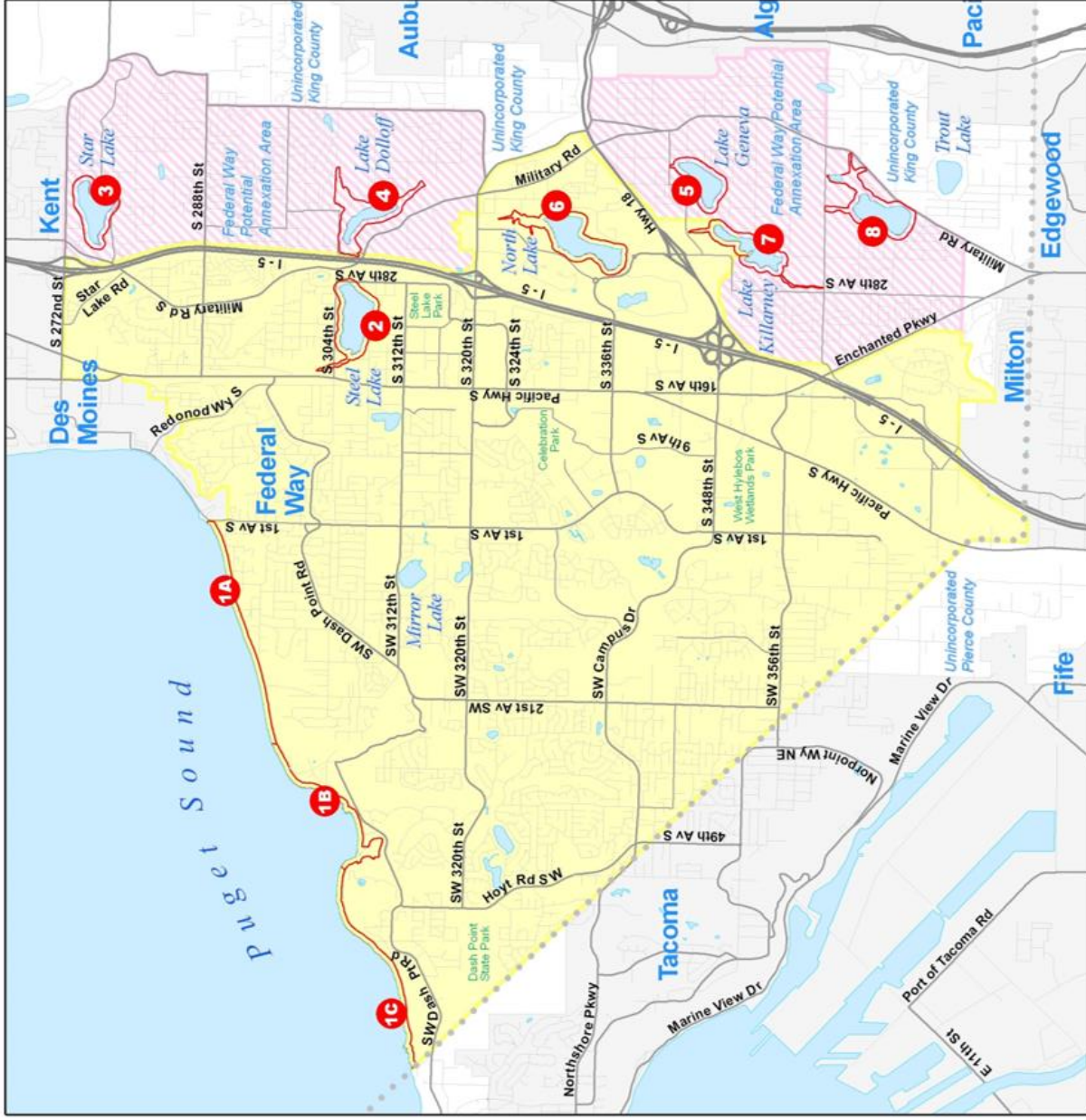
Federal Way Shoreline Management Plan

Federal Way and Its Potential Annexation Area

- Legend**
- City of Federal Way
 - Potential Annexation Area
 - Regulated Shoreline
 - 1A Puget Sound East
 - 1B Puget Sound - Dumas Bay
 - 1C Puget Sound West
 - 2 Steel Lake
 - 3 Star Lake
 - 4 Lake Dolloff
 - 5 Lake Geneva
 - 6 North Lake
 - 7 Lake Killarney
 - 8 Five Mile Lake



This map is accompanied by NO warranties, and is simply a graphic representation.





CHAPTER ELEVEN ARTS, CULTURE, & HISTORIC PRESERVATION

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11.0 INTRODUCTION & VISION

Introduction

The character and image of a community are shaped by many factors including its people, social networks, heritage, architecture, neighborhoods, landscapes, and more. These tangible and intangible elements collectively contribute to the distinct identity of a place and the collective impression it conveys. This chapter acknowledges the crucial role that arts and cultural activities play, as well as the importance of honoring and educating the community about its history. These civic attributes unite people across diverse demographics and backgrounds and aid in fostering a strong sense of community belonging.

Vision

Federal Way is known as a vibrant and inclusive City that preserves and creates extraordinary places for people. It embraces arts, culture, and historic preservation as integral parts of the community. Public art and cultural events are essential for community building, connecting people, and catalyzing creativity within the City. Federal Way is an inviting place for artists to live and work contributing to the overall desirability and charm of the community. Efforts to learn from and preserve the past have authentically propelled Federal Way forward, enhancing the City's character and cultivating a strong sense of community pride.

11.1 BACKGROUND – HISTORICAL CONTEXT

This chapter explores Federal Way's pre-incorporation historical development and cultural foundations, tracing its evolution from precolonial times through the transformation of the 1920's to its present-day status as a diverse and vibrant City.

The Puget Sound is a part of a larger area that has been the traditional aboriginal territory of the Coast Salish peoples. The Coast Salish Tribes have lived here since time immemorial and while each tribe is unique, all share in having a deep historical connection with, and legacy of respect for, the land and natural resources. The land within and around the present-day City-limits served as hunting and fishing grounds for the Muckleshoot and Puyallup Indian tribes.

During the nineteenth and twentieth centuries the way of life for the Tribes in the Puget Sound area was greatly impacted by the actions of the United States Federal Government. The Treaty of Medicine Creek in 1854 granted 2.24 million acres of land to the United States in exchange for the establishment of three reservations, cash payments over a period of twenty years, and recognition of traditional native fishing and hunting rights.¹ Following these historical land dispositions and the consequential impact on native communities, the Federal Government assumed a significant role in operating and overseeing Indian boarding schools.

¹ Treaty of Medicine Creek, 1854; Governor's Office of Indian Affairs, <https://goia.wa.gov/tribal-government/treaty-medicine-creek-1854>

St. George's Catholic Boarding School was one of the 15 Indian Boarding Schools identified in the state of Washington.² Located along the southern portion of Federal Way, the boarding school operated from 1888 until 1936.

One of the purposes of the St. George's Indian School was to assimilate Native American children into Western culture. Children were separated from their families to distance them from their culture and language. Speaking native languages was forbidden, as well as eating traditional foods and partaking in cultural ceremonies.

In 1886, St. George's Cemetery was established in connection with St. George's Indian School. St. George's Cemetery is adjacent to the existing Gethsemane Cemetery. When I-5 was built, a portion of the east side of the school property was taken by the federal government for the interstate. St. George's Indian School buildings were demolished in 1971, after which the Catholic Church began construction of the present Gethsemane Cemetery.

In 1980 the Catholic Church donated the land covering the original St. George's Cemetery to the Puyallup Tribe of the Puyallup Reservation. Records show that many Indians, nuns, and pioneers were buried in the cemetery until the 1920s. Both the exact locations of burial plots and the identities of those buried are largely unknown. Records indicate that non-Native burials were relocated, however, records were poorly kept for Native burials, consistent with Indian boarding schools nationwide. To this day, many Native families continue to search for their missing relatives, having never received notice of their deaths or final resting places.

By the 1860s, non-Native Americans began arriving to the area, and by 1880 approximately 50 homesteaders had filed claims in the greater Federal Way area.³ Among the early settlers were notable African American pioneers John and Mary Conna. In 1883, they arrived in Federal Way and settled on their 157-acre homestead near the present location of the King County Aquatic Center on SW Campus Drive.⁴

John Conna, born into slavery in Texas, became a central figure in the early history and development of Washington state. His legacy is significant and was recently recognized with a bus shelter mural displayed as part of a collaboration between King County Metro and Conna's descendants. In addition, in 2024, the City Council by resolution endorsed the Mayor's proposal to rename Alderbrook Park to Conna Park, in honor of John and Mary Conna.

By the end of the 1950s, the community featured a number of housing areas and a 10-block commercial district with a shopping center called Federal Shopping Way and a family-oriented theme park called Santa Fair. During the 1960s, residential development continued, providing homes to employees of major employers in the region, including

² Newland, B. T. (2022). *Federal Indian boarding school initiative investigative report*. United States Department of the Interior, Office of the Secretary.

³ Dick Caster (2008), *Images of America-Federal Way*, Historical Society of Federal Way

⁴ Helen Lacy (1998) *African American Pioneers John and Mary Conna Settle in Federal Way area in 1883*; History Link Essay 262
<https://www.historylink.org/File/262#:~:text=Horace%20Cayton%2C%20the%20prominent%20newspaper,%20restaurants%20and%20public%20conveyances.>

Boeing and Weyerhaeuser. Retail growth followed, including the construction of SeaTac Mall (now The Commons at Federal Way) in the mid-1970s.

The popular Puget Sound area and booming regional economy propelled rapid retail and residential growth in Federal Way, creating significant changes in the community during the 1970s and 1980s. Desiring controlled, quality growth and community identity, Federal Way residents organized to form what was then Washington's sixth largest city, incorporating in February of 1990.

11.2 HISTORIC PRESERVATION

Historic places and structures are a community touchstone – tangible icons of today’s connection to the past. Historic preservation includes the recognition and protection of properties and places with historical significance. Cultural resources like vistas, landscapes, artifacts, and buildings of historic significance are components of Federal Way’s foundation. Many are fragile and vulnerable to being lost without sufficient attention and protection. Local Tribes, community leaders, professionals, and volunteer organizations are invaluable advocates for preserving and protecting these past resources.

There are three main historic registers for which properties may be eligible:

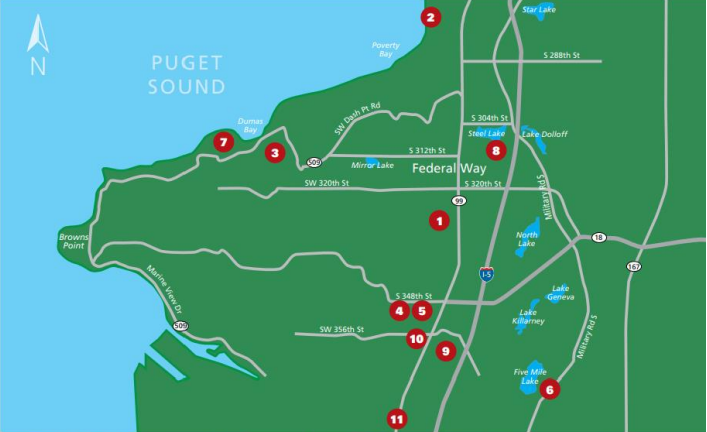
1. The National Register of Historic Places (or National Register) is an official listing of districts, sites, buildings, structures, landscapes, and objects significant in American History, architecture, archaeology, and culture.
2. The Washington Heritage Register is intended to give recognition to and encourage protection of places having historic significance in the State of Washington through an honorary designation.
3. The King County Register of Historic Places is the registry of King County Landmarks which are designated by the King County Landmarks Commission. The City of Federal Way currently has an agreement with King County for historic preservation services.


For the Washington Heritage Register, a building, site, structure, or object must be at least 50 years old to qualify. Practically, this makes any structure built in the mid-1970’s or earlier potentially eligible for the register. If newer, the resource should have documented exceptional significance to be eligible. The resource should have a high to medium level of integrity, i.e. it should retain important character-defining features from its historic period of construction.


A number of historic buildings have been identified, preserved, and restored through the collaboration of the community and the Historical Society of Federal Way, which are depicted on the “Places to Explore” map, below.


Map ACHP-1: Federal Way Historical Society's Places to Explore

- 1 Celebration Park**
1095 S. 324th St.
Formerly Evergreen Airport from 1946 to the late 1970s. Purchased for a city park in 1990. Now a sports complex with four softball fields, four soccer fields, children's play equipment, numerous walking trails and the Federal Way Community Center.
- 2 Redondo Beach**
Located along Beach Road South adjoining Puget Sound
This area was originally settled in the 1870s as the logging community Stone's Landing. At one time it contained a large amusement area with carnival rides, skating rink and dance hall. Currently a beach area with excellent views of the Olympic Mountains across Puget Sound, a public boat launching dock and a boardwalk.
- 3 Dumas Bay Centre**
3200 SW Dash Point Rd.
The Catholic Visitation Sisters built and moved into this retreat center in 1957. The City of Federal Way purchased the property in 1989 and converted it to a retreat and meeting center in 1993. The Knutzen Family Theater hosts musical and theatrical presentations. Located on 12 acres of park like grounds with a great view of Puget Sound.
- 4 The David T. Denny and John Barker Cabins**
411 S. 348th St.
An 1889 real estate office belonging to one of the founders of Seattle and an 1883 homesteader's cabin have been restored by the Historical Society of Federal Way and are open to the public. (See www.FederalWayhistory.org for hours.)
- 5 West Hylebos Wetlands Park**
411 348th St.
A 120 acre city park built on land donated by Francis and Ilene Marck. Contains a one mile boardwalk trail wandering through unique, new- and old-growth forest and restored wetlands. Special features include a peat bog and a supposedly bottomless pool.
- 6 Five Mile Lake Park**
95541 Military Road S.
This 32-acre King County lakefront park is located on the location of the original Military Road through the area. The name comes from the fact it is five miles from where the ferry used to cross the Puyallup River. The park offers numerous outdoor activities, including open play fields, basketball and tennis courts, play equipment, picnic shelters, and walking paths as well as swimming in the lake.
- 7 Dash Point State Park**
5760 SW Dash Point Rd.
The site was part of the late 1800s logging activity in the area with its easy access to the adjoining Puget Sound. In the late 1940s, the McLeod family sold the land to the state of Washington with the understanding the property would be used as a park. The park was dedicated in 1962. The 398 acres offer camp grounds, hiking trails, picnic areas, fishing and beachcombing along 3,301 feet of shoreline. (Since this is a state park a valid state parking pass is required. The one day fee is \$10.00.)









- 8 Steel Lake Park**
2410 S. 312th St.
Named after Arthur Steele, a 1880s homesteader who built a house on the north side of the lake. At one time two dance hall-resorts were located on the lake. The 52 acre park has a large open grass area, children's activity play set, a skateboard park, boat launching facility, fishing, swimming, a soccer field and picnic tables and shelters.
- 9 Harding School**
35905 16th Ave. S.
Harding School, named after President Warren G. Harding, was opened in 1920. The Harding School is a well-preserved example of Colonial Revival architecture. The school closed in the 1930s although was temporarily used again in the early 1940s as a public school. Since closure the building has served as a meeting place for the Harding Improvement Club, the Lakeland Community Club, a private residence, several churches and is still in use as a church.
- 10 Brooklake Community Center and Hylebos Blueberry Farm Park**
726 S. 356th St. / 630 S. 356th St.
This building was built in 1920 as the Wagon Wheel Restaurant. Over the years it has served as a speakeasy during Prohibition, a brothel, several restaurants, a gambling den and as the home of many community activities. Currently it is being used as a church and is rented out for various functions. Adjoining are the remains of a blueberry farm the city now uses as a five acre city park.
- 11 St. Georges Indian School (Gettsmane Cemetery)**
27600 Pacific Highway S.
Father Peter Hylebos founded St Georges Indian School in 1888 and it operated until 1936. Each year about 80 – 100 Indian children attended mostly as boarding students. Nothing remains of the school and the site has been occupied since the 1970s by Gettsmane Cemetery.

In 2022 Camp Kilworth was officially recognized as Federal Way's first Historic Landmark by the King County Landmarks Commission. Camp Kilworth is located northeast of Dash Point State Park and was utilized for over 80 years as a Boy Scout Camp, hosting generations of youth and teaching outdoor and nature skills. Images of the camp are included below.



11.3 CULTURAL RESOURCES & IDENTITY

Cultural resource protection is integral to the ancestral and present-day identity of the community. Many cultural resources are associated with the Native American tribes who have stewarded the land since time immemorial. Tribes are sovereign nations, and their cultural resources are protected by treaties. Effective and timely communication and consultation with interested and affected tribes is essential for identifying and protecting tribal cultural resources.

Federal Way has experienced significant growth and diversification since its incorporation, transforming from a City with a population of 67,000 to now over 102,000. As the City grew in population, it also grew in the diversity of its residents' demographics (Refer to Comprehensive Plan Introduction for detailed demographic information). These changing demographics have inevitably shaped Federal Way's cultural landscape, influencing the types of activities, arts, businesses, and facilities needed to cater to the diversifying population.

Over 36% of the population in Federal Way speak languages other than exclusively English at home.⁵ The Federal Way Public School system has identified over 104 languages spoken among students within the district.⁶

Federal Way's demographic shifts, characterized by population growth, racial diversification, and the contributions of foreign-born residents, highlight the dynamic, ever-evolving nature of the community. Understanding and supporting these changes in population is vital for fostering cultural richness and inclusivity and for building a community that celebrates diversity and promotes a sense of belonging for all its residents.

In 1992, the City established a Diversity Commission. The Commission's mission is to enrich the lives of all people who live, work, and play in Federal Way by advising and guiding City government with an equity lens on policies, procedures, practices, and current and emerging issues. The Commission has established the following commitments:

- To partner and serve as a conduit to the community for City leadership with the goal of helping to remove barriers and increase accessibility to City services for our diverse populations.
- To collaborate with City leadership to eliminate all forms of discrimination whether intentional or unintentional and help diverse communities be an active part of City growth.
- To help Federal Way become a City where all people feel a sense of belonging and where there is equitable access to information and opportunities for all.

The City's Diversity Commission has facilitated and the City has supported a number of community events, such as the annual Dr. Martin Luther King Jr. Day Celebration and

⁵ U.S. Census Bureau. (2023). DP02, *Language Spoken at Home, 5-year 2017-2021*,

⁶ "About Federal Way Public Schools / District Profile." Accessed November 8, 2022.

<https://www.fwps.org/page/http%3A%2F%2Fwww.fwps.org%2Fsite%2Fdefault.aspx%3FPageID%3D2612>.

the Community Festival (formerly known as the “Flavor of Federal Way”), Beyond the outreach and facilitation of the City’s Diversity Commission, Federal Way is home to the Federal Way Korean American Association, a growing footprint of El Centro de la Raza, the Federal Way Black Collective, and the Pacific Islander Community Association of Washington.

11.4 ARTS IN FEDERAL WAY

In 1991, not long after incorporation, the City established the Arts Commission. The Arts Commission is a nine-member volunteer commission that advises and recommends to the City Council activities related to all aspects of the arts: visual, performing, literary, and cultural. The Federal Way Arts Commission serves to bring free or low-cost art opportunities to the community through musical performances, theater, and visual arts festivals. The Commission also aims to provide resources to support local arts organizations.

In addition to creating a Commission dedicated to art, in 1994 the City established a source of funding to expand public art’s presence City-wide requiring that 2% of the project budget for qualifying capital projects be dedicated to public art. This measure has led to the installation of public art in many locations in the City.



Retroactive beautification efforts lead by the Arts Commission have also expanded the presence of art throughout the community. Since 2014, utility cabinets throughout Federal Way have been wrapped with vinyl by numerous artists with a vision of making the City more fun and vibrant. Now the City has over 35 boxes wrapped with various themes.

In 2019, the Arts Commission partnered with Federal Way Public Schools in an effort to showcase scholars and their art. See the Public Art Collection Map below for locations.⁷

⁷ Public Art Collection, <http://media.itallhappenshere.org/ArtBook-20b//mobile/index.html#p=1>

Map ACHP-2: Public Art Collection

Utility Box Murals

4. Rain Dance, Gary Gillespie, 23rd Ave S & 320th
5. Lupine Field, Gary Gillespie, 316th St & Pete Von Reichbauer Wy S/20th Ave S
6. Go Hawks!, 23rd Ave S at Transit Center
8. Octopus's Garden, Tal Renfro, 348th and Enchanted Parkway
9. Watching Fireworks, S 324th St & 11 Ave S
10. Fennel & Phlox, Jeanne Strohmman, 1st Ave S & 320th
11. Bongo Beat, Jeff Pasek, 336th & 21st Ave S
12. Grand Old Flag, Gary Gillespie, 320th & Pete Von Reichbauer Wy S/20th Ave S
13. Swimmer, Tal Renfro, 336th & 650 Sw Campus Drive - at Aquatic Center
14. Helgh Diddle Diddle, Gary Gillespie, 21st Ave S & 320th
15. Rainbow Salmon, Janette Stiles, 336th & 9th
16. the Elf Is Home, Tal Renfro, 348th & 1st Ave S

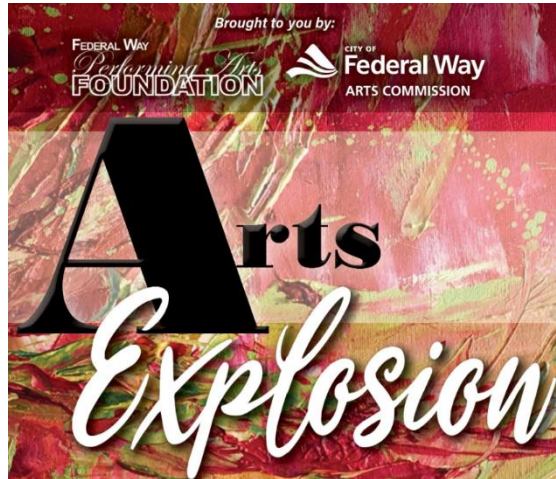
17. Sasquatch, Margie Sheeley, S 352nd St & Pacific Hwy 99
18. Jazz Guitarist, Grace A Washington, 312th and 1st
20. Dogs, Janette Stiles, 21st Ave and 334th
21. Lighthouse Keeper, Gary Gillespie, 312th and Marine View Dr
22. Moon and Stars, Samantha Mendoza-Rojas, 21st Ave and 334th
23. Aztec Warrior, Gerardo Pena, 312th Street and 14th Ave. S.

Federal Way Art Installations

25. Roundabout Hi Five by Miles Pepper S. 317th Roundabout
25. Lineup Gloria Bornstein Celebration Park
25. Bat/Ball Pat McVay Celebration Park
26. Community Center Fountain Bruce Meyers FWCC
28. Café Tables Laura Sindell FWCC
29. Forest Fireplace Brian Goldbloom FWCC
30. Time/Motion Laura Sindell (Glass Windows at FWCC)
32. Kenectic Sculpture – (Windmill at FWCC)
33. Salmon
35. City Cycle-Arbor Norie Sato Onyx Bronze metal glass City Hall entrance
36. West Coast Fishing Village Fred Oldfield City Hall
40. Cascade Council Ring John Hodge
40. Proscenium Columns Jim Garrett Knutzen Theater
40. Light Sconces Ann Gardner Knutzen Theater Lobby
41. Snake River Suite Steve Jensen Dumas Bay Center
41. Totem
41. Salmon Sculpture
42. Gazebo Gail Simpson, Aristotle Georgiades Steel Lake
43. Guardrail Gail Simpson, Aristotle Georgiades Lower Parking Patto Steel Lake
43. Trellises Gail Simpson, Aristotle Georgiades Steel Lake
44. Play Area Tony Collins Steel Lake Park
46. Lightgrove Rootshadows Clark Wiegman Tranist Center
47. Chronolog Clark Wiegman Tranist Center
47. Seed leaves Clark Wiegman Tranist Center
48. Fountain Zane Stainless Steel Town Square Park
49. Welcome —themed murals Contributed by Federal Way high schools

The Arts Commission is not only responsible for increasing permanent art installations throughout the City, but also organizes various ongoing programs and community events that support the creative industry. In partnership with community-based organizations and utilizing City facilities such as the Performing Arts and Event Center, the Arts Alive Juried Art Exhibition and the Arts Explosion Festival have provided local opportunities to display temporary art and bring the community together.

Over the years, the City has invested in several facilities and venues that offer opportunities to experience and participate in arts and cultural activities. In 1993, the City purchased the 12-acre Dumas Bay Centre, a facility overlooking the Puget Sound with views of the Olympic Mountains. Furnished with spaces for meetings, events, retreats, and theatrical performances, the Dumas Bay Centre continues to be a treasured community asset and vital for the arts community.



In 2003, the City opened the doors to the Federal Way Community Center (pictured below) and later coined the slogan “It All Happens Here.” The Federal Way Community Center hosts camps, recreation classes, and programs that cater to all ages. The Federal Way Community Center offers over 20 different types of programs for adults and youth living with intellectual and developmental disabilities. More than 300 people participate in these programs each year. In addition, there are programs specifically designed to remove barriers and be inclusive to

people with all abilities, including the monthly Cultures & Craft Classes and Friendship Theater.



A major milestone for Federal Way was the creation of the Performing Arts and Event Center (PAEC), pictured here, that opened in August of 2017. This City-owned facility is guided by its mission “to advance, enhance and enrich performing arts in Federal Way, ensuring the Performing Arts & Event Center is a dynamic regional anchor at the City Center with high-quality programs, exceptional service, and education in the arts for youth in our community.” The PAEC is located in the heart of the City Center. See Chapter 7: Centers for more information.



11.5 GOALS & POLICIES

This section contains the goals and policies of the Arts, Culture, and Historic Preservation Chapter of the Comprehensive Plan.

Historic Preservation

Goal

ACHP G1 *Identify and protect historic and cultural resources throughout the City of Federal Way.*

Policies

ACHP P1.1 Create, maintain, and expand databases and maps of current and possible historic sites and landmarked sites within the Federal Way area.

ACHP P1.2 Work with property owners to identify historic and cultural resources that should be considered for protection and consider the use of conservation districts to recognize and sustain the character of well-established residential neighborhoods.

ACHP P1.3 Expand the focus of historic preservation beyond the built and physical environment to include cultures and stories, particularly of historically-marginalized communities.

ACHP P1.4 Consult with local Tribes to consider the application of appropriate protections to avoid impacting sensitive cultural resources during property development.

ACHP P1.5 Coordinate with Tribes to protect and mitigate against adverse impacts to cultural resources.

Goal

ACHP G2 *Promote public awareness and recognition of the value of historic resources and properties.*

Policies

ACHP P2.1 Establish a community-informed program for naming public infrastructure, City buildings, and other public places to remember and honor historical and significant figures from the Federal Way area.

ACHP P2.2 Identify opportunities to support and partner with historical, cultural, and arts organizations to jointly preserve and/or utilize historic and cultural sites and resources for education, enjoyment, and civic use.

ACHP P2.3 Expand opportunities for cultural exchange, the sharing of traditions, and celebrations throughout the community.

ACHP P2.4 Work with local tribes and schools to respectfully acknowledge and continue to learn from the past.

ACHP P2.5 Identify and inventory scenic areas and features within the City which contribute to the overall enjoyment of the community for both residents and visitors.

ACHP P2.6 Evaluate opportunities to preserve and enhance scenic views whenever possible in the development of public projects for the long-term benefit of residents and visitors.

Arts and Culture

Goal

ACHP G3 Increase the presence of art in the City.

Policies

ACHP P3.1 Ensure highly visible local destinations incorporate art installments, amenities for performances, and elements for education and beautification.

ACHP P3.2 Increase the frequency and availability of temporary art installations and placemaking opportunities within public and private spaces and buildings.

ACHP P3.3 Encourage public agencies to incorporate public art and design features on above-grade infrastructure.

ACHP P3.4 Ensure panelists involved in public art selection and procurement processes are representative of the community's diversity and that Federal Way's heritage, history, and ethnic and cultural diversity are involved in public art projects.

ACHP P3.5 Encourage the utilization of the arts as an inclusive and accessible tool for conducting City-initiated community outreach and engagement for publicly-funded projects.

ACHP P3.6 Encourage volunteer opportunities within City arts and culture programming.

ACHP P3.7 Provide opportunities for arts, cultural, and historic preservation organizations to be represented on city advisory committees.

Goal

ACHP G4 Support an environment for artists to thrive.

Policies

- ACHP P4.1 Promote Federal Way as a welcoming and inclusive destination for artists, creative professionals, and cultural organizations by removing barriers and expanding opportunities to showcase and spread awareness of the creative industry.
- ACHP P4.2 Evaluate processes, procedures, and policies for temporary events hosted at City facilities to reduce barriers for community and cultural events.
- ACHP P4.3 Ensure diversity of art expression is available among public art installations and venues to embrace a variety of artists, sites, disciplines, and media.
- ACHP P4.4 Support communication among artists, creative professionals, cultural organizations, and the business community to increase awareness and promote relationship building.

Community Character

Goal

- ACHP G5 *Ensure Federal Way is an inclusive, welcoming place that promotes a strong sense of community pride.*

Policies

- ACHP P5.1 Continue to offer opportunities for cultural exchange and community building at City-sponsored events.
- ACHP P5.2 Expand programs, City-wide events, and signage that celebrate the City's cultural diversity and enliven public spaces, build community, and enrich lives.
- ACHP P5.3 Ensure city functions, facilities, and events are accessible to and inclusive of the diverse cultures in the community, for example providing culturally appropriate language services and food and beverage options (e.g. Halal, non-pork, vegetarian, vegan).

Goal

- ACHP G6 *Promote an authentic city with interesting and community-serving public spaces.*

Policies

- ACHP P6.1 Consider refining architectural design standards to integrate features that reflect and celebrate the historic and cultural context of Federal Way.
- ACHP P6.2 Expand community markers located at City limit lines, highly traveled areas, and local destinations throughout the community.

ACHP P6.3 Create and enhance unique entry points or landmarks in different parts of the City to give each area a recognizable identity.

ACHP P6.4 Expand the incentives, tools, and regulations that encourage investment in and maintenance of public and/or private facilities.

ACHP P6.5 Promote the design of public buildings and public spaces that contribute to a unique sense of community and place.



CHAPTER TWELVE

COMMUNITY SERVICES

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12.0 INTRODUCTION & VISION

Introduction

This chapter compliments the work and investment in the physical features of the City by exploring similar investments in people and community so that families and individuals may meet their basic needs, share in economic prosperity, and participate in developing a safe and healthy city. The Community Services Chapter is an optional element under Washington’s Growth Management Act, however, the City considers it essential to plan for the human and social infrastructure of the City.

Community Services are essential to the health, growth, and vitality of the Federal Way community. Community Services include externally and internally facing services including diversity, equity, access, and inclusion (DEAI) work and grantmaking programs for social services. The City of Federal Way benefits from a community diverse in culture, race, ethnicity, national origin, language, age, sex, sexual orientation, gender identity, marital status, socioeconomic status, religion, spirituality, disability, and more; all of which contribute to a stronger, healthier community.

This chapter emphasizes the importance of community relationship, outreach, and engagement. Additionally, while the City does not typically provide direct social services, it supports the work of public, not for profit, and private organizations to ensure residents have access to services that assist with basic needs, increase individual and community safety, and increase individual and family economic prosperity.

To create a community in which all members have the ability to meet basic physical, economic, and social needs, and the opportunity to enhance their quality of life, the City must be nimble, future-focused, and creative in planning for the provision of community services. Changing population demographics and economic realities present challenges and opportunities to maximize public resources, improve access to services, and provide smart stewardship of limited social service grant funds. This chapter addresses how the City builds community through programs, services, activities, and community involvement to make Federal Way more welcoming, safe, and engaging.

Vision

To advance and strengthen equitable, accessible, and culturally-responsive community services so that all individuals and families thrive.

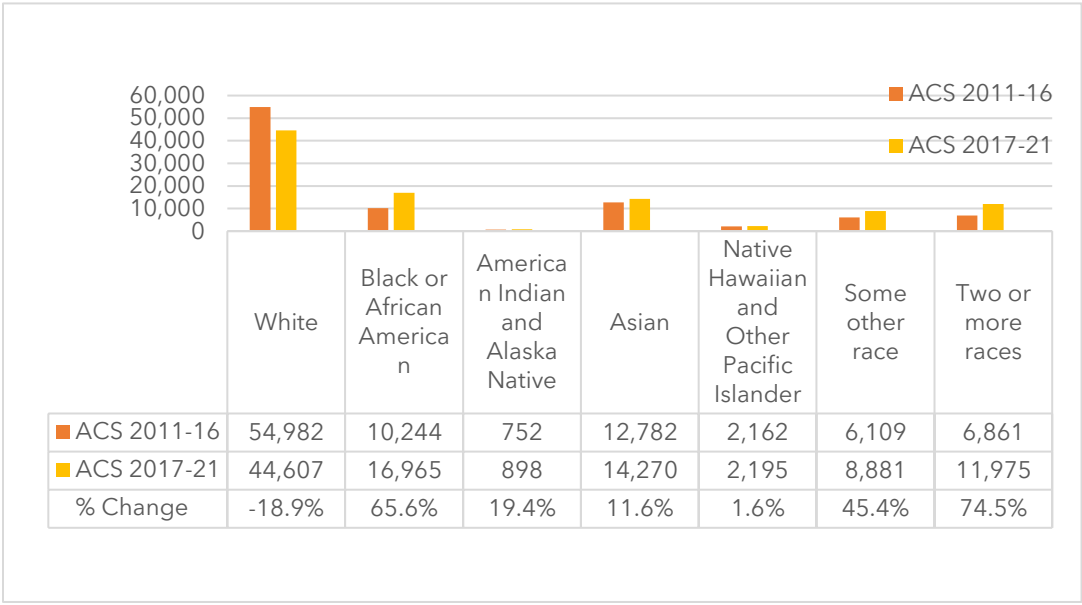
12.1 BACKGROUND

Demographics & Diversity

The Introduction to the Comprehensive Plan provides a few of the demographic shifts in the City with respect to race and ethnicity, age, country of origin, and languages spoken. Table CS-1 provides further demographic changes in race within the City that have

occurred since 2011, showing that Federal Way has become increasingly diverse.¹ According to Federal Way Public Schools,² there are 109 languages spoken in the district. These data points illustrate the diverse and evolving community that the City must connect with, support, and serve. With growing diversity, it is important to ensure similarities are identified, differences are valued, and contributions made to policymaking, planning, and services. The City needs to be responsive to and inclusive of the diversity that exists in Federal Way both now and in the future.

**Table CS-1:
Race Alone or in Combination**



As Federal Way continues to evolve and diversify, at a minimum, it is important to protect basic rights through compliance with local, state, and federal laws. Title II of the Americans with Disabilities Act prohibits discrimination based on disabilities, and the Civil Rights Act of 1964 prohibits discrimination based on race, color, national origin, or sex. Ensuring compliance with both Acts is required; but equally as critical is moving beyond compliance toward improved and enhanced access, which increases a sense of belonging for all and results in more equitable outcomes. The goals and policies in this chapter are designed to increase understanding of how and where barriers to accessing city government exist locally, and to increase engagement and access for the full community.

Traditional outreach methods such as open houses, public hearings, meetings, and online surveys tend to reach only community members who are already familiar with or involved in local planning processes and City operations. Additional barriers to participation in these processes and in accessing City services may include technology access, timing of meetings and events, other work or family obligations, and resources for language access. The complexity and changing character of planning and technology

¹ US Census Bureau American Community Survey, 2017-2021, Table S0601. Retrieved from <https://data.census.gov> on July 25, 2023.

warrants continued focus on outreach and engagement to ensure City planning and City programs are more inclusive and accessible. Outreach and engagement should be targeted and tailored to persons with limited English proficiency (LEP) and project-specific groups of interest. A focus on DEAI increases broad community engagement through specific relationship building and outreach to traditionally underserved and underrepresented communities.

Establishing, building, and maintaining relationships with community builds a foundation for more effective outreach and engagement. By cultivating new and ongoing connections and partnerships with individuals and organizations representing a wide variety of interests, values, and needs, the City gains a better understanding of diverse needs and concerns. This increased knowledge and visibility better informs the City, enabling more equitable decision-making and benefitting the community as a whole.

Social Services & Grantmaking

The City of Federal Way's Community Services Division and Human Services Commission work closely with partners, including public and nonprofit funders and service providers, to complete a regular Community Needs Assessment to understand current and emerging human services needs. The Community Needs Assessment is incorporated in this Comprehensive Plan by reference as it now exists or is hereafter amended. While key findings of the Assessment will be summarized within this Plan and may inform future evolution of the goals and policies contained in this chapter, the Assessment will be maintained separate from the Comprehensive Plan, allowing for it to be updated as needed to remain relevant and ensure services adapt to the changing needs in the community.

The City has a long history of, and commitment to, prioritizing and addressing the needs of residents by planning programs, determining service availability, contracting with social service providers, and providing technical assistance. Frequently, the City's role is to facilitate the provision of services through other public or nonprofit funders and service providers.

Like most cities, the social service needs in the community exceed the available services and the resources the City is able to provide. The City wants to ensure that its limited resources are used most effectively and efficiently to address the needs of residents. To do this, the goals and policies in this chapter draw on key findings from the Community Needs Assessment. The funding model in place since 1996 and the most current funding strategies have allowed for the provision of a wide array of services for residents from basic needs to poverty reduction strategies. The strategies have been updated and incorporated into Chapter policies.

Community Needs Assessment Key Findings

The overwhelming top finding of the Community Needs Assessment is that the human services needs in Federal Way far surpass the resources that are currently being allocated.

Key Findings include:

1. Poverty in Federal Way disproportionately affects communities, including communities of color, that have been historically underserved by social services and underrepresented in decision-making.
2. Basic needs services including healthcare (physical, dental, and behavioral) and food access remain among the highest needs.
3. Homelessness prevention and intervention services need to be increased to meet the needs of our community.
4. Factors impacting the economic stability of individuals and families result in lower incomes, increased barriers, and a need for services that work to reduce poverty through debt reduction, asset building, and career pathways.

Each of the following sections highlights specific findings from the Community Needs Assessment and provides context for social services and/or human services funding.

Income

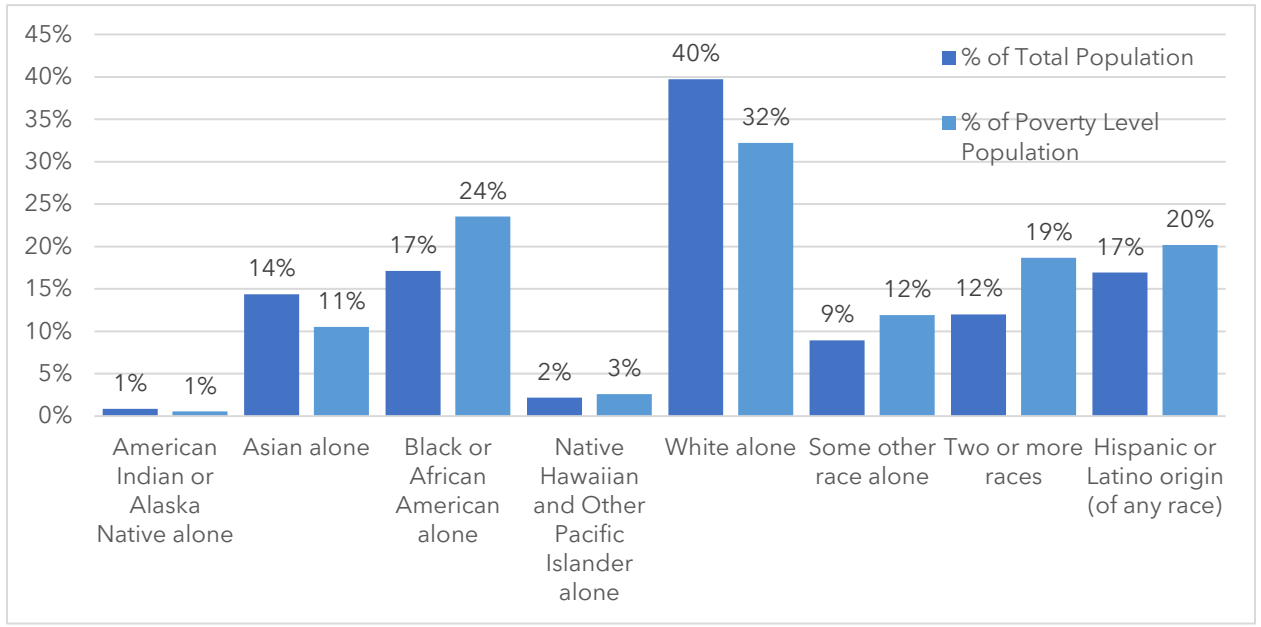
Federal Way’s median household income has not kept up with inflation or the median of King County and, at \$97,411, remains significantly lower than the County’s median income of \$164,768 in 2021.² Further, as shown in Figure CS-1, people who identify as having two or more races, Black or African American, some other race alone, or Hispanic or Latino, were overrepresented in the population below poverty level.³ This means that they represent a larger percentage of the population experiencing poverty than the total population. Similarly, households who speak Spanish and households that speak “other languages” (not including Indo-European languages, or Asian and Pacific Island languages) at home are overrepresented in households below the poverty level.⁴

² US Census Bureau American Community Survey, 2017-2021, *Table B19019*. Retrieved from <https://data/census.gov> on September 21, 2023.

³ US Census Bureau American Community Survey, 2012-2016, *Table S1701*. Retrieved from <https://data/census.gov> on September 21, 2023.

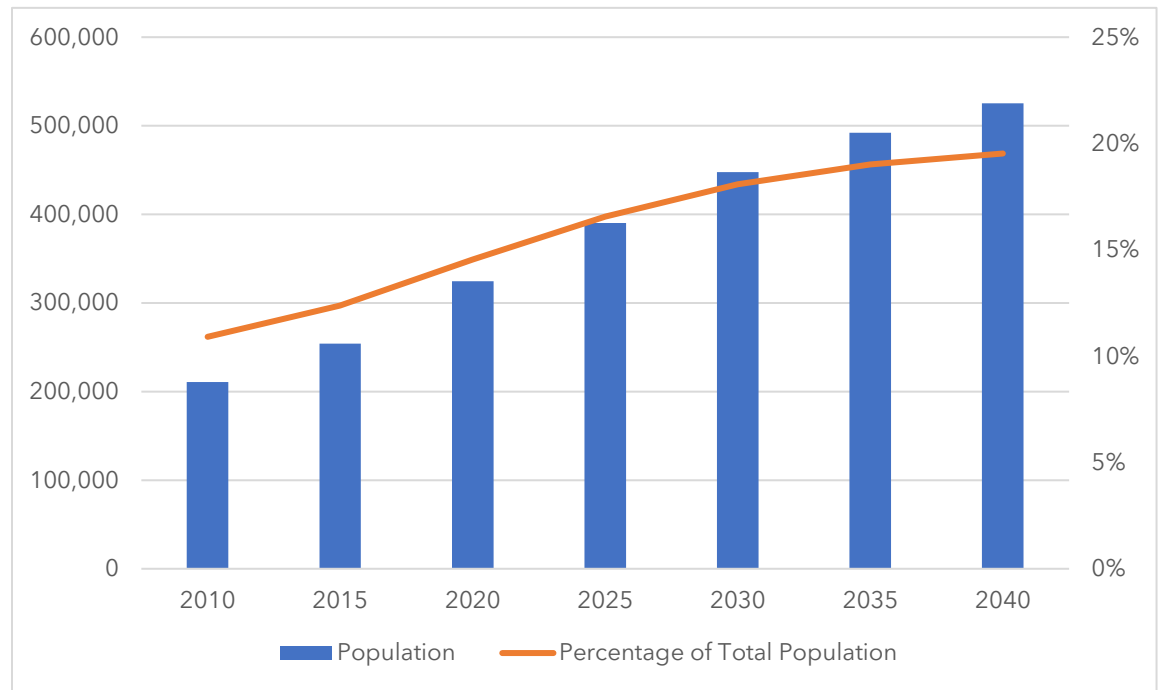
⁴ US Census Bureau American Community Survey, 2016, *Table C16009*. Retrieved from <https://data/census.gov> on October 2, 2023.

**Figure CS-1:
Race/Ethnicity: % of Total Population for Whom Poverty Status is
Determined vs. % of Poverty Level Population**



Aging

**Figure CS-2:
Population Forecast: King County, 65+**



The Community Needs Assessment also looked at the City’s aging population showing that Federal Way’s population of age 65 and over is growing. This growth will require additional services to assist the aging populations in meeting their basic needs. According to Aging and Disability Services of Seattle-King County (ADS), about 11% of the King County population was age 65 and over in 2010. Illustrated in Figure CS-2, this population is projected to be over 18.3% by 2030.⁵ Individuals over the age of 65 often live on fixed or limited incomes and need assistance with housing costs. Older adults are also more likely to have a disability than the total population and need assistance in creating accessible spaces that meet their needs.

Education and Employment

Education and employment levels can be strong indicators of an individual’s earning potential; the higher the level of education an individual has, the more likely they are to have a higher earning job and the less likely they are to live below the poverty line. Increasing programs that offer education and employment is a long-term poverty reduction and prevention strategy.

Housing and Homelessness

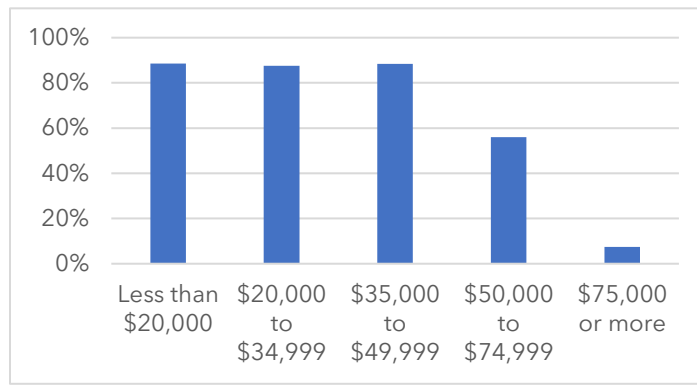
Safe, decent, and affordable housing contributes to reducing poverty. While having a house hardly guarantees a household is not experiencing poverty or other unstable housing conditions, studies have shown that access to quality and healthy housing contributes to educational achievement, health, and more. A household is more likely to be cost-burdened, or spending more than 30% of their household income on housing, if they make less than 80% of the area’s median income.⁶ Figure CS-3 shows the percentages of households in Federal Way that are cost-burdened at different incomes, illustrating higher cost-burden in lower-income households.⁷ With rents increasing at rapid rates, housing instability is rising and more families are experiencing housing stress and may need to relocate. When relocating, families will do so within the community when possible, but often find themselves being forced to move out of their community of choice due to cost.

⁵ City of Seattle Aging and Disability Services (2023). *Washington State 65+ Population by County, 2000-2030*. Retrieved from <https://www.agingkingcounty.org/data-reports/age-related-population-data>.

⁶ Regional Affordable Housing Task Force, Final Report and Recommendations for King County, WA. Retrieved from chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://cdn.kingcounty.gov/-/media/initiatives/affordablehousing/documents/report/RAH_Report_Print_File_Updated_10,-d-28,-d-,19.ashx?la=en&hash=2D2888CA988B7F1B4D8FFDD052BC55F1 on September 12, 2023.

⁷ US Census Bureau *American Community Survey, 2017-2021, Table S0601*. Retrieved from <https://data.census.gov> on July 25, 2023.

Figure CS-3:
Percentage of Households that are Cost-Burdened Based on Income

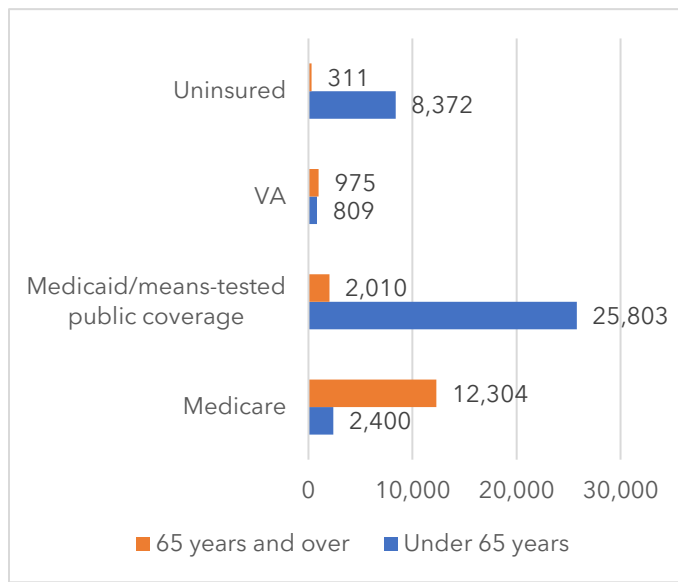


An increased number of individuals and families are experiencing homelessness within the City. While there are a significant number of people sleeping on the street and in encampments, there are also many people experiencing homelessness who are not visible to the public. Many families are in overcrowded homes, in shelters, in vehicles, or are staying in hotels. In the 2022-2023 school year, over 1,000 students in the Federal Way School district were identified as experiencing homelessness.⁸ Continued focus on housing stability and homelessness prevention should be a priority for the City.

⁸ Washington State Office of the Superintendent of Public Instruction, 2022-2023 Washington State Report Card. Retrieved from <https://washingtonstatereportcard.ospi.k12.wa.us/ReportCard/ViewSchoolOrDistrict/100086> on August 1, 2023.

Health

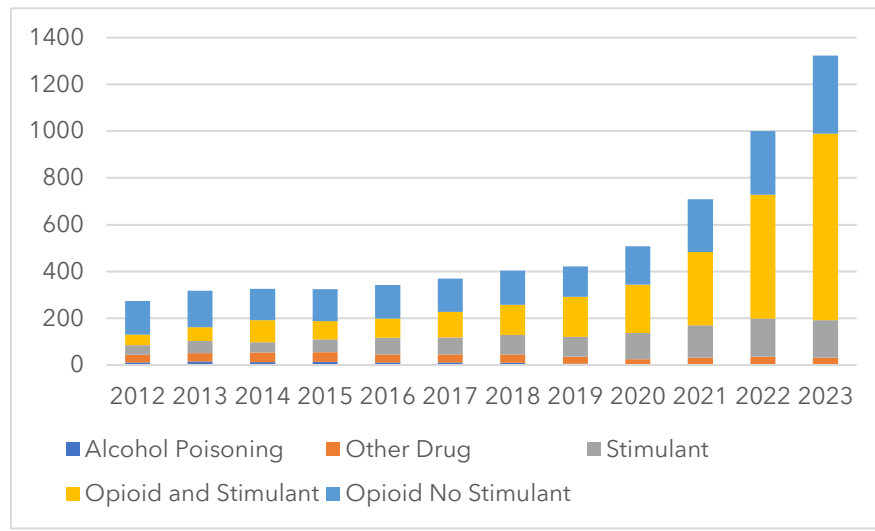
Figure CS-4:
Federal Way Residents: With Public Health Insurance or Uninsured



Healthcare, or the lack thereof, can have serious financial impacts when an emergency arises, but it can also lead to individuals choosing not to access preventative care, such as regular doctor’s appointments, which can have negative consequences to health. Figure CS-4 shows the number of residents with publicly-provided insurance or who are uninsured by age.⁹ With an increasing number of older adults in the community, aging-specific healthcare needs and access are also a concern. Health insurance, or reliance on public coverage such as Medicaid, is an indicator of economic vulnerability.

⁹ U.S. Census Bureau American Community Survey, 2017-2021. *Public Health Insurance Coverage by Type and Selected Characteristics Table S2704*. Retrieved from <https://data.census.gov> on August 25, 2023.

**Figure CS-5:
Drug and Alcohol Poisoning Deaths in King County**



Opioid use in King County has been rising in recent years and has led to an increased number of fatal overdoses as shown in Figure CS-5.¹⁰ To fight this national opioid epidemic, the City will need to increase resources devoted to addiction and use prevention services among both youths and adults.

12.2 GOALS & POLICIES

The goals and policies of this chapter support building and maintaining strong and supportive relationships with individuals and organizations representing diverse communities and interests in Federal Way. The policies are data-informed, designed to generate increased resources for the community both internally and externally, and aimed at improving community services.

Goal

CS G1 *Improve receptivity and awareness of diversity, equity, accessibility, and inclusion (DEAI) principles and practices in the City and provide accessible and culturally-relevant services.*

Policies

CS P1.1 *Foster relationships between the City and interested and effected parties focusing on developing partnerships and serving historically underserved, underrepresented, and underfunded communities.*

¹⁰ Public Health – Seattle and King County, 2021. *City Health Profile: General Health Status in Federal Way City*. Retrieved from <https://kingcounty.gov/en/legacy/depts/health/data/city-health-profiles.aspx>, 2023.

CS P1.2 Ensure community outreach and engagement opportunities are both tailored and broadly accessible with appropriately varied locations, times, modalities, and formats, including accommodations for persons with disabilities.

CS P1.3 Ensure physical and digital accessibility and meaningful language access.

CS P1.4 Promote services that respect the diversity and dignity of individuals and families and that are accessible to all members of the community.

CS P1.5 Ensure internal access to resources, tools, and trainings related to the integration of DEAI in the City.

CS P1.6 Use quantitative and qualitative data in planning, program development, and evaluation, to ensure services are culturally relevant, inclusive, and are meeting a community need.

Goal

CS G2 *Support a healthy, safe, and diverse community in which residents have access to services to eliminate poverty, increase resiliency, and help residents attain their maximum level of self-reliance and well-being.*

Policies

CS P2.1 Address basic needs through the provision of services increasing housing stability, health, and food security.

CS P2.2 Promote individual and community safety through prevention, intervention, and crisis services.

CS P2.3 Promote and support services that reduce poverty by fostering stability and self-sufficiency for individuals and families.

CS P2.4 Adapt grantmaking and social service response to emerging and/or critical needs.

CS P2.5 Address unmet needs for consistent and responsive services through the facilitation of space for community services.

CS P2.6 Expand opportunities to grow, market, distribute, and consume locally grown food.

Goal

CS G3 *Work to increase human services funding to sufficient and sustainable levels with a focus on strategic investments.*

Policies

CS P3.1 Implement grantmaking with ethical stewardship and accountability.

CS P3.2 Provide grants that meet the needs of and improve quality of life for residents with low- to moderate-income.

CS P3.3 Continue active participation in local and regional planning efforts related to human services.

CS P3.4 Support new and existing human services programs, and coordinate policies, legislation, and funding at the local, regional, state, and federal levels.



CHAPTER THIRTEEN CLIMATE CHANGE & RESILIENCY

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13.0 INTRODUCTION & VISION

Introduction

Federal Way, like all cities, contributes to the global increase in greenhouse gas (GHG) emissions, and is also vulnerable to both predicted and unanticipated impacts of climate change such as potential increases in urban wildfires, extreme heat and storms, sea level rise, urban flooding, and periods of drought. These events threaten the health and wellbeing of everyone who lives or works in Federal Way; especially marginalized communities. However, planning for climate change and community resiliency presents an opportunity to create jobs, improve and protect health and wellbeing, and create a network of community connections that can come together during times of crisis.



Source: Bruce Honda

Although policy initiatives passed at the state and federal level may have the greatest potential to reduce global GHG emissions, local governments like the City of Federal Way still play an important role, particularly through the use of zoning and development regulations and capital project planning.

This Climate Change & Resiliency Chapter provides a consistent, clear, and actionable framework to guide climate change mitigation and resiliency decisions and serve as the foundation for an ongoing community dialogue around climate change action. It summarizes the City's GHG emissions inventory, highlights focus areas for this initial climate change planning effort by the City; and, addresses actions the City can take to reduce greenhouse gas emissions, adapt to the projected impacts of climate change and other hazards, and help ensure a safe, equitable City where all can thrive.

Vision

By 2044, Federal Way has reduced its greenhouse gas emissions and increased its resilience to hazards, including those worsened by climate change. In achieving these outcomes, Federal Way has built robust partnerships, furthered equitable initiatives, improved public health, reduced disproportionate impacts on vulnerable communities, involved the community, and enhanced the overall quality of life for all residents.

13.1 GHG EMISSIONS INVENTORY & MITIGATION

The City hired Cascadia Consulting Group to prepare much of the GHG information included in this chapter. The full report is incorporated by reference, as the same now exists or is hereafter amended, into this chapter.

GHG Emissions Inventory

In 2019 (latest available data at the time of this update - Figure CCR-1), Federal Way's residents, businesses, employees, and visitors produced an estimated 1,110,119 metric tons of carbon dioxide equivalent (MTCO₂e) (Cascadia, 2023).

- Building energy (47%) and transportation (46%) were the largest emissions sources.
- Refrigerants (5%), solid waste (2%), wastewater treatment (<1%), and tree cover loss (<1%) made up remaining community emissions.
- 2019 per-capita emissions were approx. 11.3 MTCO₂e.
- Federal Way emissions were slightly lower per capita than King County (12.18 MTCO₂e/capita).

Figure CCR-1:
Federal Way 2019 community emissions

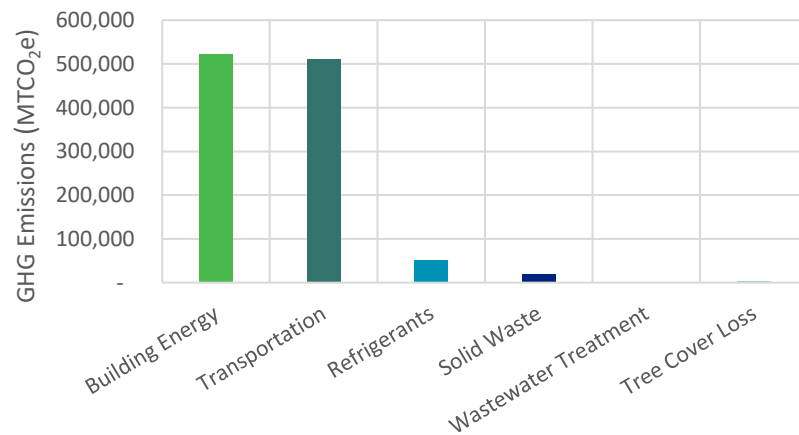
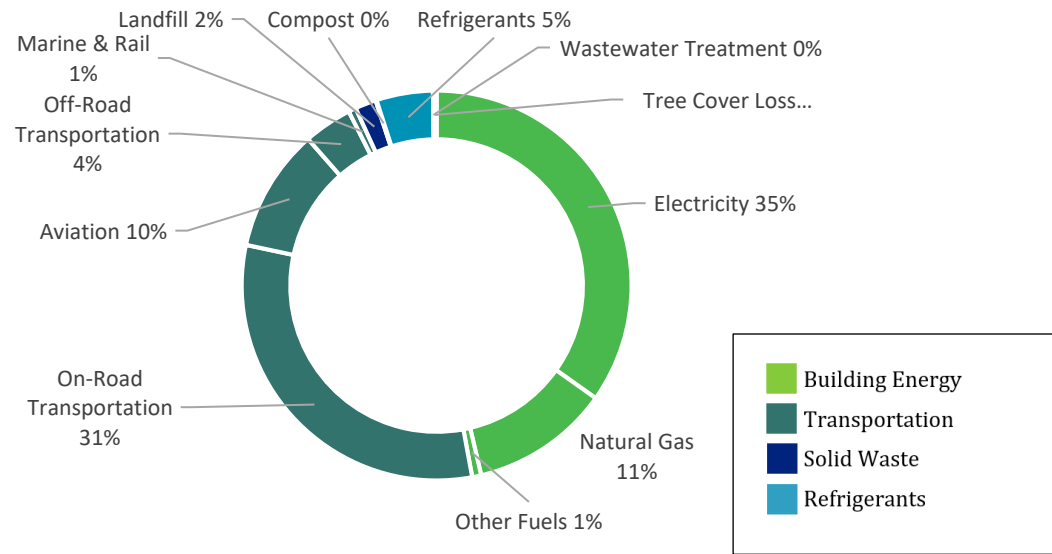


Figure CCR-2 shows emissions by specific activity sources. The largest Federal Way emissions sources in 2019 were electricity (35%), on-road vehicle transportation (31%), and air travel (aviation) (10%).

Figure CCR-2:
2019 Communitywide GHG emissions, by source



Source: Cascadia, 2023

Future Emission Scenarios

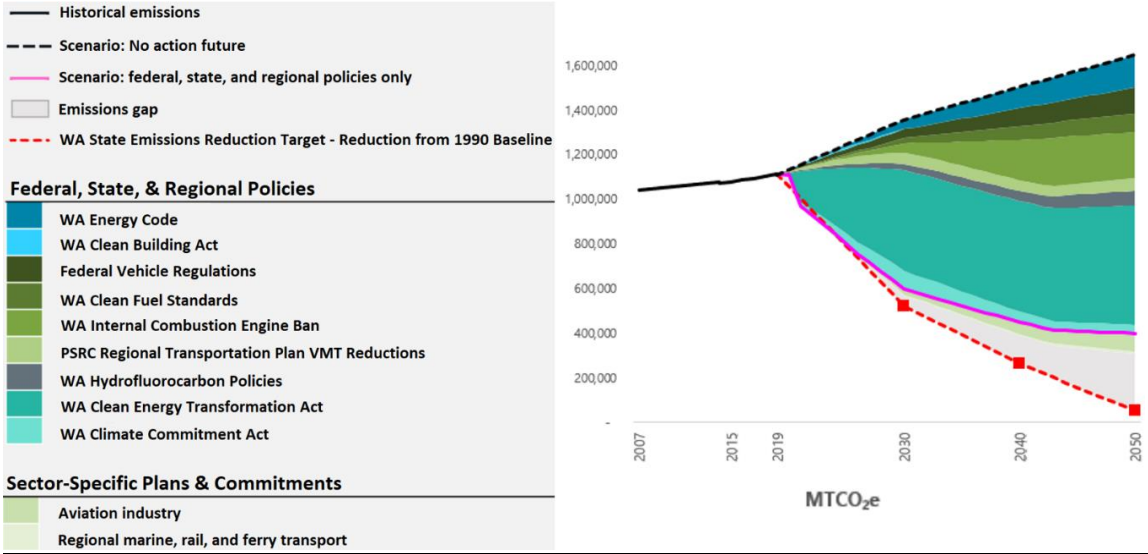
A “wedge analysis” was used to understand future GHG emissions and to profile potential climate change action scenarios. Cascadia used a wedge developed for the Puget Sound Regional Emissions Analysis (PSREA) Project, and tailored it to reflect Federal Way’s local emissions.

This tool is used to forecast the scenarios and targets outlined below:

- “Business-as-Usual” (BAU): A “no action future” assumes per-capita emissions remain constant and total emissions grow over time as population and jobs increase (dotted Black line in Figure CCR-3).
- “Adjusted Business-as-Usual” (ABAU): An adjusted scenario to reflect expected emissions reductions from adopted federal, state, and regional climate change policies (Pink line in Figure CCR-3)
- Sector-specific plans and commitments: A scenario to reflect additional emissions reductions from achieved commitments in the aviation, marine, and rail industries (Green wedges below pink line in Figure CCR-3).
- Emissions reduction targets: Washington State’s adopted emissions reduction targets (from 1990 emissions baseline; see red dotted line in Figure CCR-3):
 - 45% reduction by 2030
 - 70% reduction by 2040
 - 95% reduction by 2050 + net zero.
- Emissions gap: Remaining emissions to be addressed through local climate action to achieve emissions reduction targets (Grey area above Red dotted line in Figure CCR-3).

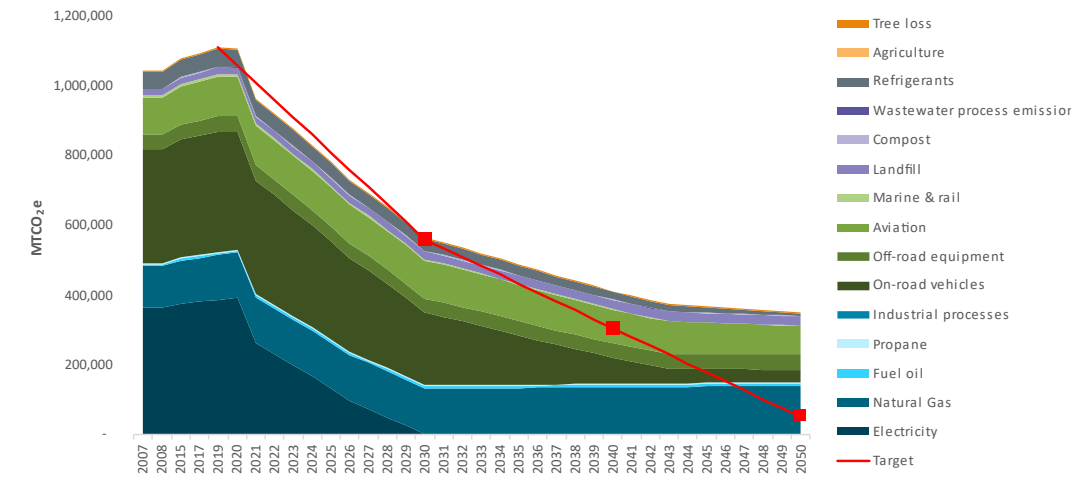
The City also recognizes GHG reduction goals from Puget Sound Regional Council’s Climate Change and Resilience Guidance, which are different but still roughly similar to the State’s goals.

**Figure CCR-3:
Federal Way's forecasted emissions through 2050**



Based on the ABAU scenario, Figure CCR-4 presents Federal Way’s current, historic, and future emissions. Under this ABAU scenario, the impact of federal, state, and regional policies is expected to reduce emissions to a level which achieves Washington State’s 2030 emission reduction target of 40%. While the policies modelled under the ABAU scenario will continue to significantly reduce emissions through 2050, local climate change action will also be necessary to achieve substantial emission reductions such as those needed to meet Washington State’s emission reduction targets in 2040 and 2050.

**Figure CCR-4:
Historic and projected GHG emissions (2007 - 2050)**



GHG Mitigation

GHG mitigation refers to actions that reduce emissions of greenhouse gases into the atmosphere to avoid contributing to the warming effect they have on the earth. In doing so, mitigation efforts help avoid worsening projected climate change-influenced events and impacts. According to the latest climate science, the world must reach net zero carbon emissions by 2050 in order to limit warming to 1.5°C (2.7°F) above pre-industrial levels. It is believed keeping warming to 1.5°C will limit the most severe and negative effects of climate change and substantially lower associated risks to human health and natural systems.

A detailed listing of the City’s GHG mitigation goals and policies is found later in this chapter. As Federal Way’s initial long-range plan to address the City’s contribution to climate change, the Goals and Policies found in this Chapter focus on actions that can happen in the medium-term, have benefits beyond just GHG reduction but also social and economic benefits, are consistent with climate change priorities heard through public outreach, allow the City to remain nimble as climate science and modeling evolves, and position the City to achieve full compliance with state-mandated GHG mitigation requirements by and between 2029-2034.

Many of the Goals and Policies relating to climate change impacts found in this Chapter revolve around the following 3 focus themes:

1. Reducing automobile dependency.
2. Preserving overall tree density and improving tree canopy equity and access to green spaces.
3. Building energy conservation, renewables use, and waste reduction.

Reduced Automobile Dependency

Transportation accounts for nearly half of Federal Way’s current GHG emissions. As demonstrated in other Comprehensive Plan Chapters, the City’s long-range planning is designed to help move the City away from the “sprawl” style suburban development that currently characterizes much of the City and to promote more compact growth in mixed-use centers facilitating the use of transit and non-motorized transportation options such as walking or biking. Because the City is quickly running out of buildable land for lower density housing under its current zoning, most of the City’s future growth will be denser, multifamily housing, over a much smaller land area of the City than historic growth, and will be located in areas served by mass transit including light rail and busses. A more compact and efficient land use pattern has great potential for reducing City GHG emissions from transportation.



Source: Federal Way Transit Center, Yuri

Policies within the Land Use and Transportation chapters will be instrumental in achieving the more compact, transit-oriented development that this chapter envisions. Additionally, many of the actions identified in these chapters have co-benefits that help achieve multiple City goals. For example, promoting walkability in mixed-use centers like the City Center not only reduces greenhouse gas emissions – it also promotes economic development, enhances public health by improving air quality and encouraging physical activity, and makes amenities and transit more accessible to City residents and visitors.

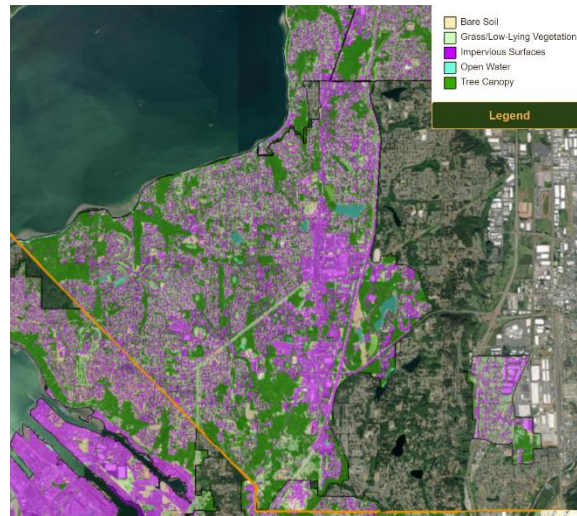
Expanded Tree Density and Green Spaces

Trees provide shade from sun and wind, create wildlife habitats, purify air and water, enhance community attractiveness, and add to an aesthetic variety of color and texture for a city that would otherwise be a landscape of buildings and parking lots. Overall, trees and other types of vegetation promote human health and wellbeing.



Source: Bruce Honda

Map CCR-1: **Federal Way Tree Canopy**



Source: Puget Sound Urban Canopy Project, WA DNR

Urban forests come in many different shapes and sizes and include all of the trees on private and publicly-owned properties. They include trees in single-family yards, urban parks, gardens, stream corridors, wetlands, preserved open spaces, and along streets.

Urban forests face many challenges including difficult growing conditions, limited resources for care, and encroachments from further urban-style development.

While tree canopy loss is one of the smallest contributors to the City’s GHG emissions, preserving and expanding tree canopy has many co-benefits for climate change resiliency and public health and well-being, such as:

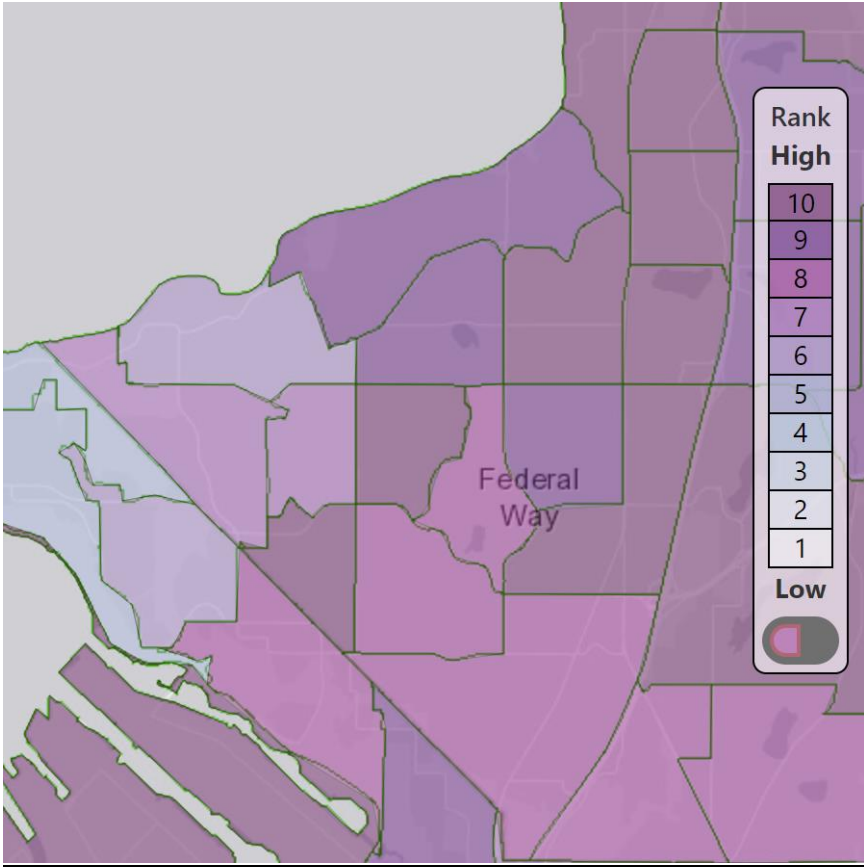
- Mitigating the heat island effect by reducing temperatures through shading and evapotranspiration.
- Reducing impacts from stormwater by absorbing and filtering urban runoff.
- Calming traffic and reducing driver speeds when properly incorporated along roads and rights-of-way.
- Improving air quality by removing harmful pollutants like particulate matter, ozone, and smog, in certain contexts.
- Improving scenic quality and aesthetic appeal.
- Building environmental consciousness and establishing a shared sense of place.
- Sequestering carbon.
- Increasing residents’ connection to nature during resident engagement activities such as tree plantings, which may promote other pro-environmental behavior.
- Increasing equity, as benefits from urban greening can be most impactful for disadvantaged groups.

According to a canopy assessment conducted by the Washington Department of Natural Resources, Federal Way has approximately 5,484 acres of canopy, or 38% of the City, Map CCR-1 illustrates canopy density across the City.

When enhancing public health through tree canopy and green spaces in the City, it is important to consider Citywide environmental health disparities as shown in Map CCR-2. The map shows pollution measures such as diesel emissions and ozone, as well as proximity to hazardous waste sites. In addition, it displays measures like poverty and cardiovascular disease.

The map also provides new and rigorous insights into where public investments can be prioritized to buffer environmental health impacts on Washington's communities, so that everyone can benefit from clean air, clean water, and a healthy environment.

Map CCR-2:
WA Department of Health environmental health disparities in Federal Way.



Current Practices

Federal Way maintains its existing tree canopy in three primary ways:

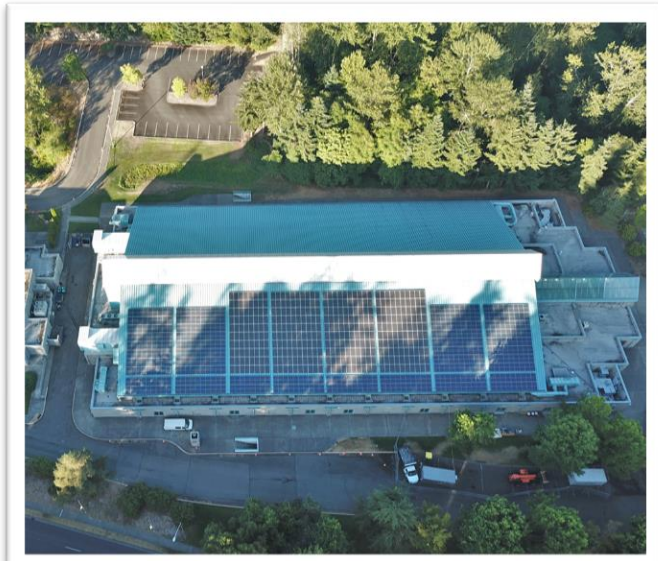
1. Tree preservation in City-owned and maintained parks and open spaces. See Comprehensive Plan chapter 14 (Parks and Recreation).
2. Protecting trees in and near environmental critical areas. The City code currently provides protection and mitigation standards in Titles 14 (Environmental Policy), 15 (Shoreline Management), and 19 (Zoning and Development Code).
3. Enforcing tree density requirements. City code currently provides minimum tree densities in most zones within the City in Title 19.

These existing tree protection practices have been fairly effective at maintaining tree canopy in areas where it already exists, which is primarily in the western and southern areas of the City, as well as around environmentally critical areas and parks. These protections may be a reason why tree canopy loss is such a small contributor to the City's GHG emissions. However, Federal Way's tree canopy is deficient in areas where most of the City's future growth will occur.

Building Energy Conservation, Renewable Use and Waste Reduction

The third area of focus is in direct response to the half of the City's GHG emissions that come from buildings (Figure CCR-2). The largest sources within this sector are commercial electricity and residential natural gas consumption, largely used for heating, cooling, and powering appliances and equipment.

Figure CCR-5:
King County Aquatic Center Solar Panels, 2022



Source: Bruce Honda

The contributions from this sector reveal an opportunity for improvements to the building code and renewable energy and energy efficiency measures to dramatically reduce community GHG emissions. Renewable energy sources are clean, inexhaustible, and increasingly cost competitive. Investing in solar, geo-thermal, wind, and other advanced

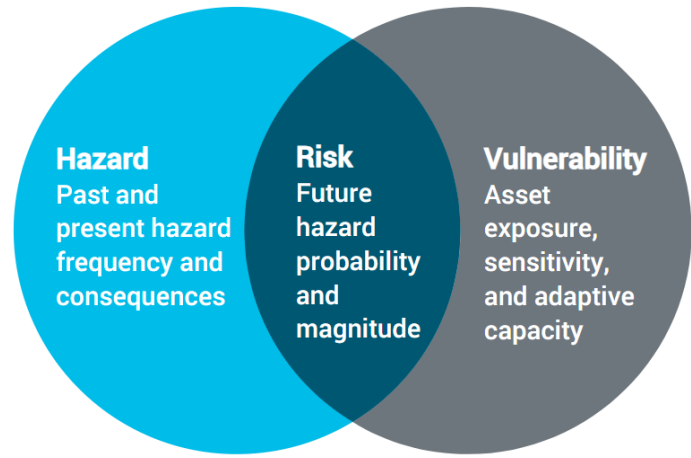
forms of energy generation can also create local jobs, support economic development, and reduce air pollution.

The reduction of waste generated from buildings is another factor addressed in this focus area. Although the disposal of solid waste only contributes approximately 2% of Federal Way’s community GHG emissions (Figure CCR-2), the upstream impacts of goods and services consumed can be significant. Because the City has very limited direct influence on how goods are produced, diverting more waste away from the landfill is one of the most direct strategies the City can focus on to reduce the environmental impacts of the City’s consumption. Furthermore, without current state and federal policies in place to incentivize waste reduction, action at the local level is especially impactful. Strategies and actions focusing on managing and reducing waste generation, increasing waste diversion, and encouraging recycling and composting activities are important to the overall health and wellbeing of the community.

13.2 RESILIENCY

Planning a hazard-resilient city requires understanding what hazards are present in a community, inventorying what systems are vulnerable to those hazards, and identifying ways to reduce that vulnerability through hazard mitigation, preparation, response, and recovery.

Figure CCR-6:
Understanding Disaster Risk



Source: WA State Department of Commerce

In Western Washington, climate-related hazards will potentially include:

- Increased frequency and intensity of heat waves.
- Sea level rise impacting Federal Way’s 17 miles of shoreline.
- More frequent and severe droughts leading to water shortages.
- Higher frequency and intensity of heavy rainfall events.
- Health impacts from wildfire smoke even from distant wildfires, and the potential risks related to urban wildfires.

- Secondary hazards and environmental, social, and economic impacts from the potential impacts listed above.

Uncertainty exists about impacts from climate change, and where specific future impacts cannot yet be modeled at a scale sufficient to inform local planning, cities can factor regional trends into hazard mitigation planning efforts to protect the City’s economy, infrastructure, and residents from these climate-related threats and all natural hazards.

As of the time of the City’s 2024 periodic update, the City was embarking on development of its first Hazard Mitigation Plan (HMP) as an annex to King County’s Regional Hazard Mitigation Plan (RHMP). Federal Way expects to complete its HMP in 2025, after which point the City may amend this chapter to incorporate the HMP by reference.

The following is an inventory of hazards in Federal Way with some initial resiliency policy considerations. A more detailed hazards inventory is also found in Federal Way’s Comprehensive Emergency Management Plan, and both a hazards inventory and vulnerability assessment will be completed as part of Federal Way’s HMP in 2025.

Earthquakes

Earthquakes likely pose the greatest long-term threat to Federal Way and the region with a moderate probability but high potential impact. Earthquakes have the potential to cause or intensify other hazards such as landslides, hazardous materials incidents, and tsunamis.

Figure CCR-7: Damage from 2001 Nisqually Earthquake to Sacajawea Park Tennis Courts



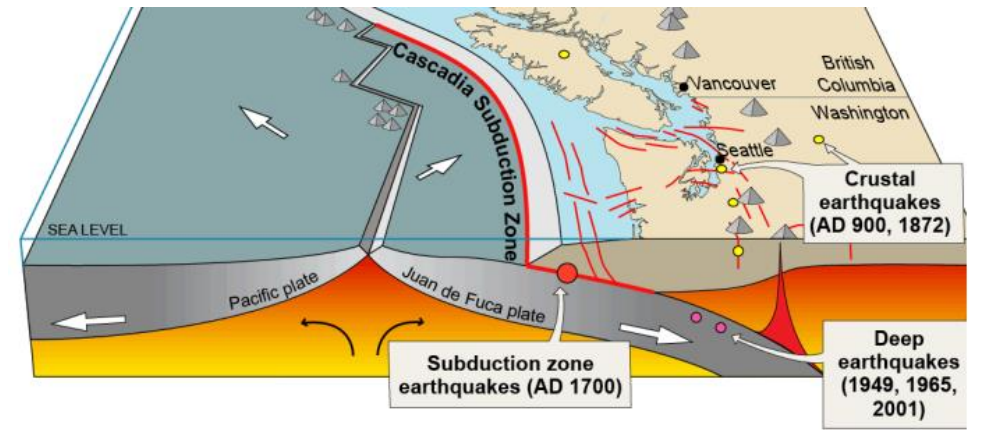
Our region faces three types of earthquakes summarized and shown below:¹

- Cascadia Subduction Zone earthquakes which recur every 200-600 years. They can exceed 9 in magnitude and may cause catastrophic damage and thousands of deaths region-wide. The last subduction zone earthquake was in the year 1700.

¹King County 2020-2025 RHMP.

- Deep plate earthquakes which recur every 30-50 years and can reach 7.5 in magnitude. The most recent was the 6.8 magnitude Nisqually Earthquake in 2001 which caused \$2 billion in damage and injured 700 people.
- Crustal earthquakes: While most crustal earthquakes are small and not felt, these can also include major earthquakes along fault lines that likely recur over several hundreds of years and can exceed magnitude 7.

**Figure CCR-8:
Types of Pacific Northwest Earthquakes**



Source: King County Regional Hazard Mitigation Plan

Earthquakes pose a particular threat to unreinforced brick and masonry buildings, bridges, utilities, and flood control structures; they can also trigger landslides. As with many cities in the region, Federal Way’s location in an earthquake prone region, and near and along known east-west fault lines, combined with many types of critical infrastructure and landslide prone hillsides in the City near developed areas, put Federal Way at risk of an earthquake disaster. However, Federal Way also has potentially lower risk of ground liquifaction from earthquakes than valley cities to the east and south. As such, a resiliency plan may also explore ways that Federal Way could be a refuge of support for surrounding areas, while still identifying the vulnerability of specific assets in the City and actions to reduce the City’s risk of disaster from earthquakes.

Landslides

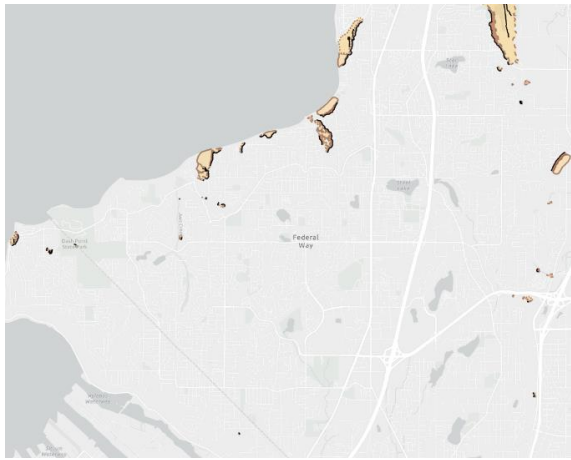
The King County RHMP describes landslides as “a range of geomorphic processes in which masses of soil, rock, debris (a mixture of soil and rock) become detached and move downslope.”

Figure CCR-9:
Landslide along the Federal Way shoreline



Federal Way, like many cities, has hillsides where landslides have occurred in the past. Most of these hillsides are located along and near the Puget Sound shoreline as shown in Map CCR-3.

Map CCR-3:
Historic Landslides

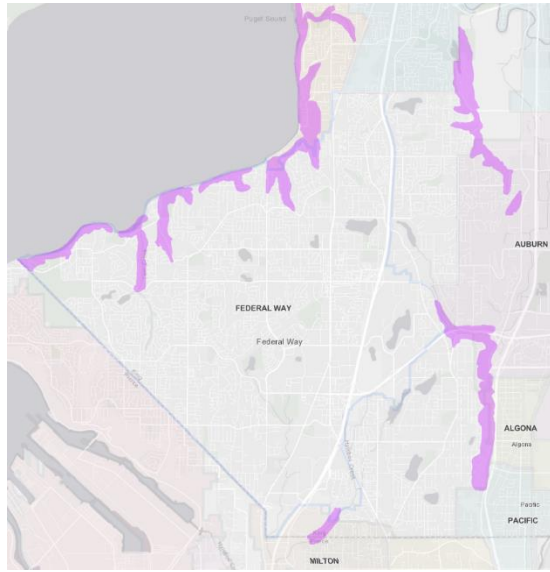


Source: WA DNR Geology Portal

Many of the landslide hazard areas in Federal Way have been identified as depicted in Map CCR-3, and landslide hazard areas are further defined in City code. Landslide hazard areas are also a type of “geologically hazardous areas,” a type of environmental “critical area” subject to special regulations under the Washington State Growth Management Act.

When development is proposed in or near mapped landslide hazard areas, the City requires geotechnical engineering reports to assess the risk and identify special mitigation measures to reduce the risk of landslides.

Map CCR-4: Landslide Hazard Areas



Source: King County

As the amount of buildable land in Federal Way declines, the City may see an increase in development proposals within landslide-hazard areas. Additionally, many landslide-prone areas in Federal Way are already developed and face a long-term risk of a landslide disaster, in particular during winter months when soils become saturated.

Federal Way's HMP will further address landslide vulnerabilities and risk in the City, and identify action items to mitigate those risks.

Severe Weather

Severe weather can include windstorms, snowstorms, heavy rain, and thunderstorms with related hazards like hail and lightning. In addition to immediate hazards during storm events such as transportation disruptions, collapsed roofs from snow, urban flooding, and falling trees, many hazards remain or occur after storms are over such as secondary hazards from power outages, electrocution risk from fallen power lines, and clogged stormwater drainage systems from debris. Perhaps more than through land use codes, many mitigation measures for severe weather fall under the purview of Federal Way's Public Works standards and procedures, and it may be worthwhile reviewing both to identify ways the City can enhance its resiliency to severe weather.

Floods

Although no rivers are located within the City, Federal Way has many streams and creeks, such as Lakota Creek, Joes Creek, and Hylebos Creek, that have flooded in the past and will flood again in the future. More localized flooding can also occur during heavy rain events and can also be worsened or caused by drainage ways clogged with storm debris and vegetation. Flood hazard areas also exist along most of the Puget Sound

Shoreline in Federal Way; areas that may also see increased flooding risk from sea level rise caused by climate change.

**Figure CCR-10:
Localized flooding in Federal Way**

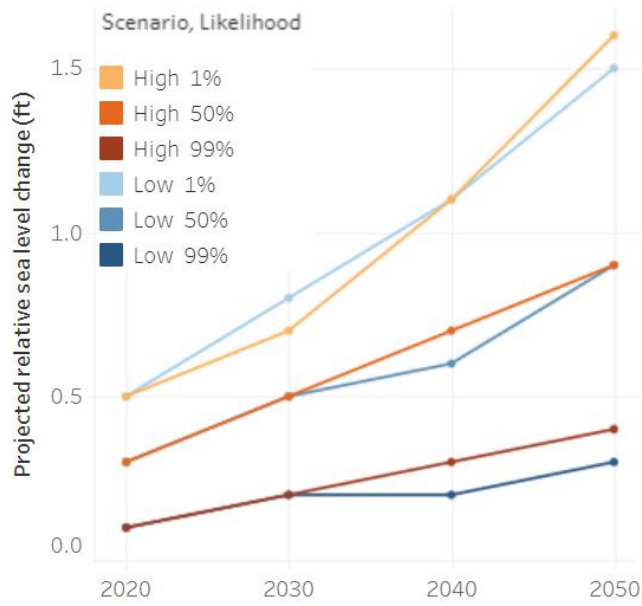


Federal Way’s code already contains floodplain permit processes for areas within primarily coastal flood hazard areas, consistent with state and federal laws. However, a closer assessment may be needed on ways the City can strengthen these existing flood permit requirements while also identifying and mitigating the real risk of flooding along streams and in more localized areas throughout the City.

Sea Level Rise

Sea level rise has the potential to exacerbate coastal flooding and coastal erosion. Much of Federal Way’s 17 miles of shoreline along the Puget Sound is developed. While much of this development is located on bluffs located high above sea level, there are also several areas with structures and infrastructure close to sea level, such as stretches of shoreline areas just to the southeast of Redondo Beach, Adelaide, Dumas Bay, and northeast of Dash Point. Even shoreline development high above sea level may be at risk of increased erosion and landslides triggered by sea level rise. According to the University of Washington Climate Impact Group maps, there is a 50% chance of 10-11 inches of sea level rise along the Federal Way shoreline by the year 2050, compared to 1991-2009 average sea level. Further evaluation may be needed to better understand the vulnerability of existing developed areas of Federal Way’s shoreline to projected sea level rise, and to inform any development regulation updates that may be warranted to mitigate these and further vulnerabilities.

**Figure CCR-11:
Likelihood of Sea Level Rise on the Federal Way Coastline, 2020-2050**



Source: UW Climate Impacts Group
<https://cig.uw.edu/projects/interactive-sea-level-rise-data-visualizations/>

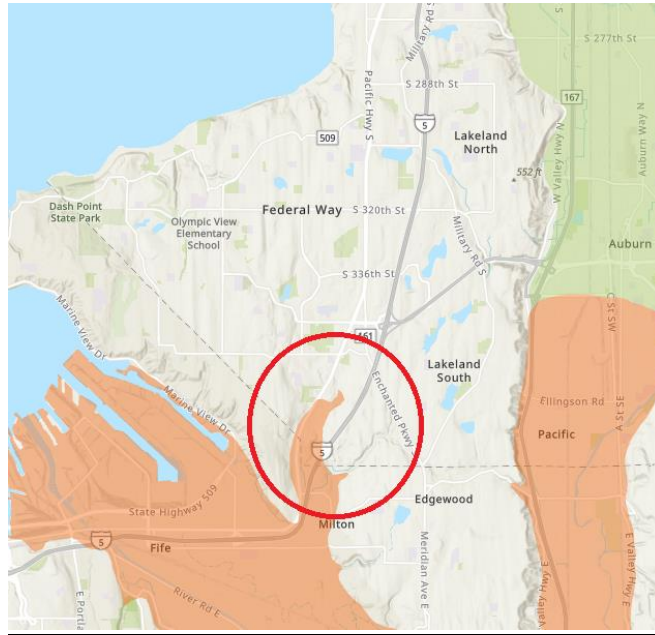
Tsunami/Seiche

Tsunamis are powerful waves caused by the displacement of water and are typically caused by powerful earthquakes or land movements, like landslides, into or within water bodies. A seiche is also caused by water displacement but typically in a more enclosed water body. All shorelines along the Puget Sound are at risk of tsunamis, while the risk of a seiche within enclosed water bodies in Federal Way, such as the many lakes within the City, may need closer study to understand.

Volcanoes & Lahars

The most significant volcanic hazard in King and Pierce Counties is from Mount Rainier. Lahars, which are mudflows with the consistency of wet cement that can emanate from Mount Rainier glaciers even without a volcanic eruption, could affect many valleys surrounding Mount Rainier, including the heavily industrialized and developed areas of Fife and the Port of Tacoma, potentially triggering secondary hazards that may affect Federal Way. An approximately 250-acre area of Federal Way, mostly east of Pacific Highway S and south of S 364th St., is mapped by WA Dept. of Natural Resources as located within a lahar hazard area; shown in Map CCR-5.

Map CCR-5:
Lahar Hazard Area (orange color)



Source: WA DNR Geology Portal

While Federal Way is located nearly 40-miles from Mount Rainier and will not experience the most catastrophic hazards from an eruption, such as pyroclastic flows, easterly winds corresponding with an eruption could potentially affect Federal Way with ash which can cause major disruptions to transportation and also pose a respiratory health hazard.

As a region-wide threat, Federal Way expects to learn more about its disaster risk from volcanoes and lahars through the development of the City’s HMP in coordination with King County, and from that effort can identify any mitigation actions the City should pursue.

Wildfires

Federal Way faces a lower wildfire risk than areas further inland that have more wildland-urban interface. However, wildfires do occur within urbanized areas of Western Washington, such as the 2020 Sumner Grade wildfire which caused mass evacuations and destroyed several homes in the City of Bonney Lake.

Figure CCR-12:
South King Fire fighting an urban wildfire in Federal Way area



Wildfire smoke is also a hazard our region faces from both nearby wildfires as well as wildfires in the Cascade and Olympic Mountains; even sometimes from fires as far away as California and British Columbia. Wildfire smoke poses a respiratory health hazard.

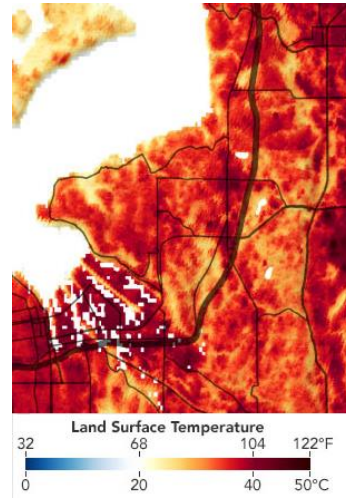
After wildfires have occurred, they can cause secondary hazards, including increased risk of runoff from burned areas and diminished water supply quality when wildfires occur within watersheds that drain into reservoirs. Most of Federal Way’s water is provided from Lakehaven Water & Sewer District. Lakehaven sources its water supply from a reliable and sustainable combination of groundwater (aquifer) and surface water supplies. If remote wildfires affect water quality of the District’s surface water source from the Green River Watershed, sufficient local groundwater supplies are available to meet community demands during such an event. If a local wildfire event occurs, the District can rely on the Second Supply Project from the Green River water, and interties with Tacoma Water and Highline Water District if needed. Tacoma Water, which serves the western portion of Federal Way, also has a combination of surface water (Green River) and groundwater supplies, along with interties with Lakehaven to share supplies. The District also has interties with Highline in the event of a supply emergency. Wildfire risk to the City’s water supply will be explored further in the HMP.

Extreme Heat

Extreme heat is one of the deadliest weather events and may cause more than 1,300 deaths per year in the US.² Heat poses a particular risk to the elderly, young children, people with underlying health conditions, the homeless, and outdoor workers. Federal Way experiences heatwaves during most summers with temperatures that can exceed 90 degrees Fahrenheit. During the record-breaking heatwave in June 2021, temperatures exceeded 100 degrees Fahrenheit in the Federal Way area. Heat is most intense in areas with high amounts of impervious surface, such as pavement and buildings, and with minimal tree cover. Several policies are proposed to begin mitigating urban heat islands in Federal Way.

²Climate Change Indicators: Heat-Related Deaths | US EPA.

Map CCR-6:
Land surface temperatures in Federal Way area during record breaking heatwave



Source: NASA Earth Observatory

Drought

As an urbanized area, the primary risk from drought in Federal Way is to the City’s water supply, rather than to agricultural resources which are not a common land use in the City. Water in Federal Way is sourced from both aquifers which are at risk of drought from periods of abnormally low precipitation, as well as from reservoirs that can experience drought during years of lower snowfall. Further information is needed to understand Federal Way’s drought risk, and how much that risk may increase in the future; issues that can be studied more closely under the HMP and in coordination with water utilities that serve Federal Way.

Pandemics

Federal Way, like the entire world, received a real-time lesson in pandemic preparedness during the COVID-19 Pandemic with continued impacts into 2024. Without attempting to recap all of the ways the City quickly reacted to a new way of life during the height of the pandemic – from remote work and virtual public meetings to a temporary waiver of certain permit requirements – society will always face the threat of pandemics and learn from those it has faced. Therefore, the City should consider policies that identify lessons learned from the COVID-19 pandemic, so that it can react even more quickly and effectively to the next one.

Other Hazards

Several other hazards may be covered through Federal Way’s HMP development, in coordination with King County, including, but not necessarily limited to,

- **Civil disorder**, which can include minor or major civil disturbances; for example, the 1999 Seattle World Trade Organization riots.

- **Airplane crashes**, which may be of particular interest in Federal Way due to the City’s close proximity to Seattle-Tacoma International Airport and location beneath and near several flight paths.
- **Infrastructure failure**, which can be caused by many of the previously described hazards, but may also occur independent of any other natural hazards; recent examples being the collapse of a bridge along Interstate-5 in Skagit County after being struck by a truck.
- **Terrorism**, which could include physical attacks on people and structures; biological attacks; and cyber attacks which may be targeted at public agencies such as the City of Federal Way, or may be more widespread yet still affect systems that Federal Way residents and businesses rely on.
- **Hazardous materials releases**, which may include the release of solid, liquid, or gaseous hazardous materials. Such hazards can include material releases outside Federal Way, such as the Port of Tacoma, that drift into Federal Way. This section may also address mitigation of the risk of exposure from hazardous materials that have already been released, such as from the Tacoma Smelter Plume which deposited areas of higher lead and arsenic contamination throughout western portions of Federal Way.

Some of these ‘other’ hazards may also be addressed in Federal Way’s Comprehensive Emergency Management Plan, which is more focused on the City’s response to these incidents, in addition to the City’s HMP.

13.3 GOALS & POLICIES

This section contains goals and policies of the Climate Change & Resiliency Chapter of the Comprehensive Plan.

Goal

CCR G1 *Track and reduce GHG emissions through City of Federal Way operations and communications.*

Policies

CCR P1.1 Monitor and share local GHG emissions trends to help confirm that targets to reduce GHG emissions are being met.

CCR P1.2 Encourage and incent businesses and organizations to participate in state, regional, and local programs related to addressing climate change.

CCR P1.3 Continue to participate in the Commute Trip Reduction (CTR) Program.

CCR P1.4 Promote state and/or federal incentives for community members and organizations to purchase electric vehicles (EVs), including stronger incentives for low-income residents.

CCR P1.5 Conduct City operations and institutionalize practices that reduce municipal GHG emissions.

CCR P1.6 Refine the City's climate change planning, and implementation of goals and policies, in coordination with other jurisdictions in the region and consistent with state climate change and resiliency requirements,

CCR P1.7 Collaborate with Puget Sound Energy to achieve mutually-desired outcomes for greenhouse gas reduction, energy efficiency, community support, and system reliability and resiliency.

Goal

CCR G2 *Promote efficient land use patterns that minimize GHG emissions and air pollution.*

Policies

CCR P2.1 Promote utilization and expansion of mobility options, other than automobiles, throughout the City,

CCR P2.2 Improve walking and biking as viable mobility choices.

CCR P2.3 Enhance transit access and connectivity for the non-motorized transportation network.

CCR P2.4 Regulate new development to ensure block sizes are walkable and maximize connectivity and route choices.

CCR P2.5 Prioritize dense, mixed-use, transit-oriented development.

CCR P2.6 Support state and federal air quality standards and the regulation of activities that emit air pollutants.

CCR P2.7 Require the continuation of the street network between adjacent developments to promote walkability and provide for more direct connections.

Goal

CCR G3 *Promote sustainable buildings and landscaping.*

Policies

CCR P3.1 Encourage low impact development and green building standards in alignment with state and regional policies for new and existing infrastructure.

- CCR P3.2** Promote the transition from fossil fuel to renewable energy sources to decarbonize buildings by implementing building codes that align with the Washington State Building Code Council and the Clean Buildings Act.
- CCR P3.3** Conduct community outreach and education to encourage phasing out fossil fuel use through energy efficiency upgrades and incentive programs, such as community solar.
- CCR P3.4** Ensure regulation of landscape and building materials is incorporated into development regulations and guidelines to mitigate the effects of urban heat generation.
- CCR P3.5** Identify the feasibility of locations where the City of Federal Way could participate in and host PSE Community Solar projects.

Goal

- CCR G4** *Monitor and mitigate environmental pollution risk within the City that may be worsened by climate change.*

Policies

- CCR P4.1** Reduce stormwater impacts from transportation and development.
- CCR P4.2** Address and minimize the impacts of sea level rise on the shoreline environment with strategies that also protect shoreline ecological functions, allow water-dependent uses, and provide public access.
- CCR P4.3** Work to reduce the health impacts of air pollution on residential populations and other sensitive uses near corridors with high volumes of vehicle traffic, such as I-5, to increase resident health, wellbeing, and resilience.
- CCR P4.4** Share information on ways the public can reduce their vulnerability to natural and environmental hazards to health and safety,
- CCR P4.5** Prevent and mitigate the presence of environmental pollutants, especially for disadvantaged community groups.

Goal

- CCR G5** *Support sustainable waste management.*

Policies

CCR P5.1 Provide incentives for recycling and reusing construction and demolition debris.

CCR P5.2 Promote recycling, composting, and sustainable consumption for residential communities and commercial activities to reduce the City's carbon footprint.

CCR P5.3 Ensure solid waste collection services consider the impact on ecosystems, community health, and welfare by minimizing pollution, litter, and disruption to all neighborhoods, especially those at risk of increased environmental health disparities.

CCR P5.4 Promote local eco-industrial development that increases demand for recycled materials and reduces demand for new raw materials and their embodied carbon emissions.

Goal

CCR G6 Support the development of a local economy that fosters business opportunities that are consistent with the City's climate change and resiliency goals.

Policies

CCR P6.1 Identify opportunities to foster the growth of 'green' businesses in Federal Way including, but not limited to, developing a green jobs strategy.

CCR P6.2 Develop a green jobs strategy, in partnership with community groups and businesses, that is consistent with the Economic Development Chapter.

CCR P6.3 Support local business efforts to generate and store renewable electricity on-site, which can provide back-up power during emergencies and help ensure continuity of operations. Ensure this support reaches businesses facing economic disadvantage, such as small, women-owned, or BIPOC-owned businesses.

Goal

CCR G7 Bolster local food access and security to address the impacts of climate change especially for those facing food insecurity.

Policies

CCR P7.1 Plan for and respond to climate change impacts that affect programs supporting those who are most vulnerable to experiencing homelessness and food insecurity.

CCR P7.2 Continue to coordinate with local and regional organizations to support and encourage the development of community gardens and farmers markets, consistent with the Land Use chapter.

Goal

CCR G8 Preserve and enhance the City's natural resources, including urban forests and mature trees that capture and store carbon.

Policies

CCR P8.1 Manage and protect the City's tree canopy as a City asset for the benefit of wildlife, current and future residents, employees, and visitors.

CCR P8.2 Encourage preserving forested areas within tracts and Native Growth Protection Easements when subdividing land.

CCR P8.3 Support voluntary tree planting programs.

CCR P8.4 Discourage the topping of healthy trees. Instead, encourage the benefits of sustainable pruning practices and "window pruning" in view corridors.

CCR P8.5 Monitor tree canopy and consider changes to regulations should a reduction in overall canopy cover fall below 35%.

CCR P8.6 Revise tree standards to allow for more flexibility and ensure a qualitative approach to tree preservation that promotes carbon sequestration and the use of native vegetation.

CCR P8.7 Evaluate the City's tree canopy and ensure places where disadvantaged communities reside are equally forested.

CCR P8.8 Strengthen tree density and street tree requirements in areas of the City expected to accommodate most of the City's growth through 2044.

Goal

CCR G9 Ensure City services, infrastructure, and community members are resilient to climate change hazards and all hazards that affect the City.

Policies

CCR P9.1 Periodically update Federal Way's Hazard Mitigation Plan.

CCR P9.2 Integrate local hazard risk assessment findings and climate change projections into hazard mitigation planning and other strategic plans.

- CCR P9.3** Factor climate change and natural impacts into the planning of operations and coordination of preparedness, response, and recovery activities.
- CCR P9.4** Develop and implement an urban heat resilience strategy in collaboration with regional partners that includes heat mitigation and management actions to prepare for and respond to chronic and acute heat and humidity risk in the community.
- CCR P9.5** Provide community education and outreach on extreme heat, humidity, and air quality risks. Identify communities disproportionately impacted by extreme heat events and develop and prioritize equitable distribution of resources for the community to stay safe during extreme heat, humidity, and poor air quality events.
- CCR P9.6** Provide community education and outreach on wildfire smoke mitigation best management practices. Ensure outreach is accessible and prioritizes vulnerable communities, including those who work outside.
- CCR P9.7** Support forest health improvements to reduce wildfire risk and expand public awareness campaigns on wildfires by providing community education and outreach on wildfire mitigation.
- CCR P9.8** Coordinate and support public education by utility providers that raises awareness of the need for water and energy conservation and resilience.
- CCR P9.9** Use assessment findings to evaluate changes to Comprehensive Plan goals and policies and enhance resilience.
- CCR P9.10** Adopt and implement a FEMA-approved Hazard Mitigation Plan.
- CCR P9.11** Find opportunities to host weather stations in the City to provide more locally accurate weather data.
- CCR P9.12** consider future climate conditions during the siting and design of capital facilities including, but not limited to, changes in temperature, rainfall, and sea level, to help ensure infrastructure functions as intended over its planned life cycle.

Goal

- CCR G10** *Prevent the loss of life, property, and habitat in frequently flooded areas.*

Policies

- CCR P10.1** Do not locate new development in floodplains unless fully mitigated and permitted following city, state and federal law and best development practices within areas of special flood hazard, shallow flooding, coastal high hazard, and floodways.

CCR P10.2 Restrict the rate and quantity of surface water runoff in frequently flooded areas to pre-development levels for all new development and redevelopment, in accordance with the current adopted technical design manual requirements.

CCR P10.3 Protect and enhance natural flood storage and conveyance function of streams, lakes, and wetlands.

Goal

CCR G11 Implement development regulations to reduce the likelihood of public and private property losses in geologically hazardous areas.

Policies

CCR P11.1 Regulate land development in geologically hazardous areas to prevent property damage and environmental degradation, and to enhance open space and wildlife habitat.

CCR P11.2 Require robust and thorough professional studies and analysis for proposed construction within geologically hazardous areas.

CCR P11.3 Reduce the amount of allowed development intensity, site coverage, and vegetation removal as slopes increase to minimize drainage problems, soil erosion, siltation, and landslides. Slopes of 40 percent or more should, to the maximum extent possible and allowed by law, be retained in a natural state, free of structures and other land surface modifications.

CCR P11.4 Limit disturbances in landslide hazard areas. Establish setbacks beyond the landslide hazard areas to avoid risks to life, safety, and property damage.

CCR P11.5 Utilize erosion control best practices in erosion hazard areas during construction and during the site's ultimate use.

CCR P11.6 Maintain soil stability by retaining vegetation in geologically hazardous areas.

CCR P11.7 Prior to development in seismic hazard areas, the City may require special studies to evaluate seismic risks and to identify appropriate measures to reduce these risks. In areas with severe seismic hazards, special building design and construction measures should be used to minimize the risk of structural damage, fire, and injury to occupants, and to prevent post-seismic collapse.

CCR P11.8 Take into consideration the unique habitat areas along marine bluffs in development regulations to leave as much native vegetation intact as possible, especially snags and mature trees.

CCR P11.9 Strengthen development regulation standards for geologically hazardous areas.



CHAPTER FOURTEEN PARKS & RECREATION

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14.0 INTRODUCTION & VISION

Introduction

The City of Federal Way’s population has steadily grown since 2015 through local investment in residential, retail, and transportation and transit-related construction. As growth has occurred, the City’s Parks and Recreation Department has employed strategies to ensure that parks and recreation facilities and programs respond to the needs of an increasingly diverse population.

Structured programming and opportunities for recreation improve the lives of children and youth and can reduce the rates of criminal activity. Parks increase property value for homeowners, and businesses often choose to locate in communities with ample recreational amenities in order to attract and retain highly qualified workers. As the City’s built environment continues to expand, and the community increases in density in response to local and regional growth, parks and open space provide essential spaces for health and recreation; at no time was this fact underscored more profoundly than during the COVID-19 pandemic.

Concurrent with the periodic update to the Comprehensive Plan, the City also updated its Parks, Recreation, and Open Space (PROS) Plan. The PROS Plan includes additional detail about the public’s involvement in crafting the plan along with a complete condition assessment of the City’s parks and a description of recreation programming offerings.

The vision for Federal Way’s Parks, Recreation, and Open Space was informed by extensive community input provided during this update and the previous update cycle for the PROS Plan.

Vision

Federal Way’s unique landscape of hills, lakes, views, and Puget Sound shoreline is enjoyed by the community through its linked network of parks, open space, and gathering spots. Quiet green places, vibrant gatherings, and diverse recreation and culture all celebrate Federal Way’s character and identity. Our vision is one in which parks, open spaces, facilities, and programs strengthen the social fabric of our community by providing beautiful, innovative, and safe opportunities that enhance the quality of life for all citizens while protecting our natural resources. Vibrant public spaces in the City Center host a variety of public and cultural events. Open spaces protect functioning ecosystems in tandem with supporting public use, enjoyment, and environmental education about the community’s natural systems. Active, healthy living is supported by an extensive walking network which links people to parks close to home and community activities and events located at community centers, schools, public spaces, the City Center, and other destinations.

14.1 BACKGROUND

Federal Way is changing and growing. Like the City’s need for housing and other public infrastructure, the demographic characteristics of a community can be important predictors of the types of parks and recreation facilities and programming that the

community will desire, When demographic analysis is combined with robust public engagement, understanding local needs and desires becomes clearer.

For parks planning, the age distribution in the community can explain the demands for recreation and open space, For example, youth tend to participate in different types of activities and use parks differently than seniors. They participate in competitive sports and activities such as baseball, soccer, basketball, football, etc. Young adults (ages 18-35) are also an active age group and form the core of adult competitive sports. Seniors (age 55+) are increasingly participating in active recreation programs and activities. Parks and recreation planning needs to respond to an aging population while also providing the facilities and programming that are attractive to families.

**Table PR-1:
Federal Way Age Distribution (% of Residents)**

<u>Age Group</u>	<u>Population</u>	<u>% of Population</u>
<u>19 years and under:</u>	<u>26,366</u>	<u>26%</u>
<u>20-34 years:</u>	<u>20,651</u>	<u>21%</u>
<u>35-44 years:</u>	<u>13,360</u>	<u>13%</u>
<u>45-64 years:</u>	<u>25,885</u>	<u>26%</u>
<u>65 and older:</u>	<u>13,530</u>	<u>14%</u>
<u>Median Age:</u>	<u>37.0</u>	

Source: 2021 ACS 5-year estimates (S0101)

14.2 INVENTORY

The existing parks and recreational areas in the City are divided into five categories. Each category represents a distinct type of recreational activity or opportunity. General parameters and individual categorization vary based on function.

There are approximately 1,055.98 acres of City-owned park and open space land within the City limits, including roughly 620.33 acres in developed parks and 436.16 acres in undeveloped open space. If Dash Point State Park is included in the calculation for total acreage, there are approximately 1,311.94 acres of park and open space within the City.

Some parks may fit within the acreage parameters of one park classification but may function differently. Parks were classified based on the radius in which the facility draws visitors. Table PR-2 shows the parks and open spaces in the City. The regional parks and facilities located in the City of Federal Way are not owned and operated by the City of Federal Way but are frequently used by Federal Way’s residents.

Table PR-2:
Federal Way Park Acreage by Park Classification

<u>Park Classification</u>	<u>Acres</u>
<u>Regional Parks-</u> <u>Larger, region-wide destinations typically greater than 50 acres in area with unique offerings that draw visitors from outside of the City.</u>	<u>255.45</u>
<u>Community Parks-</u> <u>Larger, community-wide destinations ranging from 10 to 50+ acres usually containing sports fields.</u>	<u>341.45</u>
<u>Neighborhood Parks-</u> <u>Smaller areas ranging from 1.5 to 35 acres including play equipment, picnic areas, trails, open grass areas for passive use, informal spaces, natural areas, and some limited active recreation facilities such as outdoor basketball or tennis courts.</u>	<u>108.05</u>
<u>Open Space-</u> <u>Public lands that are in a near natural condition or designated for future park or open space use. Area associated with trails is also included in this classification.</u>	<u>469.90</u>
<u>Total Park Acres</u>	<u>1,174.85</u>
<u>Linear Parks/Trails-</u> <u>Routes for walking and biking that generally follow a utility or stream corridor, ravine or some other elongated feature, such as public rights-of-way.</u>	<u>12.07</u>
<u>Total Trail Miles</u>	<u>12.07</u>

Regional Parks

Regional parks serve the City and surrounding area. They are often large park facilities with unique features, offering both passive and active recreational uses. As a result of these characteristics, regional parks have larger service areas. Regional parks in the City include:

- Dash Point State Park
- Pacific Bonsai Museum*
- Rhododendron Species Botanical Garden*
- Camp Kilworth*
- Weyerhaeuser King County Aquatic Center
- PowellsWood Garden & Nature Preserve*

* Regional, fee-based, park-like attractions that are not included within the City’s Level-of-service (LOS) calculations for regional parks.

Community Parks

Community parks are the primary active recreation facilities in the City, providing active and structured recreation opportunities for the community, as well as passive recreation uses. Community parks have a larger service area, typically a two-mile radius. Most of the City is served by a community park facility under this definition. Community parks offer a diversity of facilities and tend to be the more popular and recognizable parks in the system because of the park size, range of amenities, sports fields, and passive

recreation areas. These parks are also locations where members of the whole family can recreate, participating in a variety of activities concurrently.

Master plans for Steel Lake and Brooklake Parks were completed in 2024. A master plan is an aspirational guiding document meant to help residents reimagine how parks can be used and enjoyed in the long term. Both Steel Lake and Brooklake’s master plans identify areas where existing amenities can be enhanced, and new amenities can be incorporated. Extensive community input was solicited across multiple public meetings, and that input informed the final design concepts that are found within each master plan. The Parks, Recreation, and Open Space (PROS) Plan provides greater detail about the master planning process. Community parks in the City include:

- B.P.A. Trail Park
- Blueberry Farm
- Brooklake Park
- Celebration Park
- Dumas Bay Centre Park
- Dumas Bay Sanctuary
- French Lake Park
- Lakota Park
- Panther Lake
- Sacajawea Park
- Saghalie Park
- Steel Lake Park
- Town Square Park
- West Hylebos Wetlands Park



Neighborhood Parks

As of 2024, there are a total of 19 neighborhood parks within the City, located primarily in single family residential areas. The City has made significant progress in recent years in constructing new improvements to neighborhood parks. Most areas in the City have a neighborhood park within ¼- to ½-mile, with the exception of a small portion of some areas in the southeast and north parts of the City.

Neighborhood parks serve a local purpose to the surrounding residential neighborhoods and range in character and use. Some of the neighborhood parks are neighborhood-level community gathering places, while others are tucked away and less visible.

Neighborhood parks in the City include:

- Adelaide
- Conna and Alderbrook Trail
- Alderdale
- Cedar Grove
- Coronado
- Dash Point Highlands
- English Gardens & English Gardens Pocket Park
- Heritage Woods
- Lake Grove
- Lake Killarney
- Laurelwood

- Madrona
- Mirror Lake
- Olympic View
- Palisades
- SW 312th Sports Courts
- Wedgewood
- Wildwood
- Winco Park

Open Spaces

Federal Way has an extensive system of open space lands, many of which are unimproved or undeveloped. These open spaces offer access to natural areas, and provide value to people, animals, and the environment. The City manages a broad range of open spaces, each with varying constraints and potential. Some open spaces have environmental constraints. Some of the City’s open spaces are small parcels that have limited open space or habitat value, while others are larger and provide trails within a well-intact natural setting. Finally, there are several open spaces that provide, or have potential to provide, shoreline access. Many of the City’s open spaces also have potential for educational and interpretive opportunities. Several open spaces in the system may be appropriate for park development to meet the recreation needs of the community in the future. Open spaces in the City include:

- Alderbrook Open Space
- Alma Bennett
- B.P.A. Trail Park (Madrona Meadows)
- Barclay Place Open Space
- Brighton Park
- Buena Addition
- Crown Point
- Dumas Bay
- English Gardens Open Space
- Fisher’s Pond
- Humane Woods Open Area
- Kenwood
- Lakota Wetlands
- Lochaven
- Madrona Meadows
- Marlbrook
- Mirror Glen
- Misc. Open Space
- Poverty Bay
- Spring Valley
- Twin Lakes Vista
- West Campus Open Space
- Woodbridge Open Space

Trails

Linear trails offer residents the opportunity to engage in a variety of recreational activities, including walking, biking, and rolling. Trails in the City include:

- BPA Trail

- Celebration Park
- Dash Point State Park Trail
- Panther Lake Trail
- Sacajawea Park
- Saghalie Park
- West Campus Trail
- West Hylebos Wetlands Park

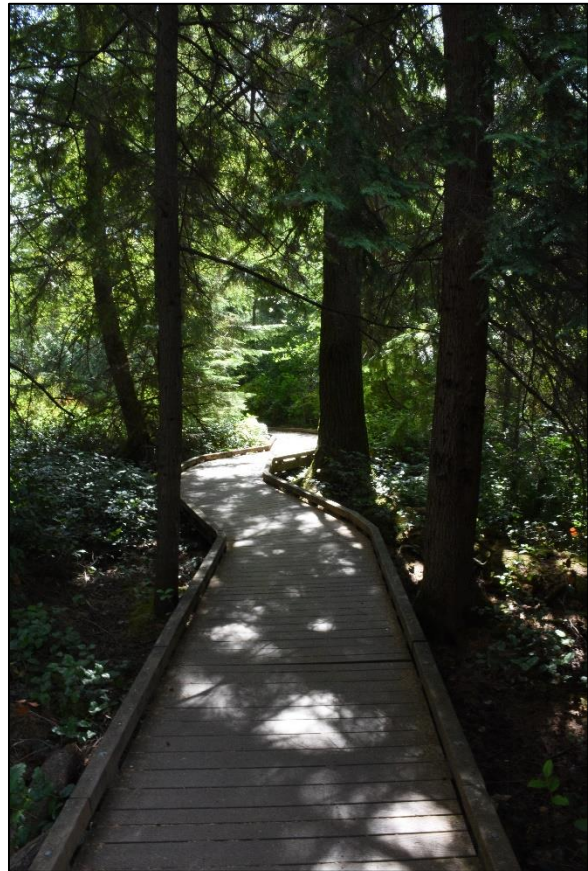
Recreation Programs

The PROS Plan, which is adopted herein by reference as the same now exists or is hereafter amended, provides a detailed inventory of all City-sponsored recreation programs, City-operated facilities, and non-City operated recreational facilities located within Federal Way. The PROS Plan also discusses state and national recreation trends in greater detail.

The Federal Way Parks and Recreation Department provides programs, services, and special events designed to foster community spirit, build individual self-confidence, and enhance quality of life for Federal Way residents. The Department also manages several recreation destination facilities such as the Dumas Bay Centre and the beach at Steel Lake Park. The Community Center, which opened in 2007, provides space to significantly broaden the range of programming opportunities available to the community. It features three gyms, two pools, a fitness area, climbing wall, senior lounge, sauna/steam rooms, classroom space, and community rooms for rental use. The facility also serves as a location for many general recreation classes and a variety of community events.

The City’s recreation programs served about 17,000 individuals in 2023. The programs with the highest unmet demand were day camps held during the spring, summer, and holiday breaks. Other programs with high unmet demand include education, music, crafts and visual arts, and adult athletics, however unmet demand for these programs varied depending on the time of year.

The COVID pandemic impacted the ability of cities like Federal Way to offer scheduled recreational programming. Mandatory closures of facilities and encouragement of social distancing meant that recreational programming was reduced. Throughout the COVID pandemic, the City of Federal Way continued to offer high quality programs to its residents. One extremely popular program



that occurred throughout the pandemic was the social-distanced virtual learning camp held at the Community Center.

While facilities have re-opened, programs have mostly returned, and attendance has recovered, COVID has changed the way in which Federal Way offers recreational programming to residents.

The City offers recreation programs in the following general categories:

- Youth and Adult Athletics
- Fitness
- Dance, Creative Movement, Visual Arts
- Preschool Education
- Seasonal, Specialty and Summer Camps
- Aquatics
- Inclusive Recreation
- Senior Services
- Community Events
- Rentals and Retreat Facilities

The City provides a full program of seasonal and year-round sports and leagues such as volleyball, softball, soccer, and tennis lessons.



These sports are played on some of the best fields/facilities in the northwest, including at Celebration Park and the Federal Way Community Center. Most youth athletic programs in Federal Way are run under contract by alternative service providers. The City provides support to alternative service providers with access to City facilities such as fields and gyms. Primary service providers for youth athletics include youth soccer, football and baseball associations, YMCA, Skyhawks, and the Boys and Girls Clubs.

Three times yearly, the Parks and Recreation Department publishes a recreational programs catalog with a complete listing of classes, programs, events, and rental facilities. For many programs and services, the City also offers fee reductions and scholarships to assist individuals who meet certain income guidelines.

14.3 LEVEL OF SERVICE (LOS)

Level-of-service standards are measures of the amount and quality of park and recreation sites and facilities that must be provided to meet a community's basic needs and expectations. The benefit of developing LOS standards is to set goals and provide the community an opportunity to measure progress toward meeting community objectives. LOS standards provide a benchmark for evaluating deficiencies in the existing system and can provide justification for the need to develop additional park facilities and improvements. Historically, the accepted practice for park LOS standards has been to apply uniform national standards (developed by the National Recreation & Parks Association) of park land area per 1,000 population or based on the geographic distance of residents from parks. Because no two communities are alike, the concept of applying national standards to local conditions should be customized based on community preferences and values.

Park Classifications and Level of Service

The LOS calculations are based on six park categories: regional parks, community parks, neighborhood parks, trails, open space, and system wide. Table PR-3 depicts the current and future LOS calculations for the City population in 2024 and in 2030, 2034, and 2044. The City's current population is 102,500, which is based on a population estimate provided by the Office of Financial Management (OFM) in June 2024. The population projections are based on Puget Sound Regional Council's (PSRC) LUV-IT data portal. The City's 2034 population is projected to be 114,097, while the City's 2044 population is projected to be 123,335.

System-wide Level of Service

**Table PR-3:
Existing and Projected Levels-of-Service**

<u>Facility Type</u>	<u>Regional Parks³ (acres)</u>	<u>Community Parks (acres)</u>	<u>Neighborhood Parks (acres)</u>	<u>Open Space (acres)</u>	<u>Total Park Land (acres)</u>	<u>Trails (miles)</u>
<u>Adopted LOS Standard (per 1,000 residents)</u>	<u>2.60</u>	<u>2.80</u>	<u>1.70</u>	<u>3.80</u>	<u>10.90</u>	<u>0.20</u>
<u>Existing Inventory</u>						
<u>Existing Park Inventory (City-owned Properties Only)</u>	<u>0.00</u>	<u>341.45</u>	<u>108.05</u>	<u>606.52</u>	<u>1,056.02</u>	<u>9.44</u>
<u>Park Inventory (all parks within City limits)¹</u>	<u>255.45</u>	<u>341.45</u>	<u>108.05</u>	<u>469.90</u>	<u>1,174.85</u>	<u>12.07</u>
<u>2024 Level-of-Service (LOS) Calculations</u>						
<u>Calculated LOS (ac/1,000)</u>	<u>2.49</u>	<u>3.33</u>	<u>1.05</u>	<u>4.58</u>	<u>11.46</u>	<u>0.12</u>
<u>Current Abundance or Need (acres/miles) in City</u>	<u>-11.05</u>	<u>54.45</u>	<u>-66.20</u>	<u>80.40</u>	<u>57.60</u>	<u>-8.43</u>
<u>2034 Level-of-Service (LOS) Calculations</u>						
<u>Calculated LOS (ac/1,000)</u>	<u>2.24</u>	<u>2.99</u>	<u>0.95</u>	<u>4.12</u>	<u>10.30</u>	<u>0.11</u>
<u>Current Abundance or Need (acres/miles) in City²</u>	<u>-41.20</u>	<u>21.98</u>	<u>-85.91</u>	<u>36.33</u>	<u>-68.81</u>	<u>-10.75</u>
<u>2044 Level-of-Service (LOS) Calculations</u>						
<u>Calculated LOS (ac/1,000)</u>	<u>2.07</u>	<u>2.77</u>	<u>0.88</u>	<u>3.81</u>	<u>9.53</u>	<u>0.10</u>
<u>Current Abundance or Need (acres/miles) in City²</u>	<u>-65.22</u>	<u>-3.89</u>	<u>-101.62</u>	<u>1.23</u>	<u>-169.51</u>	<u>-12.60</u>

¹ Based on 2024 City population (102,500) estimate by OFM.

² 2034 population (114,097) was interpolated between the 2030 and 2035 projection provided on the PSRC LUV-IT Data Portal. The 2044 population (123,335) figures based on projections from the PSRC LUV-IT Data Portal.

³ Includes King County Aquatic Center and the portion of Dash Point Park within City limits.

Analysis

Federal Way is currently meeting its adopted LOS standard for Community Parks and Open Space, but it is not meeting its adopted LOS standard for Regional Parks, Neighborhood Parks, and Trails. The City's LOS standard for total park land is 10.9 acres per 1,000 population. Federal Way's total park acreage is approximately 1,175 acres, which is approximately 11.46 acres per 1,000 population. Based on projected population growth, Federal Way will be approximately 69 acres short of its overall LOS standard of 10.9 acres per 1,000 population. The deficit primarily results from a need for approximately 86 additional acres of neighborhood park land. Assuming that no additional park land is added to the City's parks portfolio by 2044, the City is projected to need to provide approximately 170 acres of park land. The deficits are found within the regional park and neighborhood park classifications.

Regional Parks, Neighborhood Parks, and Trails currently do not meet locally-adopted LOS standards and will continue to lag behind population growth if property acquisition does not occur. It is important that these deficiencies in LOS standards are addressed as the City continues to grow. Currently, land is in short supply for additional parks. Opportunities to address the City's deficiency in Regional Parks and Neighborhood Parks through the ongoing planning occurring in the South Station Subarea are underway.

The City's provision of trail resources is currently approximately half of its adopted standard of 0.20 miles per 1,000 population. Trails are currently provided at a rate of approximately 0.12 miles per 1,000 population and that rate is anticipated to diminish to 0.11 miles per 1,000 population and 0.10 miles per 1,000 population in 2034 and 2044, respectively. Approximately 12.6 miles of additional trail construction will be required by 2044 to achieve the City's standard.

There are efforts underway to address this deficiency in trail service. In 2022, Federal Way received funding from PSRC to conduct a study to investigate how the City can expand the trail network and enhance connectivity with other cities in southwest King County. The *Southwest King County Trails Plan* outlines existing conditions and identifies strategic projects that will expand the trail network, enhance access to jobs and services within a 15-minute walking distance (often referred to as a "walk shed"), and encourage greater usage of trails as a form of active transportation. The City has demonstrated a commitment to implementing the *Southwest King County Trails Plan* and prioritizing building out the trail network in Federal Way over the next 20 years. The buildout of the network will allow the City to meet its adopted LOS standard for trails,

14.4 CAPITAL IMPROVEMENT PLAN & IMPLEMENTATION

As the City determines where it will invest scarce resources, consideration should include the myriad of benefits that parks and recreation resources and programs have to urban areas, as well as strategies to ensure that additional park land and facilities are provided on a timeline that ensures that the City meets adopted LOS standards. The global pandemic showed that parks are essential services. When many businesses and public spaces were closed, public trails remained open. Trails provided an essential service to residents; these spaces allowed people to visit natural spaces and exercise in a socially distanced environment. The importance of Federal Way's trails cannot be overstated. The Federal Way Parks and Recreation and Public Works Departments have participated in

the trail planning included in the *Southwest King County Trails Plan* which investigated ways to construct more trails. Integrating the recommendations from the *Southwest King County Trails Plan* into the City's non-motorized transportation planning documents and the City's PROS plan will ensure that the City's level of service for trails can meet the needs of a growing population. As the park system grows in response to population change, both capital and non-capital investments are needed to address recreation programming and park maintenance.

Phasing of Implementation

The PROS plan includes a large project list to implement the core values, goals and policies contained within that plan. Many of these projects will occur over an extended period of time, ranging from now to 20 years in the future. The projects with the most immediate need were prioritized according to near term (2024-2025), mid-term (2026-2027), and long term (2028+). The list of projects found within the PROS Plan was evaluated by the City Parks Commission to determine priorities for the near-term and mid-term. The list of projects will be evaluated on a regular basis to determine if community needs have changed or if new or alternative funding sources have been identified.

Six-Year Capital Improvement Plan

The six-year capital improvement plan for parks (Table 7-2 of the PROS Plan) will focus on the near and mid-term actions identified in this chapter.

Funding for projects in the capital improvement plan is considered along with the preparation and approval of the City's biennial budget process. The biennium budget's first year begins on odd years. For example, the current budget cycle is 2023-2024. The City Council identifies goals and objectives for the operating and capital budgets in even years.

The Parks Commission will review staff updates of the park capital improvement plan at a public meeting to receive comment and weigh priorities. After the public process, the parks capital improvement plan is forwarded to City Council for funding along with the proposed biennium budget for the City.

Funding

There are a variety of potential funding partners for the acquisition, design, and construction of new parks and trails in the City of Federal Way. The Washington State Recreation and Conservation Office (RCO) is one of several state agencies that support the acquisition, design, and construction of new parks, RCO and other potential funding partners require a high level of local commitment expressed through local matching funds and dedicated staffing to administer and report on grant expenditures and see projects through construction and close out.

A complete list of potential funding sources and project partners is found in the City's PROS Plan, Funding strategies for the parks and trails projects are included in the Capital Facilities Element.

14.5 CORE VALUES

An integral part of the Parks, Recreation, & Open Space Plan was discerning what is most important to the community. The Core Values, which shape the Federal Way Parks and Open Space Plan goals and policies, build upon the extensive public input described above and the following sources:

- Comprehensive Plan Goals and Policies
- City Council Goals
- State and National Trends

Based on this input, the following five core values were affirmed. These core values then guided the development of the Parks and Recreation Goals and Policies in the next subsection.

Improve Existing Facilities and Provide for Multiple Functions in Parks (Core Value 1)

Intent: The City has a wide range of properties and assets in its parks and recreation system, including community recreation facilities, neighborhood parks, trails, and open spaces. Public input indicated that there is a strong community desire for improving the parks and open space facilities that the City currently owns and maintains.

Create Community Gathering Places and Destinations (Core Value 2)

Intent: Many of the City's parks and open spaces can be enhanced to better serve as community gathering places that can accommodate a range of crowd sizes. Creating community gathering places is especially important as the City Center area develops further with the impending arrival of the LINK light rail. The City Center will dramatically transform over the next twenty years through the implementation of the South Station Subarea Plan. As redevelopment occurs, there is an opportunity to activate the City Center and support walkability through a network of public spaces such as green areas, informal plazas, and wide sidewalks.

Retain and Improve Open Spaces (Core Value 3)

Intent: Open spaces are valuable to the community because they provide connections to a natural setting, habitat, improved air and water quality, and educational opportunities. The City's open spaces include wooded areas, ravines, wetlands, creeks, and shoreline environments. Many of these open spaces contain trails and other opportunities to experience nature close to home. These open spaces help to define Federal Way's character. Protecting these natural systems is critical to preserving the quality of life in the community and providing public access to open spaces. The following goals and policies address the protection of these open spaces, encourage low impact public access where feasible, and the use of these spaces as "learning landscapes."

Develop a Walking and Biking Community (Core Value 4)

Intent: Developing a network of trails, interconnected walking loops, and other non-motorized facilities is a priority for Federal Way's future not only because this supports the most common recreational activity of residents – walking – but also because it improves everyday quality of life. Federal Way is currently spearheading an effort to develop a *Southwest King County Regional Trail Plan*. The plan aims to identify a network of trails that will augment non-motorized transportation connectivity for bicyclists and pedestrians. The trail network will also connect to transit lines, neighboring jurisdictions, and nearby recreational opportunities. The following goals and policies address developing community connectivity through a City-wide non-motorized network of trails and sidewalks.

Provide a Balance of Services for a Diverse Population (Core Value 5)

Intent: Understanding the evolving Federal Way population and demographic needs and providing programs and recreational opportunities that meet all residents' needs and interests is an important goal for parks, recreation, and open space planning. The following goals and policies address accommodation of people from diverse social, cultural, age, income, and ability backgrounds.

14.6 GOALS & POLICIES

Community Parks

Goal

PR G1 *Improve the City's existing active recreation facilities to maximize utilization.*

Policies

PR P1.1 Improve and maintain recreation fields to National Recreation and Parks Association (NRPA) standards in order to meet current and future demand.

PR P1.2 Coordinate with Federal Way Public Schools to share the costs of improving parks adjacent to schools.

PR P1.3 Coordinate with Federal Way Public Schools to analyze and determine improvement needs and costs associated with its joint-use parks.

PR P1.4 Coordinate with Federal Way Public Schools to review and reassess the master plans that have been developed for Lakota Park and Sacajawea Park on an ongoing basis.

PR P1.5 Balance passive and active uses to provide a range of recreation options at each community park.

Neighborhood Parks

Goal

PR G2 *Improve and maintain all neighborhood parks to maximize safety, visibility, usability, appeal, and identity.*

Policies

PR P2.1 Broaden the definition of neighborhood parks to include uses such as passive public space, neighborhood gathering places, or special uses based upon the analysis of each park’s unique features.

PR P2.2 Plan for improvements to neighborhood parks based upon their unique potential and designated role in the City-wide system.

PR P2.3 Explore ways to allow for informal play and recreation opportunities by incorporating unprogrammed spaces such as fields and forested areas.

Park Activation

Goal

PR G3 *Maintain City parks and open spaces so that they are inviting to users and offer facilities and activities based on community need.*

Policies

PR P3.1 Develop a more recognizable and inviting park and open space system that may include:

- Developing a design checklist of baseline conditions for park amenities such as furnishings, signage, etc.
- Consistent signage, including opportunities for environmental education.
- Park entry/street frontage landscaping and site features such as bollards, low fences, etc.

PR P3.2 Enhance visibility into parks and maintain sightlines to increase safety and encourage use.

PR P3.3 Balance maintaining habitat and aesthetic value with maintaining visibility within parks and open space. Wherever feasible, maintain visibility and sight lines from adjacent streets into park areas.

PR P3.4 Continue to integrate Crime Prevention Through Environmental Design (CPTED) techniques to address safety and security concerns in parks.

PR P3.5 Track crime and vandalism in each park and open space and measure achievements using an established baseline.

PR P3.6 Consider adding “Safe City” cameras and community ambassadors within parks to enhance the perception of safety and minimize crime.

PR P3.7 Coordinate with Federal Way Police Department on high priority parks that justify added security lighting, proactive patrol, and on-site surveillance.

Parks and Recreation Financing

Goal

PR G4 Operate the Parks and Recreation Department in a fiscally responsible manner.

Policies

PR P4.1 Budget adequate funding for maintenance and operation based on public use of facilities, at a level required to avoid future need for more costly complete renovations or replacement of existing parks, buildings, and other department-maintained facilities.

PR P4.2 Consider periodically updating the impact fee calculation to ensure that new development is paying for the need for increases in parks capacity.

Public Awareness/Outreach



Goal

PR G5 *Celebrate the City's park, open space, and recreation system by keeping residents informed about parks, recreational programming, and community events.*

Policies

PR G5.1 *Continue developing, implementing, and improving a comprehensive system-wide signage and wayfinding program for parks, open spaces, and walking routes.*

PR G5.2 *Periodically update the comprehensive pocket map of the City's parks, open space, and trail system.*

PR G5.3 *Continue public relations and publicity efforts to inform citizens of the recreational opportunities available using a variety of media, including websites, social media, and print newspaper.*

PR G5.4 *Consider developing a series of interpretative materials that educate park users about low-impact use of parks and open spaces. This effort may include adding physical signage to parks, and updating the City's website and Parks and Recreation Department publications.*

PR G5.5 *Monitor parks and recreation needs and trends periodically through questionnaires, surveys, meetings, and research.*

Maintenance

Goal

PR G6 *Maintain existing park resources in a manner that promotes safety, supports a diverse ecosystem, and minimizes ongoing maintenance costs.*

Policies

PR P6.1 *Maintain a maintenance phasing plan to address ongoing maintenance tasks and help to prioritize staffing.*

PR P6.2 *Integrate maintenance considerations in the planning and design of park facilities.*

PR P6.3 *Design and retrofit parks so that maintenance practices prioritize:*

- *Maximizing the use of native and naturalized plants and turf that are biologically appropriate for the region to avoid or minimize use of irrigation, fertilizers, and pesticides.*
- *Controlling erosion and runoff using natural materials such as grass or hay bales.*
- *Avoiding or minimizing the use of fertilizers and pesticides through the use of Integrated Pest Management practices, especially near water bodies.*

- Composting all organic wastes for use in parks and open space.
- Designing and retrofitting irrigation systems to use only the minimum water needed, only where needed.
- Retaining dead standing trees, fallen trees, logs, and vegetative litter, such as fallen branches, twigs, and leaves to preserve water and habitat where it is safe.
- Installing low-flow water devices where possible.
- Minimizing impervious surface/integrating natural drainage systems. Considering pervious pavement for park trails.
- Improve City staff capability to manage open space and public lands in the disciplines of natural resource management (e.g., habitat and wildlife biologist, horticulturist, etc.).

PR 6.4 Facilitate a coordinated response of City Departments to ensure that appropriate professionals (e.g., police, social workers) can provide information regarding the availability of human services to unhoused persons located in Federal Way’s parks and open spaces.

Coordination/Partnerships

Goal

PR G7 *City continues to foster relationships and share facilities and programming with other organizations and agencies that have an impact on, or interest in, the health and recreation of Federal Way residents.*

Policies

PR P7.1 City departments - including Parks and Recreation Department, Public Works, and Community Development and Planning should coordinate in areas that may affect parks, open spaces, and trails, such as:

- Development Review
- Acquisition of public lands
- Non-motorized transportation improvements

PR P7.2 Institute a program with Federal Way Public Schools to improve the appeal of District properties that are adjacent to public park facilities. Consider implementing joint use agreements for the shared use of facilities between FWPS and the Parks Department similar to those currently used at Lakota Park and Sacajawea Park. Identify entry improvements such as signage, landscaping, and lighting that may allow such properties to read as part of the overall parks and recreation system.

PR P7.3 Partner with other organizations concerned with improving public health through active living.

Acquisition/Surplus of Properties

Goal

PR G8 *Be prepared to act when land acquisition opportunities or major changes in the park system occur.*

Policies

PR P8.1 Focus on developing new parks in the areas that will experience population growth and increased density, or where deficiencies in level of service currently exist.

PR P8.2 Respond to opportunities to acquire ownership of lands that will make a unique or significant contribution to the City's overall park and open space system.

PR P8.3 Explore the potential to use other existing public lands to meet future park needs such as:

- City's undeveloped open spaces
- Other City-owned properties
- King County Surface Water Management District land
- Lakehaven Water and Sewer District spaces
- Federal Way Public Schools properties

PR P8.4 Establish a transition plan for King County parks within the Potential Annexation Area that would minimize costs to the City for bringing these parks up to City standards.

PR P8.5 Consider surplussing lands which are difficult and costly to maintain or do not significantly contribute to the overall parks and recreation system or provide benefits to Federal Way residents. Any revenues derived from surplussed land should be put towards the enhancement of existing parks and open spaces.

PR P8.6 Leverage funds from Federal Way's recently-adopted park impact fee to acquire new public lands.

City Center/High Density Areas

Goal

PR G9 *Integrate a system of open spaces, plazas, and walkways throughout the City Center and other high-density areas to make the areas livable, host community events, and create community identity.*

Policies

PR P9.1 Actively develop a plan for additional community gathering places in the City Center.

PR P9.2 Ensure that development standards within the City Center and other higher density neighborhoods continue to include adequate spaces set aside for parks and plazas.

PR P9.3 Encourage mini-parks/gardens near new multi-family development. Explore opportunities to do so in partnership with the Department of Community Development’s Planning Division and private developers.

Goal

PR G10 Encourage pedestrian and non-motorized development in the South Station Subarea near the future LINK Extension.

Policies

PR P10.1 Actively develop community gathering places within the South Station Subarea and encourage mini-parks and gardens near new multi-family development in collaboration with private developers.

PR P10.2 Ensure that development standards within the South Station area continue to include adequate spaces set aside for parks and plazas.

Neighborhood Gathering Places

Goal

PR G11 Establish neighborhood gathering places in neighborhood parks (where appropriate) where neighbors can meet, hold small-scale events, and establish and strengthen neighborhood identity.

Policies

PR P11.1 Designate some neighborhood parks as neighborhood gathering places, where appropriate, based upon an analysis of park potential and participation by local residents.

PR P11.2 Explore potential for more public use of the existing BPA trail right-of-way by encouraging other uses within the corridor (such as off-leash areas and community gardens if the area can be serviced with water).

Special Use Parks

Goal

PR G12 Provide for special use parks and/or facilities to meet specific community needs.

Policies

PR P12.1 Design parks with special uses such as off-leash areas, plazas, community gardens, or skate parks to accommodate anticipated levels of use and respond

to a diverse array of cultural needs, while minimizing impacts to neighboring properties.

PR P12.2 Expand recreational art programs within parks.

PR P12.2 Add sport courts and active recreation facilities, such as pickleball courts, to park areas where demonstrated need and interest is greatest.

Environmentally Sensitive Area

Goal

PR G13 *Manage environmentally sensitive lands for long-term ecosystem health and biodiversity of natural systems, while making them accessible to all members of the community.*

Policies

PR P13.1 Maintain open spaces so that they are accessible to residents.

PR P13.2 Protect ecologically sensitive areas from degradation due to human use and development through code enforcement and restoration efforts. Facilitate the provision of appropriate human services (e.g., police, social workers, etc.) to ensure that unhoused individuals receive appropriate services and care.

PR P13.3 Identify significant open space areas in the City, with emphasis on their habitat restoration efforts. Target areas within the City include:

- Hylebos Creek Basin
- Puget Sound waterfront and tributary creeks and streams

PR P13.4 Wildlife habitat requirements should be determined for species expected to occupy a given open space property. These habitat needs should help guide site restoration and design of recreational and other facilities.

PR P13.5 Support habitat improvements and site restoration efforts that will provide benefit to watersheds, wetlands, and salmon habitat.

PR P13.6 Preserve, protect, and enhance areas or structures found in parks or open spaces that have significant historic, archaeological, scientific, or cultural value to the City.

PR P13.7 Discourage expansion of park spaces where it might interfere with potentially hazardous areas.

PR P13.8 Continue seeking opportunities to fund the conservation of environmentally sensitive lands through programs such as the King County Conservation Futures Fund.

Environmental Education

Goal

PR G14 *Inform residents about the area’s environment so that they are aware of, and take pride in, the natural systems that help to define the character of the City.*

Policies

PR P14.1 Partner with existing local groups to lead educational tours of open spaces where there are safe walking trails and features of interest and importance. Encourage participation by Federal Way Public Schools.

PR P14.2 Integrate interpretive signage within the open spaces with habitat value and/or unique historic, archaeological, cultural qualities such as West Hylebos Wetlands, Brooklake, Panther Lake, Poverty Bay, Spring Valley, and Fisher’s Pond.

PR P14.3 Partner with Federal Way Public Schools to develop “learning landscape” opportunities such as gardens, plant nurseries, and landscape beautification for learning/teaching at school-based parks or adjacent City open spaces.

Privately Owned Open Space Lands

Goal

PR G15 *Preserve privately-owned open spaces with environmental constraints through incentive-based programs to provide ‘breathing-room’ open space.*

Policies

PR P15.1 Consider developing a program that allows private property owners to preserve their land as permanent open space using incentive-based mechanisms such as conservation easements.

PR P15.2 Consider developing a program to keep property owners adjacent to City parks and open spaces informed about control of invasive species and protection of environmentally sensitive areas.

PR P15.3 To gain maximum effect on the overall parks and recreation system, consider auditing and revising City code requirements for on-site open space to require contribution to the larger parks system rather than small, on-site parcels.

PR P15.4 Consider acquisition of privately-owned space that has enduring environmental value.

Shoreline Access

Goal

PR G16 *Ensure that residents can easily access public shoreline areas and enjoy a safe, scenic, and educational experience.*

Policies

PR P16.1 Improve public access on existing City shoreline properties.

PR P16.2 Explore potential to provide public access to the shoreline via small shoreline open spaces located at unopened street ends.

PR P16.3 Explore potential for a Washington Water Association trail (for kayaks, canoes and other non-motorized watercraft) connecting Federal Way parks along the waterfront, to a larger regional system of waterfront parks in Des Moines and Tacoma.

PR P16.4 Coordinate with State Parks and State Agencies to promote and enhance shoreline access.



Maintenance of Open Space

Goal

PR G17 *Maintain a system of open spaces that preserves Federal Way's natural heritage and character.*

Policies

PR P17.1 Develop an Open Space Management Plan for the entire system of open spaces, identifying resources such as wildlife habitat, shoreline, wetlands, scenic resources, recreational resources, and trails, and evaluate potential for highest and best use for each property.

PR P17.2 Prepare feasibility studies or park master plans for open spaces that offer some opportunity for passive recreational use, such as West Hylebos Wetlands, Spring Valley, Panther Lake, and Poverty Bay.

Goal

PR G18 Provide safe public access while keeping natural systems intact and well-functioning.

Policies

PR P18.1 Control invasive species and use native species, where feasible, when replacing or enhancing vegetation.

PR P18.2 Identify and preserve open spaces and corridors of high wildlife and water quality value.

PR P18.3 Where safety is not an issue, retain dead standing trees, fallen trees, and vegetative litter to preserve habitat and water quality values.



Walking System and Programs

Goal

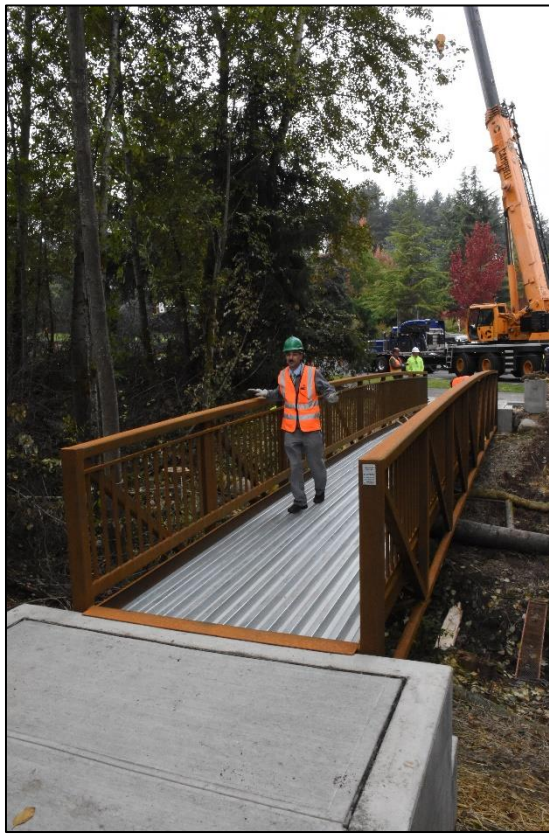
PR G19 Develop an interconnected system of trails and sidewalks throughout the City that are safe and comfortable and encourage people to walk and bike, as recreation, for commutes to work, and as a way to travel between destinations.

Policies

PR P19.1 Integrate park and open space planning with the Bicycle and Pedestrian Master Plan by coordinating with other departments such as Public Works and Community Development to prioritize and implement the plan.

PR P19.2 Identify parks and open spaces that are on routes to schools and coordinate with other agencies such as Federal Way Public Schools and Public Works to seek additional Safe Routes to Schools funding. Consider additional Safe Routes to School in Federal Way.

PR P19.3 Connect Celebration Park and Steel Lake Park via a network of sidewalk and pedestrian improvements through the City Center.



Goal

PR G20 Develop a Comprehensive City-wide Walking Program that would encourage people to walk by providing maps in Federal Way municipal buildings and online, creating an identifiable wayfinding signage system, connecting community landmarks and destinations through multi-use trails, seeking grant funding on a state and federal level, and organizing special events such as walking campaigns.

Policies

- PR P20.1 Create neighborhood walking routes that link parks and open spaces with trail/pedestrian improvements.
- PR P20.2 Create neighborhood walking maps (digital and physical) that identify walking routes, community landmarks and destinations, and locations of special events.
- PR P20.3 Design, create, and install unique wayfinding signage identifying neighborhood walking routes. Consider “adopt-a-route” sponsorships to finance wayfinding signage.

Social Interaction

Goal

- PR G21 *Provide programs and opportunities for social interaction among residents from all demographic backgrounds.*

Policies

- PR P21.1 Support a broader variety of cultural events and festivals.
- PR P21.2 Form partnerships with homeowner, community, and cultural organizations to build support for community events.
- PR P21.3 Support events and activities that reflect the cultural diversity of Federal Way.
- PR P21.4 Expand outreach efforts to underrepresented sectors of the Federal Way community for recreation programs and community events.
- PR P21.5 Prioritize funding for programs and park improvements that meet city, county, and regional equity goals.

Sports and Recreation

Goal

- PR G22 *Provide recreation programs and community events for all.*

Policies

- PR P22.1 Provide a diversity of sports and recreational opportunities including child, young adult, female, and co-ed specific leagues.
- PR P22.2 Accommodate special user groups, such as individuals with different abilities.

PR P22.3 Work with the Youth Commission to be more responsive to current recreational demands and develop more activities for teens.

PR P22.4 Increase funding for scholarships and/or co-sponsorships for sports groups and recreation programs.

PR P22.5 Conduct outreach to the diverse social, ethnic, and age groups within the Federal Way community during the Parks and Recreation planning and programming process to ensure it is collaborative and inclusive.

Active Living Recreation

Goal

PR G23 *The Parks and Recreation Department plays a role in promoting active, healthy lifestyles in the Federal Way Community.*

Policies

PR P23.1 Develop programs that promote walking, biking, rolling, and physical activity, with an emphasis on youth and senior groups.

Arts, Culture, and Recreation Programming

Goal

PR G24 *Serve the community's specific and diverse arts, cultural, and recreation programming needs.*

Policies

PR P24.1 Be adaptable to changing trends and demographics by providing a diverse range of programming.

PR P24.2 Coordinate with other recreation and cultural programming providers to ensure that the needs and interests of all ages, abilities, backgrounds, and incomes are being met.

PR P24.3 Regularly assess local recreational demand and participation.

Community Stewardship

Goal

PR G25 *Activate and increase social interaction within parks and open spaces by encouraging community use and maintenance where appropriate.*

Policies

- PR P25.1 Engage community organizations (such as Audubon, Master Gardeners, Service Clubs, Korean Seniors Association, and schools) in an Adopt-A-Park program.
- PR P25.2 Encourage cultural and special events to take place in parks.
- PR P25.3 Organize volunteer work parties in order to mobilize residents to implement community-backed projects and promote community engagement.
- PR P25.4 Engage residents in the park planning and design process when retrofitting or developing parks.
- PR P25.5 Engage the local business community to sponsor parks and organize employees into volunteer work teams.



APPENDIX A IMPLEMENTATION

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A.0 INTRODUCTION

For the 2024 periodic update, implementation of the Comprehensive Plan has been placed into this Appendix. The Comprehensive Plan, as a community-wide plan, is implemented by the combined efforts of individuals, businesses, neighborhoods, civic groups, and local government. Many of the Plan’s policies reflect this shared responsibility for community action.

Although a shared effort, City government has the primary responsibility of implementing the Plan. Two key options for implementation available to the City are management of future development by the application of land use regulations, and the allocation of public funds for physical improvements. The relationship of these activities to the Comprehensive Plan is specified in the Washington State Growth Management Act, which states that regulations shall be consistent with the Comprehensive Plan, and capital budgeting and spending shall be in conformance with the Comprehensive Plan.

A.1 CARRYING OUT THE PLAN

Consistent Regulations

Federal Way created regulations to ensure that development occurs consistent with the goals and policies contained in the Comprehensive Plan. These implementing regulations include zoning and subdivision ordinances, environmental laws, building codes, historic preservation laws, and design review procedures.

Zoning

The City’s zoning code controls the type of activity and intensity of development that may be permitted on property. Zoning restricts the location of residences, businesses, and other land uses, and sets requirements for building height, minimum lot size, and the amount of landscaping and parking that must be provided. The City’s official zoning code is part of the Federal Way Revised Code, and is specifically located in Title 19, the Zoning and Development Code. The zoning code consists of definitions, descriptions of zoning classifications and the uses allowed in each, dimensional standards for development, and maps that show how the zone classifications divide the entire City into land use districts. Since zoning is a device to implement the Comprehensive Plan, its rules must be consistent with the Plan. The 2024 Comprehensive Plan envisions revisions to the zoning code to implement the Land Use and Housing chapters, and the potential for additional code revisions relating to the Climate chapter.

Subdivision

The manner in which parcels of land are divided into smaller parcels, or platting, is specified in the City’s subdivision code, Title 18, Subdivisions. Subdivision provisions relate primarily to procedures for dividing land. These procedures include review by public agencies to ensure that zoning standards (minimum lot size, for example), street access, public facilities, and other urban service requirements are provided. State subdivision law requires that local legislative bodies include appropriate provisions to ensure that facilities specified in the Plan will be available to serve the subdivision at the time of development. To accommodate the need for more housing, the 2024 Comprehensive Plan seeks to facilitate land divisions within the City.

Environmental Review

The State Environmental Policy Act (SEPA) and Shoreline Management Act (SMA) ensure that environmental values are considered during decision-making by state and local agencies. SEPA and SMA give agencies the tools that enable them to consider environmental information, including mitigation measures, before rendering a decision on a proposed plan or project. SEPA and SMA also include provisions to involve the public, tribes, and interested agencies in most review processes prior to a final decision.

The environmental review process works with other regulations to provide a comprehensive review of a proposal. Combining the applicable environmental review processes and other laws reduces duplication and delay by combining study needs, comment periods, and public notices, and allowing agencies, applicants, and the public to consider all aspects of a proposal at the same time. SEPA and SMA also give agencies authority to condition or deny a proposal based on the agency’s adopted environmental policies and environmental impacts identified during permit review. The 2024 Comprehensive Plan does not envision many changes to environmental regulations in the City.

Design Guidelines

Design guidelines are a primary tool in Plan implementation to ensure that proposals are compatible in character with adjacent development and reflect the aesthetics of the community. Guidelines are adopted as descriptions, photos, or illustrations of desired character, and are representative of the City’s design preferences. Building materials, architectural details, site features, and the relationship of the development to the street and adjacent properties are common specifications included in design guidelines. The Guidelines are not intended to prescribe solutions or limit creativity, but rather, to establish a flexible framework that encourages innovation in design. The guidelines address site design, building design, architecture for portions of the City, pedestrians, and public spaces.

Design guidelines set expectations for developers and the general public for how new development will be incorporated into the City. The 2024 Comprehensive Plan looks to ensure Design Guidelines meet the following requirements: 1) only clear and objective development regulations governing the exterior design of a new development; 2) the standards must have at least one ascertainable guideline, standard, or criterion by which an applicant can determine whether a given design is permissible; 3) the

design guidelines may not reduce density, height, bulk, or scale beyond the underlying zone; and, 4) design review must be conducted concurrently with consolidated project review and may not include more than one public meeting.

Building Codes

Building codes help ensure that development is safe and not a threat to public health. These rules are applied when a property owner or tenant applies to the City for a building permit to gain approval to develop a property, including proposed structures. During the permitting process the proposal is checked for compliance with other codes and regulations such as zoning, SEPA, the Americans with Disability Act, Uniform Fire Code, and rules for historic preservation. The 2024 Comprehensive Plan does not envision significant modifications to the Building codes governing the City.

Conforming Capital Budget & Spending

As communities grow, new schools, parks, libraries, streets, water and sewer lines, and similar urban facilities are needed to serve the expanding population. The Capital Facilities Program (CFP) is an official City document that lists all of the City-provided facility needs identified by each service provider for the future, including those required to support future population growth. The City Council adopts the program as the official direction for long-range spending on public improvements.

Transportation, solid waste, police, and parks facilities are planned in greater detail in the citywide Capital Improvement Program (CIP). The CIP lists the specific physical improvements, specifies a time for construction, and identifies the anticipated source(s) of funds that will pay for the project. In addition to ongoing needs for repair and maintenance, these lists of capital facilities include the immediate improvements necessary to support growth, in conformance with the Comprehensive Plan.

Capital Facilities & Concurrency

The CFP and CIP outline the City's capital budgets and include projects needed to realize the policies in the Plan. The GMA's Concurrency rule ensures that those public facilities and services necessary to support development are adequate to serve development without decreasing current service levels below locally-established minimum standards, and are available when the service demands of development occur.

The basis for this rule is two-fold: new growth should pay its way without placing additional financial burden on existing residents or future generations, and growth should not reduce the quality or types of urban services that current residents enjoy. Concurrency is considered at the planning level and ensured at the project review level. During planning, the six-year CIP reflects City Council resolve to pursue funding for projects to meet the demands of new growth. The concurrency management system tracks current and future capital projects against land use trends and funding availability. At the project review level,

developments generating new service demands can only be approved if adequate public facilities and services are available to meet the needs of the development.

Strategic Implementation

Strategic implementation is the critical process of turning a well-crafted plan into actionable steps. It involves assigning responsibilities, allocating resources, and fostering a clear path forward to ensure the identified goals and objectives are meaningful in the growth of the City. It also requires the monitoring of progress and reporting that progress to the City Council. In other words, it is the art of making the Comprehensive Plan actionable.

A.2 MONITORING AND EVALUATION

Throughout the life of the Comprehensive Plan, a monitoring and evaluation process is conducted periodically to assess the effectiveness of the goals and policies and to identify portions of the Plan that may need to be added or modified in order to produce a result consistent with the Growth Management Act (GMA), the community's stated visions and values, and the changing needs and priorities of the community.

Many sources of information may be used during this process. Building permit records indicate whether new development activity is concentrating in designated centers, as described in the Comprehensive Plan. Departmental budgets, six-year CIP, and findings from the Concurrency Management System demonstrate whether adequate resources exist and if they are being allocated at a level sufficient to accomplish the Plan's objectives. Quality of life factors are tracked over time as they relate to the goals and policies of the Comprehensive Plan – such as environmental quality, physical health, economic vitality, social justice, housing availability, and other factors. Also, public participation in the annual Comprehensive Plan amendment process helps to identify unmet needs or new issues.

In addition, staff will provide an annual progress report to the Planning Commission and the Land Use Transportation Committee on progress on the implementing actions.

A.3 IMPLEMENTATION MATRICES

Purpose

Putting the Plan into action is one of the most important, and arguably most challenging, aspects of the comprehensive planning process. Without viable, realistic mechanisms for implementation, the community vision and goals presented in the

Comprehensive Plan will be difficult to realize. For Federal Way, the implementation matrices serve as that tool, providing direction to the City and community for the years following approval of the update of this Plan.

This section establishes an action-oriented process to ensure the Plan functions as a living document, advancing the long-range vision for the community, while also being responsive to changing conditions. The intended outcomes of these matrices are:

1. Advancing the goals and policies in the Plan.
2. Creating a manageable work program for the City to implement the Plan.
3. Demonstrating the City's commitment to the implementation of the Plan by creating a measurable progress report.

Structure of the Matrices

The implementation matrices provide guidance on how to put the Plan to work and begin transforming ideas and aspirations into actions. The Plan has a long-term horizon, looking ahead to 2044, and contains too many goals and policies to attempt to implement at one time. Therefore, implementation of the Plan must rely on prioritizing actions to ensure the efficient use of resources, as well as incremental and sustained progress to bring the Plan to life.

The implementation matrices focus on near-term (1-2 years), and mid-term (3-5 years) actions. There are many goals and policies contained in the Plan that did not drive a trackable implementing action in the next five years. In other words, where certain goals and policies are not listed in the implementation matrices, there are no correlating implementing actions recommended in the next five years. That does not mean that, as actions are taken, other actions could not be added during this 20-year period.

A column was added to describe the expected amount of work needed to accomplish each implementation task and another column to identify the responsible party to lead the implementing action. Although most of the implementing actions will be managed by the City, as stated earlier, successful implementation of this Plan will also rely on action by the community.

This appendix of the Comprehensive Plan is an action plan and should be updated as progress occurs on these items. The iterative process of taking action, reporting on results, and updating the priorities is necessary to respond to change and to keep the Plan current, while continuing to implement the Plan's goals and policies.

CHAPTER 2 - Land Use

Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3- 5years)
LU G1	<i>Support a land use framework and regulations that implement the goals of the Growth Management Act; are responsive to changes in state statutes; support VISION 2050 Regional Growth Strategy and King County Countywide Planning Policies; include policies addressing environmental justice; and provide sufficient actions to accomplish the goals and policies contained in this plan.</i>	LU P1.3	Foster a diverse community comprised of neighborhoods that provide a range of housing options; a vibrant City Center; well designed and functioning mixed-use, commercial and office areas; and distinctive neighborhood retail areas.	Consider annually updating or drafting new development regulations to be responsive to updates to GMA and local, regional, and state policies.	Planning	Moderate	Ongoing	
		LU P1.6	Track progress toward increasing health equity and ensuring environmental justice throughout the City.	Create tracking metrics and commence tracking.	Planning	Heavy		✓

CHAPTER 2 - Land Use

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5 years)</u>
LU G2	<i><u>Develop an efficient, predictable, transparent, fair, and timely development review process.</u></i>	LU P2.1	<u>Maximize efficiency and predictability of the development review process and conduct regular reviews of development regulations to determine how to improve upon the permit review process.</u>	<u>Following full utilization of My Building Permit, review permitting times and look for opportunities for improvement.</u>	Planning	Moderate		✓
		LUP 2.4	<u>Look to incorporate new technologies to improve permit processing times.</u>	<u>Audit peer cities' permitting processes looking for best practices.</u>	Planning	Moderate		✓
LU G3	<i><u>Periodically update the City inventory of buildable land capacity and evaluate development activity and achieved densities to ensure that the City</u></i>	LU P3.3	<u>Evaluate household and employment inventory and forecasts on a periodic basis to ensure that land use policies and regulations based on previous</u>	<u>Update Buildable Lands inventory every 5 years.</u>	IT - GIS	Moderate		✓

CHAPTER 2 - Land Use

Near and Mid-Term Implementation

<u>GOAL</u> <u>#</u>	<u>Goal</u>	<u>POLICY</u> <u>#</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort</u> <u>(light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5 years)</u>
	<i>is able to meet both its regionally-adopted housing and employment targets over the next 20 years as well as the criteria for the City's Regional and Countywide Growth Centers.</i>		assumptions remain relevant.					

CHAPTER 3 - Transportation

Near and Mid-Term Implementation

<u>GOAL</u> #	<u>Goal</u>	<u>POLICY</u> #	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort</u> (<u>light,</u> <u>moderate,</u> <u>heavy</u>)	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
				<u>Transportation policies are implemented by Public Works staff in coordination with other departments, as needed.</u>	<u>PW</u> <u>Transportation</u>			

CHAPTER 4 – Economic Development

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>		<u>Mid Term (3- 5years)</u>
ED G3	<i>Invest in placemaking spaces and community amenities to help attract businesses to Federal Way.</i>	ED P3.1	<u>Actively work to facilitate joint public/private funding of infrastructure and public spaces.</u>	<u>Work with City lobbyists and Grant writers to further city priorities.</u>	<u>Economic Development</u>	<u>Light</u>			<u>Ongoing</u>
		ED P3.3	<u>Support the City of Federal Way’s Sister City Program to build cultural and employment ties with Sister City communities.</u>	<u>Keep City/Sister City connections active with annual interactions.</u>	<u>Economic Development</u>	<u>Light</u>			<u>Ongoing</u>
ED G8	<i>Encourage cooperative partnerships to address the economic resilience of the City.</i>	ED P8.1	<u>Promote the redevelopment of existing underdeveloped areas as a means to sustain the economy and provide employment opportunities.</u>	<u>Work to connect property owners and developers to facilitate development in the City.</u>	<u>Economic Development</u>	<u>Light</u>			<u>Ongoing</u>
		ED P8.3	<u>Actively encourage redevelopment of the City Center and the creation of a vibrant downtown.</u>	<u>Work on a Placemaking strategy for Downtown.</u>	<u>Planning</u>	<u>Moderate</u>	<input checked="" type="checkbox"/>		
ED G13	<i>Explore models for expediting the permitting process for</i>	ED P13.1	<u>Continue to implement a streamlined permitting process to reduce the upfront costs of locating</u>	<u>See LUP 3.1 and LUP 3.2</u>					

CHAPTER 4 – Economic Development

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
	<i>targeted projects to improve permitting timelines and predictability for applicants.</i>		<u>businesses or redeveloping businesses in the City and seek ways to make the process more applicant-friendly.</u>					

CHAPTER 5 - Housing

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
H G1	<i>Support housing growth consistent with regional targets.</i>	H P1.1	<u>Amend development regulations to remove or lessen regulatory and financial barriers to housing construction and facilitate a diverse range of housing forms that expand housing choice, are land use efficient, and are inclusive to community needs.</u>	<u>Audit existing zoning code, and propose amendments to development regulations to effectively meet housing need.</u>	Planning	Moderate		✓
		H P1.2	<u>Periodically monitor, analyze, and evaluate residential development and displacement to determine progress toward meeting regional targets at all income bands.</u>	<u>Comply with King County monitoring and evaluation of Housing Chapter implementation and performance.</u>	Planning	Moderate	✓	
H G2	<i>Diversify housing supply</i>	H P2.1	<u>Adopt and implement Transit Oriented</u>	<u>Amend zoning and or development</u>	Planning	High	✓	

CHAPTER 5 - Housing

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
	<i>typology, size, renter/ ownership options, and affordability levels at urban densities to maximize the accessibility to public transit investments.</i>		<u>Development strategies designed to encourage dense residential development and diverse pedestrian-oriented uses close to transit stations.</u>	<u>regulations around the future TDLE station.</u>				
		H P2.4	<u>Increase capacity for and promote greater diversity of housing types to bridge the gap between detached single-family and dense multifamily.</u>	<u>Adopt amendments to development regulations compliant with HB 1110.</u>	Planning	High	✓	
H G3	<i>Expand and protect opportunities for homeownership citywide.</i>	H P3.2	<u>Work with property developers to include ownership opportunities in residential and mixed-use development projects.</u>	<u>Allow ownership options as an appropriate public benefit when negotiating Development Agreements.</u>	Planning	Low	✓	
		H P3.5	<u>Where appropriate, reduce minimum lot sizes to permit the construction</u>	<u>Amend minimum lot size limits in appropriate low-density areas.</u>	Planning	Moderate		✓

CHAPTER 5 - Housing

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
			<u>of smaller detached single-family houses on smaller lots.</u>					
H G4	<u>Collaborate and build connections with populations most disproportionately impacted by past housing policies.</u>	H P4.1	<u>Evaluate and consider the potential economic and social impact that City policies, development regulations, and zoning may have on the cost of housing for those vulnerable to displacement.</u>	<u>Conduct assessments of economic and social impacts of City policies, development regulations, and zoning changes on vulnerable populations.</u>	Planning	Moderate	✓	
H G6	<u>Encourage and incent the development of affordable housing and mixed income projects, providing for a</u>	H P6.2	<u>Maintain sufficient land supply and adequate zoning within the City to accommodate Federal Way’s housing needs for permanent supportive housing and emergency housing.</u>	<u>Partner with affordable housing developers, SKHHP, Sound Transit, and community-based organizations, etc., to secure financing to meet the households with the greatest needs.</u>			Ongoing	

CHAPTER 5 - Housing

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
	<i>range of housing opportunities affordable to households with moderate, low, and very low incomes.</i>	H P6.5	<u>Consider delaying, deferring, or exempting affordable housing from development fees, concurrency requirements, payment of impact fees, offsite mitigation, and other development expenses that do not compromise environmental protection or public health, safety, and welfare concerns, or constitute a nuisance.</u>	<u>Incent development of affordable housing and continue to fund projects that serve very low-income residents.</u>			Ongoing	
		H P6.6	<u>Consider delaying, deferring, or exempting affordable housing from development fees, concurrency requirements, payment of impact fees, offsite mitigation, and other</u>					

CHAPTER 5 - Housing

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5 years)</u>
			<u>development expenses that do not compromise environmental protection or public health, safety, and welfare concerns, or constitute a nuisance.</u>					
H G7	<i>To the extent possible, preserve the existing supply of housing and promote housing stability. Take steps to help ensure Federal Way's housing stock is safe, habitable, and maintained over the long term.</i>	H P7.2	<u>Identify low-income and very low-income housing units that may be lost due to redevelopment or deteriorating housing conditions and develop strategies that seek to preserve these units.</u>	<u>Coordinate and participate in County and subregional level conversations and investigate best practices for sustainable data collection of income restricted and low-income housing.</u>	<u>Planning</u>	<u>Low</u>		✓

CHAPTER 5 - Housing

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
H G8	<i>Work to help keep people in their homes and limit economic, physical, and cultural displacement.</i>	H P8.1	Explore opportunities for implementing community preference allowing housing developments to prioritize certain applicants when leasing or selling units in communities at high risk of displacement, and/or right to return policies for displaced residents.	Coordinate and participate in County and subregional level conversations and investigate best practices for establishing anti-displacement programs like a right to return.	Planning	Low		✓

CHAPTER 6 – Capital Facilities

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
CF G2	<i>Meet current needs for capital facilities in Federal Way, correct deficiencies in existing systems, and replace or improve obsolete facilities.</i>	CF P2.1	<u>Give priority consideration to projects mandated by local, state, and federal law.</u>	<u>As applicable, incorporate and/or prioritize projects that:</u> 1. <u>Are mandated by local, state or federal law.</u> 2. <u>Are subsequent phases of a partially funded project.</u> 3. <u>Preserve prior investments or reduce maintenance or operating costs.</u> 4. <u>Correct for deficiencies or replace worn out facilities.</u> 5. <u>Are partially funded by outside monies.</u> 6. <u>Meet concurrency requirements.</u>	Parks & Recreation and/or Public Works	Moderate	Ongoing	
	CF P2.2	<u>Give priority consideration to subsequent phases of phased projects when phase one is fully funded and under construction.</u>						
	CF P2.3	<u>Give priority consideration to projects that renovate existing facilities and preserve the community’s prior investment or reduce maintenance and operating costs.</u>						
	CF P2.4	<u>Give priority consideration to projects that correct existing capital facilities deficiencies, encourage full utilization of existing</u>						

CHAPTER 6 – Capital Facilities

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
		CF P2.5	<p><u>facilities, or replace worn out or obsolete facilities.</u></p> <p><u>Give priority to projects where leveraged monies such as grants and low interest loans can be used.</u></p>	<p><u>7. Promote the conservation, preservation, redevelopment, and revitalization of commercial, industrial, and residential areas.</u></p> <p><u>8. Are located in City Center.</u></p> <p><u>9. Leverage grants and low interest loans.</u></p>				
CF G3	<i><u>Provide capital facilities to serve and direct future growth within Federal Way as it</u></i>	CF P3.3	<u>Give priority consideration to projects needed to meet concurrency requirements for growth management.</u>					
		CF P3.9	<u>Require connection to sanitary sewer service where sewer service is</u>	<u>Work toward adoption of an objective sewer connection</u>	Planning	Moderate	✓	

CHAPTER 6 – Capital Facilities
Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
	<i>further develops.</i>		<u>available and where connection would not result in harm to environmental critical areas.</u>	<u>requirement, in coordination with sewer providers and King County.</u>				
CF G7	<i>Ensure planning and siting for all capital facilities is conducted in an environmentally sound, socially equitable, and inclusive manner.</i>	CF P7.1	<u>Inform the siting or expansion of essential public facilities or facilities of regional importance using a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that equitably disperses impacts and benefits while supporting the Countywide Planning Policies.</u>	<u>When siting or expanding capital facilities, ensure robust public involvement that includes intentional outreach to historically marginalized and disproportionately burdened communities.</u>	<u>All City departments involved in the siting and use of public facilities</u>	<u>Moderate</u>	<u>Ongoing</u>	

CHAPTER 6 – Capital Facilities

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
		<u>CF P7.2</u>	<u>Work toward more affordable and equitable access to public facilities throughout Federal Way, with a particular focus on identifying coverage gaps and supporting increased access by historically marginalized and disproportionately burdened communities.</u>	<u>Include accessibility and equity scoring in decision-making criteria in siting and utilizing public facilities, as well as environmental justice indicators to ensure historically marginalized communities do not receive disproportionate negative impacts from the siting of public facilities.</u>	<u>All City departments involved in the siting and use of public facilities</u>	<u>Light</u>	<u>Ongoing</u>	
				<u>Increase opportunities and places for public awareness about discounted services for public facilities and use of utilities covered by the capital facilities chapter.</u>	<u>All departments</u>	<u>Light</u>	<u>Ongoing</u>	

CHAPTER 6 – Capital Facilities

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
		CF P7.4	<u>Implement water conservation and efficiency efforts to protect natural resources, reduce environmental impacts, and support a sustainable long-term water supply to serve the growing population.</u>	<u>Identify and, where feasible, pursue opportunities to improve water conservation through City operations and/or through the sharing of public information.</u>	<u>Public Works and Parks, in coordination with Lakehaven Water & Sewer District as appropriate</u>	<u>Moderate</u>		✓

CHAPTER 7 - Centers

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5 years)</u>
C G1	<i><u>Focus a majority of the City's future employment and residential growth in centers and promote the creation of healthy, walkable, compact, and equitable transit-oriented neighborhoods that maintain distinct character, local culture, and identity.</u></i>	C P1.3	<u>Plan for densities in the area surrounding high-capacity transit stations that maximize the benefits of public transit investments and are consistent with applicable center criteria. Provide incentives for multifamily residential development and consider offering incentives to promote new and/or redeveloped commercial uses.</u>	<u>Perform annual performance evaluations of development and redevelopment within centers. Identify and monitor successful incentives and tools utilized.</u>	<u>Planning</u>	<u>Light</u>	<u>Ongoing</u>	

CHAPTER 7 - Centers

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
C G2	<i><u>Plan for adequate infrastructure, amenities, and services for centers to meet growth expectations</u></i>	C P2.5	<u>Use public-private partnerships to meet community needs, promote public health and well-being, provide access to opportunity, and enhance the quality of life for residents and visitors.</u>	<u>Continue to pursue public-private partnerships and execute development agreements within Centers.</u>		Moderate	Ongoing	
	<i><u>and promote a high quality of life for all current and future residents and employees.</u></i>	C P2.8	<u>Identify and employ appropriate funding tools and opportunities to develop necessary infrastructure to attract and promote Federal Way's centers as a destination for employment and residential growth.</u>	<u>Implement Tax Increment Area projects in RGC.</u>	<u>Planning, Public Works, Economic Development</u>	High		✓
C G4	<i><u>Foster equitable, inclusive, and sustainable urban</u></i>	C P4.4	<u>Promote inclusive housing options and increase choices in residences for growing families, seniors desiring to age in place, young</u>	<u>Promote and expand opportunities for income restricted affordable housing and preservation of existing</u>	<u>Planning</u>	Moderate	✓	

CHAPTER 7 - Centers

Near and Mid-Term Implementation

<u>GOAL</u> <u>#</u>	<u>Goal</u>	<u>POLICY</u> <u>#</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort</u> <u>(light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
	<i><u>development practices in the City's centers to ensure the well-being and prosperity of all community members, including Black, indigenous, and People of Color communities, immigrants and refugees, people with low-incomes, people with disabilities, and communities with language access needs.</u></i>		<i><u>professionals, and other groups not served by existing housing trends. Expand the supply and typologies of housing by providing a range of dwelling configurations, unit sizes, tenures, and affordability levels.</u></i>	<i><u>affordable housing in centers.</u></i>				

CHAPTER 7 - Centers

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5 years)</u>
C G5	<i>Create an identifiable Regional Growth Center that serves as the social, cultural, and economic focus of the City.</i>	C P5.2	<u>Update the RGC Subarea Plan to ensure it is achieving the Plan’s vision as subarea conditions evolve over time and are better understood.</u>	<u>Update the RGC Subarea plan from 2015 for submission to the PSRC for recertification in 2025.</u>	Planning	High	✓	
		C P5.3	<u>Update the RGC boundary to include the RGC Expansion area in the RGC.</u>	<u>Submit a request to expand the boundary of the RGC to the PSRC.</u>	Planning	High	✓	
C G8	<i>Create an identifiable Countywide Growth Center and South Station Subarea that serves as a secondary center for the City by planning for and realizing</i>	C P8.2	<u>Discourage the expansion of existing low density/intensity uses while recognizing that these potentially non-conforming uses may choose to remain in the South Station area for the foreseeable future.</u>	<u>Amend development regulations, permitted uses, and consider rezoning of property within the CGC.</u>	Planning	Moderate	✓	
		C P8.4	<u>Periodically assess and update the South Station Subarea Plan to ensure it is achieving the Plan’s vision as subarea conditions evolve</u>	<u>Update the South Station Subarea Plan and implementing actions in 2029 and 2034.</u>	Planning	High		✓

CHAPTER 7 - Centers

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5 years)</u>
	<i>an urban, mixed use, multimodal neighborhood that achieves the CGC criteria and supports the South Station Subarea Plan vision.</i>		<u>over time and are better understood.</u>					

CHAPTER 8 – Natural Environment

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
NE G1	<i>Ensure development activities, infrastructure investments, and municipal operations maintain and enhance natural resources and habitats to the extent practicable and feasible.</i>	NE P1.6	Update environmentally critical area regulations to be consistent with best available science while also taking into consideration the City’s obligation to meet urban-level densities and other requirements under the GMA.	Development review shall ensure that regulations, standards and policies for the protection, conservation, and enhancement of the environment are met during the design of new development.	Planning	Light	Ongoing	
NE G6	<i>Conserve and protect environmentally critical areas and their buffers from loss or degradation and</i>	NE P6.5	The City’s wetland inventory will be updated when new delineations and ratings are approved by the City.	As new delineations are provided as part of development, revise the GIS layer on City maps.	IT - GIS	Light	Ongoing	

CHAPTER 8 – Natural Environment

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
	<i>seek opportunities for their protection and enhancement as natural and economic assets of the City.</i>							
<u>NE G7</u>	<u>Preserve, protect, and enhance fish and wildlife habitat.</u>	<u>NE P7.5</u>	<u>Adopt and implement fish habitat conservation plans in support of WRIA 9.</u>	<u>Work with the community to develop a fish habitat conservation plan.</u>	<u>PW SWM</u>	<u>Heavy</u>		✓

CHAPTER 9 – Utilities

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
U G1	<i>Work with utilities, other jurisdictions, and interdepartment ally to allow for full and timely service that meets the needs of City residents and businesses, both present and future, and to position the City to accommodate new energy and communications technologies.</i>	U P1.6	Identify new public works and development regulations, or amendments to existing regulations, that properly plan for and accommodate the adoption of new and emerging energy and communications technologies in the City.	Review development regulations and, if it is found that current public works standards or development regulations pose unnecessary or unreasonable barriers to the rollout of new or emerging technologies in Federal Way, and when expansion of those technologies would be in the best interests of the City as a whole and the City’s residents, initiate a standalone code amendment and/or development effort to properly plan for those technologies.	Planning	Moderate		✓

CHAPTER 9 – Utilities

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
		<u>U P1.7</u>	<u>Maintain and elevate interdepartmental discussions and consideration of recommendations from the 2023 Federal Way Broadband Planning Study.</u>	<u>Identify which of the recommendations from the Broadband Planning study will be pursued, and initiate their implementation.</u>	<u>IT</u>	<u>Moderate</u>	✓	
<u>U G2</u>	<u>Work with utilities to allow them to provide service in a way that balances cost-effectiveness with environmental protection, aesthetic impact, public safety, and public health.</u>	<u>U P2.5</u>	<u>Work with utility providers in preparing a right-of-way vegetation plan that ensures that the needs of landscaping and screening are balanced with the need to prevent power outages.</u>	<u>Review existing development regulations and public works guidelines to ensure consistency with Policies U P 2.5-2.7, and U P 3.3-3.5, and initiate a code or policy amendment if inconsistencies are found.</u>	<u>Planning</u>	<u>Light</u>	✓	
		<u>U P2.6</u>	<u>Require that site-specific utility facilities such as antennas and substations be reasonably and appropriately sited and screened to mitigate adverse aesthetic impacts.</u>					

CHAPTER 9 – Utilities

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
U G3	<i>Increase opportunities to create and utilize renewable and sustainable energy sources such as solar and wind power, to reduce the City's greenhouse gas emissions, and to improve the City's resiliency to hazards.</i>	U P3.3	Facilitate the use of solar power in residential, governmental, and commercial applications by implementing straightforward review and approval processes.					
		U P3.4	Evaluate and, if necessary, revise zoning regulations to address the siting of small-scale wind power generation facilities for the use of individual properties.					
		U P3.5	Evaluate ways to accommodate small-scale, neighborhood-level power generation.					

CHAPTER 9 – Utilities

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
U G7	<i>Work toward more equitable and affordable access to telecommunications services throughout Federal Way, with a particular focus on identifying coverage gaps and supporting increased access by historically marginalized and disproportionat</i>	U P7.3	<u>Identify development regulations and policies that support equitable, affordable, convenient, and reliable utilities in Federal Way.</u>	<u>Review existing development regulations and Public Works standards and identify and pursue revisions to codes and standards that could improve utility equity, affordability, and convenience in Federal Way.</u>	<u>Planning, in coordination with Public Works</u>	<u>Moderate</u>	✓	

CHAPTER 9 – Utilities

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
	<i>ely burdened communities.</i>							

CHAPTER 10 - Shoreline

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
<u>SMP G1</u>	<u>Shoreline areas shall permit a variety of development types in accordance with the FWRC, FWCP, and Shoreline Master Plan designations. Designs, densities, and locations for all allowed uses and developments shall consider physical and natural features of the</u>	<u>SMP P1.6</u>	<u>Federal Way shall consider the goals and policies of the SMP in all land use management decisions regarding the use or development of adjacent uplands where such use or development may have an adverse effect on designated shorelines.</u>	<u>Development review shall ensure that regulations, standards and policies for the protection, conservation, and enhancement of the environment are met during the design of new development.</u>	<u>Planning</u>	<u>Light</u>		<u>Ongoing</u>

CHAPTER 10 - Shoreline

Near and Mid-Term Implementation

<u>GOAL</u> <u>#</u>	<u>Goal</u>	<u>POLICY</u> <u>#</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort</u> <u>(light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5 years)</u>
	<i><u>shoreline and prevent a net loss of shoreline ecological functions.</u></i>							
<u>SMP</u> <u>G 11</u>	<i><u>Develop regional solutions with other jurisdictions, tribes, and interested parties to resolve the challenge of protecting shoreline ecological functions, while also managing</u></i>	<u>SMP</u> <u>P11.1</u>	<u>Continue work with the State, King County, Watershed Resource Inventory Area (WRIA) 9 Steering Committee, and other governmental and non- governmental organizations to explore how local governments can contribute to the preservation and restoration of ecological processes and shoreline functions.</u>	<u>Update Title 15 prior to June 30, 2029, or as otherwise required by RCW 90.58.080.</u>	<u>Planning</u>	<u>Moderate</u>		✓

CHAPTER 10 - Shoreline								
Near and Mid-Term Implementation								
<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
	<i>shoreline developments.</i>							

CHAPTER 11 – Arts, Culture, and Historic Preservation								
Near and Mid-Term Implementation								
<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
ACHP G3	<i>Increase the presence of art in the City.</i>	ACHP P3.1	Ensure highly visible local destinations incorporate art installments, amenities for performances, and elements	Evaluate the process to pursue a creative district designation for <u>Downtown Federal Way.</u>	Parks Department, Arts Commission, Planning	Moderate		✓

CHAPTER 11 – Arts, Culture, and Historic Preservation

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
			for education and beautification.					
		<u>ACHP P3.3</u>	<u>Encourage public agencies to incorporate public art and design features on above-grade infrastructure.</u>	<u>Consider public art as an appropriate public benefit in Development Agreement negotiations with public agencies and private developers.</u>	<u>Planning</u>	<u>Light</u>	<u>Ongoing</u>	
<u>ACHP G4</u>	<u>Support an environment for artists to thrive.</u>	<u>ACHP P4.1</u>	<u>Promote Federal Way as a welcoming and inclusive destination for artists, creative professionals, and cultural organizations by removing barriers and expanding opportunities to showcase and spread awareness of the creative industry.</u>	<u>Consider development regulation amendments to remove barriers for live/work uses that include both residential and nonresidential space that can be used as art studio space.</u>	<u>Planning</u>	<u>Moderate</u>	✓	

CHAPTER 11 – Arts, Culture, and Historic Preservation

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
		<u>ACHP P4.2</u>	<u>Evaluate processes, procedures, and policies for temporary events hosted at City facilities to reduce barriers for community and cultural events.</u>	<u>Review and evaluate process, procedures, and policies for temporary events hosted at City facilities to remove barriers and promote inclusivity and welcoming of cultural diversity.</u>	<u>Parks Department</u>	<u>Moderate</u>	✓	
		<u>ACHP P4.4</u>	<u>Support communication among artists, creative professionals, cultural organizations, and the business community to increase awareness and promote relationship building.</u>	<u>Create and maintain inventories and contact lists for the sharing of information and networking among the creative community and organizations.</u>	<u>Art Commission and Parks Department</u>	<u>Light</u>	✓	
<u>ACHP G5</u>	<u>Ensure Federal Way is an inclusive, welcoming place that</u>	<u>ACHP P5.3</u>	<u>Ensure city functions, facilities, and events are accessible to and inclusive of the diverse cultures in the community, for example</u>	<u>Evaluate City facility contracts and consider modifications to food and catering policies to</u>	<u>Parks Department and Diversity, Equity, and</u>	<u>Moderate</u>	✓	

CHAPTER 11 – Arts, Culture, and Historic Preservation

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5 years)</u>
	<i>promotes a strong sense of community pride.</i>		<u>providing culturally appropriate language services and food and beverage options (e.g. Halal, non-pork, vegetarian, vegan).</u>	<u>ensure inclusivity of local cultural diversity.</u>	<u>Inclusion Analyst</u>			

CHAPTER 12 – Community Services

Near and Mid-Term Implementation

GOAL #	Goal	POLICY #	Policy	Implementing Action	Lead	Level of Effort (light, moderate, heavy)	Near Term (1-2 years)	Mid Term (3-5years)
CS G1	<i>Improve receptivity and awareness of diversity, equity, accessibility, and inclusion (DEAI) principles and practices in the City and provide accessible and culturally-relevant services.</i>	CS P1.1	Foster relationships between the City and interested and effected parties focusing on developing partnerships and serving historically underserved, underrepresented, and underfunded communities.	Initiate meetings with diverse parties throughout the City and continue follow-up over time.	Community Services	Light	✓	
		CS P1.2	Ensure community outreach and engagement opportunities are both tailored and broadly accessible with appropriately varied locations, times, modalities, and formats, including accommodations for persons with disabilities.	Establish community outreach resources on ways for staff to ask demographic questions and document qualitative data. Develop and implement training on internally-created tools and other available resources such as LanguageLine and Granicus.	Community Services	Moderate	Ongoing	
		CS P1.4	Promote services that respect the diversity and dignity of individuals and					

CHAPTER 12 – Community Services

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5years)</u>
			<u>families and that are accessible to all members of the community.</u>					
		<u>CS P1.5</u>	<u>Ensure internal access to resources, tools, and trainings related to the integration of DEAI in the City.</u>					
		<u>CS P1.3</u>	<u>Ensure physical and digital accessibility and meaningful language access.</u>	<u>Complete an initial Language Access Plan. Promote and integrate into City systems such as the website.</u>	<u>Community Services</u>	<u>Heavy</u>	<u>✓</u>	
				<u>Periodically update Language Access Plan including community engagement.</u>	<u>Community Services</u>	<u>Heavy</u>		<u>Ongoing</u>
		<u>CS P1.6</u>	<u>Use quantitative and qualitative data in planning, program development, and evaluation, to ensure services are culturally</u>	<u>Regularly update community demographic data and provide access to it.</u>	<u>Community Services</u>	<u>Light</u>		<u>Ongoing</u>

CHAPTER 12 – Community Services

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
			relevant, inclusive, and are meeting a community need.					
CS G2	<i>Support a healthy, safe, and diverse community in which residents have access to services to eliminate poverty, increase resiliency, and help residents attain their maximum level of self-reliance and well-being.</i>	CS P2.1	Address basic needs through the provision of services increasing housing stability, health, and food security.	Document funding and other assistance in support of identified community needs.	Community Services	Light	Ongoing	
		CS P2.2	Promote individual and community safety through prevention, intervention, and crisis services.					
		CS P2.3	Promote and support services that reduce poverty by fostering stability and self-sufficiency for individuals and families.					
		CS P2.4	Adapt grantmaking and social service response to emerging and/or critical needs.	Periodically update the Community Needs Assessment and CDBG Consolidated Plan.	Community Services	Moderate	Ongoing	

CHAPTER 12 – Community Services

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
CS G3	<i>Work to increase human services funding to sufficient and sustainable levels with a focus on strategic investments.</i>	CS P3.1	Implement grantmaking with ethical stewardship and accountability.	Oversee and monitor grants consistent with laws, regulations, and local policies.	Community Services	Light	Ongoing	
		CS P3.2	Provide grants that meet the needs of and improve quality of life for residents with low- to moderate-income.	Allocate general funds, federal Community Development Block Grant funds, and other ongoing, one-time, and pass-through funding to non-profit agencies that are addressing identified needs and providing human services to Federal Way residents.	Community Services	Moderate		

CHAPTER 12 – Community Services

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5years)</u>
		<u>CS P3.3</u>	<u>Continue active participation in local and regional planning efforts related to human services.</u>	<u>Participate in or lead local and regional planning efforts for social services.</u>	<u>Community Services</u>	<u>Light</u>	<u>Ongoing</u>	
		<u>CS P3.4</u>	<u>Support new and existing human services programs, and coordinate policies, legislation, and funding at the local, regional, state, and federal levels.</u>	<u>Explore a codified increase for general fund social services funding and provide technical assistance to new and existing programs.</u>	<u>Community Services</u>	<u>Moderate</u>	<u> </u>	<u><</u>

CHAPTER 13 – Climate & Resiliency

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
CR G1	<i>Track and reduce GHG emissions through City of Federal Way operations and communications.</i>	CR P1.1	Monitor and share local GHG emissions trends to help confirm that targets to reduce GHG emissions are being met.	Update the City’s GHG inventory consistent with WA State guidance.	Planning	Heavy		✓
		CR P1.6	Refine the City’s climate change planning, and implementation of goals and policies, in coordination with other jurisdictions in the region and consistent with state climate change and resiliency requirements.	Elevate discussions about joining the King County-Cities Climate Collaboration (K4C).	Planning	Light	✓	
				Amend the climate change and resiliency chapter consistent with state requirements by the time of any state mandated deadlines.	Planning	Heavy		✓
		CR P1.7	Collaborate with Puget Sound Energy to achieve mutually-desired outcomes for greenhouse gas reduction, energy efficiency, community support, and	Partner with PSE to: a) Promote financial assistance and discounted billing programs for income qualified residents in	Planning, in coordination with Parks and Public Works	Moderate		✓

CHAPTER 13 – Climate & Resiliency

Near and Mid-Term Implementation

<u>GOAL</u> #	<u>Goal</u>	<u>POLICY</u> #	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort</u> (light, moderate, heavy)	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
			<u>system reliability and resiliency.</u>	<u>order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.</u> b) <u>Promote energy efficiency programs and initiatives.</u> c) <u>Promote local investments and customer enrollment in clean energy projects and programs in order to achieve clean energy goals.</u> d) <u>Promote and support programs designed to decrease load on the grid</u>				

CHAPTER 13 – Climate & Resiliency

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
				<p>during times of peak use.</p> <p>e) <u>Promote and support the growth of customer owned distributed energy resources.</u></p>				
CR G6	<i><u>Support the development of a local economy that fosters business opportunities that are consistent with the City's climate change and resiliency goals.</u></i>	CR P6.1	<u>Identify opportunities to foster the growth of 'green' businesses in Federal Way including, but not limited to, developing a green jobs strategy.</u>	<u>Identify 'green' business opportunities in Federal Way and, if feasible, a 'green' jobs strategy tailored to the City that is consistent with the City's economic development goals.</u>	<u>Economic Development</u>	<u>Heavy</u>		✓

CHAPTER 13 – Climate & Resiliency

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
CR G8	<i><u>Preserve and enhance the City’s natural resources, including urban forests and mature trees that capture and store carbon.</u></i>	CR P8.6	<u>Revise tree standards to allow for more flexibility and ensure a qualitative approach to tree preservation that promotes carbon sequestration and the use of native vegetation.</u>	<u>Develop and implement regulations, standards, and incentives to encourage developers to transfer density, seek variances, and make adjustments necessary to preserve trees and natural open space in a manner that optimizes tree preservation and protection.</u>	Planning	Moderate		✓
		CR P8.8	<u>Strengthen tree density and street tree requirements in areas of the City expected to accommodate most of the City’s growth through 2044.</u>	<u>Review existing Zoning regulations and Public Works guidelines and identify code and policy changes that will achieve greater tree canopy where the City’s highest growth is expected.</u>	Planning, in coordination with Public Works	Moderate		✓

CHAPTER 13 – Climate & Resiliency

Near and Mid-Term Implementation

<u>GOAL #</u>	<u>Goal</u>	<u>POLICY #</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort (light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3- 5years)</u>
CR G11	<i>Implement development regulations to reduce the likelihood of public and private property losses in geologically hazardous areas.</i>	CR P11.9	<u>Strengthen development regulation standards for geologically hazardous areas.</u>	<u>Review all existing geologically hazardous area code requirements considering a longer time horizon, cumulative effects of nearby activities, and both natural and human factors that may limit the effectiveness of mitigation measures when development is permitted in geologically hazardous areas.</u>	Planning	Moderate	✓	

CHAPTER 14 – Parks & Recreation

Near and Mid-Term Implementation

<u>GOAL</u> <u>#</u>	<u>Goal</u>	<u>POLICY</u> <u>#</u>	<u>Policy</u>	<u>Implementing Action</u>	<u>Lead</u>	<u>Level of Effort</u> <u>(light, moderate, heavy)</u>	<u>Near Term (1-2 years)</u>	<u>Mid Term (3-5 years)</u>
				<u>**See PROS Plan**</u>	<u>Parks</u>			

The 2015 Comprehensive Plan *City Center* Chapter is **deleted** in its entirety with this 2024 periodic update.

The 2015 Comprehensive Plan *Potential Annexation Areas* Chapter is **deleted** in its entirety with this 2024 periodic update.

The 2015 Comprehensive Plan *Twin Lakes* Chapter is **deleted** in its entirety with this 2024 periodic update.

The 2015 Comprehensive Plan *Glossary* is **deleted** in its entirety with this 2024 periodic update.

Exhibit C – Official Zoning Map

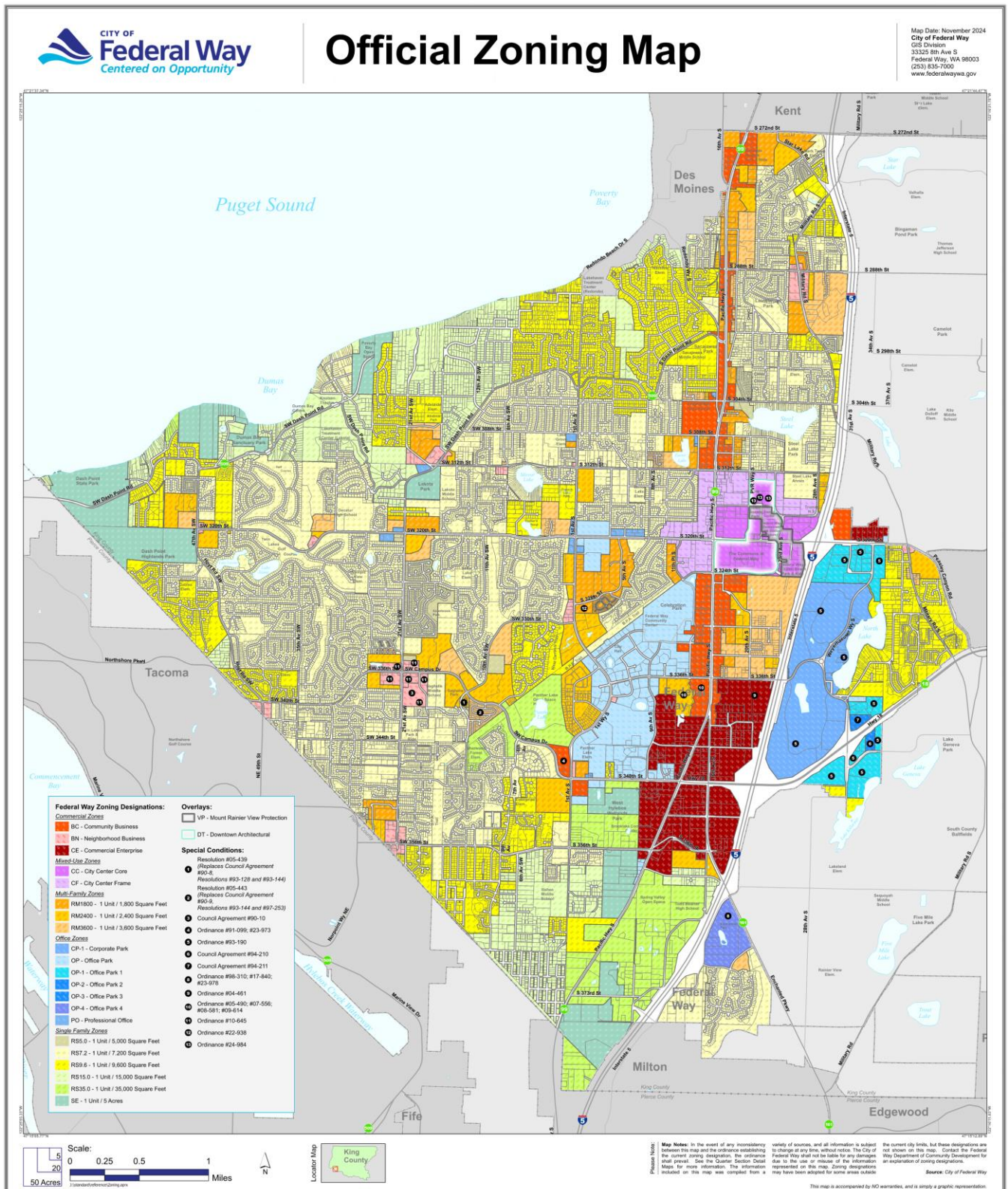


Exhibit D – Rezone parcel map

