CAC Response to DPD Recommendations

	CAC Response			
DPD Recommendation	**I Agree**	**I Disagree**	**I Want to discuss at CAC meeting**	**Suggested Revision**
The Director recommends approval of the Master Plan subject to the conditions outlined in Section Error! Reference source not found.**, at the conclusion of the Director's report and listed below. The Director recommends denial of the requested increase in MIO heights on the eastern half-block.**				
Revisions to Master Plan Text (numbering is based on order in Director's Recommendation)				
30. Eastern Block - The half-block, east of 18th Avenue, shall have a MIO height of 37 feet. A portion of this half block shall be conditioned down to 15 feet in height as shown on page 53 of the Master Plan.				
31. Eastern Block - Facades facing the east property line of the 18th Avenue half block, shall have no un-modulated facades greater than 40 feet, excluding the façade within the portion of MIO conditioned down to 15 feet in height. Required modulation on the east facade shall have a depth no less than five feet and width no less than ten feet.				
32. Exemptions from FAR - Page 55 of the Final Master Plan shall be amended to state: Exemptions from FAR shall include: Portions of structures below grade; Mechanical penthouses located on the rooftop; and a 3.5 percent reduction in gross square feet located above grade to accommodate mechanical and electrical areas accessory to the structure.				
Recommended Conditions of Master Plan Approval				
Design Review:				
1. The Standing Advisory Committee (SAC) will review and comment during the schematic and design stage of all proposed				

and potential projects intended for submission of applications to the City as follows: Any proposal for a new structure greater than 4,000 square feet or building addition greater than 4,000 square feet; and proposed street use term permits for the new skybridge and tunnel. Design and schematics shall include future mechanical rooftop screening.				
To reduce traffic:				
2. TMP Goal Prior to First Building Permit – Prior to the approval of the first building permit (all phases) allowed under the Master Plan, Swedish shall achieve the employee SOV rate of 50 percent. The goal will apply to everyone who works within the Swedish-Cherry Hill MIO at least 20 hours/week. The final Master Plan gives details of the proposed TMP elements on pages 80-84; the FEIS also describes the proposed TMP in Section 3.7. To facilitate achievement of the 50 percent SOV goal, the first Transit TMP element shall be modified to read, "Provide all tenants with access to a 100% subsidy of transit pass cost including ferry and rail." ***(NOTE: In the final version, the word "employees" will be added to "tenants" so it will read "Provide all tenants and employees with access…."***				
3. TMP Goal Reduction Over Life of Master Plan: The TMP SOV goal of 50 percent shall be further reduced by 1 percent every two years to a maximum 38 percent SOV goal in 25 years (estimated time of full build-out of the Master Plan). Swedish shall be allowed a higher SOV rate in any year in which the First Hill neighborhood average Commute Trip Reduction (CTR) goal is found to be higher than the calculated Swedish SOV rate reduction, not to exceed the First Hill average CTR goal. The First Hill CTR area is identified by SDOT as an area generally located between I-5 on the west and Lake Washington on the east. The northern boundary is generally the north end of Capitol Hill. The southern boundary is in the vicinity of, but north of, I-90.				
4. Capital Improvements Prior to Issuance of First Master				

Use Permit - Prior to issuance of the first Master Use Permit for development under the final Master Plan, receive SDOT concept approval for capital improvements at the first seven intersections listed in Table 3.7-17 of the Final EIS. The capital improvements at these locations shall be constructed prior to issuance of the Certificate of Occupancy for the first building associated with this MUP.				
5. Project Level Traffic Safety Evaluation and Implementation with Each Master Use Permit Application - As part of the review process for each master plan project, review the intersections identified on Table 3.7-17 of the Final EIS to assess potential project impacts. If impacts are identified, specific mitigation and the level of responsibility for each location would be identified as a condition of MUP approval. Potential improvements for each location are identified in Table 3.7-17. The level of responsibility could include, but is not limited to, construction of physical improvements or a proportional cost contribution to improvements.				
6. Pronto Bikeshare Program - When the Pronto Bikeshare Program is extended to the Swedish Cherry Hill neighborhood, as determined by the Seattle Department of Transportation, Swedish shall install and pay for a bikeshare station within the campus boundaries, and offer discounted bikeshare memberships to all campus employees covered by the TMP.				
7. 18th Avenue Access - No more than two access drives shall be located along the east side of 18th Avenue.				
8. **Transportation Review as Part of Future MUP Review** - As part of the Master Use Permit review process for future projects developed under this Master Plan: a) Apply updated TMP elements and assess TMP performance b) Update Master Plan parking requirements and reassess long-term campus parking supply recommendations				

c) Assess operational and safety conditions for proposed garage accesses and loading areas d) Assess pedestrian, truck, and vehicular circulation conditions, and identify safety deficiencies that could be remedied as part of the project under review. e) Assess loading berth requirements and where possible consolidate facilities so that the number of berths campus wide is less than the code requirement. f) Develop a campus wide dock management plan to coordinate all deliveries to the loading berths along 15th, 16th, and 18th Avenues. This plan shall be developed and submitted to DPD and SDOT for review no later than submittal of the first Master Use Permit application for development under this Master Plan. Approval of this plan is required prior to issuance of the first building permit for development under this Master Plan. The dock management plan would provide protocols on scheduling and timing of deliveries to assist in minimizing on-street impacts of trucks waiting to access loading berths. Other elements that should be considered in the management plan include: • Truck size would be limited to 65 feet' in length or less, assuming loading berths could accommodate this size. • Work with vendors to minimize the number of deliveries to and from the site such as by using a larger delivery truck. • Work with multiple vendors to encouraged consolidating loads prior to delivery so as the reduce truck demand. • Explore commercial vehicle loading opportunities in the off-street parking facilities (such as proposed for the 18th Avenue Garage), to relieve the on-street commercial vehicle load zones. • Explore time of delivery management tools such using secure drop boxes and secure rooms to store deliveries				

during times when staff are not available to accept deliveries. g) Assess truck delivery routes between Swedish Cherry Hill and I-5 and along E Cherry Hill and E Jefferson Street to identify potential impacts to roadways along those routes. h) Reduce the impact of truck movements on local streets and potential conflicts with pedestrians by consolidating loading facilities and managing delivery schedules. i) Review of future projects would include an evaluation of truck access and loading berths, evaluate means and methods to ensure relevant Seattle noise regulations are met. j) Evaluate proposed bicycle parking facilities through the following design elements : • Bicycle parking access should be ramped and well lit. • Bicycle parking should be located close to building entrances or elevators if in a parking structure. • Short-term general bicycle parking areas should be sheltered and secure • Long-term staff bicycle parking should be located in enclosures with secure access. • Staff lockers for bicycle equipment should be provided in long-term bicycle parking areas. • Bicycle racks should be designed to allow a U-lock to secure the frame and wheels to the rack. • Bicycle parking should be separated from motor vehicle parking. • Shower facilities and locker rooms should be close to the bicycle parking area.				
<u>To improve vehicular, pedestrian and bicycle circulation:</u>				
9. Concept Streetscape Design Plan for 18th Avenue Prior to 18th Avenue Medical Office Building - Prior to Master Use Permit submittal of the 18th Avenue Medical Office Building, submit to SDOT for review and acceptance a concept streetscape design plan for both sides of 18th Avenue between				

E Cherry and E Jefferson Streets. Swedish Cherry Hill shall submit a draft of the Plan to the Standing Advisory Committee for its review and comment concurrent with its review by SDOT. The plan shall be prepared consistent with the provisions of the Seattle Right-of-Way Improvements Manual, and Seattle Greenway standards if 18th Avenue is designated as a Seattle Greenway. Elements of the concept streetscape design plan for 18th Avenue must include, but are not limited to: wayfinding for both pedestrians and bicyclists, pedestrian scale lighting and landscaping along building frontages. If the street is designated as a Greenway, the design must include speed humps to slow traffic and pavement markings to designate shared vehicular and bicycle usage. Stated elements and design requirements may be modified by SDOT.				
10. Concept Streetscape Design Plan for Each Street Frontage Containing Pocket Parks Prior to Master Use Permit Submittal For Adjacent Structures - Prior to Master Use Permit submittal for each development abutting a street frontage that will contain a pocket park, submit to SDOT for review and acceptance a concept streetscape design plan for the street frontage adjacent to the campus. Swedish Cherry Hill shall submit a draft of the Plan to the Standing Advisory Committee for its review and comment concurrent with its review by SDOT. The plans shall be prepared consistent with the provisions of the Seattle Right-of-Way Improvements Manual. Elements of the concept streetscape design plan for 18th Avenue must include, but are not limited to: the elements of the pocket park, wayfinding for both pedestrians and bicyclists, pedestrian scale lighting and landscaping. Stated elements and design requirements may be modified by SDOT. ***(NOTE: In the final version the reference to "18th Avenue" will be deleted. The condition will apply to all streets containing pocket parks)***				
11. Wayfinding Plan Prior to Submittal of the First Master Use Permit Application - Prior to submittal of the first Master				

Use Permit application for development under the Master Plan, submit to DPD for review and approval a comprehensive wayfinding plan that both identifies the goals of the wayfinding plan (including safety and legibility) and incorporates entry points to and through the campus for pedestrians, bicyclist and motorist. DPD shall consult with SDOT in its review. Swedish Cherry Hill shall submit a draft of the Plan to the Standing Advisory Committee for its review and comment concurrent with its review by the City. Approval of this plan is required prior to issuance of the first building permit for development under this Master Plan.				
12. Wayfinding Plan - As part of each project, ensure that pedestrian and vehicular circulation needs are addressed in a manner consistent with the campus wayfinding plan.				
13. Updated Parking, Loading and On-campus Circulation Plan - With each Master Use Permit application, Swedish Cherry Hill shall provide an analysis of impacts of parking driveways, loading and service area drives, and pick-up/drop-off areas on pedestrian and vehicular flow on the surrounding sidewalks and streets. Appropriate design measures shall be identified and implemented to avoid adverse impacts to pedestrians, bicyclists and motorists.				
(NOTE: This condition duplicates Condition 13 above and will be deleted in the final version) **14. Pedestrian and Bicycle Safety -** With each subsequent Master Use Permit application, Swedish Cherry Hill shall provide an analysis of impacts of parking driveways, loading and service area drives, and pick-up/drop-off areas on pedestrian and vehicular flow on the surrounding sidewalks and streets. Appropriate design measures shall be identified and implemented to avoid adverse impacts to pedestrians, bicyclists and motorists				
15. Pedestrian Facilities - As part of each project, provide frontage improvements to ensure that pedestrian facilities				

meet established city standards at the time of redevelopment. The extent of such improvements should take into account 'priority design features' as described in the SDOT Right of Way Manual and the intent of the Swedish Cherry Hill Master Plan Design Guidelines.				
<u>To maintain and increase transit ridership:</u>				
16. King County Metro Transit Stops with First Master Use Permit Application – With the first Master Use Permit application proposed under the Master Plan, Swedish shall submit street improvement plans incorporating current transit stops along E Jefferson Street. Transit stop design shall include; installation of Real Time information signs (RTIS); expansion of the covered waiting area and seating for passengers; Installation of pedestrian scale lighting; and extension of the inbound paved passenger boarding area to the east to accommodate space for two buses at the bus zone. Amenities such as benches and landscaping shall be provided and maintained by Swedish Cherry Hill.				
17. King County Metro Transit Stops - Swedish Cherry Hill shall coordinate with King County Metro to ensure existing transit stops are not impacted by development.				
18. Recycling and Trash Receptacles - Swedish Cherry Hill shall provide and maintain recycling and trash receptacles at any bus stop directly abutting Swedish Cherry Hill campus development.				
<u>To reduce the impacts of height, bulk and scale:</u>				
19. Features Exceeding MIO Height Limits – Elevator penthouses and screened rooftop mechanical equipment may extend 10 feet above the MIO 37 foot height limit and 15 feet above the MIO 65, 105 and 160 MIO height limits.				
20. Modulation – With the exception of the facades facing the east property line of the 18th Avenue half block, no un-modulated façade shall exceed 125 feet in length. Modulation				

shall be achieved by stepping back or projecting forward sections of building facades.				
21. Modulation on Rear Façade of East Campus - Facades facing the east property line of the 18th Avenue half block, shall have no un-modulated facades greater than 40 feet, excluding the façade within the portion of MIO conditioned down to 15 feet in height. Required modulation on the east facade shall have a depth no less than five feet and width no less than ten feet.				
22. Western Block - New structures or additions to existing structures shall be located 10 feet from the property line located adjacent to E Jefferson Street on the western block.				
23. Eastern Block - The half-block, east of 18th Avenue, shall have a 25-foot setback measured from the east property line. No structures, except fencing, shall be located within this 25-foot setback.				
24. Eastern Block - Future development shall comply with setbacks and design guidelines contained within the Swedish Cherry Hill Master Plan.				
25. Open Space Plan Prior to Approval of First Master Use Permit for Central Campus - Prior to approval of the first Master Use Permit for development in the central campus, Swedish Cherry Hill shall present the open space plan for the main entry plaza and courtyard between the Annex and James Tower to the Standing Advisory Committee for review and comment. DPD shall review and approve the plan prior to issuance of the Mast Use Permit. The open space shall be improved prior to final occupancy of the issued building permit for the development.				
26. Detailed Landscaping Plan With Each Master Use Permit Application - Swedish Cherry Hill shall submit a landscaping plan with each Master Use Permit application to the SAC for review and comment prior to submittal to DPD for approval. Provide landscaping and open space for pedestrian				

interest, scale, partial building screening and building contrast. The SAC shall use the Design Guidelines as a benchmark for review and comment on proposed landscaping.				
27. Detailed Landscaping and Fencing Plan for Rear Setback Prior to Approval of Master Use Permit for 18th Avenue Medical Office Building - Prior to the approval of the Master Use Permit for the 18th Avenue Medical Office Building, Swedish Cherry Hill shall develop a detailed landscaping and fencing plan for the rear setback area. Swedish Cherry Hill shall submit the landscaping and fencing plan to the SAC for review and comment prior to submittal to DPD for approval.				
28. Streetscape Activation - Design of new structures shall include special provisions to activate the streetscape along E Cherry Street, 15th Avenue, 16th Avenue and the east side of 18th Avenue through transparency, visible activity, and defined entries at grade level.				
29. Future Skybridge – The future skybridge shall be designed and constructed with materials that would contribute to transparency of the skybridge to the extent possible in order to minimize potential impacts to view corridors on campus. Height and width of skybridges will be limited to accommodate the passage of people and supplies between buildings. Approval of the location and final design of any skybridges will occur through the City's Term Permit process.				
Recommendation Rezone Conditions				
See Condition 30 above requiring that the Master Plan be revised to change the MIO height on the half-block, east of 18th Avenue, to MIO 37.				
Recommended SEPA Conditions – During Construction				
During Construction for Future Development				
33. Construction Management Plan - To mitigate potential construction-related impacts, Swedish shall develop a CMP in				

conjunction with site-specific developments. This plan would be coordinated with the DPD Noise Abatement Office and SDOT, and must be submitted and approved prior to issuance of a building permit. The plan would include the following elements: • Construction Communication – Including a Contact and Community Liaison. The chair of the Standing Advisory Committee will be included in the Construction Communication Plan associated with site-specific development along with the Contact person and Community Liaison. • Construction Hours and Sensitive Receivers – Identifying demolition and construction activities within permissible construction hours. • Construction Noise Requirements – All demolition and construction activities shall conform to the Noise Ordinance, except as approved through the variance process. • Measures to Minimize Noise Impacts – List measures to be implemented to reduce or prevent noise impacts during demolition and construction activities during standard and non-standard working hours. • Construction Milestones – A description of the various phases of demolition and construction, including a description of noise and traffic generators, and anticipated construction hours for each phase. • Construction Noise Management – Identify techniques to minimize demolition and construction noise including: timing restrictions, noise reduction construction technologies, process modifications. • Construction Parking Management – Areas for construction worker parking would be identified on-site. Construction workers will be required to park in these areas or in other off-street parking facilities.				

• Construction Traffic/Street and Sidewalk Closures – Demolition, earthwork excavating, concrete and other truck routing plans will be developed and submitted for approval through SDOT for site-specific development. The Construction Management Plan shall identify potential sidewalk and bicycle lane closures or rerouting, and shall consider the need for construction truck traffic to avoid peak traffic periods (e.g., 6-9 AM, 3-6 PM).				
<u>During Construction for Future Development – Air Quality</u>				
34. Swedish Cherry Hill shall participate in the Seattle 2030 District Challenge.				
35. Site development would adhere to Puget Sound Clean Air Agency's regulations and the City's construction best practices regarding demolition activity and fugitive dust emissions, including the following: • Spray water (when necessary) during demolition, grading, and construction activities to reduce emissions of particulate matter • Cover dirt, gravel, and debris piles to reduce dust and wind-blown debris • Cover open-bodied trucks to reduce particulate matter blowing off trucks or dropping on roads while transporting materials. Alternatively, wetting materials in trucks or providing adequate freeboard (space from the top of the material to the top of the truck) could be used to reduce dust and deposition of particulate matter • Provide wheel washers at construction sites to remove particulate matter from vehicle wheel wells and undercarriages before they exit to decrease deposition of particulate matter on area roadways • Promptly sweep public streets (when necessary) to remove particulate matter deposited on paved roads and subsequent wind-blown dust • Monitor truck loads and routes to minimize dust-related				

impacts • Turn off construction trucks and engine-powered equipment during long periods of non-use, instead of being left idling, to reduce exhaust emissions and odors • Require emission-control devices on construction equipment and using relatively new, well-maintained equipment to reduce exhaust emissions of CO, GHGs, and particulate matter from engine exhaust • Provide quarry spall areas onsite prior to construction vehicles exiting the site • Schedule the delivery and removal of construction materials and heavy equipment to minimize congestion during peak travel time associated with adjacent streets.				
<u>During Construction for Future Development – Groundwater</u>				
36. The applicant shall submit a geotechnical report for each future site-specific building as part of the MUP application. The report would identify subsurface soil and groundwater conditions and would include measures for mitigating any identified impacts.				
<u>During Construction for Future Development – Noise</u>				
37. Develop and implement a CMP that includes site-specific sound level reduction measures.				
38. Use engine enclosures and mufflers on construction equipment.				
39. Locate portable equipment as far as possible from sensitive receptors.				
40. Turn off equipment during periods of nonuse.				
41. Use ambient sensitive broadband backup alarms.				
42. Place stationary equipment as far away from sensitive receiving locations as possible. Where this is infeasible, or where noise impacts are still significant, portable noise barriers could be placed around the equipment with the opening directed away from the sensitive receiving property.				
43. Place construction staging areas expected to be in use				

for more than a few weeks as far as possible from sensitive receivers as possible.				
During Construction for Future Development – Traffic and Parking				
(NOTE: In the final version, this condition will be combined with the Construction Management Plan conditions listed in Condition 33 above.) **44.** Development and Implementation of a CMP for proposals that require demolition and/or construction that would effect on- or off-site parking, existing pedestrian, bicycle, and vehicular circulation patterns or transit routes or stops. See Condition 24 above. The following elements shall be included in the CMP if applicable. • Schedule the most intensive construction activities such that they are spread out over time and prohibiting material deliveries from leaving or entering the area during AM and PM peak hours when feasible. • Schedule street closures and other disruptions to the street system during off-peak periods to minimize impacts to the system. • To ensure safe campus access and circulation adjacent to the construction site for patients and employees, provide information to patients, staff and visitors ahead of time regarding detours, signs, and potential parking access or facility changes. • Provide safe pedestrian and bicycle circulation adjacent to the construction site through the use of temporary facilities, detours, and signs. • Coordinate with Metro transit relative to construction activity that could affect transit service proximate to the project site. • Include a parking provision in construction contracts between Swedish Cherry Hill and the general contractor and between the general contractor and subcontractors,				

such as specifying where construction workers should park, shuttles, etc. Areas for construction worker parking will be identified on-site. Construction workers will be required to park in these areas or in other off-street parking facilities. • If construction activities cause the need to close on-street parking adjacent to the site, coordinate such closures with SDOT and obtain appropriate street use permits.				
<u>During Construction for Future Development – Public Services</u>				
45. Fence and light the portions of the site that are under construction during phased redevelopment, as well as monitor by surveillance cameras to help prevent construction site theft and vandalism.				
46. During demolition and construction, recycle construction and debris waste to the extent feasible, based on the existence of hazardous materials.				
47. Consult SFD to plan fire access routes to and on the site.				
48. Review fire flow requirements and hydrant location/capacity with SFD to ensure adequate capacity.				
49. During major development on the Swedish Cherry Hill campus, Swedish shall examine and report to DPD the impact of development on the public sewer infrastructure from the development site to where SPU's collection system connects to King County interceptors (approximately 3,300 linear feet downstream).				
50. In the event that a tunnel is constructed across 16th Avenue, Swedish Cherry Hill shall relocate public sewer and water mains that are impacted to carry flows around the impacted area in other parallel street rights-of-way.				
51. Use low-impact development measures such as bio-retention cells or bio-retention planters to reduce the demand on stormwater infrastructure.				
52. In addition to Low Impact Development measures, major development on the Swedish Cherry Hill campus would				

trigger the need for flow control and water quality measures as part of the storm drainage design requirements for the site. Required water quality measures would involve following the Seattle stormwater design guidelines and using the BMPs for water quality that would work effectively on the site while meeting the necessary requirements. BMPs that would likely be used include bio-filtration tree wells, stormwater filter units, or water quality vaults. There are also several other possible measures that could be used, but it will depend on site constraints and the amount of stormwater that needs to be treated.				
Recommended SEPA Conditions – During Operation				
During Operation - Greenhouse Gas Emissions Swedish should implement the following potential mitigation measures during future design and construction of buildings on campus:				
53. Natural Drainage and Green Roofs – Where feasible, provide green roofs to provide additional open space, opportunities for urban agriculture, and decreased energy demands by reducing the cooling load for the building. As development planning occurs in conjunction with specific buildings on-campus, consider incorporation of green roofs associated with that building where feasible. Green Stormwater Infrastructure (GSI) would be developed for flow control and water quality treatment to the maximum extent feasible.				
54. Tree Protection – The City has aggressive urban forest goals in order to help restore tree cover which has been lost due to development. Trees can provide stormwater management, habitat value, noise buffering, air purification, carbon sequestration, and mitigation of the urban heat island effect. Trees also have a positive effect on property values and neighborhood quality. Protect existing trees, as feasible, and				

pay careful attention to new tree planting to help meet the Seattle Comprehensive Urban Forest Management Plan Goals for multi-family residential and commercial development by achieving 15 to 20 percent overall tree canopy within 30 years.				
55. Native Plants – Native plants are adapted to the local climate and do not depend upon irrigation after plant establishment for ultimate survival. Use native plants in landscaping to reduce water demand and integrate with the local ecosystem. Create green spaces that use native, non-invasive plants, to reduce water and fertilizer consumption, and align with good urban landscaping design practices.				
(NOTE: This condition will be moved to SEPA construction conditions in the final version) **56. Waste Management and Deconstruction –** When existing buildings are demolished, identify opportunities to reduce the amount of waste being sent to the landfill with sustainable waste management strategies and by implementing aggressive demolition recycling. Some of the options that could mitigate waste generated by redevelopment on the Swedish Cherry Hill campus include onsite source separated recycling, potential reuse of demolition materials onsite, deconstruction of existing buildings, and salvage and reuse of building components.				
57. Building Design – Building design on the Swedish Cherry Hill campus should integrate a wide variety of green building features, including energy and water conservation, waste reduction, and good indoor environmental quality. Tools and standards that are used to measure green building performance could be used. Some options include: Built Green, LEED, and the Evergreen Sustainable Development Criteria. Develop custom green building guidelines to guide building design and construction. Some of the specific building design strategies that could be considered include solar panels for electricity generation or domestic solar hot water; energy				

star rated appliances; water conserving fixtures beyond code; low toxic materials, finishes, and flooring; energy and water sub-metering for individual units; high-efficiency fixtures such as dual flush toilets; toilet flushing and irrigation supplied by recaptured wastewater or rainwater; dual plumbing systems for all new buildings to accommodate water reuse; and wind-generated alternative energy.				
<u>During Operation - Noise</u>				
58. No mechanical equipment shall be located at grade between the structure and residential uses adjacent to the east property boundary of the campus.				
59. All garage venting shall be directed away from residential uses adjacent to the east property boundary of the campus.				
60. Alternatives to mechanical maintenance equipment (e.g., leaf blowers, power washers, etc.) should be explored (such as sweeping or using a hose to wash driveways where feasible) or equipment that produces lower sound levels used.				
61. Depending on the location of loading docks relative to residences, restrictions should be implemented to limit noisy deliveries to daytime hours.				
62. Exhaust vents for all underground parking facilities should be located and controlled to reduce noise at both on- and offsite residential locations and to ensure compliance with the City noise limits. Mechanical equipment operating at night has a 45 dBA limit at the adjacent residential zone.				
63. If mechanical maintenance equipment is needed for a specific task (e.g., power washing prior to painting), it should be scheduled during the weekday during normal business hours (9:00 AM to 5:00 PM) to coincide with higher ambient noise conditions.				
64. Loading docks should be designed and sited with consideration of nearby sensitive receivers and to ensure that noise from truck traffic to and from the docks and from loading				

activities would comply with the City noise limits.				
65. Solid waste, compacting, composting, and recycling collection should (to the extent feasible) be designed to minimize or eliminate line-of-sight from collection/pickup points to nearby sensitive receivers.				
66. Solid waste, compacting, composting, and recycling collection times should be scheduled for daytime hours.				
67. To minimize noise impacts associated with HVAC and air-handling equipment, equipment should be selected and positioned to maximize noise reduction to the extent possible. When conducting analyses to ensure compliance with the Seattle noise limits, facility designers would assess sound levels as they relate to the nearby residential uses.				
68. To minimize the potential for noise impacts resulting from regular testing of emergency generators, the location of such equipment should be considered during building design relative to residences, and equipped with noise controls to minimize noise intrusion.				
During Operation - Aesthetics Conditions for Master Plan approval are included to reduce or eliminate aesthetic impacts. See Recommended Conditions 19 through 30 above.				
During Operation - Light and Glare				
69. Use low-reflective glass and other materials, window recesses and overhangs, and façade modulation.				
70. Use landscaping, screens, and "green walls" to the extent practicable to obstruct light from shining to offsite locations.				
71. Restrict nighttime illumination of the site and selected buildings to provide lighting only when function or safety requires it.				
72. Equip interior lighting with automatic shut-off times. Install automatic shades installed where lighting is required for emergency egress.				

73. Use screens or landscaping as part of parking or structure design to obstruct glare caused by vehicle headlights.				
During Operation – Transportation Conditions for Master Plan approval are included to reduce or mitigate transportation impacts. See Conditions 2 through 18 above.				
During Operation - Public Services - Police				
74. Include permanent site design features to help reduce criminal activity and calls for service, including: orienting buildings towards sidewalks, streets and/or public open spaces; providing convenient public connections between buildings onsite and to the surrounding area; and, providing adequate lighting and visibility onsite, including pedestrian lighting.				
75. Apply Crime Prevention Through Environmental Design (CPTED) principles to the development of its open space and public amenities to enhance the safety and security of the areas.				
During Operation - Public Services – Solid Waste				
76. Continue implementation of waste reduction and recycling measures including an informational website, efficient use of materials and supplies, food and yard waste composting, hazardous waste recycling, and general office recycling.				