



City of Seattle

Department of Planning and Development
D. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 3003825
Applicant: Mike Moedritzer of Tonkin Hoyne Architects for
Seattle Housing Authority
Address of Proposal: 4411 31st Ave S (formerly 4412 MLK Jr Way S).

SUMMARY OF PROPOSED ACTION

Land Use Application to allow 28 residential units (2 single family homes, 6 apartments, 20 townhomes) within ten structures and surface parking for 30 vehicles (Seattle Housing Authority). Addendum to EIS has been prepared by the Seattle Housing Authority.

Design Review – [Chapter 23.41](#) Seattle Municipal Code

SEPA – [Chapter 25.05](#) Seattle Municipal Code (substantive conditioning only)

SEPA DETERMINATION Exempt DNS MDNS EIS
 DNS with conditions
 DNS with conditions involving non-exempt grading or demolition or involving another agency with jurisdiction.¹

¹ The Seattle Housing Authority prepared and issued a Draft and Final EIS on May 2, 2001 and October 1, 2001

SITE AND VICINITY DESCRIPTION

The site is located east of Martin Luther King Jr. Way South at the center of the Seattle Housing Authority's (SHA) Rainier Vista housing development and is known as Block 43. Zoning of the site is Lowrise 4/Residential Commercial (L-4/RC). The site is currently undeveloped; the existing housing of the former Rainier Vista was demolished by SHA. The new roads and associated infrastructure have been constructed around the site as approved the parent Rainier Vista Master Use Permit issued in 2003 (MUP 2000638).

During the Master Use Permit process SHA reduced the site and scale of the development from the original submittal. Reduction includes removal of the two westerly two mid-scale apartment buildings and a portion of the site by LBA (3010944). The site originally covered the entire Block 43 and was a total of 118,278 sq. ft. (2.71 acre), bordered by Martin Luther King Jr. Way S, S Genesee St, 31st Ave S and S Oregon St. The revised site is 84,223 sq. ft. and no longer has street frontage on MLK Jr. Way S and no longer includes Neighborhood Commercial One (NC1-40) zoning.

MLK Jr Way S is a four lane arterial street and includes light rail transit service in the center median. The Columbia City Link light rail station is located on MLK Jr Way S between S Edmunds St and S Alaska St southward. South Oregon Street is proposed to be a two lane road with a wide planted median. S. Genesee Street and 31st Avenue South are non-arterial residential streets.

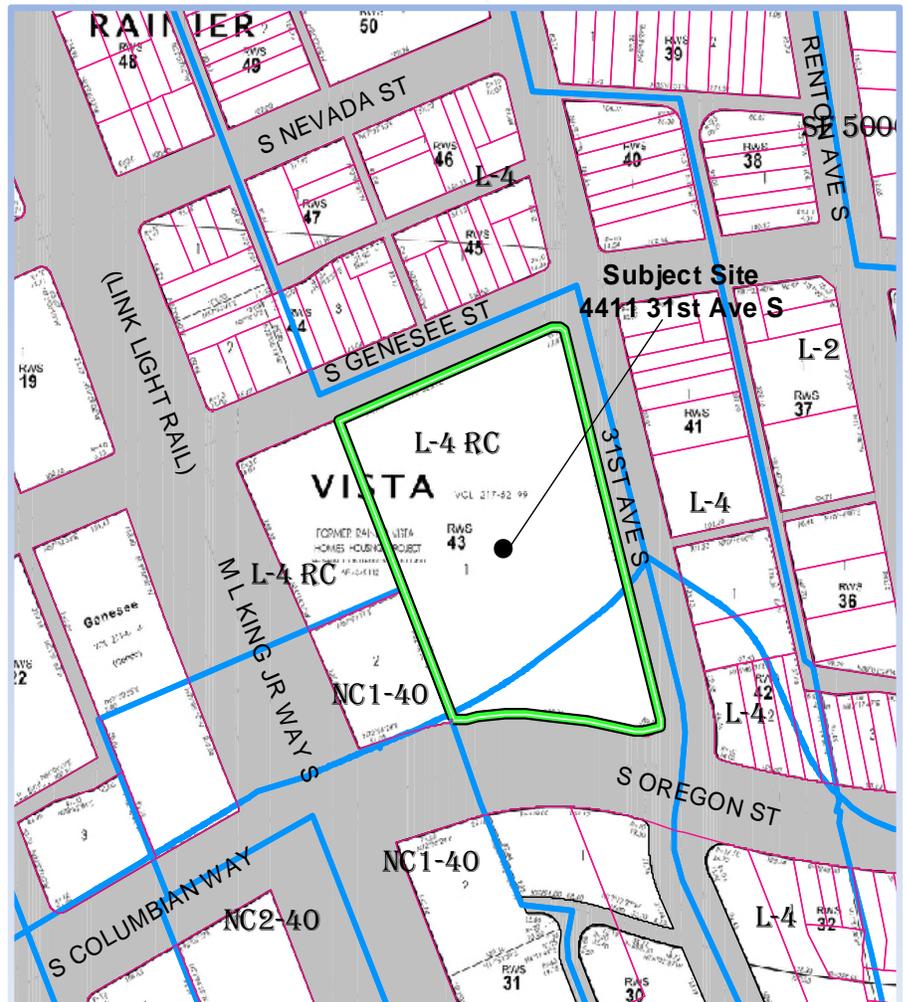


Figure 1 Vicinity Map

The block slopes descending from the northwest corner to the southeast corner by approximately 9 feet. The site is approximately 4 feet higher along MLK as compared to 31st Avenue South.

On the residential blocks to the north and east of the site SHA is proposing two and three story townhouse buildings. The Boys and Girls Club is proposed to be located across South Oregon Street to the south. Directly to the west of the site across MLK is a three and four story apartment building that is being constructed with commercial space on the south end.

PROJECT DESCRIPTION

SHA's objective is to construct multifamily housing in a variety of forms that support the goal of creating a mixed income, mixed use pedestrian oriented community. In the original site development concept this block was programmed for the Boys and Girls Club. For various reasons, the Boys and Girls Club prefers to be located in the block to the south in an area that was previously slated for housing as well as mixed use development.

28 residential units are proposed consisting of townhomes, single family homes and apartments. Vehicle access is proposed from a private driveway that serves as an alley, providing for rear loaded structures and surface parking. A passive use private park open to the public is proposed in the northeast portion of the site in accordance with the replat. Within the park and site, several pedestrian paths are proposed that facilitate pedestrian movements through the site from the abutting three rights of way to the western property line. The vacant abutting site to the west (formerly part of the subject development), to be developed in the near future, provides an opportunity to continue the pedestrian permeability of the site in a goal to create a mid-block pedestrian connection from 31st Ave S to MLK Jr Way S.

PUBLIC COMMENTS:

DPD received one comment during the Early Design Guidance meeting (1.24.06) regarding the type of lighting proposed on-site, particularly around the pedestrian pathways. During the MUP comment period there was no public comments during the comment period 4.19.07 - 5.2.07. The Master Use Permit was submitted to DPD on 1.25.07 and was on hold per the applicant's request until resubmission of the plans in March of 2009.

DESIGN GUIDELINE PRIORITIES:

The Southeast Design Review Board members provided the siting and design guidance described below after visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment. The Design Guidelines of highest priority to this project were identified by letter and number during the EDG meeting and are listed below. The Design Review program and Citywide Guidelines are described in more detail in the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings" (1998). Specific comments and guidance beyond the cited city guidelines are found in the EDG report located in the project file.

In addition to the City's guidelines, comprehensive Rainier Vista Design Guidelines were created as part of the master planning process for the Rainier Vista development and primarily addressed the subdivision layout and helped form the building typology. The guidelines were also referenced in creating a design book which is an SHA enforced document that outlines design expectations, principles and standards and applies to all land designated to be sold and developed with homes for sale at Rainier Vista. The design team should utilize the Rainier Vista Design Guidelines and the design book to inform their designs.

A. Site Planning

A-2 Streetscape Compatibility

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-7 Residential Open Space

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

A-10 Corner Lots

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

C. Architectural Elements and Materials

C-1 Architectural Context

New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

C-2 Architectural Concept and Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural context.

C-4 Exterior Finish Materials.

Building exteriors should be constructed of durable and maintainable materials. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

D. Pedestrian Environment

D-1 Pedestrian Open Space and Entrances

Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian oriented open spaces should be considered.

D-7 Personal Safety and Security

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

E-2 Landscaping to Enhance the Building and/or Site

Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.

BOARD REVIEW, DELIBERATIONS AND RECOMMENDATIONS

Reconvening of the SE design review Board occurred on 2.23.10 after over four years removed from the original EDG meeting. Background and context was provided by the proponent including: the master planning history for the Rainier Vista as a whole including zoning, street design, new urbanist principals of design and changes occurring during the replat of Rainier Vista (DPD# 3005261) which recently recorded. The revision to the existing plat which had minor changes to the street system and changed siting for the Boys and Girls Club site and the Tamarack Place development, was communicated to the Board. The subject site was the former site for the Boys and Girls Club.

Questions and Comments

The Board had specific questions and comments for the proposal and they are summarized as follows (Board in standard text and applicant response in *italics*):

- Would like to see the pedestrian path that is shown on the site plan on the for sale lot to remain as a connection between block 43 and MLK.
SHA plans to make this a requirement for the for sale lot.
- The Board questioned the fencing proposed.
The proponent summarized the fencing program - front: 36" high with 50% transparency; separating units: 5' high with minimum transparency; rear: 42" high with 25% transparency.
- Alley lighting?
*The alleys will be lit along with pedestrian access in the park and development.
Pole lights at the edges of all the parking areas Wall mounted lights at all the carriage houses. Pervious pavement will be used for the alley.*
- Trash location and areas provided and how is it picked up?
Pedestrian sized containers that will be pulled out on trash day
- The driveway (alley) seems small?
*It is the same size of all the alleys in phase 1 and the dump trucks are able to access them.
There have been no problems with access on these alleys and this is designed to the same standards.*
- Carriage Houses – Buildings A & D seem rather unappealing. Why so few windows?
*A similar design was used throughout RV Phase 1
They are 1 bedroom units. The windows are designed to take into consideration furniture layout and views.*
- These buildings look “low-income” in comparison to the other building designs, could provide more higher windows.
- So much of the project is about eyes on the street and these two buildings just don't seem to represent that.
- Were there lessons learned from Phase 1 that were incorporated here?
*Most of the lessons were technical aspects and detailing or interior layouts.
The proposal is developed with Evergreen Sustainable Strategies and development standards. There will be rain gardens in the park and it will be designed to meet the infiltration requirements.*

Board Deliberations

- Considerations of the Carriage Houses (A & D), hard to feel any façade has a precedence.
- The number of windows seems low.
- Could make the buildings (carriage units) livelier.
- Need to focus on all the components of the elevations.
- All the other buildings have a high level of modulation and fenestration that just isn't seen here.
- Building A is highly visible and the first structure seen in the development moving easterly on S Genesee St.
- Departures were summarized (see below) and the Board unanimously granted all proposed departures and the proposed design as shown. The only issue to be resolved later is the fenestration/windows of the two carriage units.
- How much of the park is under this project? Does it need all the open spaces?
The park is private but it is dedicated to the public
- It seems that so much of it (open space) is play structure.
- Think this could be a fun park.
- The only issue is the carriage houses.

REQUESTED DEPARTURES AND DPD ANALYSIS

	Development Standard Requirement	Proposed / Departure Amount	DPD Analysis and Decision
1.	<p>Maximum Structure Depth <i>SMC Table 23.45.011-A:</i> 65% of lot depth 231' = 150'-2"</p>	<p><i>184'-2" (buildings I and J)</i> <i>174' (buildings E, F and G)</i></p>	<p>The Department approves the departure based upon the design response; size of the site nearly necessitates the departure and the SE Board felt the buildings were appropriately sited with the proposed modulation, sight lines, landscaping and corner park the departure is justified. (A2, A3, A6, A7, A8, A10, C2, C3, D1, D7)</p>
2.	<p>Rear Setback <i>SMC 23.45.014-B.1:</i> 25'</p>	<p><i>19' Building A</i> <i>17' Building D</i> <i>4'-11" Building J</i></p>	<p>The Department conditionally approves the departure. Siting of the park and the use of rear loaded structures and the small scale (two story) carriage building type that are designed to access from alley support the departure. Conditional approval of the departure based on the applicant meeting the recommendations of the Board to provide more fenestration (specifically mentioned windows) for the two carriage (SFR) units that require rear setback departure as sited. (A1, A2, A8, C2, C3, C4)</p>
3.	<p>Side Setback <i>SMC Table 23.45.014-A:</i> 6' min. for building I 6</p>	<p><i>5'-8" min. Building I</i></p>	<p>The Department approves the departure based upon the design response. Strong street corner presence for the proposal will be provided with a reduced setback and the average requirement is exceeded with the proposal. (C2, C3, D1, E2)</p>

	Development Standard Requirement	Proposed / Departure Amount	DPD Analysis and Decision
4.	<p>Structures in Setbacks SMC 23.45.014-F.3:</p> <p><i>An unenclosed porch or steps may extend a maximum of eight (8) feet into the required front setback at ground level.</i></p>	<p><i>Allow porch to locate 6'-10" from the front lot line</i> Building G</p> <p><i>Allow porch to locate 4' from the front lot line</i> Building H</p> <p><i>Allow porch to locate 6'-6" from the front lot line.</i> Building I</p>	<p>The Department approves the departure based upon the design response. Porches at the street keep eyes on the street and better connect with the street and pedestrian realm all supporting the surrounding structure design and Rainier Vista design goals.</p> <p>(A2, A3, A6, C2, C3, C4, D7)</p>
5.	<p>Modulation Depth SMC 23.45.012-C+D.2a</p> <p><i>4' depth townhomes</i> <i>8' apartments</i></p>	<p><i>3' Building C</i></p> <p><i>2'-5^{1/2}" Building F</i></p> <p><i>2' (interior facade) Building H</i></p>	<p>The Department approves the departure. The proposal may not meet the technical letter of the code, but the structures provide significant modulation at the street with many façade breaks with material changes and landscaping where appropriate.</p> <p>(A1, C2, C3, C4, D2, E2)</p>
6.	<p>Modulation Depth and Width SMC 23.45.012-D.2</p> <p><i>4' depth for townhome</i> <i>8' apartments</i></p> <p><i>5' width for all</i></p>	<p><i>No modulation</i> <i>Building I (west facade- 49'-6")</i></p>	<p>The Department approves the departure. The proposal may not meet the technical letter of the code, but the structures provide significant modulation at the street with many façade breaks with material changes and landscaping where appropriate.</p> <p>(A1, C2, C3, C4, D2, E2)</p>
7.	<p>Residential Driveway Width SMC 23.54.030-D.1.d</p> <p><i>16' min. tapered over 20' to 10' at the property line</i></p>	<p><i>To not have the driveway tapered at the property line to 10', allow 16' at the property line</i></p>	<p>The Department approves the departure based upon the design response. The driveway will meet standards except that at the street will be approximately 16' wide at the street. The Board supported this departure which will facilitate use of the alley like driveway for future vehicle access of the abutting westerly lot which is strongly supported by the Department.</p> <p>(A1, A2, A3, A8, C2, C3, D2, D7)</p>

Director's Analysis Design Review

(A – Site Planning)

Structure siting and relationship to the street including pedestrian connections are all strong assets of the proposal. With features like the neighborhood park, hiding parking from view with rear loaded structures, making use of an informal alley like driveway and reduced street setbacks all support the overall vision of Rainier Vista's new urbanist design elements. The proposal is compliant with Site Planning Guidelines.

(B – Height, Bulk and Scale)

The Board feels (3 of 3) the design meets the Height Bulk and Scale guidelines and no recommendations were issued. The Board did not misapply the application or review of the guidelines. The proposal is compliant with allowable heights of the abutting and adjacent blocks with many structures not built to full height or density, therefore the Director concurs with the Board's recommendation, the design is compliant with the applicable Height Bulk and Scale guidelines.

(C – Architectural Elements and Materials)

Structure types and design elements were selected from previously approved structure types which will provide compatibility with the Rainier Vista development as a whole. Use of posted front porches with street facing principal entries provides good architectural concepts and consistency.

Use of a mix of exposures of cementitious planks and shingle siding, different colored roof shingles with appropriate facade color breaks will provide adequate finish materials to maintain the quality of the surrounding Rainier Vista community.

(D – Pedestrian Environment)

Application of street facing porches, strong pedestrian connections through the site and to the streets, accompanying landscaping and lighting will all support the pedestrian environment. Trash and recycling storage is along the rear driveway (alley). Porches and walkways will be lit along with the rear parking areas and the open spaces. Fencing will be designed to Rainier Vista Design Guideline standards which are sited to allow transparency where appropriate, at the same time providing the necessary security. Legal pedestrian connection east/west from 31st Ave S to MLK Jr Way S is extremely important for the block and success of the site. DPD wants a legal pedestrian easement to extend from the park and access points (31st Ave S + S Genesee St) westerly to MLK Jr Way S. At a minimum, the easement should extend to the new west property line of the site across the driveway alley to facilitate a future development of a pedestrian easement across the abutting western site. With conditioning for the pedestrian easement described here, Pedestrian Environment policies are met with the proposal.

(E – Landscaping)

The proposal is well designed with trees lining the street lot lines, open spaces and park area. Use of patios in the individual open spaces provides opportunity for outside interaction. Parking exposure is lessened by landscaping around parking areas to soften their appearance.

DECISION - DESIGN REVIEW

Considering the design comports with the overall concept plan approved as part of associated rezone, subdivision and re-subdivision of Rainier Vista and the above analysis, the Department approves the design as proposed. Conditioning is appropriate to ensure all elements are carried through the construction phase of the project.

ANALYSIS - SEPA

Environmental impacts of the proposal have been analyzed in environmental documents prepared by Seattle Housing Authority. These include a Draft Environmental Impact Statement (DEIS) dated May 2, 2001 and a Final Environmental Impact Statement (FEIS) dated October 1, 2001. An EIS addendum was issued on October 10, 2006.

Seattle Municipal Code (SMC) section 25.05.660 provides that proposals can be conditioned or denied in order to mitigate environmental impacts. All conditions must be related to impacts identified in the environmental documents, based on adopted policies, be reasonable and capable of being accomplished. This proposal is reviewed under that substantive SEPA authority. Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information (additional SEPA checklist prepared) provided by the applicant (plans, written descriptions of the project and traffic analysis) and the experience of this agency with review of similar projects form the basis for this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact; it shall be presumed that such regulations are adequate to achieve sufficient mitigation subject to the limitations set forth in subparagraphs D1 through D7 below. Unless otherwise specified in the Policies for Specific Elements of the Environment (SMC Section 25.05.675), denial or mitigation of a project based on adverse environmental impacts shall be permitted only under the following circumstances:" The SEPA Overview Policy (SMC 25.05.665) D1 through D7 and Specific Elements of the Environment (SMC Section 25.05.675) provide the circumstances in which denial or mitigation of a project can take place. The Draft EIS evaluated three alternatives: a No Action; Alternative 2 (1,010 units); and Alternative 3 (1,879 units). Following publication of the DEIS, and in response to comments received, SHA selected Alternative 2 as the Preferred Alternative. A detailed description of alternative 2 can be found on page 2-3 of the FEIS. In general, the level of proposed development under the proposal would be similar to or less than that analyzed in the EIS for the Phase 2 portion of the site under the Preferred Alternative (Alternative 2). As exhibited in table below, the level of development under the proposal for the Phase 2 portion of the site would be similar to that analyzed in the EIS.

Seattle's SEPA Height, Bulk and Scale Policy states that *“(a) project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated.”* Since the three present Design Review Board members recommend approval of the proposal with conditioning and there is no evidence that height bulk and scale impacts have not been mitigated with the cited guidelines, recommendations and conditions, no additional mitigation of these impacts is warranted pursuant to the Land Use Code and SEPA policies.

Short - Term Impacts

Construction related impacts were identified and mitigated under Project #2000638 and grading permits subsequently issued. Construction activity and grading is occurring on an ongoing basis pursuant to a Construction Mitigation Plan (CMP). The mitigations proposed and implemented are valid and no new mitigation is necessary pursuant to SEPA authority. The applicable conditions from MUP 2000638 are found below under SEPA Conditioning at the end of this document.

Long - Term Impacts

The proposal does not substantially change the identified impacts under Project No. 2000638 with respect to long term impacts; however, traffic impacts are discussed in more detail below. The impacts identified in environmental documents and subsequent mitigation under Project #2000638 and the Hearing Examiner are still valid and no further conditioning necessary. Additionally, DPD may exercise SEPA substantive authority for SHA and The Boys and Girls Club developments now under review at DPD as referenced earlier in this document.

Traffic

The EIS addendum included a Traffic Analysis, entitled Rainier Vista Phase 2 EIS, Traffic Analysis Impact Study 2nd Update dated October 2006 and prepared by Parsons Brinkerhoff Quade & Douglas, Inc. The study is a 2nd update in that an update was prepared to the EIS in 2003 in connection with the final plat. The recorded final plat included 31st Avenue S as a cul-de-sac south of Oregon Street as compared to the 31st Avenue S connection south to Alaska Street as analyzed in the EIS. A follow-up traffic analysis (Rainier Vista Phase 2 EIS Traffic Analysis Update, September 2003, by Parsons Brinkerhoff Quade & Douglas Inc) was prepared to support the final plat application that included this 31st Avenue S cul-de-sac.

The proposed changes to the site plan primarily focused on the relocation of the Boys & Girls Club from the north side of Oregon Street to the south side and expanding the facility from roughly 20,000 square feet (as analyzed in the original EIS) to 40,000 square feet. However, with this relocation would also come a shifting of land use to fill in the area originally slated for the Boys & Girls Club. The residential units just south of Oregon Street on block 27-33 would be moved to the north, block 43 (the subject site), to balance out the overall land use composition. Accordingly, the overall number of proposed units would be reduced by roughly 80-90 units compared to that analyzed for in the EIS, and the amount of commercial space would be increased slightly. Considering the reduced scale of the proposal (28 units) no traffic impacts from this proposal is expected. Roadway network changes would include the full vacation of 31st Avenue S, south of Oregon Street to create a driveway and parking lot exclusively for the Boys & Girls Club, in comparison to the MLK Jr. Way S and associated alleys would also be vacated.

The plat alteration will result in a localized redistribution of site-generated traffic for the project relative to peak hour volumes estimated from the original EIS traffic analysis and the follow-up analysis for the final plat application. The impacts of this redistribution on alternate routes such as Oregon Street, Alaska Street, and Martin Luther King Jr. Way were evaluated at the planning-level to ascertain whether or not mitigation would be needed to accommodate any added traffic loads at the affected intersections. The results of the redistribution process indicate that only modest changes in traffic volume would occur at the key intersections compared to the 2003 traffic analysis update, with negligible operational impacts during the critical PM peak hour period. Thus, the plat alteration analysis showed that no significant operational impacts at the study intersections.

Parking

Considering surrounding sites are undeveloped on the streets are not near 80% parking utilization at peak times, the proposed parking of 30 spaces for 28 units, no impacts are anticipated. No conditioning is warranted or necessary to mitigate parking impacts.

APPLICANT INSTRUCTIONS

- Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all Building Permit drawings.

CONDITIONS - DESIGN REVIEW

Conditions (for the Life of the Project (Land Use Planner))

1. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Lucas DeHerrera, 206.615.0724). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

Prior to Issuance of the Master Use Permit (Land Use Planner)

2. Provide updated fenestration for the two single family carriage units (buildings A and D) that must include additional windows at a minimum to eliminate the low income expression and liven them up. Approval must be secured by the Land Use Planner (Lucas DeHerrera, 206.615.0724).

Prior to Issuance of any Building Permit (Zoning Reviewer)

3. Provide legal pedestrian access that extends from the park and access points from 31st Ave S and S Genesee St, westerly to MLK Jr Way S, or at a minimum, to the western property line that abuts the site across the driveway/alley to facilitate future development of a pedestrian easement across the entire block.

Prior to Certificate of Occupancy (Land Use Planner)

4. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials,

landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Lucas DeHerrera, 206.615.0724), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

Applicable SEPA Conditions from Seattle City Council #304451 and MUP #2000638

CONDITIONS - SEPA

Some conditions have been omitted as they were required during the mass grading and demolition which have already occurred and been approved.

Prior to Issuance of any Associated Building Permit (Land Use Planner)

The owner(s) and/or responsible party(s) shall provide:

5. Air quality mitigation plan to mitigate impacts from fugitive dust consisting of the following:
 - a. Spraying exposed soil with water to reduce PM-10 emissions and deposition of particulate matter.
 - b. Covering exposed soil during grading and pre-seeding periods to reduce deposition of particulate matter.
 - c. Covering all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck) to reduce PM-10 and deposition of particulate during transportation.
 - d. Providing wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roads.
 - e. Removing mud deposited on paved, public roads to reduce particulate matter on area roadways.
 - f. Routing and scheduling construction trucks so as to reduce delays to traffic during peak travel times to reduce secondary air quality impacts caused by a reduction in traffic speeds while drivers wait for construction trucks.
 - g. Requiring appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel to reduce emissions in vehicular exhaust.
 - h. Planting vegetation as soon as possible after grading to reduce windblown particulate in the area and/or retaining as much existing vegetation as practicable.

Prior to Issuance of the Building Permit (Plan –Land Use Planner; on site Building Inspector)

6. Noise mitigation plan to mitigate impacts from noise to contain the following:
 - a. The applicant will be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. during weekdays and on Saturday to between the hours of 9:00 a.m. and 5:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.
 - b. Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 AM to 5:00 PM on Saturday need to be disclosed. No work, deliveries or otherwise will be allowed outside of the designated Saturday hours.
 - c. Commitments and proposals to prohibit back-up alarms on vehicles and equipment, utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise must be included in the plan.
 - d. The applicant shall publish a periodic construction newsletter (at least quarterly) showing expected dates for specific operations, especially those which would interrupt or slow traffic movement, be especially noisy or disrupt any utility service.
 - e. The mailing list for the newsletter shall include all addresses within 300 feet of the Rainier Vista site and affected City departments including DPD, SEATRAN, SPD, SFD, and DON, as well as community members and organizations who ask to be notified of construction activities.
 - f. The owner and/or responsible party(s) shall hold quarterly public meetings in the project vicinity to explain the project schedule and listen to neighborhood concerns about ongoing construction operations. The meetings shall be held in coordination with appropriate City departments, including but not limited to DPD, SEATRAN, SPD, SFD, and DON. The meeting time and place shall be well-publicized using, at a minimum, the same mailing list as above, giving at least 14 days notice of the meeting.
 - g. Perimeter vegetation and trees shall be retained to the extent practicable during the demolition and construction of street infrastructure and utilities, and to the extent practicable throughout demolition and construction.
 - h. The approved plan shall be available at the site for the duration of construction.
7. Tree and Vegetation preservation plan to ensure survival of trees to mitigate impacts from noise, air quality and drainage.

