



City of Seattle

Department of Planning and Development
Diane M. Sugimura, Director

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

Application Number: 3009942
Applicant Name: Seattle Pacific University
Address of Proposal: 42 W. Cremona St.

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a two-story 8,400 sq. ft. modular classroom structure addition to an existing institution, Seattle Pacific University. No additional parking proposed. Two vacant single-family residences owned by the University to be demolished. An Addendum to the Final Environmental Impact Statement for the Seattle Pacific University Major Institution Master Plan (“MIMP”) has been prepared.

The following approvals are required:

SEPA – to conditionally approve pursuant to 25.05.660.

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

BACKGROUND

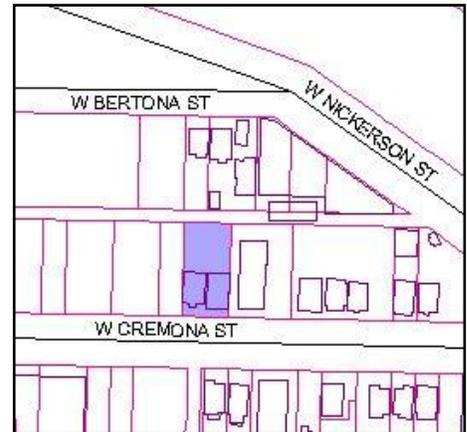
Site and Vicinity

The Project is in the southern portion of the block bounded by 3rd Avenue W. to the west, W. Bertona Street to the north, W. Nickerson St. to the northeast, and W. Cremona St. to the south. The site is also located within the boundaries of the Seattle Pacific University (SPU) Major Institution Overlay (MIO) zone. The site contains two SPU-owned single family houses (#40 and #42 W. Cremona St.) Both houses are currently vacant, and both houses were identified in SPU’s MIMP as structures proposed for demolition (MIMP Appendix D). Both houses will be demolished for construction of the subject project.

The entire development site is zoned MIO with a 50 foot height limit. The development site's underlying zoning is Lowrise-3 (L-3).

Proposal

The proposed development will be construction of a two-story, modular classroom building totaling approximately 8,400 square feet for use as instructional space by SPU. The structure would have a width of approximately 40 feet and a length of approximately 100 feet. Two classrooms are proposed on the first floor; classroom size would range from approximately 1,200 square feet to approximately 1,225 square feet, and would accommodate approximately 60 students each. Three classrooms are proposed on the second floor; classroom size would range from approximately 800 square feet to 830 square feet, and would accommodate approximately 40 students each. The proposed structure would be a state-approved modular building that meets LEED standards.



Public Comments

Notice of the project application was published on April 2, 2009. Notice of the Availability of Addendum to the Environmental Impact Statement was issued on April 29, 2010. DPD received one public comment on this project and a response is set forth below. DPD received a second public comment that related to a different Seattle Pacific University project, expressing the view that additional traffic could exacerbate traffic congestion on W. Nickerson St. especially in light of the recent road narrowing. Potential traffic impacts of this project are addressed below.

Response to Public Comments

A summary of the public comment (in italics) and DPD's responses are as follows:

- *The University promised the community in the MIMP that a soccer field with underground parking would be built in the area that includes the site of this project. This project would make that commitment impossible to fulfill.*

The proposed project is to establish a modular facility that can be moved in the future if the University develops a sports field and underground parking. By using a modular facility rather than a more permanent form of construction, it is DPD's understanding that the University is preserving the option of a future sports field with underground parking, not abandoning that proposal.

This approach is consistent with the MIMP. The description of the potential sports field on page 29 of the MIMP indicates that the sports field and parking project was considered as having uncertain timing. For that reason, the potential sports field was not designated in the MIMP as a designated open space. It is DPD's understanding that the University would still like to develop a sports field and underground parking on this site but the timing depends on funding and other considerations that are unknown at this time.

- *The additional classroom seats will increase the traffic and parking needs in the area. A trip generation analysis needs to be made on these classrooms analyzing their effects on traffic and parking, including potential impacts on the nearby intersection at Nickerson St. and Queen Anne Ave. N. which currently operates at Level of Service F.*
- *Parking impacts resulting from the growth of the University have been substantial. Student parking has expanded in to Queen Anne Park, and parking around the new dorm at 6th Avenue West and West Emerson limits visibility and renders Emerson a one-way street. The recent re-striping of Nickerson will have additional negative impacts on traffic.*

The proposed project is not anticipated to have any effect on traffic or parking demand, but insofar as it does, potential impacts have already been analyzed in the MIMP EIS. The five new classrooms are intended primarily to serve as a swing space, also known as an “empty chair”, to facilitate other construction on campus. As classrooms elsewhere are taken off-line for remodeling or new construction, classes will be diverted to these five classrooms. These proposed modular classrooms are not intended primarily to provide for an increase in student enrollment. Therefore, it is not likely that they would result in an increase in traffic or parking demand. Students who currently attend classes in other locations on campus are expected to walk to the new modular classroom building, as is currently the case with students who attend classes in the existing adjacent modular classroom building.

The new modular classrooms will add to the total classroom stock and they could help accommodate increased enrollment when not used as swing space. To the extent this results in increased traffic and parking impacts, such impacts were already analyzed in the EIS for the 2000 MIMP. That EIS disclosed and analyzed the potential impacts of increased enrollment. At the time the EIS was prepared, the University's enrollment was approximately 3,600. The EIS analyzed the impacts of enrollment increasing to approximately 5,000 students plus the additional faculty and staff necessary to support such an increase. The University has not grown as quickly as assumed in the EIS; current University enrollment is approximately 4,000 students (per the Fall 2009 count, which is the most recent count). Therefore, even if the new modular classrooms result in an enrollment increase, the potential traffic and parking impacts have been reviewed.

- *The University should be required to seek a major MIMP amendment for this project.*

The MIMP authorizes the development of 100,000 gross square feet of academic facilities (MIMP p. 24, table 3) and designates the subject site as a potential development site (MIMP, p. 12, figure 4). The MIMP designates the subject site for “Recreation, Academic & Parking” use (MIMP, p. 12, figure 4). The proposed use as classrooms is an academic use consistent with the MIMP. The MIMP contemplated the demolition of the two vacant single-family houses on the site. Therefore, the proposed project is consistent with the MIMP.

The MIMP did identify the subject site for development of a potential sports field with underground parking, and therefore the proposed development of a modular classroom building could be considered a change from that proposal. To the extent this is a change to the MIMP, it is an exempt amendment pursuant to SMC 23.69.035. The proposed modular classroom building will have fewer than 12,000

square feet of gross floor area, which, pursuant to SMC 23.69.035, is categorized as an exempt, not a minor or major, amendment.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

This analysis relies on the Final Environmental Impact Statement (“FEIS”) for the Seattle Pacific University Major Institution Master Plan, published September 1999 and the West Cremona Modular Classrooms Addendum to the FEIS, completed April 2010 (“EIS Addendum”), as well as appendices, other technical environmental reports, and comments and responses associated with those documents. This decision also makes reference to and incorporates the project plans submitted with the project application in the spring of 2009. The information in the EIS and EIS Addendum, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this decision and conditioning.

The Seattle SEPA Ordinance provides authority to require mitigation of adverse impacts resulting from a proposed project (SMC 25.05.655 and 25.06.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may be imposed to the extent that a given impact is attributable to the proposal, and to the extent that the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be required only when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA would not be necessary.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, 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 some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

The FEIS considered the following environmental impacts: Land Use Patterns; Land Use—relationship to Adopted Plans, Policies and Regulations; Transportation, Circulation and Parking; Housing; Aesthetics; Historic/Cultural; Public Services/Utilities; and Construction. The EIS Addendum updated the FEIS analysis of Land Use Patterns – Existing Conditions and Relationship to Plans, Policies and Regulations. The EIS Addendum also addresses project-specific factors such as geotechnical considerations, greenhouse gas emission analysis, aesthetics, and construction-related impacts.

Short-Term Impacts

Demolition and construction activities could result in the temporary or construction-related adverse impacts discussed below. It should be noted that the construction impacts of this project at the subject site will be less than normally occurs at the site because this project will use a modular facility that is constructed at a remote off-site location and transported to the subject site.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts: The Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires debris to be removed from the street right-of-way, and regulates obstruction of the pedestrian right-of-way. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment.

Due to the temporary nature and limited scope of the potential impacts listed above, they are not considered significant (SMC 25.05.794).

Any conditions to be enforced during construction shall be posted at each street abutting the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions shall be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of construction.

Air Quality

Construction associated with the Project would generate air pollutants as a result of fugitive dust from demolition, site work, and emissions from construction vehicles. The indirect impact of construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No potential short term adverse impact to air is anticipated and therefore air quality mitigation is not necessary.

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for transportation impacts on air quality; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Construction Transportation & Parking

On-street parking in the vicinity is limited, and the demand for parking by construction workers during construction could exacerbate the demand for on-street parking and result in an adverse impact on surrounding properties. The owner and/or responsible party shall assure that construction vehicles and equipment are parked on the subject site for the term of construction whenever possible.

Estimates indicate that the proposed project would require removal of a total of approximately 230 cubic yards of earth. This amount of earthwork is estimated to generate a total of 46 excavation truck trips (assuming a 10-yard capacity truck, 23 trips would be empty and 23 loaded). These trips would be distributed over multiple days and during non-peak times. Therefore, no significant traffic impacts associated with the construction truck traffic are anticipated.

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with construction activities. Existing City code (SMC 11.62) requires truck activities to use arterial streets to the greatest extent possible. Pursuant to SMC 25.05.675(B) (Construction Impacts Policy) and SMC 25.05.675(R) (Traffic and Transportation), additional mitigation is warranted. SPU shall submit for review and approval a Construction Traffic and Parking Management Plan. A construction truck route should be defined to reduce impacts on the adjacent roadway systems. This plan should also include a safe route along the construction site for pedestrians and bicyclists. The truck route would rely on arterials as much as possible, thereby reducing impacts on surrounding residential neighborhoods.

While some construction-related transportation and parking impacts would be unavoidable, given the short duration of construction and the mitigation above, no significant impacts are expected.

Earthwork

Construction and excavation has the potential to produce short-term adverse environmental impacts, but these are not expected to be significant. Site preparation would include excavation of a portion of the south end of the site, which is roughly six feet higher than the north end. Approximately 230 cubic yards of material will be excavated from the site.

The contractor should employ proper erosion control measures during construction, especially if construction takes place during wet weather. Covering work areas, soil stockpiles, or slopes with plastic, sandbags, sumps, and other measures should be employed as necessary to permit proper completion of the work without producing turbid runoff. Bales of straw, geotextile silt fences, rock-stabilized entrances, wheel washes, street sweepers, and drain inlet sediment screens/collection systems should be appropriately located to control soil movements and erosion where necessary.

Within the excavation area, loose and non-cohesive soils are expected. Therefore, temporary, unsupported open-cut slopes should be no steeper than 1.5 Horizontal to 1 Vertical. Where groundwater or seepage is encountered during periods of wet weather, flatter slopes may be required. All exposed slopes should be protected with waterproof covering during periods of wet weather to reduce sloughing and erosion. Permanent slopes should be protected from erosion by seeding and planting and, depending on the time of year, covered with plastic sheeting or erosion control matting. Finally, to promote surface water drainage, the ground surface should be sloped to drain away from the structure and from the top of permanent slopes.

Wherever possible, the contractor should avoid grading and earthwork during periods of heavy sustained precipitation. In wet conditions, the contractor should maintain slopes to promote runoff away from work areas and prevent ponding. Wherever possible, earthwork should be accomplished in small sections and carried through to completion to minimize exposure to wet conditions. Work areas or slopes should be covered with plastic and appropriate temporary erosion and sediment control measures should be applied. The use of sloping, ditching, sumps, dewatering and other measures should be employed as necessary to permit proper completion of the work. The contractor should take care to avoid leaving soil uncompacted and exposed to moisture. Where feasible, a smooth-drum vibratory roller or its equivalent should be used to roll the surface and seal out as much water as possible. The contractor shall remove any in-place or fill soils that become too saturated to suitably compact and replace them with clean, granular soil.

No significant adverse environmental impacts are expected.

Noise

The FEIS for the MIMP generally addressed construction impacts of potential development, but the EIS Addendum addresses them in more detail, presenting an analysis of noise that would be generated by the proposed development. The construction activities associated with the proposed development will produce short-term noise impacts which could adversely affect the surrounding uses but will be temporary in nature. The institutional nature of some of the surrounding uses will help mitigate these impacts; because a number of the neighboring properties most likely to be affected by construction noise are within the MIO and owned and operated by SPU, they are less sensitive to noise impacts than other uses.

Privately owned residential structures do exist near the project site, however. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B), mitigation is warranted. The EIS Addendum recommends several mitigation measures to address construction noise impacts. These measures would adequately mitigate the expected adverse impacts and are adopted below as conditions of approval as necessary:

Prior to full enclosure of the buildings, construction activities, other than those taking place within an enclosed building, are limited to the hours of 7:00 AM to 6:00 PM on non-holiday weekdays. Additionally, the use of noise impact-type equipment, such as pavement breakers, pile drivers, jackhammers, sand blasting tools and other impulse noise sources shall be restricted to the hours of 8:00 AM and 5:00 PM on weekdays. Because some occasions may arise where critical construction activities of an emergency nature related to safety or traffic issues may necessitate completion after the regular construction hours mentioned above, DPD may approve waivers of timing restrictions. Such waivers must be requested at least three business days in advance and approved by DPD on a case-by-case basis prior to such work.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks would extend the construction schedule, thus the duration of associated noise impacts.

Whenever appropriate, the contractor shall substitute hydraulic impact tools with electric models to further reduce demolition and construction-related noise and vibration. On-site workers shall limit loud talking, music, or other miscellaneous noise-related activities. Where appropriate, all operating equipment shall be fixed with properly sized and maintained mufflers, engine intake silencers, and where necessary, engine enclosures. Operators shall avoid excessive idling.

Where necessary, contractors shall erect portable sound barriers around generators, compressors, and the like. Contractors shall construct temporary barriers of materials at least as dense as one-half-inch thick plywood with sound-dampening insulation as necessary.

Light and Glare

Construction may produce light- and glare-related impacts from both stationary and mobile sources. Stationary sources of light are necessary during times of low light levels to meet safety requirements. While noticeable, these impacts are not expected to be significant. Additionally, no significant light and/or glare-related impacts are anticipated in conjunction with mobile sources such as construction vehicles entering or exiting the site. These impacts will not be significant, and no additional mitigation is required.

Long-Term Impacts

Long-term or use-related impacts are also anticipated as discussed below.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater Code, the Grading Code, and the Energy Code (requiring insulation for outside walls and energy efficient windows). The MIMP and the Land Use Code control site coverage, setbacks, building height, and allowable use and contain other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts that are not considered significant, and no additional mitigation is required.

Air Quality

Seattle's air quality is adversely affected primarily by vehicular emissions, and the proposed project is expected to have a minimal impact on air quality relative to the existing and projected background traffic. The integration of the proposed development into the campus is unlikely to affect existing levels of vehicular activity around the campus. Current federal and state regulations will likely provide adequate mitigation for impacts on air quality through restrictions on vehicular emissions. No further mitigation pursuant to SEPA authority at SMC Section 25.05.675.A is warranted.

The number of vehicular trips associated with the proposed development is not expected to increase from the amount anticipated in the MIMP EIS, and the development's overall energy consumption is not expected to increase beyond that assumed in the MIMP EIS. No significant air impacts are expected from this project and no additional mitigation is required.

Although the project will produce greenhouse gas emissions ("GHG") over its lifetime, the scale of global climate change is so large that the impacts of a project can only be considered on a "cumulative" basis. It is not anticipated that a single development project would have an

individually discernable impact on global climate change. The project's GHG emissions would likely combine with emissions across the City, County, and State and planet to cumulatively contribute to global climate change. The EIS Addendum contains a table with estimated greenhouse gas emissions from the proposed action. EIS Addendum Appendix B.

No significant impacts are anticipated and no additional mitigation is necessary.

Noise

The proposed development is not anticipated to produce significantly more noise than existing uses. Existing uses produce noise related to pedestrian activity, parking activity, traffic from Cremona Avenue, and noise from the student activity. The proposed development would produce noise from building-related activities and pedestrian activity associated with classroom ingress and egress. The current surface parking lot, and its attendant noise, would be eliminated.

The noise associated with the proposed development will not create significant long-term negative environmental impacts.

Aesthetics

The proposed development will remain within the allowable height limit set by the MIO zoning. This height would be comparable to or lower than other nearby SPU buildings. The building will blend well with the existing site and continue the campus setting within the neighborhood. The area surrounding the project is part of the University campus and contains the Bertona modular classroom, the Cremona Apartments, a parking lot and residences. Landscaping will be provided to soften building edges at the street level. The light and glare related impacts created by the proposed development are expected to be minimal. No significant long-term impacts to aesthetics are expected and no additional mitigation is necessary.

Historic Preservation

No significant impacts to historic resources are anticipated and no mitigation is necessary.

Transportation & Parking

The FEIS for the MIMP provided an analysis of transportation and traffic related impacts associated with the development of the Major Institution Master Plan.

The proposed development will add no new parking spaces while demolishing a four-stall surface parking lot. However, major institution parking requirements are based on campus-wide demand. SMC 23.54.016. Adequate parking capacity on campus remains.

The site is served by King County Metro busses. Three routes serve the site during the week, two on the weekends. These routes have adequate additional capacity to accommodate additional ridership.

As part of the 2000 MIMP approval, SPU was required to develop and maintain a Transportation Management Plan ("TMP"). SMC 23.54.016(C)(6) requires review of the TMP when a major institution applies for permits under its MIMP. As a TMP goal, SPU is to achieve a 50% maximum

single occupancy vehicle (“SOV”) rate, excluding employees whose work requires the use of a private automobile. This TMP was designed to ensure that the number of trips, including PM peak trips, as well as available parking, is within acceptable limits as analyzed in the FEIS. To accomplish this goal, SPU has implemented a number of TMP requirements, including:

- Establishing a Transportation Coordinator to promote and maintain the program, including annual evaluations;
- Providing periodic promotional events supported by King County Metro and the Seattle Department of Transportation;
- Construction of Commuter Information Centers, including ridesharing and transit information;
- Providing Ridematching service coordination
- Review of parking fees and residential parking zones
- Provide online program information
- Subsidize transit passes—100% for employees and 30% for students.
- Subsidize carpool/vanpool and provide preferential parking
- Work with other area employers and community leaders to improve transit service
- Provide covered bicycle parking
- Provide free parking to motorcycles
- Sponsor a guaranteed ride home program for carpool/vanpool participants
- Encourage telecommuting and distance learning opportunities
- Construct sidewalks and pathways and provide safety escorts to encourage walking
- Coordinate with area businesses to promote ridesharing
- Allow for flexible scheduling arrangements for employees

A 2009-2010 update of the TMP efforts was conducted, including a survey of travel modes. The update demonstrates that SPU has come close to meeting the 50% SOV goal; it has achieved a rate of approximately 52%. Since MIMP adoption, SPU has continued efforts to increase the number of on-campus student housing units, which reduces the number of commuting students. It currently has permits pending for development of a new student housing project at the Irondale Site. SPU shall continue its efforts to reduce SOV commutes.

Environmental Health

With respect to air quality and environmental health impacts, demolition of the structures is proposed. The Puget Sound Clean Air Agency has jurisdiction over this impact, but there is no reliable means of triggering their involvement other than by requiring the proponent to notify the agency of the proposal. Hence, project approval has been made contingent upon such notification.

The indirect impact of construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely

impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No potential short-term or long-term, significant adverse impact to air is anticipated and therefore air quality mitigation is not necessary.

DECISION – SEPA

The application is **APPROVED, with conditions** as referenced below.

SEPA - CONDITIONS

Prior to Issuance of any Construction or Grading Permits

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

1. Submit for review and approval a Construction Traffic and Parking Management Plan to the Department of Planning and Development for concurrent review and approval with Seattle Department of Transportation. The plan shall include the following:
 - a. Identify management of construction activities including construction hours, parking, shuttle operations, traffic and issues concerning street and sidewalk closures.
 - b. Show the location of all parking for construction workers, shuttle pick up areas and parking for related construction equipment, as well as the location of ingress/egress for construction equipment and trucks.
 - c. Provide for appropriate and reasonable screening for all construction parking for workers and for construction related equipment.
 - d. Direct installation of signage to reinforce truck delivery routes.
 - e. Specify a safe route along the construction site for pedestrians and bicyclists.

These conditions shall be posted at the construction site for the duration of construction activity.

Prior to Construction

2. A Notice of Intent must be filed with the Puget Sound Clean Air Agency prior to demolition of buildings.

During Construction

The following condition(s) are to be enforced during construction and shall be posted in a location on the property line that is visible and accessible to the public and construction personnel from the street right-of-way. If more than one street abuts the site, conditions will be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards will be laminated with clear plastic or other weatherproofing material and will remain in place for the duration of construction. It is the proponent's responsibility to ensure that the sub-contractors are informed of the conditions listed below:

3. Construction noise and vibration impacts shall be minimized wherever feasible by shielding noisy equipment, avoid excessive idling, locating equipment away from sensitive receivers, such as residential uses, and adequate muffling of equipment; scheduling particularly noisy operations to avoid conflicts; providing acoustical screens or enclosures where necessary; assembling building components off-site to the greatest extent possible; identifying a 24 hour contact person to receive noise complaints; and coordinating construction mitigation. For the reasons stated in the condition on hours of construction below, this condition will not apply to the act of moving the modular facility to the subject site.
4. Wherever feasible, special measures for noise control of unusually loud equipment or activities shall be used during construction. This equipment shall include special mufflers for machine engine exhausts or air powered equipment and acoustical screens or enclosures to be used as needed.
5. The applicant and all contractors shall use the newest equipment available and shall keep construction equipment in good working condition. In addition, SPU shall reuse demolition materials to the greatest extent possible and take steps to ensure that long periods of construction equipment idling are avoided.
6. The hours of construction activity shall be limited. Construction hours shall be limited to non-holiday weekdays between 7:00 a.m. and 6:00 p.m. Additionally, the use of noise impact-type equipment, such as pavement breakers, pile drivers, jackhammers, sand blasting tools and other impulse noise sources shall be restricted to the hours of 8:00 AM and 5:00 PM on weekdays. This limitation is subject to minor revisions at the discretion of DPD to allow work of an emergency nature, work required due to obstruction of street rights-of-way, and minor, usually interior, work of low noise impact. Because this project will utilize a modular facility, in which the building is constructed at a remote off-site location and moved to the subject site, most of the construction noise and other impacts will not occur at the subject site. However, the facility must be moved to the site during night-time or early morning hours to avoid traffic conflicts and safety hazards and, therefore, this condition will not apply to the act of moving the facility to the subject site.

7. The applicant shall provide for safe pedestrian and vehicular circulation adjacent to construction sites through the use of temporary walkways, signs, and manual traffic controls (flaggers) as needed.
8. Implement the measures in Construction Management Plan approved by DPD and Seattle Department of Transportation (SDOT).

After Project Completion

9. The Applicant shall continue to comply with all of the requirements of the approved MIMP and TMP.

Signature: _____ (signature on file)
Colin R. Vasquez, Senior Land Use Planner
Department of Planning and Development
Land Use Services

Date November 15, 2010