

MITIGATION DOCUMENT

Quendall Terminals



Renton, Washington

August 2015

prepared by

*City of Renton
Department of Community and Economic Development*

SUMMARY OF MITIGATION MEASURES

Below is the final list of mitigation measures for the Quendall Terminals Redevelopment Project. The mitigation measures list is also contained in the *Quendall Terminals Final EIS* (August 2015; a separate document). There is some duplication of mitigation measures under the various elements of the environment discussed in this Mitigation Document and the *Quendall Terminals Final EIS*. This is necessary in order to clearly indicate how specific impacts to each element will be addressed by the project (e.g., the required stormwater control system will address impacts on water resources as well as critical areas, and as such is included under both elements).

It should be noted that this list of mitigation measures and the accompanying implementation language later in this document do not exempt the applicant from complying with all portions of vested Renton Municipal Code (RMC), and any conditions that may be applied through the Master Site Plan and Site Plan Review processes. Furthermore, the site plan depicted as the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative) has not been reviewed for compliance with all segments of the RMC; this review will be conducted at a later date.

A. Earth

During Construction

- A1. A temporary erosion and sedimentation control plan (TESCP), including Best Management Practices (BMPs) for erosion and sedimentation control, shall be implemented. This plan shall include, but not limited to, the following measures:
- All temporary (and/or permanent) devices used to collect stormwater runoff shall be directed into tightlined systems that shall discharge to an approved stormwater facility.
 - Soils to be reused at the site during construction shall be stockpiled or stored in such a manner to minimize erosion from the stock pile. Protective measures shall include covering with plastic sheeting and the use of silt fences around pile perimeters.
 - During construction, silt fences or other methods, such as straw bales, shall be placed along surface water runoff collection areas in proximity to Lake Washington and the adjacent wetlands to reduce the potential of sediment discharge into these waters. In addition, rock check dams shall be established along roadways during construction.
 - Temporary sedimentation traps or detention facilities shall be installed to provide erosion and sediment transport control during construction.
 - The project construction shall adhere to the wet season construction requirements between October 1st and April 30th.
- A2. A geotechnical engineer that is a Certified Professional in Erosion and Sediment Control or a Certified Erosion and Sediment Control Lead shall review the grading and TESCP plans prior to final plan design to ensure that erosion and sediment transport hazards are addressed during and following construction. As necessary, additional erosion mitigation measures could be required in response to specific design plans.

- A3. Site preparation for roadways, utilities, and structures, and the placement and compaction of structural fill shall be based upon the recommendations of a geotechnical engineer.
- A4. Temporary excavation dewatering shall be conducted if groundwater is encountered during excavation and construction activities. Such dewatering activities shall be conducted in a manner that shall minimize potential impacts due to settlement.
- A5. A geotechnical engineer shall determine whether structural fill shall be placed to control the potential for settlement of adjacent areas; adjacent structures/areas shall be monitored to verify that no significant settlement occurs.
- A6. A geotechnical engineer shall determine whether deep foundation systems (such as piles or aggregate piers) shall be installed and/or ground improvements made to minimize potential damage from soil settlement, consolidation, spreading, and liquefaction.
- A7. If deep foundation systems (such as piles or aggregate piers) are used to support structures, the following measures shall be implemented:
- Measures shall be employed to ensure that the site cap (i.e., soils/impervious surfaces, should they be installed) shall not be affected and that installation of the piles/piers shall not mobilize contamination that shall be contained by the cap. The U.S. Environmental Protection Agency (EPA) shall determine the appropriate measures to be employed, which could include: installation of surface casing through the contaminated zone; installation of piles composed of impermeable materials (steel or cast-in-place concrete) using soil displacement methods; the use of pointed-tip piles to prevent carry down of contamination; and/or, the use of ground improvement technologies, such as in-place densification or compaction grouting.
 - A pile vibration analysis and vibration monitoring shall be conducted during pile installation in order to ensure that impacts due to vibration do not occur.
 - Suitable pile and pile hammer types shall be matched to the subsurface conditions to achieve the required penetrations with minimal effort to reduce potential vibration. Potential pile types could include driven open-end steel pipe piles, driven closed-end steel pipe piles, or driven cast-in-place concrete piles. Potential hammer types could include percussion hammers or vibratory hammers.
 - Suitable hammer and pile cushion types shall be used for the specific conditions to reduce potential noise. A typical hammer employs the use of a heavy impact hammer that is controlled by a lead, which is in turn supported by a crane.
 - Pile installation shall occur during regulated construction hours.
- A8. Fill soils shall be properly placed and cuts shall be used to reduce the potential for landslide impacts during (and after) construction.
- A9. The appropriate management of contaminated soils that could be disturbed and groundwater that could be encountered during redevelopment of the site shall be addressed through the cleanup/remediation process and by institutional control requirements overseen by the EPA.

Following Construction

- A10. A permanent stormwater control system shall be installed in accordance with the applicable stormwater regulations.
- A11. Offshore outfall locations for stormwater discharge from the permanent stormwater control system shall be equipped with energy dissipation structures or other devices to prevent erosion of the lake shoreline and bottom.
- A12. All buildings shall be designed in accordance with the International Building Code to address the potential for seismic impacts.
- A13. The majority of the site will be covered with impervious surfaces following redevelopment. Permanent landscaping shall also be provided to reduce the potential for erosion and sedimentation with redevelopment.
- A14. Flexible utility connections shall be employed to minimize the risk of damage to utility lines due to differential settlement between structures and underground utilities, as needed and as determined by the City's responsible public official.

B. Critical Areas

During Construction

- B1. A TESCP, including BMPs for erosion and sedimentation control, shall be implemented during construction. Implementation of this plan shall prevent or limit impacts to the lake and shoreline wetlands from erosion and sedimentation.
- B2. If approved by EPA, trenching for utilities and stormwater outfalls shall be incorporated into site grading associated with remediation efforts to limit or prevent later disturbance of re-vegetated areas.
- B3. Upland areas on the Main Property (i.e., areas landward of the minimum 100-foot shoreline setback from Lake Washington's ordinary high water mark (OHWM)) shall be temporarily re-vegetated (e.g., with hydro-seed) following site remediation, if building permits for the disturbed area have not been filed with the City of Renton.

Following Construction

- B4. Proposed redevelopment shall avoid direct impacts to the on-site wetlands retained/re-established and/or expanded as part of EPA's Record of Decision (ROD) for the remediation project or any Natural Resource Damages (NRD) settlement.
- B5. Retained/re-established and/or expanded wetlands, associated buffers, and all other habitat restoration areas required as part of EPA's anticipated ROD for the remediation project or any NRD settlement shall be retained within and be a function of the open space tract(s).
- B6. Proposed buildings shall be setback a minimum of 100 feet from the OHWM, consistent with the City of Renton's 2011 Shoreline Master Program.

- B7. A permanent stormwater control system shall be installed consistent with the applicable requirements. The system shall collect and convey stormwater runoff to Lake Washington via a tight-lined system or another system approved by the City's responsible public official. Water quality treatment shall be provided for runoff from pollution-generating surfaces to prevent water quality impacts to the lake and shoreline wetlands.
- B8. Native plant species shall be included within landscaping of the redeveloped upland area on the Main Property to the extent feasible, and could provide some limited habitat benefits to native wildlife species.
- B9. Introduction of noxious weeds or invasive species shall be avoided to the extent practicable in areas re-vegetated as part of the proposed redevelopment. Together with the native species planted, this shall help limit the unnecessary spread of invasive species that could adversely affect the suitability of open space habitats on site and in the vicinity for wildlife.
- B10. A publicly accessible, unpaved trail with interpretive viewpoints shall be provided through the minimum 100-foot shoreline setback area unless the trail is prohibited by the EPA ROD or any NRD settlement. If EPA's ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road.
- B11. The proposed redevelopment shall include design elements to minimize the potential adverse effects of artificial lighting on wetland, shoreline and riparian habitats, and adjacent properties. These elements shall include directing lighting downward and away from these habitats and adjacent properties, and shall also include shielding of lights, use of low-pressure sodium lights, and/or minimizing the use of reflective glazing materials in building design, as feasible.

C. Environmental Health

- C1. Redevelopment of the site is being coordinated with the cleanup/remediation process, and shall be conducted consistent with the requirements in the final cleanup remedy selected and overseen by EPA, and with any associated institutional controls.
- C2. The appropriate management of contaminated soils that could be disturbed and groundwater that could be encountered during redevelopment of the site shall be addressed through the cleanup/remediation process and by institutional control requirements overseen by EPA. As necessary, lightweight fill materials, special capping requirements, vapor barriers, and/or other measures shall be implemented to ensure that unacceptable exposures to contaminated soils, groundwater, or vapors shall not occur.
- C3. Institutional controls shall be followed to prevent alteration of the site cap (should it be installed) without EPA approval, and to prevent the use of on-site groundwater for any purpose.

- C4. An Operations, Maintenance, and Monitoring Plan (OMMP) shall be implemented to prevent the excavation of soils, installation of utilities, or other site disturbances without prior EPA approval.
- C5. As necessary, personal protection equipment for workers shall be used and special handling and disposal measures followed during construction activities to prevent contact with hazardous materials and substances.
- C6. Institutional controls specified by EPA shall also be implemented to prevent exposure to unacceptable vapors.
- C7. If approved by EPA, utilities (including the main utility corridors) shall be installed as part of the planned remedial action so that disturbance of the site cap (should it be installed) and underlying contaminated soils/groundwater would not be necessary subsequent to capping of the Main Property.
- C8. Personal protection measures and special training costs shall be funded by the applicant for City of Renton staff who provide inspection during construction and maintenance following construction in areas where there is a potential to encounter contaminated soils or groundwater.
- C9. If approved by EPA, buried utilities, public roads, and infrastructure serving the site development shall be placed in clean fill material (with the utilities in a trench with sufficient width and depth of 3 to 4 feet below the invert of the utility), along with an acceptable barrier to prevent recontamination of the clean fill material, in order to protect the utility from contamination and to allow future maintenance of the road or utility lines. If the above is not approved by EPA, no public utility lines shall be installed until the applicant, EPA, and the City agree upon appropriate protection measures for future road and utility maintenance.
- C10. If EPA issues a ROD that is different than what is assumed in the Quendall Terminals EIS, the City reviewing official shall determine whether the applicant shall be required to prepare additional SEPA review, including a possible Supplement to the EIS or Addendum to the EIS, to address any differences between the ROD and the assumptions in the EIS.

D. Energy – Greenhouse Gas Emissions

- D1. Development may incorporate low-impact/sustainable design features into the design of proposed buildings on the site to reduce the demand for energy and reduce the amount of greenhouse gas emissions. Such features could include architectural design features; sustainable building materials; use of energy efficient products; natural drainage/green roof features; use of native plants in landscaping; and/or other design features.

E. Land and Shoreline Use

- E1. New driveways, landscaping, surface parking areas, and proposed building setback areas shall be designed and constructed to provide a buffer between proposed buildings and land uses on adjacent properties.

- E2. Proposed landscaping, particularly along the north and south boundaries of the Main Property, shall be designed and constructed to provide a partial visual screen between proposed buildings and adjacent uses.
- E3. Architectural features (i.e., roof slope, façade modulation, building materials, etc.) shall be incorporated into the design of each building and are intended to enhance the compatibility between the proposed development and surrounding land uses.
- E4. As shown in the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), building heights shall be modulated to reduce potential height/bulk/scale impacts on adjacent development (i.e., Barbee Mill); Building SW4 located adjacent to the southwest property line shall be 4 stories high; other buildings shall be 5 to 6 stories high.
- E5. A fire mitigation/impact fee shall be determined and paid for the proposed development at the time of building permit issuance and as required by the Renton Municipal Code to help offset the impacts of the project on the City's fire emergency services.

F. Aesthetics/Views

- F1. Building design shall include a variety of details and materials that are intended to create a human scale and provide a visually interesting streetscape and façade, such as horizontal plan modulation, projecting vertical elements, and alternating façade materials and details.
- F2. Street-level, under-building parking areas shall be screened from sidewalks and streets by retail and commercial uses along certain façades. Where this parking extends to the exterior of the building, elements, such as architectural façade components, trellises, berms, and landscaping shall be used for screening.
- F3. Public view corridors toward Lake Washington shall be provided along the main east/west roadway onsite (Street "B") and along the private driveways at the north and south ends of the site. Public views of the lake shall also be provided from the publically accessible trail in the minimum 100-foot shoreline setback area in the western portion of the Main Property, if the trail is not prohibited by EPA or any NRD settlement. If EPA's ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road. Additional views of the lake shall be provided for project residents from semi-private landscaped courtyard areas between the new buildings onsite.
- F4. New landscaping shall be provided in the upland area of the Main Property that is intended to enhance the visual character of the site. Landscaping shall include new trees, shrubs, and groundcovers of various sizes and species.
- F5. Proposed landscaping along the north and south property lines shall be designed and constructed to provide a partial visual screen between proposed buildings and adjacent uses.

- F6. The natural vegetation in the minimum 100-foot shoreline setback area and/or other site areas established or protected by EPA's ROD or any NRD settlement shall be retained with proposed site development.
- F7. Exterior building lighting, parking lot lighting, and pedestrian lighting shall be directed downward and away from surrounding buildings, properties, and the shoreline of Lake Washington to minimize the impacts to adjacent uses and fish.
- F8. As indicated in the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), building setbacks shall be provided adjacent to Lake Washington and along the south site boundaries, to enhance the aesthetic character of development and retain views of Lake Washington.
- F9. Building height modulation shall be provided across the site to enhance the aesthetic character of development and retain some views of Lake Washington.
- F10. No surface parking shall be located at the terminus of Street "B" in order to enhance the aesthetic character of the development, particularly from the shoreline trail, if the trail is located within the minimum 100-foot shoreline setback area and not prohibited by EPA's ROD or any NRD settlement. If EPA's ROD or any NRD settlement prohibit the trail within the minimum 100-foot shoreline setback area, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road.
- F11. During final building design, maximum building heights 100 feet from the Lake Washington OHWM shall be reduced to one half of the maximum height allowed by the COR zone (125 feet allowed height x ½ = 62.5 feet), consistent with the City of Renton's 2011 Shoreline Master Program, which will help maintain views toward the lake.
- F12. As determined by the City's responsible public official, the amount of required parking may be reduced, relocated, and/or redesigned (i.e., through implementation of transportation demand management (TDM) measures or other means) so that additional areas of the street-level, under-building parking can be setback from the exterior of the building, particularly along Streets "A", "C," and the lake side of the development. This will allow other uses, including retail, restaurant, commercial, and residential uses, and plaza areas to occupy these areas and enhance the aesthetic character at the ground level.
- F13. Reflectivity of glazing materials, as well as the use of shading devices, shall be considered as part of the façade design in order to minimize the potential glare impacts to surrounding uses.
- F14. Design features such as: public art, special landscape treatment, additional open space/plazas, landmark building form, special paving/pedestrian scale lighting, and/or prominent architectural features shall be provided as part of development to further enhance the gateway/landmark features on the site.
- F15. Vertical and/or horizontal modulation shall be provided along the west or lake side of the buildings to provide a human scale and break up the larger structures which will be adjacent to the shoreline area and pedestrian environment.

G. Parks and Recreation

Measures to Improve Public Open Space and Related Areas/Fees¹

- G1. A parks mitigation/impact fee shall be determined and paid for each multifamily unit in the proposed development at the time of building permit issuance and in accordance with the City of Renton Municipal Code.
- G2. As shown on the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), approximately 10.6 acres of “Natural Public Open Space Areas” and “Other Related Areas” shall be provided on the site. The “Natural Public Open Space Areas” shall include the approximately 0.5-acre trail within the minimum 100-foot shoreline setback area, and approximately 3.2 acres of natural area along the trail. If EPA’s ROD or any NRD settlement prohibits the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road. It is the City’s intent that the natural area along the trail be used for retained/re-established and/or expanded wetlands, associated buffers, and all other habitat restoration areas required as part of EPA’s ROD for the remediation project or any NRD settlement. The “Other Related Areas” onsite shall include street-level landscaping, landscaped courtyards, sidewalks, paved plazas, and the Isolated Property. These areas may or may not meet the City’s standards, regulations, and procedures for public open space. If EPA’s ROD or any NRD settlement result in alterations to the plans for the Preferred Alternative, including the “Natural Public Open Space Areas” or “Other Related Areas,” the City could re-evaluate the plans.
- G3. Frontage improvements, including sidewalks, shall be provided along the west side of Lake Washington Boulevard and Ripley Lane N along the site. These sidewalks shall connect to sidewalks to the north and south, which connect to other pedestrian facilities in the area.
- G4. If the trail through the minimum 100-foot shoreline setback area is not prohibited by EPA’s ROD or any NRD settlement, public parking shall be provided in the same general area as the retail/restaurant parking; the applicant shall specifically identify this parking prior to site plan approval. If EPA’s ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road; public parking shall be provided for the relocated trail as described above. Public parking spaces shall be provided as required by the Renton Municipal Code and the Shoreline Master Program and shall be identified as public by signage or other means approved by the City.
- G5. Signage, detours, and safety measures shall be put in place to detour bicyclists from using the Lake Washington Loop trail at the time of construction.
- G6. If the trail through the minimum 100-foot shoreline setback area is not prohibited by EPA or any NRD settlement, the connection between the trail and Lake Washington Boulevard shall be enhanced by providing wider sidewalks (i.e., 15-foot wide) that are part of public rights-of-way along the Street “B” corridor. If EPA’s ROD or any NRD

¹ Hours of public access shall meet park standards of sunrise to sunset to count toward public recreation.

settlement prohibits the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road. The connection of the relocated trail to Lake Washington Boulevard shall also be enhanced by providing wider sidewalks (i.e., 15-foot wide), as described above.

- G7. If the trail through the minimum 100-foot shoreline setback area is not prohibited by EPA or any NRD settlement, the hours of public use (i.e., not the residents' use) of the trail shall be determined by the City's Community Services Administrator. If EPA's ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road; the hours of public use (i.e., not the residents' use) of the trail shall be determined by the City's Community Services Administrator.
- G8. Approximately 1.8 acres of indoor and/or outdoor area shall be provided onsite for active recreation (e.g., Frisbee, swimming pools, tot lots, bocce ball courts, exercise rooms, active recreation in courtyards, etc.), as approved by the City's responsible public official.
- G9. A crosswalk including pedestrian crossing warning signs at and in advance of the crosswalk shall be provided across Lake Washington Boulevard in order to connect the proposed development to the May Creek Trail on the east side of the Boulevard. The crosswalk shall be controlled by Rectangular Rapid Flashing Beacons, if the City determines that such lighting is warranted.
- G10. If the trail through the minimum 100-foot shoreline setback area is not prohibited by EPA or any NRD settlement, the trail and other recreation areas shall be enhanced with site amenities, such as tables, litter receptacles, benches, interpretive signage, etc., and approved by the City's Community Services Administrator. If EPA's ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road; the trail and other recreation areas shall be enhanced with site amenities, such as tables, litter receptacles, benches, interpretive signage, etc. and approved by the City's Community Services Administrator.
- G11. The trail shall connect to the Barbee Mill residential development to the south. If EPA's ROD or any NRD settlement prohibits the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and it could be combined with the fire access road; the trail shall connect to the Barbee Mill residential development to the south.

Measures to Improve Semi-Private Recreation Access for Residents

- G12. As part of the total open space, semi-private landscaped courtyards on top of the parking garages shall be provided as shared open space for residents of the site. These areas shall help to meet the demand for recreation facilities from project residents.
- G13. Street level landscaping, plazas, and sidewalks shall be provided. These areas will help meet the project's demand for passive recreation facilities.

H. Transportation

With or Without Planned I-405 Improvements

- H1. A traffic mitigation/impact fee shall be determined and paid for the proposed development at the time of building permit issuance and in accordance with the City of Renton Municipal Code to help offset the impacts of the project on the City's roadways.
- H2. TDM measures shall be implemented to reduce the number of vehicle trips and thus provide some benefit to improving LOS and queuing impacts at study intersections.
- H3. Infrastructure improvements within the site shall include full curbs, gutters, sidewalks, and landscape strips (where applicable) as well as frontage improvements (curb, gutter, sidewalk, landscape strips, bike lanes, pavement width, and utilities) along the west side of Lake Washington Boulevard and Ripley Lane N in front of the project site. Provisions for safe pedestrian circulation shall encourage future transit usage to and from the site when planned public transit becomes available.
- H4. If approved by EPA and any NRD settlement, a pedestrian trail shall be provided onsite through the minimum 100-foot shoreline setback area that shall be accessible to the public and shall connect to Lake Washington Boulevard through the internal site sidewalk system. If EPA's ROD or any NRD settlement prohibits the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road; this trail shall connect to Lake Washington Boulevard through the internal site sidewalk system.
- H5. To mitigate traffic impacts to the Lake Washington Boulevard corridor south of the development, the applicant shall install traffic calming treatments on Lake Washington Boulevard south of N 41st Street to encourage primary trips generated by the project to utilize the I-405 corridor. Although the City of Renton has no adopted residential traffic management program, arterial calming measures could include treatments that create either horizontal or vertical deflection for drivers. Such treatments could include, but not limited to chicanes, serpentine raised curb sections, raised median treatments, speed tables, and/or speed humps. Final design of traffic calming elements shall be approved by the City.
- H6. The parking supply under the Preferred Alternative shall meet the minimum off-street parking requirements of the City of Renton.
- H7. Shared parking agreements between on-site uses and implementation of TDM measures for proposed residential uses shall be implemented to reduce parking demand during peak periods, thereby reducing the necessary parking supply.
- H8. A fire access road shall be provided to the west of the westernmost buildings onsite. The road shall be a minimum of 20 feet wide, and shall be constructed with crushed rock or grass-crete to support the weight of fire apparatus, and shall be available for emergency vehicle access. If located in the minimum 100-foot shoreline setback area, and approved by the EPA ROD and any NRD settlement, the road shall also serve as a pedestrian trail. If EPA's ROD or any NRD settlement prohibit the fire access road within the

minimum 100-foot shoreline setback area, the road shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the trail.

- H9. In order to promote a multimodal transportation network, redevelopment on the Quendall Terminals site shall include site amenities (i.e., planting strips, street lighting, etc.) and access to future transit zones on Lake Washington Boulevard and at the I-405/NE 44th Street interchange to encourage and accommodate public transportation access in the future (future potential public transportation in the vicinity could include Bus Rapid Transit on I-405 planned by Sound Transit and Washington State Department of Transportation (WSDOT) with a flyer stop at the I-405/NE 44th Street interchange).
- H10. A paved bicycle lane shall be provided along the east and west sides of Ripley Lane/Lake Washington Boulevard from the end of the current bike trail along Ripley Lane to the intersection of Ripley Lane/Lake Washington Boulevard or a multi-use path could be developed on one side or separated from Ripley Lane/Lake Washington Boulevard to mitigate potential conflicts between bicycles and the Quendall Terminals site access point on Ripley Lane.

With Planned I-405 Improvements

- H11. **Lake Washington Boulevard between Barbee Mill Access (N 43rd Street) and Ripley Lane N.** The eastbound and westbound through lanes planned by WSDOT shall be extended beyond and through the Barbee Mill access intersection. This shall result in two through lanes in each direction on Lake Washington Boulevard from the I-405 interchange past the Barbee Mill access (N 43rd Street). Ultimately, the City of Renton shall determine the best configuration for the improvements, given ongoing coordination with WSDOT on the adjacent interchange design, King County (owner of the vicinity rail right-of-way), and adjacent private development.
- H12. **Barbee Mill Access (N 43rd Street)/Lake Washington Boulevard.** A traffic signal shall be installed at this intersection. At the Barbee Mill Access (N 43rd Street)/Lake Washington Boulevard intersection the eastbound approach shall be widened to include a separate left-turn only lane and the northbound approach shall be widened to include a separate left-turn only lane. Ultimately, the City of Renton shall determine the best configuration for the improvements, given ongoing coordination with WSDOT on the adjacent interchange design, King County (owner of the vicinity rail right-of-way), and adjacent private development. If the traffic signal and eastbound left turn lane at N 43rd Street have not been constructed prior to the WSDOT improvements at the NE 44th Street/I-405 interchange, the City will consider changing the location of this signal to the intersection at Ripley Lane/Lake Washington Boulevard. Relocating the traffic signal to Ripley Lane/Lake Washington Boulevard. could reduce/eliminate potential impacts of traffic queues on N 43rd Street between Lake Washington Boulevard and Road A, and with the existing rail crossing (should it be re-activated for rail service or converted to a trail corridor). An engineering study will be completed at that time to support the determination of the location for the installation of the traffic signal at either N 43rd Street or Ripley Lane.

Without Planned I-405 Improvements

- H13. **Traffic Signals.** Traffic signals shall be installed at the intersections of the I-405 northbound and southbound ramp intersections, as well as at the intersection of Barbee Mill Access (N 43rd Street)/Lake Washington Boulevard. The City will consider moving the location of this signal to the intersection at Ripley Lane/Lake Washington Boulevard as part of a future WSDOT improvement project to the NE 44th Street interchange. Relocating the traffic signal to Ripley Lane/Lake Washington Boulevard could reduce/eliminate potential longer-range impacts of traffic queues on N 43rd Street between Lake Washington Boulevard and Road A, and with the existing rail crossing (should it be re-activated for rail service or converted to a trail corridor). An engineering study will be completed at that time to support the determination of the location for the installation of the traffic signal at either N 43rd Street or Ripley Lane.
- H14. **Intersection #1 - I-405 Northbound Ramps/NE 44th Street.** The southbound and northbound approaches shall be widened so that a separate left turn lane and shared thru-right turn lane is provided on both legs of the intersection. The final configuration of the intersection with the additional widening improvements shall be coordinated with WSDOT.
- H15. **Lake Washington Boulevard between Barbee Mill Access (N 43rd Street) and I-405 Southbound Ramps.** Additional channelization improvements between the Barbee Mill access and the I-405 southbound ramps shall be constructed. Additional eastbound and westbound lanes shall be constructed to provide additional queue storage created by the traffic signals required at the southbound ramp and Barbee Mill Access (N 43rd Street) along Lake Washington Boulevard. At the Barbee Mill Access (N 43rd Street)/Lake Washington Boulevard intersection the westbound approach on the Barbee Mill Access shall be widened to include a separate left-turn only lane and the northbound approach on Lake Washington Boulevard shall be widened to include a separate left-turn only lane. Ultimately, the City of Renton shall determine the best configuration for the improvements, given ongoing coordination with WSDOT on the adjacent interchange design, King County (owner of the vicinity rail right-of-way), and adjacent private development.

I. Cultural Resources

11. Limited and focused cultural resource monitoring shall be conducted during construction activities on the site (clearing and grading of the upland portion, construction of deep building foundations, and excavation of utilities). During construction, a monitoring plan and inadvertent discovery plan shall be developed as part of the project (see Appendix F to the *Quendall Terminals EIS Addendum* for a copy of the proposed monitoring plan and inadvertent discovery plan).
12. In the unlikely event that ground-disturbing or other activities result in the inadvertent discovery of archaeological deposits, construction activities shall be halted in the immediate area and the Washington State Department of Archaeology and Historic Preservation (DAHP) shall be contacted. Work shall be halted until such time as further investigation and appropriate consultation is concluded.

- I3. In the unlikely event of the inadvertent discovery of human remains, construction shall be halted in the area, the discovery shall be covered and secured against further disturbance, and contact shall be made with law enforcement personnel, DAHP, and authorized representatives of the concerned Indian tribes.

J. Construction Impacts

Air Quality

- J1. Site development and construction activities shall comply with applicable Puget Sound Clean Air Agency (PSCAA) regulations regarding demolition activities and fugitive dust emissions. If approved by the EPA, wetting of exposed soils, covering or wetting transported earth materials, washing of truck tires and undercarriages prior to travel on public streets, and prompt cleanup of any materials tracked or spilled onto public streets shall be provided.
- J2. The EPA cleanup/remediation process for the site and associated institutional control requirements shall ensure that unacceptable exposures to contaminated soils/dust and vapors shall not occur during or following construction. An OMMP shall be implemented to prevent the excavation of soils, installation of utilities, and other site disturbances without prior EPA approval.

Noise

- J3. Per the City of Renton's construction standards related to permitted hours of work (RMC 4-4-030C), commercial and multifamily construction activities within 300 feet of residential areas shall be restricted to the hours of 7:00 AM to 8:00 PM, Monday through Friday. Work on Saturdays shall be restricted to the hours of 9:00 AM to 8:00 PM and no work shall be permitted on Sundays. The City of Renton Development Services Director shall be required to approve any work outside of these construction hours via a variance.
- J4. Noise from construction shall be governed by the timing restrictions and the noise limits included in the King County noise code requirements (KCC Section 12.88.040). This rule defines maximum permissible sound levels based on the zoning of the source and receiving properties and sets maximum levels and durations of allowable daytime construction noise.

QUENDALL TERMINALS PROJECT MITIGATION DOCUMENT

INTRODUCTION AND PURPOSE

The applicant submitted Applications for the Quendall Terminals project in 2009; the City of Renton determined that the Applications were complete on February 5, 2010. In order to meet SEPA requirements, the Environmental Review Committee for the City of Renton issued the *Quendall Terminals Draft Environmental Impact Statement (DEIS)* on December 10, 2010, the *Quendall Terminals EIS Addendum* on October 19, 2012, and the *Quendall Terminals Final Environmental Impact Statement (FEIS)* on August 31, 2015. The purpose of this Mitigation Document is to establish specific mitigation measures and discuss these measures, based upon significant impacts that were identified in the DEIS, EIS Addendum, and FEIS.

USE OF TERMS

The subject site may be referenced as the “Quendall Terminals site” or “site” in this Mitigation Document.

EIS preparation was triggered by applications submitted for Master Site Plan Approval, Binding Site Plan Approval, and Shoreline Substantial Development Permit, collectively, the “Applications”.

The “Proposal” covered by the EIS and addressed in this Mitigation Document includes the construction and operation of the Quendall Terminals Redevelopment Project substantially as proposed in the foregoing Applications, as revised on June 25, 2012.

In the *Quendall Terminals DEIS (2010)* and the *Quendall Terminals EIS Addendum (2012)*, the phrase “Shoreline Restoration Area” is used to indicate the building setback area from the Lake Washington ordinary high water mark (OHWM) in which a number of shoreline-related site cleanup and remediation activities would occur under the oversight of the U.S. Environmental Protection Agency (EPA), and in which a number of restoration activities could potentially occur if a settlement is reached with the Natural Resource Trustees. In the list of mitigation measures in this Mitigation Document and in the *Quendall Terminals FEIS (2015)*, the phrase “Shoreline Restoration Area” has been replaced with the phrase “minimum 100-foot shoreline setback area.” This change was made in order to clarify that this area was set aside for activities that include retention/re-establishment and/or expansion of wetlands, and provision of associated buffers, as anticipated to be required by EPA in the Record of Decision (ROD) for the remediation project and any Natural Resource Damage (NRD) settlement.

SEPA REQUIREMENTS

State regulations (WAC 197-11) and local regulations (RMC Title 4, Chapter 9) govern the development of mitigation measures to address identified environmental impacts. The primary regulatory chapters are cited below.

WAC 197-11-060, titled Content of Environmental Review, states in part that agencies shall “carefully consider the range of probable impacts, including short-term and long-term effects”

including “those that are likely to arise or exist over the lifetime of a proposal” or in some cases, continues beyond the life of the proposal.

WAC 197-11-330, titled Threshold Determination Process, requires in part that the responsible official take into account the direct, indirect, and cumulative effects of a proposal when determining whether a proposal has significant adverse impacts. In reaching a decision, SEPA states that the responsible official shall not balance whether the beneficial aspects of a proposal outweigh the adverse impacts, but rather shall consider whether a proposal has any probable significant adverse environmental impacts.

WAC 197-11-768 titled Mitigation, defines mitigation as the following:

1. Avoiding the impacts altogether by not taking a certain action or parts of an action;
2. Minimizing the impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
5. Compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and/or,
6. Monitoring the impact and taking appropriate corrective measures.

WAC 197-11-660(1) titled Substantive Authority and Mitigation, states that decision-makers may impose mitigation measures designed to mitigate the environmental impacts, subject to the following limitations:

- A. Mitigation measures or denials shall be based on policies, plans, rules, or regulations formally designated by the agency;
- B. Mitigation measures shall be related to specific, adverse environmental impacts clearly identified in an environmental document on the proposal and shall be stated in writing by the decision-maker;
- C. Mitigation measures shall be reasonable and capable of being accomplished;
- D. Responsibility for implementing mitigations measures may be imposed upon an applicant only to the extent attributable to the identified adverse impacts of its proposal. Voluntary additional mitigation may occur;
- E. Before requiring mitigation measures, agencies shall consider whether local, state, or federal requirements and enforcement would mitigate an identified significant impact; and,

- F. If, during project review, a jurisdiction's development regulations or comprehensive plan adopted under Chapter 36.70A RCW, or in other applicable local, state, or federal laws or rules, provided adequate analysis of and mitigation for the specific adverse environmental impacts of the project action under RCW 43.21C.240, the jurisdiction shall not impose additional mitigation under this chapter.

MITIGATION DOCUMENT

This Mitigation Document identifies the mitigation measures established under the SEPA rules to address specific impacts identified in the *Quendall Terminals DEIS*, *Quendall Terminals EIS Addendum*, and *Quendall Terminals FEIS*. Numerous state and local regulations will serve to govern development of the Quendall Terminals site, and application of those regulations will also serve to mitigate certain significant adverse environmental impacts. Additional consistency review will be conducted by the City of Renton under the Master Site Plan, Binding Site Plan, Site Plan, and Shoreline Substantial Development Permit; reviews for permits by other agencies will also be conducted.

Provided below for each element of the environment analyzed in the DEIS, EIS Addendum, and FEIS are: 1) References to text for Affected Environment and Impacts sections within the DEIS, EIS Addendum, and/or FEIS; 2) Mitigation measures; 3) Discussion of the mitigation measures; and, 4) Policy nexus.

A. Earth

Refer to DEIS Section 3.1 and EIS Addendum Section 4.1 for a detailed discussion of Affected Environment and the Impacts of the Quendall Terminals Project on geotechnical conditions. The mitigation measures below address the identified earth-related impacts of the project.

Mitigation Measures and Discussion

During Construction

- A1. A temporary erosion and sedimentation control plan (TESCP), including Best Management Practices (BMPs) for erosion and sedimentation control, shall be implemented. This plan shall include, but not limited, to the following measures:
- All temporary (and/or permanent) devices used to collect stormwater runoff shall be directed into tightlined systems that shall discharge to an approved stormwater facility.
 - Soils to be reused at the site during construction shall be stockpiled or stored in such a manner to minimize erosion from the stock pile. Protective measures shall include covering with plastic sheeting and the use of silt fences around pile perimeters.
 - During construction, silt fences or other methods, such as straw bales, shall be placed along surface water runoff collection areas in proximity to Lake Washington and the adjacent wetlands to reduce the potential of sediment discharge into these waters. In addition, rock check dams shall be established along roadways during construction.
 - Temporary sedimentation traps or detention facilities shall be installed to provide erosion and sediment transport control during construction.

- The project construction shall adhere to the wet season construction requirements between October 1st and April 30th.

A2. A geotechnical engineer that is a Certified Professional in Erosion and Sediment Control or a Certified Erosion and Sediment Control Lead shall review the grading and TESCP plans prior to final plan design to ensure that erosion and sediment transport hazards are addressed during and following construction. As necessary, additional erosion mitigation measures could be required in response to specific design plans.

Discussion:

As listed above, a variety of BMPS shall be included as part of the TESCP for the project to limit erosion and sedimentation during construction. Site work shall be phased to minimize the amount of soil exposed during construction. The TESCP shall be available at the site and the BMPs shall be in place prior to the start of construction. By effectively using construction BMPs, erosion, sediment-laden water, and dust will be controlled and adverse impacts to water resources will be reduced. Also see the discussion under mitigation measure B1 below of the Stormwater Pollution Prevention Plan (SWPPP) that will be required for the National Pollution Discharge Elimination System (NPDES) Construction Stormwater General Permit for the project.

A3. Site preparation for roadways, utilities, and structures, and the placement and compaction of structural fill shall be based upon the recommendations of a geotechnical engineer.

A4. Temporary excavation dewatering shall be conducted if groundwater is encountered during excavation and construction activities. Such dewatering activities shall be conducted in a manner that shall minimize potential impacts due to settlement.

A5. A geotechnical engineer shall determine whether structural fill shall be placed to control the potential for settlement of adjacent areas; adjacent structures/areas shall be monitored to verify that no significant settlement occurs.

A6. A geotechnical engineer shall determine whether deep foundation systems (such as piles or aggregate piers) shall be installed and/or ground improvements made to minimize potential damage from soil settlement, consolidation, spreading, and liquefaction.

A7. If deep foundation systems (such as piles or aggregate piers) are used to support structures, the following measures shall be implemented:

- Measures shall be employed to ensure that the site cap (i.e., soils/impervious surfaces, should they be installed) shall not be affected and that installation of the piles/piers shall not mobilize contamination that shall be contained by the cap. The U.S. Environmental Protection Agency (EPA) shall determine the appropriate measures to be employed, which could include: installation of surface casing through the contaminated zone; installation of piles composed of impermeable materials (steel or cast-in-place concrete) using soil displacement methods; the use of pointed-tip piles to prevent carry down of contamination; and/or, the use of ground improvement technologies, such as in-place densification or compaction grouting.

- A pile vibration analysis and vibration monitoring shall be conducted during pile installation in order to ensure that impacts due to vibration do not occur.
- Suitable pile and pile hammer types shall be matched to the subsurface conditions to achieve the required penetrations with minimal effort to reduce potential vibration. Potential pile types could include driven open-end steel pipe piles, driven closed-end steel pipe piles, or driven cast-in-place concrete piles. Potential hammer types could include percussion hammers or vibratory hammers.
- Suitable hammer and pile cushion types shall be used for the specific conditions to reduce potential noise. A typical hammer employs the use of a heavy impact hammer that is controlled by a lead, which is in turn supported by a crane.
- Pile installation shall occur during regulated construction hours.

A8. Fill soils shall be properly placed and cuts shall be used to reduce the potential for landslide impacts during (and after) construction.

A9. The appropriate management of contaminated soils that could be disturbed and groundwater that could be encountered during redevelopment of the site shall be addressed through the cleanup/remediation process and by institutional control requirements overseen by the EPA.

Following Construction

A10. A permanent stormwater control system shall be installed in accordance with applicable stormwater regulations.

A11. Offshore outfall locations for stormwater discharge from the permanent stormwater control system shall be equipped with energy dissipation structures or other devices to prevent erosion of the lake shoreline and bottom.

A12. All buildings shall be designed in accordance with the International Building Code to address the potential for seismic impacts.

A13. The majority of the site will be covered with impervious surfaces following redevelopment. Permanent landscaping shall also be provided to reduce the potential for erosion and sedimentation with redevelopment.

A14. Flexible utility connections shall be employed to minimize the risk of damage to utility lines due to differential settlement between structures and underground utilities, as needed and as determined by the City's responsible public official.

Discussion:

Prior to submittal of building permit application(s), the applicant shall provide geotechnical analyses prepared by a geotechnical engineer to the City that address the appropriateness of the above construction-related measures. The analyses of the potential need to place fill to control settlement and the need for deep foundation systems (measures A5 and A6) shall be prepared by a geotechnical engineer in conjunction with the project architect and structural engineer.

Regarding measure A9, see the discussion following measures C1 through C10 for discussion of appropriate management of contaminated soils that could be disturbed and groundwater that could be encountered during site redevelopment.

Due to the nature of the soils that underlie the site (unconsolidated granular and soft fine grained sediments) and the regional tectonic setting (high seismic risk), several geotechnical issues related to project design and construction are identified in the Quendall Terminals DEIS. These issues include: 1) the presence of soft and loose soils to depths of approximately 40 feet below planned site grades; 2) the presence of potentially liquefiable, saturated granular soils to depths of approximately 80 feet below planned site grades; and, 3) the potential lateral movement of soil above liquefiable zones. These issues and potential impacts related to settlement of the site and proposed structures and utilities shall be mitigated by the measures listed above, appropriate project design, and proper implementation of the design during construction.

Policy Nexus:

City of Renton Environmental Review Procedures (RMC 4-9-070); City of Renton Building Standards (RMC 4-5); City of Renton Grading, Excavation and Mining Regulations (RMC 4-4-60); City of Renton Drainage (Surface Water) Standards (RMC 4-6-030); and, City of Renton Utility Lines – Underground Installation Standards (RMC 4-6-090).

B. Critical Areas

Refer to DEIS Section 3.2 and EIS Addendum Section 4.2 for a detailed discussion of Affected Environment and the Impacts of the Quendall Terminals Project on critical areas (e.g., Lake Washington and the shoreline wetlands). The mitigation measures below address the identified critical areas-related impacts of the project.

Mitigation Measures and Discussion

During Construction

- B1. A TESCOP, including BMPs for erosion and sedimentation control, shall be implemented during construction. Implementation of this plan shall prevent or limit impacts to the lake and shoreline wetlands from erosion and sedimentation.

Discussion:

A National Pollution Discharge Elimination System (NPDES) Construction Stormwater General Permit will be required for the project and calls for preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include temporary erosion and sedimentation control requirements and BMPs for construction activities in order to prevent stormwater from washing soil, nutrients, chemicals, and other harmful pollutants into the critical areas on and adjacent to the site (e.g., shoreline wetlands and Lake Washington). The SWPPP shall include the following measures:

- Mark Clearing Limits: Prior to clearing or disturbing, the limits shall be marked. This element is part of most typical construction plans as one of the first steps.

- Establish Construction Access: All erosion control plans shall install a stabilized construction entrance (or other method of preventing sediment transport onto the roads). If a standard gravel construction entrance is proposed, geo-textile fabric shall be used under the rock.
- Detain Flows: Based on a downstream analysis, runoff from the site under construction shall be provided, as necessary. A detention or temporary sediment pond shall be used to control flows during construction, as necessary.
- Install Sediment Controls: If there is runoff from the construction site, sediment shall be removed from the water. Water quality standards shall be met prior to discharge to Lake Washington.
- Stabilize Soils: All exposed and non-worked soil shall be stabilized by use of BMPs. Seasonal requirements limiting time periods of allowed exposure shall be followed. Both temporary and permanent groundcover shall be part of the construction plans.
- Protect Slopes: Cut and fill slopes shall be protected from erosive flows and concentrated flows until permanent cover and drainage conveyance systems are in place.
- Protect Drain Inlets: All storm drain inlets shall be protected from sediment and silt laden water.
- Stabilize Channels and Outlets: Temporary and permanent conveyance systems shall be stabilized to prevent erosion during and after construction. Culvert outlets shall be protected.
- Control Pollutants: The SWPPP shall indicate how all pollutants, including waste materials and demolition debris, shall be handled. This shall include maintenance of construction equipment, fertilizers, application of chemicals, and water treatment systems.
- Control De-Watering: The water from de-watering systems for trenches, vaults, and foundations shall be discharged into a controlled system.
- Maintain BMPs: The SWPPP shall provide for inspection and maintenance of the planned and installed construction BMPs as well as their removal at the end of the project.
- Manage the Project: The SWPPP shall outline how the site shall be managed for erosion control. The plan shall cover phasing, training, coordination, monitoring and reporting.

Specific BMPs for the project shall include the following:

- Land disturbing or grading activities shall be limited between October 1 and April 30.

- *In-water work for the installation of the stormwater treatment pond outfalls shall be conducted during Washington State Department of Fish and Wildlife's (WDFW)-prescribed in-water work period for Lake Washington.*
 - *Stormwater during construction shall be routed to a holding pond for sediment control. The majority of construction stormwater runoff from the site shall be temporarily routed to this pond via interceptor trenches and berms. Later, stormwater shall be routed via permanent drainage pipes.*
 - *The area designated for the permanent stormwater facility shall remain in an undisturbed condition until the site has been completely stabilized.*
 - *Stormwater released from the on-site TESC pond during construction shall be controlled and monitored to ensure compliance with established water quality discharge requirements.*
 - *Soils shall be stabilized at the end of each day based on the weather forecast. Applicable stabilization practices shall include, but are not limited to, temporary and permanent seeding, sodding, mulching, plastic covering, erosion control fabrics and matting, the early application of a gravel base on areas to be paved, and dust control.*
 - *Matting, plastic sheeting, or other approved slope stabilization measures shall be installed on all slopes greater than or equal to 3:1. Plans shall make provisions to prevent concentrated flows from being routed over slopes.*
 - *Water quality shall be monitored throughout the construction period. A monitoring plan shall be part of the quality assurance plan for compliance. The construction SWPPP shall contain a plan for stormwater sampling locations, background measurements and a periodic reporting schedule. The sampling points shall be marked on a map and on the ground.*
- B2. If approved by EPA, trenching for utilities and stormwater outfalls shall be incorporated into site grading associated with remediation efforts to limit or prevent later disturbance of re-vegetated areas.
- B3. Upland areas on the Main Property (i.e., areas landward of the minimum 100-foot shoreline setback from Lake Washington's ordinary high water mark (OHWM)) shall be temporarily re-vegetated (e.g., with hydro-seed) following site remediation, if building permits for the disturbed area have not been filed with the City of Renton.

Discussion:

Geologic hazards (other than seismic) identified at the site are primarily related to erosion hazards. These erosion hazards, and their potential to impact the lake and adjacent wetlands, shall be addressed through the development and implementation of a TESCP and use of BMPs during construction, including potentially managing the timing of trenching for utilities/stormwater outfalls, as well as planting temporary vegetation in the upland areas on the Main Property to protect site soils from erosion until permanent impervious surfaces and landscaping are installed.

Temporary re-vegetation (via seeding or by other means) shall avoid use of plant species that can invade lakeshore riparian and wetland restoration areas and impair growth and development of native plantings. These include, but are not limited to species on the current King County list of noxious weeds or other weeds of concern. Plantings or seed mixes could consist of sterile annuals designed to provide cover and soil stabilization for a short period of time, as appropriate.

Following Construction

- B4. Proposed redevelopment shall avoid direct impacts to on-site wetlands retained/re-established and/or expanded as part of EPA's Record of Decision (ROD) for the remediation project or any Natural Resource Damages (NRD) settlement.

Discussion:

The outer boundaries of the riparian and wetland areas along the lake retained/re-established and/or expanded as part of EPA's ROD for the remediation project or any NRD settlement shall be marked with permanent fencing and signage to clearly indicate the limits of the native growth tract where it meets the ornamental landscaping of the developed area. Fencing could be designed in a manner consistent with the landscape aesthetic, while providing a physical divide. Signage could consist of standard critical areas signs or include interpretive elements, or a combination of the two.

- B5. Retained/re-established and/or expanded wetlands, associated buffers, and all other habitat restoration areas required as part of EPA's anticipated ROD for the remediation project or any NRD settlement shall be retained within and be a function of the open space tract(s).

Discussion:

The open space tract(s) on the Quendall Terminals Main Property (adjacent to the lake) and on the Isolated Property (to the northeast of the Main Property, across Ripley Lane N) shall be placed in common ownership or management, through a homeowners association or other similar entity.

Following Construction

- B6. Proposed buildings shall be setback a minimum of 100 feet from the OHWM, consistent with the City of Renton's 2011 Shoreline Master Program.
- B7. A permanent stormwater control system shall be installed consistent with applicable requirements. The system shall collect and convey stormwater runoff to Lake Washington via a tight-lined system or another system approved by the City's responsible public official. Water quality treatment shall be provided for runoff from pollution-generating surfaces to prevent water quality impacts to the lake and shoreline wetlands.

Discussion:

The baseline assumptions used in the Quendall Terminals DEIS were consistent with the Renton Shoreline Management Plan (1983) in place at the time complete Applications for the

Quendall Terminals Project were submitted to the City, and other relevant information described in Appendix E to the DEIS. The Project is vested to the development standards of the City's Shoreline Management Plan in place at the time of complete Applications (February 5, 2010) for purposes of local permits and approvals. In 2011, the City's Shoreline Management Program (SMP) was updated, and more stringent shoreline setbacks and wetland buffers established. EPA indicated in their comment letter on the DEIS that their final mitigation/restoration requirements will be based on the shoreline regulations in place at the time EPA issues their Record of Decision (ROD) which will constitute the final cleanup and mitigation plan for the site for remediation purposes.

According to current City of Renton regulations and standards, the wetland and shoreline restoration areas to be established as part of the anticipated ROD and any NRD settlement would be larger than those assumed in the DEIS. The City of Renton's 2011 SMP requires a 100-foot minimum setback from the OHWM of Lake Washington. In part, this setback will help protect critical areas, such as the lake and adjacent wetlands. The Quendall Terminals Site Plan for the Preferred Alternative incorporates this 100-foot minimum setback to provide for mitigation and restoration as part of the anticipated ROD and any NRD settlement.

The operation and maintenance of the permanent stormwater control system shall conform to applicable requirements. The plans for this system shall be reviewed and approved by the City at the time of building permit application(s) and associated utility construction permit application(s). If this system is properly implemented, significant adverse water quality impacts on the lake and adjacent wetlands are not expected.

- B8. Native plant species shall be included within landscaping of the redeveloped upland area on the Main Property to the extent feasible, and could provide some limited habitat benefits to native wildlife species.
- B9. Introduction of noxious weeds or invasive species shall be avoided to the extent practicable in areas re-vegetated as part of the proposed redevelopment. Together with the native species planted, this shall help limit the unnecessary spread of invasive species that could adversely affect the suitability of open space habitats on site and in the vicinity for wildlife.

Discussion:

A variety of native species appropriate for the developed site conditions shall be incorporated within the landscaped areas to minimize the need for fertilizers, pesticides, herbicides, and excessive watering, and reduce adverse effects on terrestrial wildlife, native vegetation, and aquatic organisms in Lake Washington.

In addition, high quality soil materials with ample organic material should be used in ornamental landscape areas to ensure adequate soil health and decrease the need for chemical supplements or controls in landscape maintenance.

The landscape plantings shall avoid use of plant species on the current King County list of noxious weeds or other weeds of concern, including those sometimes used in ornamental plantings (e.g., English ivy, holly, or laurel; European mountain ash; and, others). The final landscape requirements for the project shall be determined by the City through Site Plan review.

- B10. A publicly accessible, unpaved trail with interpretive viewpoints shall be provided through the minimum 100-foot shoreline setback area unless the trail is prohibited by the EPA ROD or any NRD settlement. If EPA's ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road.

Discussion:

If the trail is constructed in the minimum 100-foot shoreline setback area, it could be routed through the outer portions of the wetland buffers, to the extent feasible, to allow greater screening and cover between wetland areas and human activity.

The trail shall be designed to discourage users from straying off the trail into the restoration areas, to the extent feasible. Design features could include, but would not be limited to, elevated boardwalk sections, overlooks with railings, and low railings or fencing along the edges. Plantings along the trail shall be designed to form dense cover to discourage off-trail access.

- B11. The proposed redevelopment shall include design elements to minimize the potential adverse effects of artificial lighting on wetland, shoreline, and riparian habitats, and adjacent properties. These elements shall include directing lighting downward and away from these habitats and adjacent properties, and shall also include shielding of lights, use of low-pressure sodium lights, and/or minimizing the use of reflective glazing materials in building design, as feasible.

Discussion:

The architectural design of the proposed buildings shall limit the use of highly reflective materials (e.g., expanses of metal siding and glass windows) and incorporate low reflectivity materials (e.g., could include, but would not be limited to, brick, stucco, and wood) on building facades to the greatest extent possible.

Policy Nexus:

City of Renton Environmental Review Procedures (RMC 4-9-070); City of Renton Critical Areas Regulations (RMC 4-3-050); City of Renton Shoreline Master Program Regulations (RMC 4-3-090); City of Renton Drainage (Surface Water) Standards (RMC 4-6-030); and, City of Renton Exterior On-site Lighting Standards (RMC 4-4-075).

C. Environmental Health

Refer to DEIS Section 3.3 and EIS Addendum Section 4.3 for a detailed discussion of Affected Environment and the Impacts of the Quendall Terminals Project on environmental health; also refer to FEIS Section 2-2 for a summary of the environmental health analysis. The mitigation measures below address the identified environmental health-related impacts of the project.

Mitigation Measures and Discussion

- C1. Redevelopment of the site is being coordinated with the cleanup/remediation process, and shall be conducted consistent with the requirements in the final cleanup remedy selected and overseen by EPA, and with any associated institutional controls.

- C2. The appropriate management of contaminated soils that could be disturbed and groundwater that could be encountered during redevelopment of the site shall be addressed through the cleanup/remediation process and by institutional control requirements overseen by EPA. As necessary, lightweight fill materials, special capping requirements, vapor barriers, and/or other measures shall be implemented to ensure that unacceptable exposures to contaminated soils, groundwater, or vapors shall not occur.
- C3. Institutional controls shall be followed to prevent alteration of the site cap (should it be installed) without EPA approval, and to prevent the use of on-site groundwater for any purpose.
- C4. An Operations, Maintenance, and Monitoring Plan (OMMP) shall be implemented to prevent the excavation of soils, installation of utilities, or other site disturbances without prior EPA approval.
- C5. As necessary, personal protection equipment for workers shall be used and special handling and disposal measures followed during construction activities to prevent contact with hazardous materials and substances.
- C6. Institutional controls specified by EPA shall also be implemented to prevent exposure to unacceptable vapors.
- C7. If approved by EPA, utilities (including the main utility corridors) shall be installed as part of the planned remedial action so that disturbance of the site cap (should it be installed) and underlying contaminated soils/groundwater would not be necessary subsequent to capping of the Main Property.
- C8. Personal protection measures and special training costs shall be funded by the applicant for City of Renton staff who provide inspection during construction and maintenance following construction in areas where there is a potential to encounter contaminated soils or groundwater.
- C9. If approved by EPA, buried utilities, public roads and infrastructure serving the site development shall be placed in clean fill material (with the utilities in a trench with sufficient width and depth of 3 to 4 feet below the invert of the utility), along with an acceptable barrier to prevent recontamination of the clean fill material, in order to protect the utility from contamination and to allow future maintenance of the road or utility lines. If the above is not approved by EPA, no public utility lines shall be installed until the applicant, EPA, and the City agree upon appropriate protection measures for future road and utility maintenance.
- C10. If EPA issues a ROD that is different than what is assumed in the Quendall Terminals EIS, the City reviewing official shall determine whether the applicant shall be required to prepare additional SEPA review, including a possible Supplement to the EIS or Addendum to the EIS, to address any differences between the ROD and the assumptions in the EIS.

Discussion:

Construction bid specifications for future infrastructure and building development shall address protecting the established EPA-approved components of the remedial action and the potential for encountering contaminated soil and groundwater. A contamination response plan and hazardous materials contingency plan shall be developed that includes: specific worker, City of Renton personnel, and public health safety precautions; protocols for handling materials suspected and confirmed to be contaminated; and, treatment and disposal options for these materials.

Policy Nexus:

City of Renton Environmental Review Procedures (RMC 4-9-070); United States Comprehensive Environmental Response, Compensation and Liability Act (CERCLA); United States Superfund Amendments and De-authorization Act; and, City of Renton Utility Lines – Underground Installation Standards (RMC 4-6-090).

D. Energy – Greenhouse Gas Emissions

Refer to DEIS Section 3.4 and EIS Addendum Section 4.4 for a detailed discussion of Affected Environment and the Impacts of the Quendall Terminals Project on energy-greenhouse gas (GHG) emissions. The mitigation measure below addresses the identified energy-GHG emission-related impacts from the project.

Mitigation Measures and Discussion

- D1. Development may incorporate low-impact/sustainable design features into the design of proposed buildings on the site to reduce the demand for energy and reduce the amount of greenhouse gas emissions. Such features could include architectural design features; sustainable building materials; use of energy efficient products; natural drainage/green roof features; use of native plants in landscaping; and/or other design features.

Discussion:

Building design at Quendall Terminals could include a wide variety of green building features to reduce the demand for energy and the amount of GHG emissions. Green building encompasses 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 at Quendall Terminals. Some options could include: Built Green, Leadership in Energy & Environmental Design (LEED), and the Evergreen Sustainable Development Criteria. Some of the specific building design strategies that could be considered include: energy star-rated appliances; water conserving fixtures beyond code; low toxicity materials, finishes, and flooring; high efficiency fixtures, such as dual flush toilets; and, irrigation supplied by recaptured rainwater.

Landscaping with native plants shall be incorporated into the Quendall Terminals Project, to the extent feasible, to reduce water demand and integrate with the local ecosystem. Native plants are plants that are adapted to the local climate and do not depend upon irrigation after plant establishment for ultimate survival. The final landscape requirements for the project shall be determined by the City through Site Plan review.

Policy Nexus

City of Renton Environmental Review Procedures (RMC 4.9-070); and, Washington State GHG Emission Reduction Requirements (RCW 70.235.020).

E. Land and Shoreline Use

Refer to DEIS Section 3.5 and EIS Addendum Section 4.5 for a detailed discussion of Affected Environment and the Impacts of the Quendall Terminals Project on land and shoreline use; also refer to FEIS Section 2-3 for a summary of the land use analysis. The mitigation measures below address the identified land use-related impacts of the project.

Mitigation Measures and Discussion

- E1. New driveways, landscaping, surface parking areas, and proposed building setback areas shall be designed and constructed to provide a buffer between proposed buildings and land uses on adjacent properties.
- E2. Proposed landscaping, particularly along the north and south boundaries of the Main Property, shall be designed and constructed to provide a partial visual screen between proposed buildings and adjacent uses.

Discussion:

As shown in the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), a minimum building setback of 40 feet shall be maintained from the site's south boundary (adjacent to Barbee Mill); a minimum building setback of 38 feet shall be maintained from the site's north boundary (adjacent to the Seattle Seahawk's Training Facility); and, a minimum building setback of 100 feet shall be maintained from the Lake Washington OHWM.

Landscaping for the Quendall Terminals Project shall meet or exceed the City of Renton's landscaping regulations in place at the time of complete Applications (February 2010). While not required by the 2010 landscape regulations, landscaping shall be provided along the site's south boundary that shall be a minimum ten-foot (10') wide, partially sight-obscuring visual barrier for the length of the boundary, except the area along the minimum 100-foot shoreline setback area. A minimum five-foot (5') wide, partially sight-obscuring landscaped visual barrier shall be provided along the site's north boundary for the length of the boundary, except the area along the minimum 100-foot shoreline setback (see FEIS Figure 1-1, Preferred Alternative Site Plan). The final landscape requirements for the project shall be determined by the City through Site Plan review.

- E3. Architectural features (i.e., roof slope, façade modulation, building materials, etc.) shall be incorporated into the design of each building and are intended to enhance the compatibility between the proposed development and surrounding land uses.
- E4. As shown in the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), building heights shall be modulated to reduce potential height/bulk/scale impacts on adjacent development (i.e., Barbee Mill); Building SW4 located adjacent to the southwest property line shall be 4 stories high; other buildings shall be 5 to 6 stories high.

- E5. A fire mitigation/impact fee shall be determined and paid for the proposed development at the time of building permit issuance and as required by the Renton Municipal Code to help offset the impacts of the project on the City's fire emergency services.

Discussion:

The City will review the Master Plan, Binding Site Plan, and Shoreline Substantial Development Permit Applications for the Quendall Terminals project determined to be complete (February 2010); information and analysis provided in the Quendall Terminals Draft EIS (2010), Quendall Terminals EIS Addendum (2012), and Quendall Terminals Final EIS (2013), and additional information that the City may request to ensure that the potential land use impacts of the project (i.e., height/bulk/scale impacts) are adequately mitigated.

- *The Master Plan review process provides the opportunity for the City to analyze the overall Quendall Terminals Project concept and phasing, as well as review how the major project elements work together to implement the City goals and policies.*
- *The Binding Site Plan process creates or alters existing lot lines on the Quendall Terminals site, subject to the development standards of the underlying zoning district (the COR zone in this case).*
- *The Shoreline Substantial Development Permit requirements ensure that proposed development is appropriate for the shoreline location. This permit includes provisions for allowed uses in the shoreline jurisdiction, as well as shoreline bulk standards that establish the minimum dimensional requirements for development including all structures and substantial alteration of natural topography.*

The Quendall Terminals site is located in the City of Renton's Urban Design District C, and the proposed mixed-use development will be subject to the urban design regulations for this District in place on February 5, 2010. These design regulations are applied through the governing land uses process (i.e., the Master Plan and Site Plan review processes), at the appropriate level of review for the particular approvals.

- *The Site Plan review process will be required at a later date, prior to building and construction permit issuance. Site Plan review will provide the opportunity for detailed analysis of the arrangement of project elements to mitigate negative impacts where necessary to ensure project compatibility with the physical characteristics of the immediate site and surrounding area. Through Site Plan review, the City will analyze elements including: site layout, building orientation and design, pedestrian and vehicular environment, landscaping, natural features of the site, screening and buffering, parking and loading facilities, and illumination to ensure compatibility with potential future development. The Site Plan review is intended to build upon and be consistent with the Master Plan review.*

Compliance with Master Plan, Binding Site Plan, and Site Plan Approvals is also reviewed and enforced through the building and construction review process.

As shown on the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan, and EIS Addendum Figures 2-5 through 2-9), and as required by the Urban Design regulations for Urban Design District C in which the site is located (RMC 4-3-100 I.1.c):

- *All buildings shall include measures to reduce the apparent scale of the buildings and add visual interest.*
- *All buildings shall be articulated with one or more of the following:*
 - *Defined entry features;*
 - *Window treatment;*
 - *Bay windows and/or balconies;*
 - *Roofline features; or*
 - *Other features approved by the Administrator of the Department of Community and Economic Development.*
- *Single-purpose residential buildings (i.e., proposed buildings SE 1, SE 2, SW 2, SW 3, SW 4, NE 2, and NW 2) shall feature building modulation.*

Quendall Terminals building SW 4 shall be no more than 4 stories high; buildings SE 2, SW 3, NE 2, and NW 2 shall be no more than 5 stories high; and, buildings NE 1, SE 1, NW 1, SW 1, and SW 2 shall be no more than 6 stories high (see FEIS Figure 1-1, Preferred Alternative Site Plan).

As shown on EIS Addendum Figures 2-5, 2-6, 2-8, and 2-9, Quendall Terminals exterior building materials could include, but would not be limited to, brick, stucco, masonry, and precast concrete, to the greatest extent possible. Metal siding shall be minimized.

Policy Nexus

City of Renton Environmental Review Procedures (RMC 4-9-070); City of Renton Master Plan and Site Plan Review (RMC 4-9-200); City of Renton Zoning Districts – Uses and Standards (RMC 4-2); City of Renton Urban Design Regulations (RMC 4-3-100); City of Renton Landscaping Standards (RMC 4-4-070); City of Renton Parking, Loading, and Driveway Regulations (RMC 4-4-080); City of Renton Ordinance #5670 – Fire Protection Impacts Fee; City of Renton Binding Site Plan (RMC 4-7-230); and, City of Renton Shoreline Permits (RMC 4-9-190).

F. Aesthetics/Views

Refer to DEIS Section 3.7 and EIS Addendum Section 4.6 for a detailed discussion of Affected Environment and the Impacts of the Quendall Terminals Project on aesthetics/views; also refer to FEIS Section 2-4 for a summary of the aesthetics/view analysis. The mitigation measures below address the identified aesthetics and view-related impacts of the project.

Mitigation Measures and Discussion

- F1. Building design shall include a variety of details and materials that are intended to create a human scale and provide a visually interesting streetscape and façade, such as horizontal plan modulation, projecting vertical elements, and alternating façade materials and details.
- F2. Street-level, under-building parking areas shall be screened from sidewalks and streets by retail and commercial uses along certain façades. Where this parking extends to the

exterior of the building, elements, such as architectural façade components, trellises, berms, and landscaping shall be used for screening.

Discussion:

See the discussion following mitigation measures E3 through E5 above regarding building design. The Quendall Terminals mixed-use development shall be subject to the urban design regulations for Urban Design District C. These regulations include specific provisions related to the pedestrian environment (per RMC 4-3-100 E.2.b), including:

- *Buildings on designated pedestrian-oriented streets shall contain pedestrian-oriented uses, feature “pedestrian-oriented facades,” and have clear connections to the sidewalk. Such buildings shall be located adjacent to the sidewalk, except where pedestrian-oriented space is located between the building and the sidewalk. Parking between the building and pedestrian-oriented streets is prohibited.*
- *Buildings fronting on pedestrian-oriented streets shall contain pedestrian-oriented uses.*
- *Nonresidential buildings may be located directly abutting any street as long as they feature a pedestrian-oriented façade.*
- *Buildings containing street-level residential uses and single-purpose residential buildings shall be set back from the sidewalk a minimum of ten feet (10’) and feature substantial landscaping between the sidewalk and the building.*
- *If buildings do not feature pedestrian-oriented facades, they shall have substantial landscaping between the sidewalk and building. Such landscaping shall be at least ten feet (10’) in width as measured from the sidewalk.*

Proposed buildings NE 1, SE 1, NW 1, and SW 1 shall contain retail and restaurant uses which shall screen street-level, underbuilding parking from the sidewalk and street (Street “B”). The street-level, underbuilding parking shall be screened by landscaping where this parking extends to the exterior of the building. An example of how this requirement could be met is shown in a detail of the Preferred Alternative (see EIS Addendum Figure 2-10, “Green Wall” Façade Section – Preferred Alternative) where the bases of the parking structure have grids to support vines to create “green walls”. Pursuant to RMC 4-3-100E.2, this landscape area could be increased to 10 feet if the building does not feature a pedestrian-oriented façade. Landscaped berms shall also be provided (e.g., along the westernmost buildings to screen views of the underbuilding parking from Lake Washington and Mercer Island). The design details of the subject project will be reviewed for consistency with the Urban Design Regulations in place on February 5, 2010, at the time of specific Site Plan review for each phase of the proposed development. At this time, the proposed Preferred Alternative does not provide enough detail to verify compliance with all design standards.

- F3. Public view corridors toward Lake Washington shall be provided along the main east/west roadway onsite (Street “B”) and along the private driveways at the north and south ends of the site. Public views of the lake shall also be provided from the publically accessible trail in the minimum 100-foot shoreline setback area in the western portion of the Main Property, if the trail is not prohibited by EPA or any NRD settlement. If EPA’s

ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road. Additional views of the lake shall be provided for project residents from semi-private landscaped courtyard areas between the new buildings onsite.

Discussion

As shown on the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), the following public view corridors shall be provided along proposed on-site roadways:

- *Street "B": minimum 74-feet-wide*
- *Private Drive "D": minimum 40-feet-wide*
- *Private Drive "E": minimum 38-feet-wide*

- F4. New landscaping shall be provided in the upland area of the Main Property that is intended to enhance the visual character of the site. Landscaping shall include new trees, shrubs, and groundcovers of various sizes and species.
- F5. Proposed landscaping along the north and south property lines shall be designed and constructed to provide a partial visual screen between proposed buildings and adjacent uses.

Discussion:

Landscaping for the Quendall Terminals Project shall meet or exceed the City of Renton landscaping regulations in place at the time Applications were determined to be complete (February 2010). Landscaping under the Preferred Alternative is intended to improve the aesthetic quality of the built environment; improve and soften the appearance of parking areas; increase privacy and protection from visual or physical intrusion; reduce noise and glare; and, generally enhance the overall image and appearance of the City and quality of life for residents, employees, and visitors of the project. As shown on the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), areas on the site that shall be landscaped include:

- *Street frontage areas;*
- *Right-of-way on public streets (e.g., along new public Streets "A," "B," and "C" onsite);*
- *Along the north and south site property lines (i.e., adjacent to the Barbee Mill residential development and Seahawks Training Facility);*
- *Pervious site areas throughout the site (except critical areas, such as the wetland and riparian habitat in the minimum 100-foot shoreline setback area on the Main Property and on the Isolated Property); and,*
- *Parking lots (i.e., surface parking lots in the northwest and south portions of the site) and structured parking garages when abutting a public street.*

The final landscape requirements for the project shall be determined by the City through Site Plan review.

- F6. The natural vegetation in the minimum 100-foot shoreline setback area and/or other site areas established or protected by EPA's ROD or any NRD settlement shall be retained with proposed site development.
- F7. Exterior building lighting, parking lot lighting, and pedestrian lighting shall be directed downward and away from surrounding buildings, properties and the shoreline of Lake Washington to minimize the impacts to adjacent uses and fish.

Discussion:

Remediation and potential restoration of the site shall include retaining/re-establishing and/or expanding wetlands, associated buffers, and other habitat required by EPA or any NRD settlement in the 100-foot minimum shoreline setback area and in the Isolated Property. No development shall occur in these areas, except for the trail/emergency access road proposed in the minimum 100-foot shoreline setback area, if the trail is not prohibited by EPA's ROD or any NRD settlement. If EPA's ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road.

Limits on the height of light structures, limits on light levels of fixtures, and shielding and screening of display and exterior lights shall be used in the Quendall Terminals development to reduce the visibility of lights from adjacent areas (i.e., Barbee Mill), prevent hazards for public traffic (i.e., on Ripley Lane and Lake Washington Boulevard), and limit impacts on fish in the lake.

- F8. As indicated in the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), building setbacks shall be provided adjacent to Lake Washington and along the south site boundaries, to enhance the aesthetic character of development and retain views of Lake Washington.

Discussion:

A minimum building setback of 100 feet shall be maintained adjacent to the Lake Washington shoreline, in anticipation of EPA's ROD and any potential NRD settlement, and consistent with the City of Renton Shoreline Management Program (2011), as recommended by EPA. A minimum building setback of 40 feet shall be maintained from the site's south boundary (adjacent to Barbee Mill).

- F9. Building height modulation shall be provided across the site to enhance the aesthetic character of development and retain some views of Lake Washington.
- F10. No surface parking shall be located at the terminus of Street "B" in order to enhance the aesthetic character of the development, particularly from the shoreline trail, if the trail is located within the minimum 100-foot shoreline setback and not prohibited by EPA's ROD or any NRD settlement. If EPA's ROD or any NRD settlement prohibit the trail within the minimum 100-foot shoreline setback, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road.

- F11. During final building design, maximum building heights 100 feet from the Lake Washington OHWM shall be reduced to one half of the maximum height allowed by the COR zone (125 feet allowed height x 1/2 = 62.5 feet), consistent with the City of Renton's 2011 Shoreline Master Program, which will help maintain views toward the lake.
- F12. As determined by the City's responsible public official, the amount of required parking may be reduced, relocated, and/or redesigned (i.e., through implementation of transportation demand management (TDM) measures or other means) so that additional areas of the street-level, under-building parking can be setback from the exterior of the building, particularly along Streets "A", "C," and the lake side of the development. This will allow other uses, including retail, restaurant, commercial, and residential uses, and plaza areas to occupy these areas and enhance the aesthetic character at the ground level.

Discussion:

See the discussion following mitigation measures E3 through E5 above regarding building design and height.

As indicated in the Transportation section of this Mitigation Document, the applicant shall prepare a Transportation Demand Management (TDM) plan to the satisfaction of the City of Renton. This plan shall include measures intended to reduce the needed parking onsite. In conjunction with the TDM Plan, the applicant shall prepare a Parking Management Plan if shared parking will occur onsite, and/or if preferential parking or High Occupancy Vehicle (HOV) parking is proposed onsite. Based on the TDM Plan and the Parking Management Plan, and at the City reviewing official's discretion, the site plan for the project could be modified to reduce, relocate, and/or redesign the parking so that additional retail, restaurant, commercial, and residential uses, and plaza areas could occupy the street-level of the development, as required by RMC 4-3-100E.2.

- F13. Reflectivity of glazing materials, as well as the use of shading devices, shall be considered as part of the façade design in order to minimize the potential glare impacts to surrounding uses.

Discussion:

The architectural design of the proposed buildings shall limit the use of highly reflective materials (e.g., expanses of metal siding and glass windows) and incorporate low reflectivity materials (e.g., brick, stucco, and wood) on building facades to the greatest extent possible, and as shown in EIS Addendum Figures 2-5, 2-6, 2-8, and 2-9. Per the City of Renton Shoreline Master Program, building surfaces on or adjacent to water (i.e., buildings NW1, NW2, SW1, SW2, SW3, and SW4 in the western portion of the site adjacent to Lake Washington) shall employ materials that limit reflected light.

Shading devices over glazed areas shall also be considered in the building design to minimize glare that could aggravate neighbors (i.e., Barbee Mill), disrupt views from afar (i.e., Mercer Island), and temporarily blind motorists or cyclists (i.e., on Ripley Lane and Lake Washington Boulevard).

- F14. Design features such as: public art, special landscape treatment, additional open space/plazas, landmark building form, special paving/pedestrian scale lighting, and/or prominent architectural features shall be provided as part of development to further enhance the gateway/landmark features on the site.

Discussion:

The project shall include design features and/or architectural elements to further enhance the gateway location of the site which are distinctive within the context of Urban Design District C, but also compatible with the District in form and scale. These urban design requirements will be applied through the Master Plan and Site Plan review processes.

- F15. Vertical and/or horizontal modulation shall be provided along the west or lake side of the buildings to provide a human scale and break up the larger structures which will be adjacent to the shoreline area and pedestrian environment.

Discussion:

See the discussion following mitigation measures E3 through E5 above regarding building design and height.

Policy Nexus:

City of Renton Environmental Review Procedures (RMC 4-9-070); City of Renton Master Plan and Site Plan Review (RMC 4-9-200); City of Renton Zoning Districts – Uses and Standards (RMC 4-2); City of Renton Urban Design Regulations (RMC 4-3-100); City of Renton Landscaping Standards (RMC 4-4-070); City of Renton Exterior On-site Lighting Standards (RMC 4-4-075); City of Renton Parking, Loading and Driveway Regulations (RMC 4-4-080); City of Renton Shoreline Permits (RMC 4-9-190); and, City of Renton Shoreline Management Plan (1983, as amended, and 2011).

G. Parks and Recreation

Refer to DEIS Section 3.8 and EIS Addendum Section 4.7 for a detailed discussion of Affected Environment and the Impacts of the Quendall Terminals Project on parks and recreation. The mitigation measures below address the identified parks and recreation-related impacts from the project.

Mitigation Measures and Discussion

Measures to Improve Public Open Space and Related Areas/Fees²

- G1. A parks mitigation/impact fee shall be determined and paid for each multifamily unit in the proposed development at the time of building permit issuance and in accordance with the City of Renton Municipal Code.
- G2. As shown on the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), approximately 10.6 acres of “Natural Public Open Space Areas”

² Hours of public access shall meet park standards of sunrise to sunset to count toward public recreation.

and “Other Related Areas” shall be provided on the site. The “Natural Public Open Space Areas” shall include the approximately 0.5-acre trail within the minimum 100-foot shoreline setback area, and approximately 3.2 acres of natural area along the trail. If EPA’s ROD or any NRD settlement prohibits the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road. It is the City’s intent that the natural area along the trail be used for retained/re-established and/or expanded wetlands, associated buffers, and all other habitat restoration areas required as part of EPA’s ROD for the remediation project or any NRD settlement. The “Other Related Areas” onsite shall include street-level landscaping, landscaped courtyards, sidewalks, paved plazas, and the Isolated Property. These areas may or may not meet the City’s standards, regulations, and procedures for public open space. If EPA’s ROD or any NRD settlement result in alterations to the plans for the Preferred Alternative, including the “Natural Public Open Space Areas” or “Other Related Areas,” the City could re-evaluate the plans.

Discussion

Approximately 3.7 acres of “Natural Public Open Space” shall be provided onsite, including the approximately 0.5-acre trail through the 100-foot shoreline setback area (or an alternate location on the west side of the westernmost building onsite) that shall be physically accessible to the general public, and the approximately 3.2 acres of natural area along the trail that shall be visually accessible to the general public at certain times of the day (the hours of public use [i.e., not the residents’ use]) of the trail shall be determined by the City’s Community Services Administrator). The “Other Related Areas” onsite may or may not be considered public open space. The City shall determine whether the project has met the City’s standards, regulations and procedures for public open space during Master Plan review.

- G3. Frontage improvements, including sidewalks, shall be provided along the west side of Lake Washington Boulevard and Ripley Lane N along the site. These sidewalks shall connect to sidewalks to the north and south, which connect to other pedestrian facilities in the area.
- G4. If the trail through the minimum 100-foot shoreline setback area is not prohibited by EPA’s ROD or any NRD settlement, public parking shall be provided in the same general area as the retail/restaurant parking; the applicant shall specifically identify this parking prior to site plan approval. If EPA’s ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road; public parking shall be provided for the relocated trail as described above. Public parking spaces shall be provided as required by the Renton Municipal Code and the Shoreline Master Program and shall be identified as public by signage or other means approved by the City.
- G5. Signage, detours, and safety measures shall be put in place to detour bicyclists from using the Lake Washington Loop trail at the time of construction.
- G6. If the trail through the minimum 100-foot shoreline setback area is not prohibited by EPA or any NRD settlement, the connection between the trail and Lake Washington Boulevard shall be enhanced by providing wider sidewalks (i.e., 15-foot wide) that are part of public rights-of-way along the Street “B” corridor. If EPA’s ROD or any NRD settlement prohibits the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road. The

connection of the relocated trail to Lake Washington Boulevard shall also be enhanced by providing wider sidewalks (i.e., 15-foot wide), as described above.

- G7. If the trail through the minimum 100-foot shoreline setback area is not prohibited by EPA or any NRD settlement, the hours of public use (i.e., not the residents' use) of the trail shall be determined by the City's Community Services Administrator. If EPA's ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road; the hours of public use (i.e., not the residents' use) of the trail shall be determined by the City's Community Services Administrator.

Discussion:

See the discussion following mitigation measures H1 through H5 below regarding on and off-site pedestrian facilities. The trails and sidewalks provided on the Quendall Terminals site shall connect the minimum 100-foot shoreline setback area with Lake Washington Boulevard and other areas beyond the site (including the May Creek trail with a future connection to Cougar Mountain), and enhance the overall network of trails in the area.

The allowed hours of public use (i.e., not the residents' use) of the shoreline trail (to be determined by the City's Community Services Administrator) shall be indicated through signage. The signage shall indicate the public's right of access and hours of access, and shall be installed and maintained by the owner. Such signs shall be posted in conspicuous locations near the shoreline trail and at the nearest connection to an off-site public right-of-way (i.e., Ripley Lane or Lake Washington Boulevard).

- G8. Approximately 1.8 acres of indoor and/or outdoor area shall be provided onsite for active recreation (e.g., Frisbee, swimming pools, tot lots, bocce ball courts, exercise rooms, active recreation in courtyards etc.), as approved by the City's responsible public official.

Discussion:

City of Renton Park and Open Space Facility LOS Standards

Pursuant to the Quendall Terminals DEIS page 3.8-6 through 3.8-14, the project would result in an increased demand on neighborhood and regional parks and recreation facilities. DEIS Table 3.8-3 shows and page 3.8-8 describes the amounts of park and recreation facilities that would be needed in the City of Renton, based on the City's LOS standards and the projected residential population under the EIS alternatives.

Passive and Active Recreation

Passive recreation and active recreation are "industry" terms that are applied differently by locality. The Renton Trails and Bicycle Master Plan (2009), and the 2003 Park, Recreation and Open Space Implementation Plan, the parks plans in place at the time the Quendall Terminals Applications were determined to be complete, do not include definitions for active recreation or passive recreation. The 2013 State Comprehensive Outdoor Recreation Plan provides the following definitions for active and passive recreation:

- *Active Recreation: Predominately muscle-powered activities such as jogging, cycling, field and court sports, etc.; they commonly depend on developed sites.*

- *Passive Recreation: Activities that require very little use of muscle power, such as walking, nature viewing, photography, or picnicking.*

Common Open Space/Recreation Areas

Per the site's Urban Design District C regulations (RMC 4-3-100.H.2.a) in place at the time of complete Applications, common open space and/or recreation areas shall be provided on the Quendall Terminals site as follows:

- *The location, layout, and proposed type of common open space shall be subject to approval by the Director (and approved through the Master Plan and/or Site Plan review process).*
- *The required common open space shall be satisfied with one or more of the elements listed below. The Director may require more than one of the following elements for developments having more than one hundred (100) units:*
 - *Courtyards, plazas or multipurpose open spaces;*
 - *Upper level common decks, patios, terraces or roof gardens;*
 - *Pedestrian corridors dedicated to passive recreation and separate from the public street system;*
 - *Recreation facilities including, but not limited to, tennis/sports courts, swimming pools, exercise areas, game rooms, or other similar facilities; or,*
 - *Children's play spaces.*

These common open space and/or recreation area requirements will be applied through the governing land uses process (i.e., the Master Plan and Site Plan review processes).

- G9. A crosswalk including pedestrian crossing warning signs at and in advance of the crosswalk shall be provided across Lake Washington Boulevard in order to connect the proposed development to the May Creek Trail on the east side of the Boulevard. The crosswalk shall be controlled by Rectangular Rapid Flashing Beacons (RRFBs), if the City determines that such lighting is warranted.
- G10. If the trail through the minimum 100-foot shoreline setback area is not prohibited by EPA or any NRD settlement, the trail and other recreation areas shall be enhanced with site amenities, such as tables, litter receptacles, benches, interpretive signage, etc., and approved by the City's Community Services Administrator. If EPA's ROD or any NRD settlement prohibit the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road; the trail and other recreation areas shall be enhanced with site amenities, such as tables, litter receptacles, benches, interpretive signage, etc. and approved by the City's Community Services Administrator.
- G11. The trail shall connect to the Barbee Mill residential development to the south. If EPA's ROD or any NRD settlement prohibits the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and it could be combined with the fire access road; the trail shall connect to Barbee Mill residential development to the south.

Discussion:

A crosswalk including pedestrian crossing warning signs at and in advance of the crosswalk shall be installed in Lake Washington Boulevard adjacent to the site and connecting to the May Creek Trail. The crosswalk shall be controlled by RRFBs, if the City determines that such lighting is warranted, to alert drivers to the crosswalk and enhance safety for pedestrians. Crosswalks controlled by RRFBs consist of pedestrian warning signs and flashing LED beacons mounted on poles on each side of the roadway crossing. The RRFBs are activated when a pedestrian pushes a button also mounted on the pole.

Provided it is allowed by EPA or any NRD settlement, the trail through the 100-foot shoreline setback area (or an alternate location on the west side of the westernmost building onsite) shall connect to the Barbee Mill residential development at the site boundary where the existing easement connects to the Barbee Mill development in the southwest corner of the Quendall Terminals site and the corresponding northwest corner of the Barbee Mill development.

Measures to Improve Semi-Private Recreation Access for Residents

- G12. As part of the total open space, semi-private landscaped courtyards on top of the parking garages shall be provided as shared open space for residents of the site. These areas shall help to meet the demand for recreation facilities from project residents.
- G13. Street level landscaping, plazas, and sidewalks shall be provided. These areas will help meet the project’s demand for passive recreation facilities.

Discussion:

See the discussion following Mitigation Measures G2 and G8 above regarding required open space and recreation areas.

Policy Nexus

City of Renton Environmental Review Procedures (RMC 4-9-070); City of Renton Master Plan and Site Plan Review (RMC 4-9-200); City of Renton Commercial Development Standards (RMC 4-2-120); Parks Impacts Fee (RMC 4-1-190); City of Renton Street Standards (RMC 4-6-060); and, City of Renton Shoreline Master Program Regulations (1983, as amended, and 2011).

H. Transportation

Refer to DEIS Section 3.9 and EIS Addendum Section 4.8 for a detailed discussion of Affected Environment and the Impacts of the Quendall Terminals Project on transportation; also refer to FEIS Section 2-1 for additional analysis of transportation impacts. The mitigation measures, H1 – H15 below address the identified transportation-related impacts from the project.

If the applicant or future developer(s) of the project decides to add additional retail uses along the street frontages onsite, the proposed traffic mitigation (H1 –H15) listed below would also accommodate such additional retail space.

Mitigation Measures and Discussion

With or Without Planned I-405 Improvements

- H1. A traffic mitigation/impact fee shall be determined and paid for the proposed development at the time of building permit issuance and in accordance with the City of Renton Municipal Code to help offset the impacts of the project on the City's roadways.
- H2. TDM measures shall be implemented to reduce the number of vehicle trips and thus provide some benefit to improving LOS and queuing impacts at study intersections.
- H3. Infrastructure improvements within the site shall include full curbs, gutters, sidewalks, and landscape strips (where applicable) as well as frontage improvements (curb, gutter, sidewalk, landscape strips, bike lanes, pavement width, and utilities) along the west side of Lake Washington Boulevard and Ripley Lane N in front of the project site. Provisions for safe pedestrian circulation shall encourage future transit usage to and from the site when planned public transit becomes available.
- H4. If approved by EPA and any NRD settlement, a pedestrian trail shall be provided onsite through the minimum 100-foot shoreline setback area that shall be accessible to the public and shall connect to Lake Washington Boulevard through the internal site sidewalk system. If EPA's ROD or any NRD settlement prohibits the trail, the trail shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the fire access road; this trail shall connect to Lake Washington Boulevard through the internal site sidewalk system.
- H5. To mitigate traffic impacts to the Lake Washington Boulevard corridor south of the development, the applicant shall install traffic calming treatments on Lake Washington Boulevard south of N 41st Street to encourage primary trips generated by the project to utilize the I-405 corridor. Although the City of Renton has no adopted residential traffic management program, arterial calming measures could include treatments that create either horizontal or vertical deflection for drivers. Such treatments could include, but not limited to chicanes, serpentine raised curb sections, raised median treatments, speed tables, and/or speed humps. Final design of traffic calming elements shall be approved by the City.

Discussion:

To mitigate system-wide transportation impacts on planned vicinity transportation facilities and to reduce or control the general vehicular impacts of the project, the followings shall be implemented regardless of planned improvements by WSDOT to the I-405 corridor and NE 44th Street interchange:

- *Traffic impact fees shall be determined by the City of Renton and paid at the time of building permit issuance and in accordance with the City of Renton Municipal Code.*

The applicant shall prepare a Transportation Demand Management (TDM) plan to the satisfaction of the City of Renton. The goal of the plan shall be to incorporate site design features and implement operational programs that reduce the project's reliance on single-occupancy vehicle trips generated by the project. Specific site design features could include, but would not be limited to: on-site bicycle facilities,

bike lockers, public shower facilities, pedestrian amenities, crossing treatments, covered walkways, and pedestrian-scale illumination treatments. Operational programs could include: preferential parking for vanpool, carpool, rideshare/carshare programs, unbundled parking from tenant leases, flex car parking programs, shuttle bus systems, ride-matching services, reduced transit pass programs for tenants/on-site employees, on-site building transportation coordinator, and installation of a commuter information center. The overall goal of the TDM plan shall be to reduce the site peak hour vehicle trip generation rates by up to 15 percent lower than those documented in the Quendall Terminal EIS Addendum and FEIS.

- As shown on the plans for the Preferred Alternative (see FEIS Figure 1-1, Preferred Alternative Site Plan), sidewalks onsite shall be provided as follows:
 - Street "A": a minimum of twelve feet (12') wide on one side;
 - Street "B": a minimum of fifteen feet (15') wide on both sides;
 - Private Drive "D": a minimum of five feet (5') wide on one side; and
 - Private Drive "E": a minimum of five feet (5') on one side adjacent to building NW2.
- Street "C": The sidewalk for Street C onsite may be required to be widened to twelve feet (12') on both sides to accommodate the commercial uses along the parking garages and the associated pedestrian activity at street level.
- Sidewalks offsite shall be as provided follows:
 - Lake Washington Boulevard: a minimum of eight feet (8') wide on the west side of the street, per the City's requirements for a Commercial Mixed Use/Neighborhood Collector Arterial.
 - Ripley Lane N: a minimum of 6 feet (6') wide in front of the site, per the City's requirements for a Commercial/Mixed-Use Access Road.
- To address traffic impacts to the Lake Washington Boulevard corridor south of the development, the applicant shall install traffic calming treatments on Lake Washington Boulevard south of N 41st Street to encourage primary trips generated by the project to use the I-405 corridor. The applicant shall prepare and submit a preliminary traffic calming proposal to the City for review and approval. Upon any revisions, the City and applicant shall conduct a joint public neighborhood meeting to notify and take public comment to refine the calming measures prior to implementation. The arterial calming treatments could be installed prior to other site access/off-site traffic mitigation improvements, but shall be installed no later than in conjunction with roadway/intersection improvements along Lake Washington Boulevard.

With or Without Planned I-405 Improvements

- H6. The parking supply under the Preferred Alternative shall meet the minimum off-street parking requirements of the City of Renton.
- H7. Shared parking agreements between on-site uses and implementation of TDM measures for proposed residential uses shall be implemented to reduce parking demand during peak periods, thereby reducing the necessary parking supply.

Discussion:

The proposed 1,337 parking spaces exceed the spaces required by the City's parking regulations (1,334 spaces are required per RMC 4.4-080 F.10.e). Based on the TDM Plan (and the Parking Management Plan, if prepared), and at the City responsible public official's discretion, the site plan for the project could be modified to reduce the required parking through a parking modification (per RMC 4-4-080 F.10.d). The Planning/Building/Public Works Department may authorize a modification from minimum or maximum parking requirements for a specific development should conditions warrant, as described in RMC 4-9-025 D2.

In conjunction with the TDM Plan, the applicant shall prepare a Parking Management Plan if shared parking would occur onsite, and/or if preferential parking or HOV parking is proposed onsite. If prepared, the Parking Management Plan shall identify any shared agreements required, dedicated stalls, or management techniques that will be implemented onsite that could generate off-site parking demands.

With or Without Planned I-405 Improvements

- H8. A fire access road shall be provided to the west of the westernmost buildings onsite. The road shall be a minimum of 20 feet wide, and shall be constructed with crushed rock or grass-crete to support the weight of fire apparatus, and shall be available for emergency vehicle access. If located in the minimum 100-foot shoreline setback area, and approved by the EPA ROD and any NRD settlement, the road shall also serve as a pedestrian trail. If EPA's ROD or any NRD settlement prohibit the fire access road within the minimum 100-foot shoreline setback area, the road shall be relocated to the west side of the westernmost buildings onsite, and could be combined with the trail.
- H9. In order to promote a multimodal transportation network, redevelopment on the Quendall Terminals site shall include site amenities (i.e., planting strips, street lighting, etc.) and access to future transit zones on Lake Washington Boulevard and at the I-405/NE 44th Street interchange to encourage and accommodate public transportation access in the future (future potential public transportation in the vicinity could include Bus Rapid Transit on I-405 planned by Sound Transit and Washington State Department of Transportation (WSDOT) with a flyer stop at the I-405/NE 44th Street interchange).
- H10. A paved bicycle lane shall be provided along the east and west sides of Ripley Lane/Lake Washington Boulevard from the end of the current bike trail along Ripley Lane to the intersection of Ripley Lane/Lake Washington Boulevard or a multi-use path could be developed on one side or separated from Ripley Lane/Lake Washington Boulevard to mitigate potential conflicts between bicycles and the Quendall Terminals site access point on Ripley Lane.

Discussion:

Per the Renton Trails and Bicycle Master Plan (2009), bicycle lanes are to be located on either side of Ripley Lane N and Lake Washington Boulevard. A one-way paved bicycle lane shall be provided that is a minimum of five (5) feet wide to the curb face where the roadway has a curb, or four (4) feet where no curb exists. If constructed adjacent to Ripely Lane N/Lake Washington Boulevard as a multi-use trail, the recommended width is 12 feet with 2 feet clear on both sides of the trail. The corridor would be required to be designed consistent with King County plans for the East Side Rail Corridor, if approved. The bike lane or multi-use trail shall be provided from

the end of the current trail to and including the site frontage along Ripley Lane N and Lake Washington Boulevard.

With Planned I-405 Improvements

- H11. **Lake Washington Boulevard between Barbee Mill Access (N 43rd Street) and Ripley Lane N.** The eastbound and westbound through lanes planned by WSDOT shall be extended beyond and through the Barbee Mill access intersection. This shall result in two through lanes in each direction on Lake Washington Boulevard from the I-405 interchange past the Barbee Mill access (N 43rd Street). Ultimately, the City of Renton shall determine the best configuration for the improvements, given ongoing coordination with WSDOT on the adjacent interchange design, King County (owner of the vicinity rail right-of-way), and adjacent private development.
- H12. **Intersection #3 – Barbee Mill Access (N 43rd Street)/Lake Washington Boulevard.** A traffic signal shall be installed at this intersection. At the Barbee Mill Access (N 43rd Street)/Lake Washington Boulevard intersection the eastbound approach shall be widened to include a separate left-turn only lane and the northbound approach shall be widened to include a separate left-turn only lane. Ultimately, the City of Renton shall determine the best configuration for the improvements, given ongoing coordination with WSDOT on the adjacent interchange design, King County (owner of the vicinity rail right-of-way), and adjacent private development. If the traffic signal and eastbound left turn lane at N 43rd Street have not been constructed prior to the WSDOT improvements at the NE 44th Street/I-405 interchange, the City will consider changing the location of this signal to the intersection at Ripley Lane/Lake Washington Boulevard. Relocating the traffic signal to Ripley Lane/Lake Washington Boulevard could reduce/eliminate potential impacts of traffic queues on N 43rd Street between Lake Washington Boulevard. and Road A, and with the existing rail crossing (should it be re-activated for rail service or converted to a trail corridor). An engineering study will be completed at that time to support the determination of the location for the installation of the traffic signal at either N 43rd Street or Ripley Lane.

Discussion:

With planned improvements by WSDOT to I-405 and the NE 44th Street interchange, to address project traffic impacts on transportation facilities the applicant shall construct additional site access improvements and roadway widening along Lake Washington Boulevard as follows:

- The applicant shall prepare a preliminary channelization plan for review by the City of Renton that shall widen Lake Washington Boulevard to extend roadway improvements beyond and through the Barbee Mill access intersection. This channelization shall result in two through lanes in each direction on Lake Washington Boulevard from the I-405 interchange past the Barbee Mill access at NE 43rd Street. Ultimately, the City of Renton will determine the best configuration for the improvements, given ongoing coordination with WSDOT on the adjacent interchange design, King County (owner of the vicinity rail right-of-way), and adjacent private development. Upon approval of the channelization plan, the applicant shall prepare construction documents for joint review by the City, WSDOT, and other affected agencies (i.e., King County), as directed by the City. The developer shall provide right of way dedication on the frontage of the subject site. The developer would be required to coordinate with the owners of other properties to acquire any other right*

of way that is needed to address the improvements required to mitigate the impacts of the project. The developer and the City could coordinate to assist in the acquisition process, if necessary.

Without Planned I-405 Improvements

- H13. **Traffic Signals.** Traffic signals shall be installed at the intersections of the I-405 northbound and southbound ramp intersections, as well as at the intersection of Barbee Mill Access (N 43rd Street)/Lake Washington Boulevard. The City will consider moving the location of this signal to the intersection at Ripley Lane/Lake Washington Boulevard as part of a future WSDOT improvement project to the NE 44th Street interchange. Relocating the traffic signal to Ripley Lane/Lake Washington Boulevard could reduce/eliminate potential longer-range impacts of traffic queues on N 43rd Street between Lake Washington Boulevard. and Road A, and with the existing rail crossing (should it be re-activated for rail service or converted to a trail corridor). An engineering study will be completed at that time to support the determination of the location for the installation of the traffic signal at either N 43rd Street or Ripley Lane.
- H14. **Intersection #1 - I-405 Northbound Ramps/NE 44th Street.** The southbound and northbound approaches shall be widened so that a separate left turn lane and shared thru-right turn lane is provided on both legs of the intersection. The final configuration of the intersection with the additional widening improvements shall be coordinated with WSDOT.
- H15. **Lake Washington Boulevard between Barbee Mill Access (N 43rd Street) and I-405 Southbound Ramps.** Additional channelization improvements between the Barbee Mill access and the I-405 southbound ramps shall be constructed. Additional eastbound and westbound lanes shall be constructed to provide additional queue storage created by the traffic signals required at the southbound ramp and Barbee Mill Access (N 43rd Street) along Lake Washington Boulevard. At the Barbee Mill Access (N 43rd Street)/Lake Washington Boulevard intersection the west bound approach on the Barbee Mill Access shall be widened to include a separate left-turn only lane and the north bound approach on Lake Washington Boulevard shall be widened to include a separate left-turn only lane. Ultimately, the City of Renton shall determine the best configuration for the improvements, given ongoing coordination with WSDOT on the adjacent interchange design, King County (owner of the vicinity rail right-of-way), and adjacent private development.

Discussion:

Without any planned improvements by WSDOT to I-405 and the NE 44th Street interchange, to address existing deficiencies in transportation facilities and project traffic impacts, the applicant shall be required to construct a number of intersection, roadway widening, and traffic control improvements as follows:

- *The applicant shall prepare a preliminary channelization plan for review by the City of Renton initially and then WSDOT that encompasses roadway improvements that shall begin southwest of the Hawk's Landing (future driveway) entrance to the NE 44th Street and I-405 northbound ramps intersection east of I-405 (see FEIS Figure 2-1, Lake Washington Boulevard Conceptual Improvements - without I-405*

Improvements). The channelization plan shall be prepared to WSDOT NW Region requirements and consider signalization of the Lake Washington Boulevard and Barbee Mill Access (N 43rd Street) intersection or Lake Washington Boulevard and Ripley Lane intersection, as well as the I-405 northbound/southbound ramp junctions. Coordination with adjacent land owners that have current or future access permitted onto Lake Washington Boulevard shall also be conducted by the applicant prior to preparation and submittal of final channelization plans for approval. Consideration of pedestrian crossings and bicycle facilities, as required by the City, shall also be incorporated into the channelization plan. Upon approval of the channelization plan, the applicant shall prepare construction documents for joint review by the City, WSDOT, and other affected agencies (i.e., King County), as directed by the City. The developer shall provide right of way dedication on the frontage of the subject site. The developer would be required to coordinate with the owners of other properties to acquire any other right of way acquisition that is needed to address the improvements required to mitigate the impacts of the project. The developer and the City could coordinate to assist in the acquisition process, if necessary.

Policy Nexus:

City of Renton Environmental Review Procedures (RMC 4-9-070); City of Renton Urban Design Regulations (RMC 4-3-100); City of Renton Ordinance #5670 – Transportation Impacts Fee; City of Renton Street Standards (RMC 4-6-060); City of Renton Parking, Loading, and Driveway Standards (4-4-080) and, City of Renton Shoreline Master Program Regulations (RMC 4-3-090).

I. Cultural Resources

Refer to EIS Addendum Section 4.9 for a detailed discussion of Affected Environment and the Impacts of the Quendall Terminals Project on cultural resources; also refer to FEIS Section 2-6 for a summary of the cultural resources impacts analysis. The mitigation measures established below address the identified cultural resource-related impacts from the project.

Mitigation Measures and Discussion

11. Limited and focused cultural resource monitoring shall be conducted during construction activities on the site (clearing and grading of the upland portion, construction of deep building foundations, and excavation of utilities). During construction, a monitoring plan and inadvertent discovery plan shall be developed as part of the project (see Appendix F to the *Quendall Terminals EIS Addendum* for a copy of the proposed monitoring plan and inadvertent discovery plan).
12. In the unlikely event that ground-disturbing or other activities result in the inadvertent discovery of archaeological deposits, construction activities shall be halted in the immediate area and the Washington State Department of Archaeology and Historic Preservation (DAHP) shall be contacted. Work shall be halted until such time as further investigation and appropriate consultation is concluded.
13. In the unlikely event of the inadvertent discovery of human remains, construction shall be halted in the area, the discovery shall be covered and secured against further

disturbance, and contact shall be made with law enforcement personnel, DAHP, and authorized representatives of the concerned Indian tribes.

Discussion:

As described in EIS Addendum Appendix F, archaeological monitoring shall entail having an archaeologist present during construction excavations below-fill to observe subsurface conditions and identify any buried archaeological material that may be encountered. Archaeological monitoring shall seek to identify potential buried surfaces, anthropogenic sediments, and archaeological features such as shell middens, hearth, or artifact-bearing strata. The monitoring archaeologist shall inspect project excavations and recovered sediments for indications of such archaeological resources. Archaeological monitoring of construction excavation shall proceed until it can be determined with a greater level of confidence that human remains or other cultural resources are not likely to be impacted by construction excavation for the project. Upon completion of monitoring, the archaeologist shall prepare a report on the methods and results of the work, and recommendations for any necessary additional archaeological investigations.

Upon discovery of a potential or actual archaeological site, or cultural resources as defined by the RCW 27.44 Indian Graves and Records Act, and RCW 27.53 Archaeological Sites and Resources, the applicant, their employees, contractors, and sub-contractors shall:

- Immediately cease or halt ground-disturbing, construction or other activities around the area of the discovery and secure the area with a perimeter of not less than thirty (30) feet until all procedures are completed and the parties agree that activities can resume.*
- Notify the Local Government Archaeologist at DAHP and the Tribes of the discovery as soon as possible, but no later than 24 hours after the discovery.*
- Arrange for the parties to conduct a joint viewing of the discovery within 48 hours of the notification, or at the earliest possible time thereafter.*
- Consult with the Tribes and DAHP on the transfer and final disposition of artifacts.*
- If ground-breaking activities encounter human skeletal remains during the course of construction, then all activity must cease that may cause further disturbance to those remains and the area of the find must be secured and protected from further disturbance. The findings of human skeletal remains shall be reported to the King County Coroner's Office and King County Sheriff's Office in the most expeditious manner possible.*
- The King County Coroner's Office will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county coroner determines the remains are non-forensic, then they will report the finding to DAHP who will then take jurisdiction of the remains.*
- The applicant or its authorized representative shall keep and maintain as confidential all information regarding any discovered cultural resources.*

Policy Nexus:

City of Renton Environmental Review Procedures (RMC 4-9-070); and, Revised Code of Washington – Archaeological Sites and Resources (RCW 27.53).

J. Construction Impacts

Refer to DEIS Section 3.5 and FEIS Chapter 2 – Key Topic Areas for a discussion of Affected Environment and the Impacts of the Quendall Terminals Project during construction on air quality and noise. The mitigation measures below address the air quality and noise-related construction impacts of the project.

Mitigation Measures and Discussion

Air Quality

- J1. Site development and construction activities shall comply with applicable Puget Sound Clean Air Agency (PSCAA) regulations regarding demolition activities and fugitive dust emissions. If approved by the EPA, wetting of exposed soils, covering or wetting transported earth materials, washing of truck tires and undercarriages prior to travel on public streets, and prompt cleanup of any materials tracked or spilled onto public streets shall be provided.
- J2. The EPA cleanup/remediation process for the site and associated institutional control requirements shall ensure that unacceptable exposures to contaminated soils/dust and vapors shall not occur during or following construction. An OMMP shall be implemented to prevent the excavation of soils, installation of utilities, and other site disturbances without prior EPA approval.

Discussion:

Implementation of BMPs will reduce air emissions related to the construction phase of the project. Possible management practices for reducing the potential for air quality impacts during construction include measures for reducing both exhaust emissions and fugitive dust. The Washington Associated General Contractors brochure “Guide to Handling Fugitive Dust from Construction Projects” and the PSCAA suggest a number of methods for controlling dust and reducing the potential exposure of people to emissions from diesel equipment. Some of the possible control measures that could be implemented to reduce potential air quality impacts from construction activities for the Quendall Terminals project include:

- *Use only equipment and trucks that are maintained in optimal operational condition.*
- *Require all off-road equipment to have emission reduction equipment (e.g., require participation in Puget Sound Region Diesel Solutions, a program designed to reduce air pollution from diesel, by project sponsors and contractors).*
- *Use car-pooling or other trip-reduction strategies for construction workers.*
- *Implement restrictions on construction truck and other vehicle idling (e.g., limit idling to a maximum of 5 minutes).*

- *Spray exposed soil with water or other suppressant to reduce emissions and deposition of particulate matter.*
- *Pave or use gravel on staging areas and roads that would be exposed for long periods.*
- *Cover all trucks transporting materials, wet materials in trucks, or provide adequate freeboard (space from the top of the material to the top of the truck bed), to reduce particulate matter emissions and deposition during transport.*
- *Provide wheel washers to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways.*
- *Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.*
- *Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction.*

Noise

- J3. Per the City of Renton's construction standards related to permitted hours of work (RMC 4-4-030C), commercial and multifamily construction activities within 300 feet of residential areas shall be restricted to the hours of 7:00 AM to 8:00 PM, Monday through Friday. Work on Saturdays shall be restricted to the hours of 9:00 AM to 8:00 PM and no work shall be permitted on Sundays. The City of Renton Development Services Director shall be required to approve any work outside of these construction hours via a variance.
- J4. Noise from construction shall be governed by the timing restrictions and the noise limits included in the King County noise code requirements (KCC Section 12.88.040). This rule defines maximum permissible sound levels based on the zoning of the source and receiving properties and sets maximum levels and durations of allowable daytime construction noise.

Discussion:

Certain practices can reduce the extent to which people are affected by construction noise and ensure that construction noise levels stay within the applicable daytime sound level limits. Examples of practices that could be implemented during project construction include:

- *Use properly sized and maintained mufflers, engine intake silencers, engine enclosures and turning off idle equipment.*
- *Make construction contracts specify that mufflers be in good working order and that engine enclosures be used on equipment when the engine is the dominant source of noise.*
- *Locate stationary equipment as far away from sensitive receiving locations as possible. Where this is not feasible, or where noise impacts are still significant, place portable noise barriers around the equipment, with the opening directed away from sensitive receiving locations.*

- *To the extent feasible, substitute hydraulic or electric models for impact tools such as jack hammers, rock drills, and pavement breakers to reduce construction and demolition noise. Electric pumps could be specified if pumps are required.*
- *Explore the feasibility of using broad-band or ambient sensing vehicle back-up alarms, which are typically less noticeable than traditional pure-tone alarms.*
- *Locate construction staging areas expected to be in use for more than a few weeks as far as possible from sensitive receivers, particularly residences (i.e., adjacent to the Barbee Mill development).*
- *Use quiet equipment and temporary noise barriers to shield sensitive uses, and orient work areas to minimize noise transmission to sensitive off-site locations.*

Policy Nexus:

City of Renton Development Guidelines and Standards - Construction Standards (RMC 4-4-030C); and, King County Environmental Sound Levels – Construction Equipment and Operation (KCC Section 12.88.040).