



City of Seattle

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Gregory Nickels, Mayor  
**Department of Planning and Development**  
D. Sugimura, Director

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

**Application Number:** 3007665, 3007647

**Applicant:** Thomas Gaylord of Habitat for Humanity  
Tyrone Jordan-Oliver of Mithun Architects

**Address of Proposals:** 3111 and 3205 SW Morgan St.

**SUMMARY OF PROPOSED ACTION**

- Land Use Application (3007665) to allow three, 2 unit townhouse structures and two single family residences (eight units total). Surface parking for eight vehicles to be provided on the site.
- Land Use Application (3007647) to allow two, 2-unit townhouse structures (four units total) and seven surface parking spaces.

The following approvals are required:

**Administrative Design Review – Chapter 23.41** Seattle Municipal Code

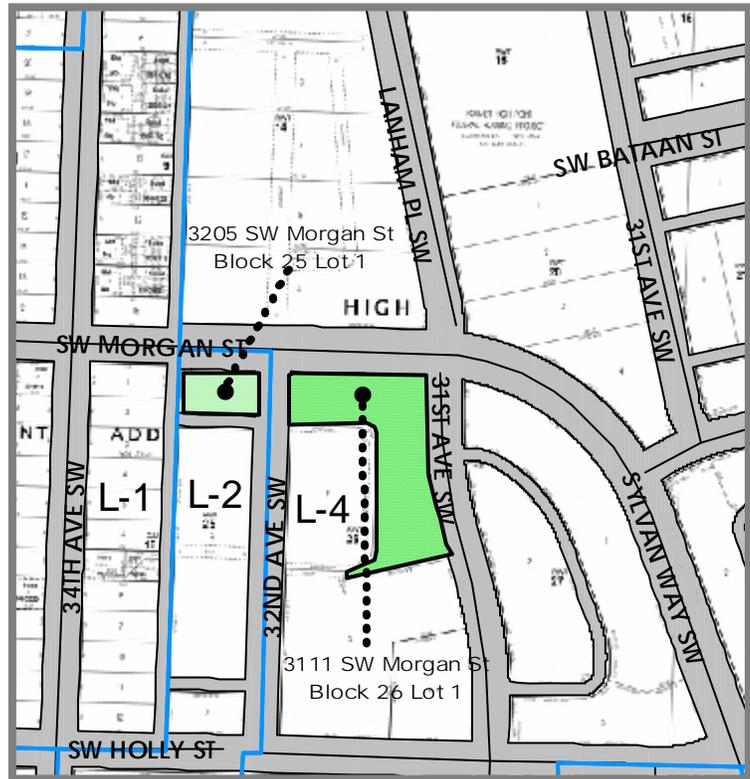
**SEPA DETERMINATION:**  Exempt\*  DNS  MDNS  EIS  
 DNS with conditions  
 DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

**VICINITY AND BACKGROUND:**

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\* FEIS for the entire High Point Community published September 24, 2002.

The properties are within the 120 acre redevelopment of the High Point housing development. The subject sites are located on blocks 25 lot 1 and 26 lot 1. Block 25 lots 1 is zoned Lowrise Two (L2) and Block 26 lot 1 is zoned Lowrise Four (L4). The sites locate at the central-western area of the High Point property just south of the recently completed Assisted Living Facility located at 3204 SW Morgan St. Block 25-1 has frontage on SW Morgan St and 32<sup>nd</sup> Ave SW, while block 26-1 has frontage on SW Morgan St, 31<sup>st</sup> Ave SW and 32<sup>nd</sup> Ave SW. SW Morgan St is an arterial street.



35<sup>th</sup> Ave SW, a major north/south arterial street, is located just west of High Point and connects with SW Morgan St. SW Morgan St is the only

east/west arterial in High Point which continues east as Sylvan Way SW. The two sites are on the south side of SW Morgan St and are across 32<sup>nd</sup> Ave SW from each other. Seattle Housing Authority (SHA) is currently constructing full street improvements through out High Point.

The properties were part of a larger contract rezone (MUP No. 2105600 Permit No. 736346) & related subdivision (MUP 2202170 Permit No. 736347) which included certain large scale site planning requirements such as retention of important trees, reduced roadway paving widths, natural drainage system and general design based structure siting.

A High Point specific Design Book was created by the High Point Development Team (SHA), City of Seattle, Design Consultants (Mithun Architects, Streeter and Associates Architecture, SvR Design Civil Engineering, Nakano Associates Landscape Architecture and the Seattle Housing Authority Board of Commissioners. The Design Book contains very detailed Design Standards for each block and also general architectural, landscape and drainage design guidelines. Copies of these documents are on file at SHA and DPD. The Design Book was drafted and is enforced by SHA to 1.) Clearly illustrate to builders SHA's expectations for acceptable design; 2.) To provide residents, neighbors and interested parties information about the intent of the built character of for sale homes in High Point before construction; and 3.) To consolidate and coordinate the efforts of DPD's Design Review and SPU's Natural Drainage Design in conjunction with market and consumer preferences. The Design Book is updated as necessary to reflect changes in the evolution of High Point as a whole.

## **PROPOSED PROJECT & SITE DESCRIPTION**

Block 25-1 is approximately 74 feet deep (north to south) and 127 feet wide (east to west) for a total of approximately 9,400 square feet and has an approximate grade change of 6' from west (top) to east (bottom).

Block 26-1 is L shaped and is approximately 320 feet deep (north to south) and 220 feet wide (east to west) for a total of 21,388 square feet. Grade change is approximately 14' from north (bottom) to south (top). The proposed development for lot 26-1 does not extend the entirety of the lot, but is concentrated to the northern portion of the site; the remainder of the site is to be developed by others at a future date under a separate project review.

7 unit lots make up block 25-1. 25 unit lots make up block 33-1, with only 13 unit lots being developed under this project. The proposals will adjust the lot lines for the unit lots to align with the proposal's final design.

One (1) tree (651) located on block 25-1 is designated "to be saved" as part of the original tree preservation plan. Tree 730 located on block 26-1 is designated as to be removed and replaced and is noted as requiring the same or greater overall canopy cover.

To the south of block 25-1 is lot 2 of block 25 which is part of High Point's rental development; to the east is 32nd Ave SW and block 26-1. To the north of block 25-1 is a 160 room congregate residence which provides assisted living services. On the west side of the development is an alley and the border of the High Point Community. Zoning to the north and east is Lowrise Four (L4) with L1 to the west and L2 to the south.

To the south of block 26-1 is lots 2, 3 and 4 (being developed currently) of block 26 which are part of High Point's rental development; to the east is 31<sup>st</sup> Ave SW and block 27. To the north of the site is the 160 room congregate residence which provides assisted living services. On the west side of the development is lot 2 of block 26. Zoning to the north, south and east is Lowrise Four (L4) with L2 to the west.

The applicant is proposing two duplex townhouse structures with seven surface parking spaces on block 25-1. Three duplex townhouse structures and two single family homes are proposed on block 26-1, with a total of eight parking spaces.

The applicant submitted the Early Design Guidance (EDG) applications to DPD on March 10, 2008, which included three possible development schemes for each block.

### *Scheme "a" (preferred scheme)*

The EDG packet for block 25-1 proposes two duplex townhouse structures orienting northward to SW Morgan St with vehicles accessed from the south (rear) alley via 32<sup>nd</sup> Ave SW. The design proposes three tandem parking spaces and one standard parking stall.

The design of Block 26-1 also orients the structures northward to SW Morgan St. Three duplex townhomes are centered on the site with single family structures located on the east and west ends. Vehicle access to all parking is proposed from the 20' easement which serves as an alley for all of block 26.

*Scheme “b”*

The proposal for block 25-1 shows one four-plex townhouse structure with access from the western alley to four clustered parking spaces. Block 26-1 is similar to scheme “a” but the east duplex and single family residence are replaced by a four-plex townhouse.

*Scheme “c”*

Block 25-1 shows three single family structures with parking access from the southern alley to three surface parking spaces. 26-1 is shown with five single family structures and one duplex townhouse (second structure from the west property line).

**PUBLIC COMMENTS:**

DPD didn’t receive any comments for the projects during the EDG (3/27/08 – 4/10/08) and MUP (5/22/08 – 6/04/08) comment periods.

**STAFF COMMENTS:**

A pre-submittal meeting was held on August 3<sup>rd</sup> 2007 with a Seattle Housing Authority (SHA) representative, the architects, the developers and City staff to provide an overview of the proposal in light of the City’s Guidelines for Multifamily & Commercial Buildings, SHA’s Design Book for the for sale lots, zoning requirements as well as Land Use process and requirements. The meeting provided an opportunity for the applicant to present the project to SHA representatives and City Staff and receive early feedback on issues. Prior to this meeting, the applicant’s have received preliminary approval from SHA based on upon the presented design, which is the subject of this analysis and document. Land Use Code departures are not requested or required for either project.

*Meeting Attendees:*

|                 |   |
|-----------------|---|
| Brian Sullivan  | <i>SHA Staff</i>                        |
| Lucas DeHerrera | <i>DPD Staff</i>                        |
| Thomas Gaylord  | <i>Habitat for Humanity (Developer)</i> |
| Tyrone Jones    | <i>Mithun Architects</i>                |

**Master Use Permit (MUP) Submittal Summary**

The applicant made minor changes to the MUP plans, opting to continue with the building concept and layout of scheme “a” in the EDG packet. The Master Use Permit was submitted to DPD on April 24<sup>th</sup> 2008.

**PRIORITIES:**

After analyzing the site in its context, the conceptual massing, the parking scheme and the MUP plans provided by the proponent, the Director provides the following siting and design comments and analysis. The Director also identifies by letter and number those siting and design guidelines found in the City of Seattle’s “Design Review: Guidelines for Multifamily and Commercial

Buildings” of highest priority for this project. The specific guidance statements are listed below the cited guidelines. Following is a summary of the Department’s analysis:

**A. Site Planning**

**A-1 Responding to Site Characteristics.**

*The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.*

**A-2 Streetscape Compatibility**

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

**A-3 Entrances Visible from the Street**

*Entries should be clearly identifiable and visible from the street.*

**A-6 Transition Between Residence and Street**

*For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.*

**A-7 Residential Open Space**

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

**A-8 Parking and Vehicle Access**

*Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.*

**A-10 Corner Lots**

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

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- Both sites are major gateway sites in High Point, they are highly visible considering the sites about SW Morgan St, the only east/west arterial in High Point and these sites are at the main western entrance to the High Point Community. The large side and internal setbacks proposed between the structures are supported as an appropriate response to this guideline. The proposed 10’ setback from SW Morgan St on block 25-1 that grows to 16’ on block 26-1 is supported as it creates an appropriate transition moving east into High Point. To enhance the gateway experience, the retention of tree 651 is a major factor. Tree 730 has been removed and replacement is required, placement of appropriate replacement should occur along the street, the proponent should entertain locating the replacement at the northeast corner of lot 26-1. The siting of the structures is in general compliance with the building concept plan approved as part of the High Point Rezone. **A-1**
  - Structures on both sites should be oriented towards SW Morgan St. Blank and uninteresting side facades should be avoided facing any right of way. If a situation occurs where side facades face a right of way, treatment of those facades need to maximize windows, pedestrian entrances, covered porches or other architectural features to connect with the street. Street retaining wall designs should be architecturally enhanced with interesting design features such as reveals, accentuating plantings, color or other elements of the architects choosing **A-2, A-6**
  - Street connections with stairs, stoops, pedestrian paths to the street, building articulation details and or accentuated doors are important for both sites’ building entrances. **A-3**

- Open spaces should be placed on the site and around structures to maximize sun exposure where possible. **A-7**
- Vehicle access as proposed for both sites is supported as curbcuts are minimized on both sites, the MUP should continue the proposed vehicle access schemes. Any vehicle parking should be screened from the abutting right of way views. **A-8**
- Side setbacks proposed for block 25-1 provides an appropriate scale for this gate way site, this setback scheme should be continued in the Master Use Permit. The 16' setback proposed along SW Morgan is also appropriate. Treatment of facades at the corners should include features that respond properly. **A-10**

## **C. Architectural Elements and Materials**

### **C-1 Architectural Context**

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

### **C-2 Architectural Concept and Consistency**

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

### **C-3 Human Scale**

*The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.*

### **C-4 Exterior Finish Materials.**

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

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- The architect should use desirable concepts and features from neighboring structures in the area on the proposed structures, examples should be cited in the MUP response. **C-1**
  - Proportions of the buildings and roof forms are important to the success of these gateway sites. The architect should avoid monotonous street facades and repetitive roof forms between the two sites. **C-2**
  - Considering the applicant is using building types already used in High Point, use of fresh materials is supported, such as different color choices, building siding, roofing finish materials, window choices, as well as alternate paving and pedestrian path materials or colors should be explored. **C-3**
  - Providing high quality exterior finish materials is of high priority for the success of the projects due to their gateway status. The proponent should explore the use of some site defining finish materials to give the project its identity as a gateway site. The goal is to use the same scale of materials as to adhere to the High Point style but with an updated look for these gateway sites. **C-4**

For block 25-1 provide two (2) true color elevations (north, east) capturing all structures from each respective property line with detailed material callouts. For block 26-1 provide three (2) true color elevations (north, east, west) capturing all structures from each respective property line with detailed material callouts. Embed these elevations into Master Use Permit application

plan sets. These drawings should show proposed and existing landscaping, street improvements etc. to provide a holistic view of the proposal. Also, provide a true color finish material board, high resolution pictures of the materials can be provided rather than tangible materials.

**C-4**

**D. Pedestrian Environment**

**D-1 Pedestrian Open Space and Entrances**

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

**D-6 Screening of Dumpsters, Utilities and Services Area**

*Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dusters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should be situated and screened from view and should not be located in the pedestrian right-of-way.*

**D-7 Personal Safety and Security**

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

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- Lighting of principal pedestrian entry paths and along common paths should be used to further support the gateway aspect of the sites. Accentuated street facing doors with distinct materials and or colors is important. The shown street facing porches are supported by the Department and assist in meeting this guideline as well as the goal of High Point to create substantial porches facing streets. **D-1**
  - Provide a plan for trash collection containers that obscures them from street view to the greatest extent possible. **D-6**
  - Security of the sites should be outlined in the design response. Considering the structure types proposed, it appears that fencing will be used to separate opens spaces. Proposed fencing and details must be conveyed. If proposed, fencing should be an open and transparent product so the first floors of the buildings are not blocked from street view. Using wrought iron fencing is one option to meet this guideline as it provides openness and also provides a solid material for security purposes without "shutting out" the street experience. There is more than one way to meet this guideline, such as raised yards with low scale retaining or seat walls. The proponent should be creative. **D-7**

**E. Landscaping**

**E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites**

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

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

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

**E-3 Landscaping Design to Address Special Site Conditions**

*The landscape design should take advantage of special onsite conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas and boulevards.*

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- Retention of tree 651 is paramount for the project on block 25-1. Replacement of tree 730 with equal tree cover is important for block 26-1 and to provide a common landscaping element that connects both sites. **E-1**
- Use of low level retaining walls seems to be appropriate in order to accomplish usable level open spaces and to provide an enhancement feature to the buildings, street and pedestrian walk characters. **E-2, E-3**

### ***Director's Analysis Design Review***

#### ***(A - Site Planning)***

Gateway status of the sites is accentuated with rain gardens proposed to locate between each structure orienting towards SW Morgan St. Setbacks and structure siting remain as proposed and conceptually approved during the EDG stage. Use of larger windows on the east/west facades facing the north/south abutting streets meets the guidance of avoiding blank facades facing streets.

The use of rain gardens, landscaping, pedestrian path & stairs and the fact that the units sit above the street level, especially block 26-1, all promote the unit entries meeting the guidance. Open space is located at the street and along the south side maximizing private open space solar access. Vehicle access proposed from the alley on block 25-1 and from the alley like easement on block 26-1 is continued with the MUP as proposed and supported by DPD during EDG.

#### ***(C - Architectural Elements and Materials)***

Structure types and design elements were selected from previously approved structure types which will provide compatibility with the existing High Point development. Use of posted front porches with street facing principal entries and driveways & parking absent at the front of the structures provides good architectural concepts and consistency.

Use of a mix of exposures of cementitious materials and colors with appropriate separation bands will provide adequate finish materials to maintain the quality of the High Point community.

#### ***(D – Pedestrian Environment)***

Application of street facing porches, rain gardens adjacent to the sidewalk, accompanying landscaping and lighting will all support the pedestrian environment. Utility meters will be located between the structures and trash storage is along the rear alley and access easement. Porches and walkways will be lit along with the rear parking areas and open spaces. Fencing will be designed to High Point Design Guideline standards which will allow visibility into open spaces and the ground floor of the structures, at the same time providing the necessary security.

#### ***(E - Landscaping)***

Plantings including street trees, rain garden plantings which mimic the drainage swale plantings found throughout High Point and maintaining tree 651 on block 25-1 all contribute to satisfy in these guidelines. Landscaping along the street lot lines will help mask retaining walls at the property line.

### **DECISION - DESIGN REVIEW**

Considering the design comports with the City Council approved building concept plan approved as part of associated rezone and the above analysis, the Department approves the design as proposed. Conditioning is appropriate to ensure all elements are carried through the construction phase of the project.

### **CONDITIONS - DESIGN REVIEW**

#### *Non-Appealable Conditions (for the life of the project)*

1. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Lucas DeHerrera, 206.615.0724). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
2. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Lucas DeHerrera, 206.615.0724), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
3. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all Building Permit drawings.

#### *Prior to Certificate of Occupancy*

4. Compliance with the approved design features and elements, including exterior materials, roof pitches, facade colors, landscaping and R.O.W. improvements, shall be verified by the DPD Planner assigned to this project. Inspection appointments with the Planner (Lucas DeHerrera, 206.615.0724) must be made at least 3 working days in advance of the inspection.

#### *During Construction*

5. All changes to the exterior facades of the building and landscaping on site and in the R.O.W. must be reviewed by a Land Use Planner prior to proceeding with any proposed changes.

#### *Applicable Conditions from Seattle City Council #305400 and MUP # 2105600*

### **CONDITIONS - SEPA**

#### *Prior to Issuance of any Construction Permits*

6. Include the Construction Mitigation Plan (CMP) as required by the SEPA conditions of Seattle City Council #305400 and MUP # 2105600. The non-appealable remaining applicable conditions read as follows:

*“Provide a Construction Mitigation Plan (CMP) to DPD at the time of building permit for related construction permits. The plan will consist of items listed under subparts a-k below. The CMP must be approved by DPD in consultation with Seattle Department of Transportation prior to commencement of any demolition, grading or construction activity. The CMP shall be one comprehensive document that can be easily referenced and maintained throughout the construction process by contractors and subcontractors, and available to the public at the project site.*”

- a. *A detailed description of the demolition and construction phasing/schedule.*
- b. *SHA shall coordinate with the Police and Fire Departments in identifying methods to prevent arson or other criminal activity during the period between vacation of the units and actual demolition of the units.*
- c. *Demonstration of compliance with federal, state and regional regulations to ensure that impacts are adequately addressed by such regulations or permits, and how such measures can be achieved. Permits from the following agencies must be provided: state Department of Ecology; PSCAA; and a NPDES permit from the appropriate agency.*
- d. *An air quality mitigation plan to mitigate impacts from fugitive dust, and consisting of the following:*
  - *Spraying exposed soil with water to reduce PM-10 emissions and deposition of particulate matter.*
  - *Covering exposed soil during grading and pre-seeding periods to reduce deposition of particulate matter.*
  - *Covering all trucks, transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck) to reduce PM-10 and deposition of particulate during transportation.*
  - *Providing wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roads.*
  - *Removing mud deposited on paved, public roads to reduce particulate matter on area roadways.*
  - *Routing and scheduling construction trucks so as to reduce delays to traffic during peak travel times and to reduce secondary air quality impacts caused by a reduction in traffic speeds while drivers wait for construction trucks.*
  - *Requiring appropriate emission-control devices on all construction equipment powered by gasoline or diesel fuel to reduce emissions in vehicular exhaust.*
  - *Planting vegetation as soon as possible after grading to reduce windblown particulate in the area and/or retaining as much existing vegetation as practicable.*
- e. *A noise mitigation plan to mitigate impacts from noise to contain the following:*
  - *The applicant will be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. during weekdays and on Saturdays to between the hours of 9:00 a.m. and 5:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.*
  - *Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 a.m. to 5:00 p.m. on Saturday needs to be*

*disclosed. No work, deliveries or otherwise will be allowed outside of the designated Saturday hours.*

- *Commitments and proposals to prohibit back-up alarms on vehicles and equipment, (utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise must be included in the plan.*
  - *The applicant shall publish a periodic construction newsletter (at least quarterly) showing expected dates for specific operations, especially those which would interrupt or slow traffic movement, be especially noisy or disrupt any utility service.*
  - *The mailing list for the newsletter shall include all addresses within 300 feet of the site and affected City departments, including DPD, Department of Transportation, Police Department, Fire Department, and Neighborhoods, as well as community members and organizations who ask to be notified of construction activities. The meeting time and place shall be well-publicized, using at a minimum the same mailing list as above, giving at least 14 days notice of the meeting.*
  - *The approved plan shall be available at the site for the duration of construction.*
- f. *A stormwater Pollution Prevention Plan to mitigate water quality impacts.*
- g. *A Temporary Erosion and Sediment Control Plan to mitigate water quality, including all tree protection measures detailed as conditions in the approved Subdivision (DPD 2202170).*
- h. *A Spill Prevention Control and Countermeasures Plan to mitigate water quality impacts.*
- i. *Transportation Construction Mitigation Plan to mitigate traffic and parking impacts consisting of the following:*
- *Identification of temporary street closures;*
  - *Identification of detour routing to ensure adequate accessibility to remaining older housing units and new constructed units within High Point, including any potential impacts on existing residential units on adjacent streets not subject to this redevelopment;*
  - *Identification of staging areas and haul routs. Hauling between 4:00 p.m. and 6:00 p.m. shall be minimized.*
  - *Identification of parking locations for construction workers. Construction workers shall park on-site or off-site in designated remote parking lots. Provide shuttle buses for construction workers between the job site and any remote parking sites.*
- j. *An appropriate mitigation must be determined and provided in a construction rodent impact mitigation plan (CRIMP) and provided to DPD.*
- k. *A Tree Preservation Plan which can be fulfilled through the tree plan required by Hearing Examiner decision MUP-02-051(SD) shall be developed in conjunction with the Temporary Erosion and Sedimentation Control Plan.*

During construction:

The following non-appealable condition(s), to be enforced during construction, shall be posted at the site in a location visible and accessible to the public and to construction personnel from the street right-of-way. Conditions shall be posted at both abutting streets. The conditions shall be printed legibly on placards available from DPD, shall be laminated with plastic or other weatherproofing material, and shall remain in place for the duration of construction.

7. The owner(s) and/or responsible party(s) shall comply with the construction mitigation plan. A copy of that plan must be kept on-site.

(from related Council SEPA decision)

- *The applicant will be required to limit periods of construction to between the hours of 7:30 a.m. and 6:00 p.m. during weekdays and on Saturdays to between the hours of 9:00 a.m. and 5:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed. This condition may also be modified to permit low noise exterior work (e.g., installation of landscaping) after approval from DPD.*
- *Construction activities which generate the loudest noise shall be performed during the weekday hours. Identification of the type of construction activity that will occur between the hours of 9:00 a.m. to 5:00 p.m. on Saturday needs to be disclosed. No work, deliveries or otherwise will be allowed outside of the designated Saturday hours.*
- *Commitments and proposals to prohibit back-up alarms on vehicles and equipment, utilization of sound buffering or barrier devices, utilization of construction equipment that generate lower noise decibels or utilization by other means to mitigate noise must be included in the plan.*

Signature: \_\_\_\_\_ (signature on file) Date: July 28, 2008

Lucas DeHerrera, Senior Planner  
Department of Planning and Development

LJD:lc