



City of Seattle

Department of Planning and Development

D. M. Sugimura, Director

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

Application Number: 3014675
Applicant Name: Mark Hazlip with Alloy Design Group
Address of Proposal: 2414 55th Avenue Southwest

SUMMARY OF PROPOSED ACTION

Land Use Application to allow four, three-story rowhouse structures for a total of 11 residential units. Parking for each unit is provided within the structures. Review includes future unit lot subdivision. Existing structures to be demolished.

The following approval is required:

SEPA - Environmental Determination (Seattle Municipal Code (SMC) Chapter 25.05).

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

DNS involving non-exempt grading or demolition or involving another agency with jurisdiction.

BACKGROUND INFORMATION

Site and Vicinity Description

This approximately 12,000 square foot (sq. ft.) proposal site is the consolidation of three neighboring properties. It is a mid-block site bounded by 55th Avenue Southwest to the west, Wickstrom Place Southwest to the east and residentially-zoned properties to the north and south. The site is zoned Lowrise 1 (LR1). Existing development on this site is as follows:

- A one-story single family residence and accessory detached garage addressed as 2414 55th Avenue Southwest.
- A one-story-with basement single family residence and accessory detached garage addressed as 2418 55th Avenue Southwest.
- A one-story single family residence and accessory detached storage shed addressed as 2424 55th Avenue Southwest.

Vehicular access to existing onsite parking occurs via both 55th Avenue Southwest and Wickstrom Place Southwest. The 55th Avenue Southwest right-of-way is an improved street curbs, sidewalks, gutters and street trees. Wickstrom Place Southwest is an improved dead-ended street with curbs, sidewalks and gutters. Both streets are classified as non-arterial streets, pursuant to SMC Chapter 23.53.

The topography of the property is flat. Existing vegetation consists of shrubs, lawn and trees. The subject site is identified as Environmentally Critical Area (ECA)-liquefaction-prone.

Surrounding property north, south, east and west are also zoned LR1. Existing development in the vicinity of the proposal consists of homes, townhouses and apartments varying in age and architectural style. Alki Beach is less than one block north of the site and several commercial uses (retail, restaurants, etc.) exist along Alki Avenue Southwest two blocks west of the site.

Proposal Description

The proposed project involves the construction of an eleven-unit residential development comprised of two two-unit three-story rowhouse structures, one three-unit rowhouse structure and one four-unit three-story rowhouse structure. Twenty-two parking spaces accessory to the residential use (two stalls per each rowhouse unit) will be provided onsite within each unit's basement garage. Vehicular access to the proposed parking spaces will occur via a driveway from 55th Avenue Southwest. Three existing single family residences and associated detached accessory structures located at 2414, 2418 and 2424 55th Avenue Southwest will be demolished.

Grading of approximately 1,874 cubic yards (cu. yds.) of material is anticipated to occur during the removal of soils, construction of the residential foundations and installation of the shared vehicular access and auto court.

Construction of the buildings necessitates the removal of existing ground cover, shrubs and trees. Landscaping enhancements inclusive of trees, street trees, plantings, shrubs and groundcover are proposed. Site improvements including bike racks are included with this proposal.

Public Comments

The required public comment period for this project ended on April 3, 2013. The public comment period was extended from its original date to end on April 17, 2013 by public request. During and after the public comment period, DPD received several comment letters and emails from neighbors mainly in opposition to the proposal. Concerns about parking impacts, drainage and sewer impacts to Alki Beach, increased stormwater runoff, pedestrian safety, construction-related impacts, neighborhood character, property values, views and air quality were expressed.

A neighbor submitted a signed petition with over 100 signatures to DPD requesting a public meeting. An evening meeting, organized by DPD, was held on July 17, 2013 at the Youngstown Cultural Arts Center's Auditorium. Two DPD staff members facilitated the meeting. Approximately 41 attendees were present. The agenda items discussed focused on the proposal description, an overview of the SEPA process and project milestones. During the public comment segment of the meeting, sixteen members of the public verbally reiterated the concerns/comments noted above. Additional written public comments were submitted to the DPD Land Use Planner at the conclusion of this meeting. Written comments and responses may be found in the project file.

Additional Information

DPD approved a Lot Boundary Adjustment (LBA) application (#3014442) that was recently recorded with King County prior to the publication of this decision. The LBA proposal adjusted the property lines between the three existing platted tax parcels of the neighboring property mentioned above to create the following property areas:

- Parcel A (2411 Wickstrom Place Southwest): 4,402.2 sq. ft.
- Parcel B (2419 Wickstrom Place Southwest): 1,754.5 sq. ft.
- Parcel C (2414 55th Avenue Southwest): 5,843.3 sq. ft.

DPD expects each Parcel will be developed as independent development sites in the near future. The applicant has submitted applications to demolish the existing structures (#6380103) and construct rowhouse buildings (#6347084, #6347086, and #6316844): one four-unit rowhouse structure on Parcel A; one two-unit rowhouse structure on Parcel B; a three-unit and two-unit rowhouse structures on Parcel C. The proposed structures are configured to accommodate parking access via an ingress/egress and utility easement that was identified on the LBA plat. The recorded LBA and construction drawings were considered during the review and analysis of this application.

Pursuant to SEPA (SMC 25.05.305.A) a proposal is not categorically exempt from environmental review threshold determination requirements if it is part of a series of actions which are physically or functionally related to each other. In consideration of the eleven rowhouse units planned for the aforementioned three Parcels with shared vehicular access, waste/recycling areas and bicycle parking, DPD has determined that functionally these proposals are related and taken together exceed the LR1 zone's threshold for SEPA review.

It is anticipated by the applicant that future development activity at the subject site will include the creation of individual unit lots (Unit Lot Subdivision).

SEPA ANALYSIS

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated February 21, 2013. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file and any pertinent comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's codes, policies and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part: "*Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality.

Short - term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Noise

The site abuts two streets (55th Avenue Southwest and Wickstrom Place Southwest), which are both north-south roadways. Residential properties are situated north, south, east and west of the project site. No existing noise sources are identified.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, pneumatic hand tools, engine noise, back-up alarms, etc.); demolition of the existing structures; and construction vehicles entering and exiting the site would occur as a result of construction and construction-related traffic. Compliance with the Noise Ordinance (SMC 25.08) is required.

Although compliance with the Noise Ordinance is required, due to the proximity of the project site to nearby residential uses, additional measures to mitigate the anticipated noise impacts may be necessary. The SEPA Policies at SMC 25.05.675.B and 25.05.665 allow the Director to require additional mitigating measures to further address adverse noise impacts during construction. Pursuant to these policies, it is the Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance may be necessary on this site. Therefore, as a condition of approval, construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7:00 a.m. to 6:00 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9:00 a.m. and 6:00 p.m. once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Construction activities outside the above-stated restrictions may be authorized by the Land Use Planner when necessitated by unforeseen construction, safety, or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the Land Use Planner at least three days in advance of the requested dates in order to allow DPD to evaluate the request.

Air Quality

Demolition of the existing structures, grading and construction activities will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the air quality in the vicinity. Demolition/construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative measures, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency (“PSCAA”) prior to demolition. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

There is no indication of unusual short term adverse impacts. Current codes are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Air Quality Policy (SMC Section 25.05.675A). Therefore, no further mitigation is warranted.

Earth

Excavation of soil and the import of clean fill material will be necessary to level grades at this ECA designated (Liquefaction-Prone) property will be necessary. The maximum amount of grading proposed will consist of 1,874 cu. yds. of material. All of the onsite soil will be handled per a geotechnical engineer’s recommendations.

The ECA Ordinance and Director’s Rule (DR) 18-2011 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction/grading in potentially liquefaction hazard soils areas. Pursuant to this requirement the applicant submitted a geotechnical engineering study dated May 29, 2012 prepared by Marc R. McGinnis, P.E. (GEOTECH Consultants, Inc.). This report evaluated soil and site conditions and provided recommendations for general earthwork, erosion and drainage controls, grading, earthwork and foundation/retaining wall construction.

A DPD Geotechnical Engineer has reviewed the abovementioned soils report in association with submitted MUP plans and has deemed this soils report to be relatively complete for this proposal. The abovementioned soils report, soil report addendums, construction plans, and shoring of excavations as needed, are currently being reviewed again by the DPD Geotechnical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation proceed without undue risk to the property or to adjacent properties.

No additional conditioning is warranted pursuant to SEPA policies.

Construction-Related Streets, Parking and Pedestrian Circulation

Demolition of existing structures and grading is proposed. This material would be trucked from the site. Per the submitted drawings, construction vehicles would enter and exit the project site from a temporary construction entrance situated near the midpoint of the site via 55th Avenue Southwest. The applicant states, “*Truck trips are anticipated for approximately one week during site grading and hauling and will be routed from 55th Ave SW, to Alki Ave SW, then to Admiral Way SW*”.

Construction of the project is proposed to last for several months. The applicant explains, *“The proposed project will be constructed in two phases. Seven units will be constructed in the first phase followed by the remaining four units. The project phasing allows for material staging to be provided on site.”*

The applicant estimates that a maximum of ten construction workers will be on site throughout the construction process. Per the applicant, *“carpooling will be encouraged and parking solutions such as renting spaces for work vehicles at California Ave SW and Admiral Way SW, to further reduce the neighborhood impact, are proposed by the project owner.”* Neither the submitted plans nor materials identify details regarding possible offsite parking areas available for construction workers.

It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle Department of Transportation (SDOT.). However, due to inadequate on-street parking supply to accommodate the construction related demand affected by construction staging, deliveries, parking; additional mitigation is warranted pursuant to the Construction Impacts Policy (SMC 25.05.675.B). A construction-phase transportation plan addressing street and sidewalk closures, construction employee parking that include details regarding possible carpooling/van shuttle services, as well as truck routes and hours of truck traffic will be required to mitigate identified impacts.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from the project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long - term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased surface water runoff due to greater site coverage by impervious surfaces; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; loss of plant habitat; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Historic Preservation

Section 25.05.675.H of the SEPA code describes the City's policies for protecting historical sites. *"It is the City's policy to maintain and preserve significant historic sites and structures and to provide opportunity for analysis of archeological sites.....For projects involving structures or sites which are not yet designated as historical landmarks but which appear to meet the criteria for designation, the decisionmaker or any interested person may refer the site or structure to the Landmarks Preservation Board for consideration.....On sites with potential archaeological significance, the decisionmaker may require an assessment of the archaeological potential of the site."*

SEPA provides authority to mitigate impacts to historic buildings (SMC 25.05.675.H.2.c). In this instance, the three existing single family residences addressed as 2414, 2418 and 2424 55th Avenue Southwest respectively are not designated as historical landmarks. However, because this proposal involves the demolition of three buildings which are more than 50 years old, historical information concerning both properties (prepared by the applicant) was referred to DON for review. The Historic Preservation Staff reviewed the information and stated, "Based on the review of this information, as well as information from the City's Historic Resources Survey database, we have determined that it is unlikely that any of the subject buildings would meet the standards for designation as an individual landmark." Therefore, no further conditioning is warranted by SEPA.

Height, Bulk and Scale

Section 25.05.675.G of the SEPA code describes the City's policies for controlling height, bulk and scale of development: *"It is the City's policy that the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, the shoreline goals and policies set forth in Section D-4 of the land use element of the Seattle Comprehensive Plan, the procedures and locational criteria for shoreline environment redesignations set forth in SMC Sections 22.60.060 and 23.60.220, and the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning."*

SEPA provides authority to mitigate impacts of substantially incompatible height, bulk and scale. The proposal is not located in a designated shoreline environment and no unusual topographic features exist on the project site. The proposed rowhouse buildings with basement garages will be built on three neighboring properties zoned LR1 surrounded by residential uses in the same zone. A DPD Zoning Expert has reviewed the rowhouse project and has determined that it meets all applicable Land Use Code requirements (setbacks, height, landscaping, parking, amenity, etc.).

The Department concludes that no adverse height, bulk and scale impacts will occur as a result of the proposal and no conditioning is warranted.

Views

Regarding views, SMC 25.05.675.P provides policies to:

- Protect public views of significant natural and human-made features from public places consisting of specified viewpoints, parks, scenic routes and view corridors;
- Protect public views of historic landmarks designated by the Landmarks Preservation Board; and
- Protect public views of the Space Needle from designated public places.

Pursuant to this policy, if a proposed project is found to adversely impact public views, then further mitigation may be required. Comment letters received indicate that views to natural elements (sun, sky, water) and Alki Beach will be significantly reduced from neighboring properties.

The SEPA policies do not address protection of private views from private property. DPD has verified that the project site doesn't abut a scenic route or view corridor. The proposed project doesn't block views of any nearby historic landmarks nor impacts public views from public parks and viewpoints. Therefore, no conditioning or mitigation pursuant to SMC 25.05.675.P is warranted.

Drainage

Section 25.05.675.C describes the City's policies for protecting lakes, drainage basins and other property from adverse drainage impacts. *"Property development and redevelopment often create increased volumes and rates of stormwater runoff, which may cause property damage, safety hazards, nuisance problems and water quality degradation. Pollution, mechanical damage, excessive flows, and other conditions in drainage basins will increase the rate of down-cutting and/or the degree of turbidity, siltation, habitat destruction, and other forms of pollution in wetlands, riparian corridors and lakes. They may also reduce low flows or low water levels to a level which endangers aquatic or benthic life within these wetlands, riparian corridors and lakes..... Authority provided through the Stormwater Code (Chapters 22.800 through 22.808) and Regulations for Environmentally Critical Areas (Chapter 25.09) is intended to achieve mitigation of drainage impacts in most cases, although these ordinances may not anticipate or eliminate all impacts."* Comment letters submitted to DPD indicate existing stressed drainage and sewer conditions. The proposed project could negatively impact existing stormwater flows and sewer connections. Thus, further discussion is warranted.

The MUP plans, construction plans and supporting materials have been reviewed by a DPD Senior Civil Engineering Specialist. He comments: *"I have reviewed the construction projects associated with 2414 55th Ave SW, MUP #3014675 for compliance with the City's Stormwater and Sidesewer Codes. The point of discharge from this development will be 8-inch public sewer located in Wickstrom Pl SW. This mainline is not considered "capacity constrained" and the project is not located in an area where downstream drainage facilities are known to be inadequate. The proposed drainage control measures are adequate project wetlands, riparian corridors, lakes, drainage basins, wildlife habitat, slopes and other property from adverse drainage impacts."*

SEPA provides authority to condition or deny projects to mitigate their adverse drainage impacts. In this instance, the DPD expert has reviewed the applicant's materials and concluded that all drainage and sewer impacts will comply with the Stormwater Code and Sidesewer Code. The DPD Land Use Planner in consultation with the DPD Senior Civil Engineering Specialist concurs with his determination. Therefore, no conditioning or mitigation pursuant to SMC Chapter 25.05.675.C is warranted.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual (8th edition) estimates that single-family detached housing generates approximately 9.57 vehicle trips per weekday and residential condominium/townhouse (rowhouse) units generate approximately 5.81 vehicle trips per weekday. Based on these estimates, the eleven-unit rowhouse project would generate approximately 63.91 (64) trips per day. Three single family residences exist on the subject site. Therefore, an estimate of 28.71 (29) vehicle trips per weekday exists now. The table below illustrates the existing and proposed trip generation estimates:

Trip Generation Estimates	
Use(s)	Trips per weekday
Existing	
Three single family detached houses	29
Subtotal	29
Proposed	
Eleven condominium/townhouse (rowhouse) units	64
Subtotal	64
Net Increase	35

It is estimated that 35 additional vehicle trips will be generated during the weekday. Due to the close proximity of the proposed residential development to existing bus stops to Downtown, this situation will make it likely that there will be fewer vehicle trips than from development sites located in outlying suburban areas on which the ITE generation equation is based. The subject property has immediate access to Alki Avenue Southwest (minor arterial). Given the net increase in vehicle trips for this site is minimal, it is expected that the amount of traffic generated by this proposal is within the capacity of the streets in the immediate area. Thus, no SEPA mitigation of traffic impacts is warranted.

Parking

Section 25.05.675.M SEPA parking policy states, *"It is the City's policy to minimize or prevent adverse parking impacts associated with development projects.....For the Alki area, as identified on Map B for 23.54.015, a higher number of spaces per unit than is required by Section 23.54.015 may be required to mitigate the adverse parking impacts of specific multifamily projects. Projects that generate a greater need for parking and that are located in places where the street cannot absorb that need--for example, because of proximity to the Alki Beach Park--may be required to provide additional parking spaces to meet the building's actual need. In determining that need, the size of the development project, the size of the units and the number of bedrooms in the units shall be considered."* The proposal site is situated within the Alki Parking Overlay District. The Land Use Code requires 16 parking spaces for the eleven-unit residential rowhouse proposal. The submitted MUP plans indicate approximately 22 parking spaces are provided on site. Each rowhouse unit will contain three bedrooms (33 total). Analysis of potential parking impacts is necessary considering the location and scope of the project.

A parking utilization study was conducted within 400' of the subject site with the intent to determine the number of on-street parking spaces available on a weekend day and provide a base to determine parking occupancy rates. The studies were conducted on two Sundays (June 30th, 2013 and July 7th, 2013) between noon-1:00 p.m. The study found that parking demand on a Sunday afternoon during the summer showed 93% parking utilization on streets surrounding the proposal site.

Parking demand analysis is necessary to assess how the proposed number of parking spaces would match the anticipated parking demand for the expected project. The *Institute of Transportation Engineer's (ITE) Parking Generation (4th edition)* manual estimates an average demand rate of 1.4 parking spaces per residential condominium/townhouse (rowhouse) unit. Using this multiplier, the estimated parking demand for 11 dwelling units would be 15 (15.4) parking spaces. Based on current City experience with multifamily housing demand, it is expected that this project will generate a residential parking demand of approximately one space per rowhouse unit. Using this multiplier, the estimated parking demand for eleven rowhouse units would be further reduce to eleven parking spaces.

In summary, it is estimated that there will be a total parking demand for 15 parking spaces during peak hours. Since 22 parking spaces will be provided onsite for the residents use, onsite parking should accommodate the increase in the parking demand and should not result in any additional spillover parking. If spillover parking does occur, it is expected to minimal and the parking studies indicate that there is some capacity to accommodate this parking on neighboring streets. Therefore, no SEPA conditioning or mitigation of parking impacts is warranted.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

SEPA CONDITIONS

Prior to the Issuance of the Demolition or Building Permit

1. In order to address construction related transportation and parking impacts, the responsible party shall submit a Construction Transportation Management Plan (CTMP) to be reviewed and approved by Seattle Department of Transportation in consultation with DPD. A construction transportation plan for workers and truck deliveries/routes shall be prepared to minimize disruption to traffic flow on adjacent streets and roadways. This plan shall include a requirement that truck trips be scheduled to avoid peak periods of 7:00-9:00 a.m. and 4:00-6:00 pm, Monday through Friday. The plan shall consider the need for special signage; flaggers; haul route definitions; street cleaning; identification of construction-worker parking; identification of potential street and/or sidewalk closures; vehicle, bicycle and pedestrian circulation and safety.

During Construction

2. In order to further mitigate the noise impacts during construction, the hours of construction activity (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays between the hours of 7:00 a.m. to 6:00 p.m. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9:00 a.m. and 6:00 p.m. once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition. This condition may be modified by DPD when necessitated by unforeseen construction, safety, or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the Land Use Planner (Tami Garrett) at least three days in advance of the requested dates in order to allow DPD to evaluate the request.

Signature: (signature on file) Date: October 10, 2013

Tami Garrett, Senior Land Use Planner
Department of Planning and Development