



City of Seattle

Gregory J. Nickels, Mayor
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: 3003074
Applicant Name: Charles Wallace for Paul Brenneke
Address of Proposal: 1608 Second Avenue

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish the use for the future construction of a 23-story, 88 room hotel and 105 apartment units; above four floors of retail, two floors of indoor participant sport and restaurant. Parking for 133 vehicles will be located on three levels above grade. Project includes 30,000 cubic yards of excavation.

The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05 SMC

Design Review – Chapter 23.41 SMC - Six Design Departures.

1. SMC 23.49.008C.2. Roof Top Coverage.
2. SMC 23.49.025. Overhead Weather Protection Height
3. SMC 23.49.134A.1. Street Façade
4. SMC 23.49.136A.3. Upper Level Development
5. SMC 23.49.136B.2. Upper Level Development
6. SMC 23.53.035. Structural Building Overhangs

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

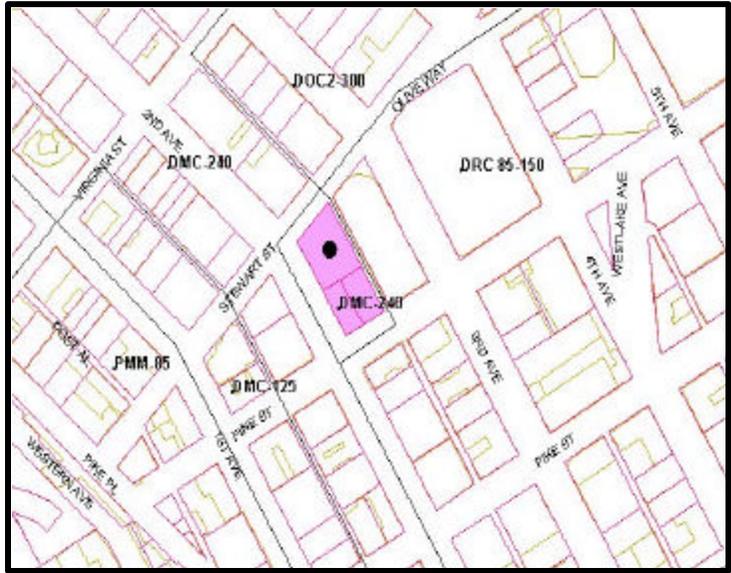
DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

* Early DNS Notice published December 22, 2005

BACKGROUND DATA

Site and Area Description

The subject site, located on the east side of Second Avenue between Pine and Stewart Streets, comprises a surface parking lot across an alley from the Macy’s (Bon Marche) parking garage. Zoned Downtown Mixed Commercial (DMC 240), with a 240 foot height limit, the site



ascends 12’ (approximately a five percent slope) from the southeast to the northwest corner.

The site lies along Pine Street, one of Downtown’s major retail corridors. It links Pike Place Market with the city’s principal downtown retail district a few blocks to the east on Pine Street. The site also connects Belltown to the north and the office and cultural uses extending southward on 2nd Avenue.

Within two to three blocks lie seven city designated landmarks including Macy’s (the Bon Marche), the Olympic Tower, the Josephinum, 1525 4th Ave. Building, the Doyle Building, the Moore Theater and Hotel and the Terminal Sales Building. The immediate vicinity is predominantly developed with older buildings (circa 1920s), housing retail at street level and small offices above. The Downtown Urban Center Neighborhood Plan provides general design recommendations.

Across the alley and to the east of the property, zoning changes to Downtown Retail Core with height limits of 85-150 (DRC). North of the property (on the other side of Stewart Street), the zoning classification shifts to Downtown Office Core with a three hundred foot height limit. To the south, the zone is Downtown Mixed Commercial with varying height limits of 125 and 240 feet.

Proposal Description

The applicant proposes constructing a 23-story mixed use building with four levels of retail (one below grade-44,340 square feet), two floors of an athletic or health club (42,600 square feet), two levels of restaurant (12,000 square feet), three levels of above grade parking, four floors of hotel (88 units), and 11 stories of residential uses (105 units).

Parking would be accessed from the alley that separates the Macy’s (aka Bon Marche) garage from the site. Pedestrian entrances to the hotel, retail and residential units would occur on Second Avenue. The building would fill the entire half block site, enhancing the urbanistic qualities in this area of downtown. Surrounded by several landmark buildings, the massing modestly echoes the Josephinum and the

Olympic as well as other neighbors. However, compositionally the language of the structure is modern particularly in the way building mass shifts in response to the grid and the elevations suggest the uses behind the façade.

Background

In November 2001, the developer obtained MUP approval for development of a mixed-use project (residential and hotel) at Second Ave. and Pine St. (MUP #2003687). While the project was in design development, Seattle voters approved the Seattle Monorail Project (SMP). Early on, the SMP identified a preferred route that impacted the project site. Ultimately, the SMP settled on the western alignment on Second Avenue, which resulted in a significant aerial take from the project site at the corner of Second Ave. and Stewart St. In early 2005, the developer concluded an agreement with the SMP for the transfer of this property interest, which allowed continuation of the development process.

The SMP taking chamfers the corner at Second and Stewart by about 1,610 square feet. This resulted in a need to make design modifications to the project. Furthermore, the program has been altered slightly based on economics and programmatic factors. Since the SMP taking required air rights for the Monorail guideway (at about 25 feet +/- above grade), the developer negotiated a reserved right to extend a one-story, street-level structure beneath this aerial corridor in order to maintain a street wall along Second Ave.

DPD and the development team agreed that the redesign, which now responds to these changes stated above, should return to the Downtown Design Review Board for review. Although the project was much further along than a typical early design guidance project, DPD and the proponent agreed that an EDG meeting would be appropriate given the circumstances.

Public Comments

Eleven people signed in at the Early Design Guidance meeting. One person spoke who asked that more detailed information be provided at the next meeting in order to understand the pedestrian experience along the three major streets.

No comment letters were received.

ANALYSIS-DESIGN REVIEW

Design Guidelines Priorities

The project proponents presented their initial ideas at an Early Design Guidance meeting on September 27th, 2005. After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members identified the following Downtown Design Guidelines as high priorities to be considered in the final proposed design. Belltown specific supplemental Design Guidelines are in italics.

A. Site Planning & Massing

A-1 Respond to the physical environment. Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.

The proposed structure, like its un-built predecessor, is based on three fundamental design ideas: revealing the building program on the exterior facades, acknowledging the shift in the street grid, and relating the massing to its nearby landmarks. The Board members stated that the new proposal fulfills this promise with the exception of the east and north façades. Their qualifications are discussed in B-4 and C-2.

A-2 Enhance the skyline. Design the upper portion of the building to promote visual interest and variety in the downtown skyline.

See B-4.

B. Architectural Expression

B-2 Create a transition in bulk & scale. Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less-intensive zones.

The presence of the monorail's aerial vacation limits the size of the lower portion of the building's north side. Stating that the design of this single story structure did not appear well integrated with the rest of the proposed structure, the Board requested that the applicant consider the following: reduce its size and treat the structure as an interesting pavilion rather than a functional response to the monorail.

B-4 Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

The proposal's east elevation appears much less sculptural than the original design. The Board members prefer a less monolithic façade. Although the base would be hidden behind the Macy's garage, the mid-section and top would be exposed from the major streets connecting with the interstate. The wedge that appears to pierce through the building so dramatically from the west elevation loses its impact from the east. Exposing the wedge at the upper northeast corner of the proposed structure would enhance the juxtaposition of the two masses. Other architectural moves, such as bringing the datum lines from the other facades to the east side, may also produce the same sculptural power possessed by the MUP approved design.

C. The Streetscape

C-1 Promote pedestrian interaction. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

The EDG presentation material only suggested what the streetscape could be like. The Board asked for much more detail for the Recommendation Meeting.

C-2 Design facades of many scales. Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.

The north elevation gave the Board pause. The proposal lacks the play of masses, the sculptural qualities, the refinement and the thin tautness of the MUP approved design. The original elevation comprised an assemblage of volumes representing elevations relating to its historic neighbors. The Board made a few suggestions: cutting back the portion underneath the monorail, accentuating the tower above it and bringing the mass of the tower down to street level. The play of reveals, columns, massing and materials of the MUP approved project produced a more complex and richer design on the north façade. Unfortunately, the unresolved monorail project may haunt the design of this corner for quite some time.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on October 19, 2005.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on January 10, 2006 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Approximately, four citizens signed-in at the Recommendation meeting. No comments were offered.

Development Standard Departures

The applicant requested departures from the following standards of the Land Use Code:

1. Roof Top Coverage. 25% roof coverage.
2. Overhead Weather Protection Height. Minimum and maximum heights.
3. Street Façade. Minimum façade heights.
4. Upper level Development. 40% coverage limits.
5. Upper level Development. Set backs from the property line.
6. Structural Building Overhangs. Encroachments into the right-of-way.

Recommendations

B. Architectural Expression

B-2 Create a transition in bulk & scale. Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less-intensive zones.

The applicant pulled the pavilion back from Second Avenue to reveal the tower's corner and provided more detail of the facades. The Board members accepted the changes to the pavilion.

B-4 Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.

The applicant responded to the earlier guidelines focused on the east façade by carving back and adding balconies to the northeast corner; articulating three distinct vertical planes; and folding the roof plane over on to the façade to emphasize the central portion. The exposure of the upper northeast corner of the east façade reveals the glass wedge that slices through the larger mass of the building. The Board accepted the revisions to the east façade.

The collage-like quality of the facades establishes enough variation in the elevation that the changes in materials and masses somewhat relate to the surrounding buildings but never directly echo them. The Board expresses its satisfaction with the façades.

C. The Streetscape

C-1 Promote pedestrian interaction. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.

The applicant presented color renderings of the building's base and its streetscape. Prominent materials include glass, metal and limestone. A green granite base wraps around the building mediating between the sidewalk and the glass and stone facades. The pavilion has the same materials without the limestone. The Board accepted the design of the base.

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 concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

The applicant addressed issues of the north elevation which gave the Board pause at the early design guidance meeting, by reducing the bulk of the façade, bringing the mass of the tower down toward street level, and revealing the corner on Second Ave. by pushing the pavilion back. A vertical column of balconies reduces the mass at the northeast corner. The Board expressed its satisfaction with the changes.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the January 10th, 2006 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the January 10th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the five Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Rooftop Features. SMC23.49.008C.2	25% total roof coverage.	35% total roof coverage.	<ul style="list-style-type: none"> ▪ Total rooftop area is less than allowed under the zoning envelope. 	Approval
2. Overhead Weather Protection Height SMC 23.49.025	10' minimum/15' maximum height for protections greater than 6'.	19' maximum height at lobby entrance.	<ul style="list-style-type: none"> ▪ Used to accentuate lobby entrance on 2nd Ave. All other heights comply. ▪ Limited use at entrance. 	Approval
3. Street Façade. SMC 23.49.134A.1	25' minimum façade height on 2 nd Ave. and Pine St.; 35' on Stewart St.	15' height limits on both streets.	<ul style="list-style-type: none"> ▪ The monorail covenant does not allow for taller structures. 	Approval
4. Upper level Development. 23.49.136A.3	40% coverage limits	72% coverage. Exceeds by 32%.	<ul style="list-style-type: none"> ▪ Massing responds to the change in street grid and the impact of the Monorail taking. 	Approval
5. Upper level Development. 23.49.136B.2	To be considered as a separate façade for determining maximum façade length, the wall must be set back 15' from the property line.	Reduce façade to 10' and 14' setbacks.	<ul style="list-style-type: none"> ▪ Creates a third modulation on the west facade (code requires only two). 	Approval
6. Structural Building Overhangs. 23.53.035	Encroachments into the right-of-way.	Request for bay windows and balconies at upper parking garage levels on 2 nd Ave., Pine St. and alley.	<ul style="list-style-type: none"> ▪ Bay windows for display were approved for the previous MUP (2003687) at this location. 	Approval

The Board did not recommend **CONDITIONS** for the project.

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. In addition, the Director is bound by any condition where there was consensus by the Board and agrees with the condition recommended by four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **GRANTED**.

ANALYSIS-SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (updated October 19, 2005) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, and the experience of the lead agency with review of similar projects, form the basis for this analysis and decision.

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

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, traffic and parking impacts as well as mitigation.

Noise

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Due to the proximity of the project site to these

residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

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Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

- 1) non-holiday weekdays between 7:30 A.M and 6:00 P.M.
- 2) non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 3) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 4) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Air Quality

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the adjacent residential buildings.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical 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. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit. The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used, therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to provide two basement levels will create potential earth-related impacts. Compliance with the Stormwater Grading and Drainage Control Code (SMC 22.800) will require the proponent to identify a legal disposal site for excavation and demolition debris prior to commencement of demolition/construction. Compliance with the Uniform Building Code and the Stormwater Grading and Drainage Control Code will also require that Best Management Practices (BMPs) be employed during demolition/excavation/construction including that the soils be contained on-site and that the excavation slopes be suitably shored and retained in order to mitigate potential water runoff and erosion impacts during excavation and general site work. Groundwater, if encountered, will be removed from the excavation by sump pumping or by dewatering system and routed to existing storm drain systems. A drainage control plan, including a temporary, erosion and sedimentation control plan and a detention with controlled release system will be required with the building permit application. In addition, a Shoring and Excavation Permit will be required by SEATRAN prior to issuance of a building permit. Compliance with the requirements described above will provide sufficient mitigation for the anticipated earth-related impacts. Therefore, no mitigation of earth-related impacts pursuant to SEPA authority is warranted.

Traffic and Parking

Excavation of the proposed basement levels and tower construction will result in many thousands of construction-related vehicle trips on surrounding streets. Arrival of workers is expected to occur in early a.m. hours, prior to peak traffic periods on surrounding streets. Likewise, their departure is expected to occur during afternoon hours, prior to p.m. peak traffic periods. Truck trips related to excavation and construction are expected to be spaced in time as they either load material and depart or arrive from various locations. These trips are not expected to have a negative affect upon transportation levels of service on the surrounding street and highway system. Staging of trucks in immediate site proximity during excavation and concrete pouring has the potential for localized traffic disruptions. Existing regulatory authority in place with SDOT allows for adequate control through permitting review of use of surrounding streets to mitigate these potential impacts without any exercise of SEPA authority.

Public sidewalks are found on three abutting rights-of-way. These three downtown streets have many pedestrians. Large projects are planned in the vicinity. It cannot be said with certainty that alternate

pedestrian routes past the site will be available at the time construction is underway. Therefore, it is necessary to use SEPA policy authority to require the sidewalks along the project site be kept open and safely passable throughout the construction period. A determination by Seattle Department of Transportation (SDOT) that closure of this sidewalk for structural modification or other purposed shall overrule this condition.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. The Design Review process has contemplated height, bulk and scale issues. However, due to the size and location of this proposal, traffic and parking impacts warrant further analysis.

Traffic and Transportation

The traffic impact analysis produced by the Transpo Group, Inc estimated that the proposed project would generate 171 p.m. peak hour trips, almost evenly distributed among the residential, retail, indoor participant sports and recreation, hotel, and restaurant uses. This would be approximately 64 vehicular peak hour trips less than the previously approved MUP (2003687). Given that the previous MUP did not identify any significant traffic impacts that required specific mitigation and the current proposal generates less overall daily and peak hour traffic, no new impacts are anticipated.

Parking

One hundred and thirty-three off-street parking spaces for residential, hotel and retail commercial uses are provided for in the proposed building, which meets the Land Use Code requirements for on-site parking. The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that no authority is provided to mitigate the impact of development on parking availability in the downtown zones. For these reasons, no mitigation of parking impacts is necessary pursuant to SEPA.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific impacts

identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

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).

CONDITIONS-DESIGN REVIEW

Non-Appealable Conditions

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 (Bruce P. Rips, 615-1392). 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. (C)
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 (Bruce P. Rips, 615-1392), or by the Design Review Manager. (C)
3. Embed the MUP conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings. (C)

Prior to Final Approval

4. 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. (P)

CONDITIONS-SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

5. Submit a construction traffic management plan to be reviewed and approved by SDOT and DPD. The plan shall, at a minimum, identify truck access to and from the site, pedestrian

accommodations, and sidewalk closures. Large trucks (greater than two-axle) shall be prohibited from entering or exiting the site after 3:30 p.m. (P)

During Construction

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

- 7 In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following: (C)
 - A. Non-holiday weekdays between 7:30 A.M and 6:00 P.M.
 - B. Non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities and based on a DPD approved construction noise mitigation plan and public notice program outlined in the plan.
 - C. Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
 - D. Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Signature: _____ (signature on file) Date: March 16, 2006

Bruce P. Rips, AICP, Senior Project Planner
Department of Planning and Development
Land Use Services

BPR:bg

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