



24,840 sq. feet in area. The southern parcel is currently developed with a three-story structure that houses The Polish Home Association (PHA), a private club. The middle parcel is currently a surface parking lot and the northernmost parcel contains a single-family structure located at the northwestern corner, fronting onto 18<sup>th</sup> Avenue. The site slopes gently downward to the east towards an undeveloped alley abutting the eastern edge of the site. Vehicles access the site by a pair of curbcuts on 18<sup>th</sup> Avenue.

The area in the general vicinity is characterized by multifamily residential structures. The Lowrise 3 zone continues to the north and west of the subject site. Across the alley to the east, the zone changes to Neighborhood Commercial 3 (NC3-65') and Neighborhood Commercial 3/Residential (NC2/R-40'). The Lowrise 3 zone also continues for one parcel to the south and then changes to Neighborhood Commercial 3 (NC3-65'). 18<sup>th</sup> Avenue is improved with curb, gutter, sidewalk and street trees.

### Proposal Description

The applicant proposes to demolish the single-family structure and shed at the northwestern corner of the site. The project includes expansion of the Polish Home Association (PHA) with a 3,423 square foot addition to the front (west) façade of the existing structure. The proposed addition will contain an entry foyer, library, classroom, accessible stairway and a residential apartment unit. The new addition will be an expansion in size of uses already provided within the existing facility. The project also includes re-striping the existing surface parking lot for 41 vehicles accessed off of 18<sup>th</sup> Avenue with two 16-foot wide, one-way driveways.

The Polish Home Association provides a place for social gatherings and cultural performances, as well as regularly scheduled functions serving Seattle's Polish community.

### Public Comment

Notice of the proposed project was published on January 27, 2005, with a comment period running through February 9, 2005. An expanded comment period was requested and granted and ended on March 2, 2005. A total of seven letters were received through the expanded public comment period commenting on the following issues:

- Challenging the determination of the PHA as a private club given that the hall is often rented to non-member, third parties;
- Providing background information of the noise complaint history associated with the PHA, as well as mitigation measures agreed to by the PHA (including hiring on-site manager, security personnel for large events and installation of soundproofing windows);
- Concern with the proximity of the parking lot expansion to the abutting residential properties given the problems with noise and behavior generated in the parking lot.
- Object to the replacement of the house with surface parking;
- The permit request should be denied given the problems of excessive garbage and public drunkenness generated by the patrons of the PHA;
- Object to the parking congestion caused by the PHA and the dumpsters left in the open;
- Requesting that the PHA close the facility by 10PM every night of the week;
- Noting that the exposed sewer line to the north of the site needs to be resolved;

- Requesting a fence and vegetation along the north property line to soften the noise impacts of drunk patrons, car fumes, car alarms, horns and engines during evening hours;
- Concern that the expansion of the PHA will result in noisier parties;

In addition, one letter was received with 12 signatures. This letter outlines neighbors' concerns that the demolition of the existing house, which serves as a noise buffer between the PHA and the abutting apartment building, will exacerbate the noise impacts of the PHA to its residential neighbors. Also, expansion of the parking lot is believed to increase congestion, noise and loitering problems currently experienced at the site.

### **ANALYSIS - ADMINISTRATIVE CONDITIONAL USE GENERAL PROVISIONS**

- A. *Only those conditional uses identified in this subchapter as conditional uses may be authorized as conditional uses in multifamily zones. The Master Use Permit process shall be used to authorize these uses.*

The Land Use Code allows this use in multifamily zones outright, but requires an Administrative Conditional Use approval when institutions do not meet development standards.

- B. *Unless otherwise specified in this subchapter, conditional uses shall meet the development standards for uses permitted outright in Subchapter I.*

This proposal is subject to SMC 23.45.122, Institutions other than public schools not meeting development standards.

- C. *The Director may approve, condition or deny a conditional use. The Director's decision shall be based on a determination of whether the proposed use meets the criteria for establishing a specific conditional use and whether the use will be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located.*

This decision shall be based on whether the proposed use meets the criteria for establishing a specific conditional use as described in SMC 23.45.122 A through D.

The criteria for expansion shall be satisfied, and the project will be conditioned to prevent material detriment to the public welfare or injury to surrounding properties.

- D. *In authorizing a conditional use, the Director may mitigate adverse negative impacts by imposing requirements and conditions deemed necessary for the protection of other properties in the zone or vicinity and the public interest.*

The criteria described in SMC 23.45.122 A through D is used to evaluate the proposal and condition, if necessary, to protect other properties and the public interest. Furthermore, this proposal will be analyzed pursuant to SEPA authority, SMC 25.05 and conditioned as appropriate to mitigate adverse impacts.

E. *The Director shall issue written findings of fact and conclusions to support the Director's decision*

This report satisfies the above criterion.

F. *Any authorized conditional use which has been discontinued shall not be re-established or recommenced except pursuant to a new conditional use permit.*

This institution has existed and been in continuous use at this location for the past 87 years; therefore, this criterion is not applicable.

## **ANALYSIS-ADMINISTRATIVE CONDITIONAL USE**

### **Multifamily Zones**

Section 23.45.090 of the Seattle Municipal Code provides that expansion of an existing institution may be permitted as an administrative conditional use subject to the requirements of Section 23.45.122.

SMC 23.45.122 provides criteria to be used to evaluate and/or condition this proposal. They are categorized as: A) Bulk and Siting; B) Dispersion Criteria; C) Noise; D) Transportation Plan. Each of these criteria will be analyzed below.

A. **Bulk and Siting**: In order to accommodate the special needs of the proposed institution, and to better site the facility with respect to its surroundings, The Director may modify the applicable development standards for modulation, landscaping, provision of open space, and structure width, depth and setbacks. In determining whether to allow such modifications, the Director shall balance the needs of the institution with the residential scale and character of the surrounding area.

The applicant is requesting the following three modifications from the required applicable development standards for structure depth, front setback and side setback.

- 1) Structure Depth: SMC 23.45.094 states that the maximum structure depth is 65% of the lot depth, approximately 88.75 feet of this site. The existing structure is non-conforming with a depth of 78% (106.5 feet). The proposed addition will increase the depth to 85%, equaling 116.5 feet
- 2) Front Setback: SMC 23.45.096.A states that the Code establishes the minimum front setback to be an average of 10 feet with no portion of the structure closer than five feet to the front property line. The existing structure is at least 20 feet from the front property line. The proposed expansion will leave a front setback of 5'4" for approximately the northern half of the upper levels of the front facade and nine feet for the remainder of the front facade.

- 3) Side Setback: SMC 23.45.096.C states that a side setback shall have a 14 foot average setback with a 10 foot minimum. The existing structure is non-conforming with a 5.3 foot side setback along the south property line. The proposed addition will continue (for a distance of 8.6") flush with the existing façade at 5.3 feet and then steps back to allow for a slightly increased side setback measuring 7.3 feet (for a depth of 12.6 feet).

The expansion of the PHA includes the introduction of both an elevator and a stairwell that meets life/safety and barrier-free accessibility standards, both of which create greater access and enjoyment of the facility to those guests who may be physically impaired. The desire to include these features contributed to the width of the expansion needed. The stairwell requires a 12.5 foot depth and the elevator requires an 8.5 foot depth. The addition of these features forces the structure to encroach into the front setback, thereby increasing structure depth.

The encroachment of the front portion of the building into the front setback will allow for improved containment of the patrons within the new foyer. Rather than milling around before, during and after functions, guests can be accommodated within the building. This will reduce loitering and the associated noise from occurring outside the building, avoiding a noise disturbance to the residential neighbors (See C below). By extending the structure forward to absorb this activity and noise, the building unavoidably increases the structure depth beyond the existing non-conforming structure depth. Again, both of these modifications to the development standards will allow modifications to the structure that will capture the loitering associated with entry and exiting of the building. In order to reduce the impacts of this encroachment on the abutting single family neighbor to the south, the portion of the addition projecting into the front setback is limited to the northern half of the front façade. The southern half of the front façade complies with the required setback and will not increase the sense of bulk and scale upon the abutting neighbor.

The existing structure encroaches into the side setback by approximately five feet and the proposed addition would continue the existing wall for 8.5 feet and then steps back for an encroachment of approximately three feet into the required setback. This stepping back of the addition minimizes the bulk and scale impacts of the structure, while also accommodating the functional and accessibility needs of the institution.

Other considerations for the expansion included the desire to replace the existing single family house with a comparably sized two-bedroom residential unit in which to re-locate the on-site manager. The inclusion of such a residential unit is beneficial and desirable for two reasons related to the noise and transportation sections below (See C and D). First, the difficulties in monitoring the noise levels and behavior of patrons can be better controlled by the presence of an on-site manager. The ability of the PHA to offer a modern, reasonably sized residential unit to the manager helps encourage personal investment in the care and well-being of the site and neighborhood and discourage turn-over in managers. Second, the removal of the single family house will allow several additional parking stalls to be provided, thus reducing the on-street parking impacts felt in the near vicinity of the site.

- B. Dispersion: An institution which does not meet the dispersion criteria of Section 23.45.102 may be permitted by the Director upon determination that it would not substantially aggravate parking shortages, traffic safety hazards, and noise in the surrounding residential area.

An exception to the Dispersion criteria is found in SMC 23.44.102, which states that a proposed institution may be located less than six hundred (600) feet from a lot line of another institution if it is determined that the intent of the dispersion criteria is achieved due to the presence of physical elements such as arterials or nonresidential uses, which provide substantial separation from other institutions. This exception applies to the relationship of the PHA and the nearest institution. The Polish Home Association is, and will continue to be, within 600 feet of one other institution. Its property lines are approximately 270 feet from those of the Mount Zion Baptist Church, measured from their closest property lines. Mount Zion Baptist Church is located on the south side of Madison Street, a designated Class 1 primary arterial. The existing PHA is located on the north side of Madison Street. Traffic circulating to Mount Zion is controlled with a traffic light at the intersection of 19<sup>th</sup> Avenue, whereas the intersection with 18<sup>th</sup> Avenue is far less impacted and does not have a traffic signal. The separation between these institutions is further exaggerated by the swath of Neighborhood Commercial zoning that runs along both sides of Madison Street. This zone is currently developed with a combination of commercial and multi-family uses. Therefore, the intent of the dispersion criteria is satisfied by the substantial separation created by Madison Street and the corresponding zoning.

Further, the proposed expansion to the PHA will not bring the structure closer to that of the Mount Zion Baptist church. The expansion is slated for the western side of the existing building and the church is located to the southeast of the PHA. Moreover, the size of the subject site will remain unchanged by the proposed action.

For the reasons described above, the proposed project qualifies as an exception to the dispersion criteria.

- C. Noise. The Director may condition the permit in order to mitigate potential noise problems. Measures to be used by the Director for this purpose include, but are not limited to the following: landscaping, sound barriers or fences, mounding or berming, adjustments to yards, the location of refuse storage areas, or parking development standards, design modification, and fixing of hours of use of area.

Any noise generated from the proposal will likely impact the single and multi-family buildings abutting the property to the north and across the street to the west. Adverse noise impacts from activities occurring at the PHA have created tensions with the residential neighbors that surround the facility on three sides. The complaints related to noise generally describe the behavior of guests attending functions held by third-party renters, which include public drunkenness, urination, idling engines, loud music, shouting, etc during evening hours. The situation is worsened in warmer months when guests loiter in the parking lot before, during and after events. To address this history of adverse noise impacts, the PHA has installed soundproof windows, changed the on-site manager and revised the Facilities Rental Agreement to include the following:

- Loitering in the parking lot is prohibited at all times;
- Renter shall remove any disruptive person engaging in disorderly conduct, drunkenness and/or disruptive behavior;
- Renter agrees that all events and activities shall cease by midnight; and
- The PHA may hire an off-duty police officer to be present at and for the duration of the event.

Additionally, the PHA website includes the following statement “please be considerate of the residential neighborhood and keep in mind the municipal code noise limits in conducting your function inside the Polish Home, and outside while using the adjacent parking lot and the streets”.

The existing single family residence in the northwestern corner of the site has served as somewhat of a noise and privacy buffer between the PHA and the apartment building to the north. Similarly, the back yard of this house provided a buffer area between the residential neighbors to the north and the PHA parking lot. Over the years, this yard has been encroached upon by the vehicle parking overflows to this area, against the north property line. When this encroachment occurs, the noisy activities described earlier are brought even closer to the residential development in this Lowrise zone. In addition to the measures detailed in the Facilities Rental Agreement and other agreements by PHA with the City of Seattle, the proposed parking lot re-configuration contemplates further alleviating this condition by locating the parking ten feet to the south of the north property line. In order to keep PHA patrons away from the shared property lines to the north, a six-foot tall solid cedar fence is proposed five feet off the north property line to ensure that guests are kept at a minimum distance of five feet from the property lines of the residential neighbors. Vegetation is also proposed in the five foot area to the south of the proposed fence, further deterring PHA guests from being within ten feet of the north property line at any time.

The expansion of and alterations to the PHA are intended to improve the circulation, accessibility and programming of the space. As such, it is likely that the venue may become more desirable. It is not expected that the size of the events themselves will increase; however, it is possible that the frequency with which events occur may increase as a result of the improvements to the PHA.

In order to protect the privacy of the residential neighbors to the north, avoid glare impacts from headlights, and reduce the noise impacts generated by patrons in the parking lot, the following conditions shall be required:

1. A landscape plans showing dense vegetation shall be submitted for review and approval by DPD. The landscaping plan shall include at least three taller tree species to be planted on the north side of the fence (west of the existing Maples).
2. The cedar fence shall have a 1/2-inch maximum spacing between the wooden slats.
3. The six-foot fence shall be increased in height to include a predominantly open architectural feature per SMC 23.45.014.G4.

D. Transportation Plan. A transportation plan is required for institutions proposing expansions of more than 4,000 square feet and/or requiring the addition of 20 or more parking spaces.

The Director shall determine the level of detail to be disclosed based on the probable impacts and/or scale of the proposal. The transportation plan may consider the following elements, as well as other similar factors: traffic, parking area, parking overflow, safety, and availability of mass transportation.

The proposed expansion of the PHA does not exceed 4,000 square feet and will not trigger a parking requirement of 20 or more parking spaces. The addition equals 3,423 square feet and the amount of parking will increase by 13 stalls (for a total of 41 spaces).

It is not anticipated that the expansion of the structure will alter the current levels of activity or patrons. The assembly spaces will remain the same size. The addition includes an entry foyer and manager's office on the first floor, a small library and classroom space on the second floor and a residential unit for a site manager (to be relocated from the existing detached residence to be demolished) on the third floor. The bulk of the expansion space is devoted to the provision of an accessible stairway and elevator to bring the structure into closer compliance with American with Disabilities Act (ADA) standards. Therefore, it is not expected that the proposed addition will generate increased traffic volume or increased parking demand per event.

The expansion of and alterations to the PHA, however, are intended to improve the circulation, accessibility and programming of the space. As such, it is likely that the venue may become more often utilized. It is not expected that the size of the events themselves will increase, but it is possible that the frequency with which events occur may increase as a result of the improvements to the PHA. As such, all 41 parking spaces are required by the authority of this Administrative Conditional Use permit and may be made available through re-striping the lot more efficiently, limiting traffic to one-way circulation, removal of the existing structure and shed and utilization of space available on northernmost parcel (behind the existing structure).

It is the City's policy to minimize or prevent adverse parking impacts associated with development projects. The vicinity of the PHA is one of those areas in the City where streets are hard-pressed to absorb additional parking spillover from new projects. The site is well served by transit that travels along Madison Street, one block to the south of the subject site. Considering that the frequency of events in the PHA venue may increase with the proposed alterations and in order to encourage a reduction in traffic, the following conditions shall be required:

4. A bicycle rack that can accommodate at least four bikes shall be installed on site.
5. The PHA website shall include information regarding bus routes serving the area and suggestions that guests carpool to the facility given the high-demand for parking in this neighborhood.

The re-striped parking area will include 38 angled parking and three 90-degree parking spaces. Two single loaded rows of parking and one double-loaded row of parking will be separated by a one-way drive aisle. Re-striping the parking area to avoid informal or haphazard parking and limiting the traffic to one-way movements will provide a more orderly circulation of the parking lot and allow for a more predictable awareness by pedestrians.

6. Signs shall be posted at the entrance and exit indicating the appropriate directional arrows and text.
7. Arrows indicating one-way movement shall be painted on the drive aisles.
8. Wheel stops shall be included on each parking stall.

Because the proposed expansion will not affect the type or size of events that currently occur at the PHA, no significant new parking impacts are anticipated as a result of this proposal. In fact, it is expected that the parking impacts will be lessened given the required additional parking per earlier discussion. No further mitigation measures for potential parking impacts are necessary due to the availability of transit and the provision of 41 off-street parking spaces. Therefore, no further conditions are necessary.

### **DECISION – ADMINISTRATIVE CONDITIONAL USE**

Based on the foregoing analysis and review, the proposal, as conditioned below, satisfies all relevant requirements of SMC 23.45.116 and 23.45.122 which govern administrative conditional uses in multi-family zones. The proposal, as conditioned, is not expected to be materially detrimental to the public welfare nor injurious to property in the zone or vicinity in which the institution will be established, and should be **CONDITIONALLY GRANTED**. The conditional use application is approved with conditions as indicated at the end of this document.

### **ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated December 29, 2004. The information in the checklist, project plans, supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

Many environmental concerns have been addressed in the City's codes and regulations. These codes/regulations include, but are not limited to, the Stormwater, Grading and Drainage Control Code (storm water runoff from additional site coverage by impervious surface); Puget Sound Air Pollution Control Agency regulations (increased airborne emissions); and the Seattle Energy Code (energy consumption in the long term). The SEPA Overview Policy (SMC 23.05.665) discusses the relationship between the City's code/policies and environmental review. The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulation are adequate to achieve sufficient mitigation" subject to some limitations. It may be appropriate to deny or mitigate a project based on adverse environmental impacts in certain circumstances as discussed in SMC 23.05.665 D1-7. In consideration of these policies, a more detailed discussion of some of the potential impacts is appropriate.

### Short-term Impacts

The following short-term, temporary or construction-related impacts are expected: decreased air quality due to dust and other suspended air particulates from demolition and construction activities and hydrocarbon emissions from construction vehicles and equipment; potential soil erosion and potential disturbance to subsurface soils during general site work; increased traffic and demand for parking from construction equipment and personnel; conflicts with normal pedestrian and vehicular movement adjacent the site; increased noise and consumption of renewable and nonrenewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse and in some cases, mitigation is warranted.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: Stormwater, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering street to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (Construction related noise). Compliance with these codes and ordinances will reduce or eliminate most of the short-term impacts to the environment.

### Environmental Health

Concern is raised by demolition of the existing single-family residence with respect to air quality and environmental health impacts. In particular is the concern for materials containing asbestos, which could be disturbed and released into the air/environment during demolition. The Puget Sound Clean Air Agency has jurisdiction over this impact. But there is no reliable means of triggering the involvement of this agency other than by requiring the project proponent to notify the agency of the proposal. Project approval has been made contingent upon such notification.

### Noise

Due to the proximity of residential uses, the regulations of the Noise Ordinance are not found to be adequate to mitigate possible noise impacts. Pursuant to SEPA Overview Policy (SMC 25.05.665) and SEPA Construction Impacts Policy (SMC 25.05.675B), further mitigation is warranted. The hours of demolition and construction activity shall be limited to non-holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. and 9:00 a.m. to 5:00 p.m. on Saturdays. This condition may be modified by DPD to allow work of an emergency nature or to allow low-noise interior work after the exterior of structure is completely enclosed. This condition may also be modified to permit low-noise exterior work, for example landscaping planting, after approval by DPD.

### Earth/Soils

Significant erosion is not anticipated during or following construction, but compliance with the Stormwater, Grading and Drainage Control Ordinance will provide adequate mitigation of erosion impacts. No further mitigation under SEPA appears warranted.

### Construction Vehicles

Existing City of Seattle regulations (SMC 11.62) require truck activities to utilize arterial streets in so far as possible. The proposal site is located one block from a primary arterial (Madison Avenue) and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated by the enforcement of SMC 11.62.

Existing City of Seattle regulation (SMC 11.74) also provide that material hauled in trucks not be spilled during transport. The City requires a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks. This will minimize the amount of dust and spilled material from the truck bed en route to and from the site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

### Construction Worker Parking

The proposal area is known to have limited on-street parking available. To ensure that construction vehicles and equipment do not further limit on-street parking availability, the applicant or responsible parties shall assure that construction vehicles and equipment are parked on the proposal site or at other off-street locations for the term of construction.

### Long-term Impacts

Potential long-term or use impacts anticipated by the proposal are not considered significant because they are minor in scope and the level of adversity is mitigated by compliance with city codes and ordinances. Baseline levels of noise, energy consumption, air quality, and solid waste generation will not alter substantially. The Administrative Conditional Use portion of this analysis addresses the parking and transportation issues.

### Housing

One existing residence will be demolished with site development. The proposed program, however, includes a new residential unit so there is no net loss of residential uses on this site. The on-site manager of the PHA resides in the existing house and will be located into the apartment unit planned for the expansion. It is the policy of the City of Seattle to encourage preservation of housing opportunities, especially for low-income persons, and to ensure that persons displaced by redevelopment are relocated. SEPA policy also states that compliance with legally valid City ordinance provisions relating to housing relocation, demolition, and conversion shall constitute compliance with this housing policy. The demolition of this single-family residential structure is regulated under Seattle’s Tenant Relocation Assistance Ordinance. The Polish Home Association is complying with the legally valid City ordinances and no further mitigation is required.

### Conclusion

Other impacts not noted here as mitigated by codes, ordinances, or conditions (increased bulk and scale, increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions. Several adopted Codes and Ordinances, as well as other agencies will appropriately regulate and mitigate other use-related adverse impacts created by the proposal. Specifically, these include the Puget Sound Clean Air Agency (increased airborne emissions); and the Seattle Energy Code (long-term energy consumption). As conditioned below, pursuant to the Administrative Conditional Use authority, other impacts would be adequately mitigated. No further mitigation pursuant to SEPA authority is warranted.

### **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 requirements of the State Environmental Policy Act (RCW 43.21C), 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 – SEPA**

#### Prior to Issuance of Any Permit to Demolish or Construct

1. The owner(s) and/or responsible party(s) shall submit a copy of the Puget Sound Clean Air Agency permit prior to issuance of a demolition permit.

#### During Construction

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

2. Limit the hours of any demolition or construction activity not conducted entirely within an enclosed structure, to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. and on Saturdays between 9:00 a.m. and 5:00 p.m. Limited work outside these hours may be allowed if prior approval is secured from the undersigned Land Use Planner. Such after-hours work shall be limited to emergency or safety concerns, work of low noise impact, and landscaping activity which does not require the use of machinery. Such limited after-hours work will be strictly conditioned upon the owner(s)' or responsible party(s)' providing at least three working days' notice to DPD to evaluate the request.
3. Construction workers shall either park on the proposal site or in other off-street locations for the term of the construction. A plan to this effect and detailing its implementation shall be submitted prior to building permit issuance.

### **CONDITIONS – ADMINISTRATIVE CONDITIONAL USE PERMIT**

#### **Prior to Issuance of Master Use Permit**

4. A landscape plans showing dense vegetation shall be submitted for review and approval by DPD. The landscaping plan shall include at least three taller tree species to be planted on the north side of the fence (west of the existing Maples).
5. The plans shall be revised to include a cedar fence with a 1/2-inch maximum spacing between the wooden slats.
6. The plans shall be revised to include a six-foot fence increased in height to include a predominantly open architectural feature per SMC 23.45.014.G4.
7. The plans shall be revised to include a bicycle rack that can accommodate at least four bikes.

#### **Prior to Final Inspection or Prior to Issuance of a Final Certificate of Occupancy**

8. The owner(s) and/or responsible party(s) shall:
9. Install landscaping per plan.
10. Install bike racks to accommodate four bicycles per plan.
11. The PHA website shall include information regarding bus routes serving the area and suggestions that guests carpool to the facility given the high-demand for parking in this neighborhood.
12. "Enter Only" and "Exit Only" signs shall be posted at the vehicle entrance and exit.

