



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:	3003225
Applicant Name:	Steve Johnston and Dale Johnson For Tom Wells, ABC Development LLC
Address of Proposal:	3025 NE 130th St

SUMMARY OF PROPOSED ACTIONS

Land Use Application for a six-story, 93-unit apartment building with 1,050 sq. ft. customer service office. Parking for 122 vehicles will be located below grade.

The following approvals are required:

Design Review – SMC Chapter [23.41](#), involving the following design departures from Land Use Code development standards:

SMC [23.47.024 A](#), **open space**.

SMC [23.53.025 D2](#), **access easement improvements**.

SEPA - Environmental Determination – SMC Chapter [25.05](#).

SEPA DETERMINATION:

Exempt DNS¹ MDNS EIS

DNS with conditions

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

¹ Early DNS published August 24, 2006.

BACKGROUND INFORMATION

Project Description

The applicant proposes a six-story mixed-use structure with approximately 93 residential units and 1,024 sq. ft. of commercial space. Parking for about 123 vehicles is to be accessed via a private easement to NE 130th St.

Vicinity and Site

The site is located in the Lake City neighborhood, in the center of the block bounded by NE 130th St to the north, 30th Ave NE to the west, NE 127th St to the south, and Lake City Way NE to the east. The site has no direct frontage along a right of way, and access to the site is across a 32'-wide easement to the north and a 22'-wide easement to the east.

The vicinity slopes gradually down to the south and east. The property is located in the North Neighborhoods Hub Urban Village.

The site is zoned Commercial 1 with a 65-foot base height limit (C1-65, see Figure 2). Properties to the east, west, and south of the site are also zoned C1-65. To the northeast of the site, at the intersection of Lake City Way NE and NE 130th St., the height limit drops to 40' (C1-40), then again to 30' (C1-30). To the north of the site, along NE 130th St, properties are zoned residential Lowrise 2 (L2). Across NE 130th St, the zoning transitions to Single Family with a minimum lot size of 7,200 sq. ft. (SF 7200).

Development in the vicinity reflects its zoning, though most does not approach full zoning potential, suggesting that the area could experience substantial future redevelopment. To the south of the site, there are one-story retail stores, including a QFC grocery store and a strip development that presents its back to 30th Ave NE. The grocery store's dumpsters and loading docks abut the site on its south side. A one-story wholesale business also abuts the site's south side. Southwest of the site is a site proposed for a six-story mixed use development recently recommended for approval by the Design Review Board (Master Use Permit #[3003585](#)).

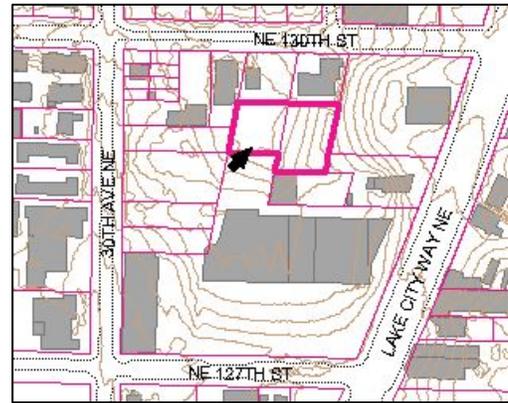


Figure 1. Local topography

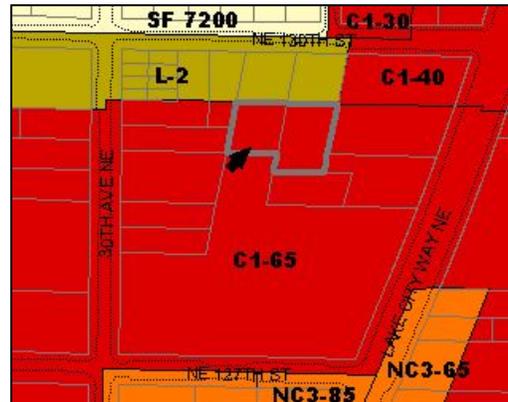


Figure 2. Vicinity Zoning



Figure 3. Aerial View

To the east is a bank and another low office building, surrounded by surface parking lots. To the north is a low apartment building and a single family home converted to office use. To the northwest is a three-story apartment building (1999). To the north across NE 130th, single family homes predominate.

The site is irregularly shaped, made up of two parcels 100' x 100' and 100' x 135', respectively. There is no alley. The site slopes up to the west, about 10' in all (See Figure 1). No portion of the site is designated as an Environmentally Critical Area on City maps. The site is currently vacant, with several mature trees. The site has no frontage, but its principal access easement is to the north, off NE 130th St, which is largely without curbs or sidewalks.

The site is served by public transit. Metro route 65 stops on this block of 30th Ave NE, and several other lines run nearby along Lake City Way NE. The commercial core of Lake City is within walking distance of the site, providing access to banks, the post office, the library, restaurants, grocery and other retail stores.

ANALYSIS OF THE DIRECTOR – DESIGN REVIEW

The Early Design Guidance meeting took place on March 20, 2006, in the University Heights Community Center. The applicant submitted a complete Master Use Permit (MUP) application on June 22, 2006. The Recommendations meeting took place on August 7, 2006, again in the University Heights Community Center. This report summarizes the design review findings. For a more complete overview of the Board's Early Design Guidance and Recommendations, please refer to the project file.

Guidelines

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 provided the siting and design guidance described below and identified by letter and number those siting and design guidelines of highest priority to this project, found in the City of Seattle's [*Design Review: Guidelines for Multifamily and Commercial Buildings*](#).

A. Site Planning

A-3 Entrances Visible from the Street

Entries should be clearly identifiable and visible from the street.

A-5 Respect for Adjacent Sites

Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-6 Transition Between Residence and Street

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

A-7 Residential Open Space

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

A-8 Parking and Vehicle Access

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

3/20/2006 Guidance – Site Planning

Board members agreed that the site is appropriately accessed from the north, and that the existing parking lot and characteristics of the eastern easement preclude effective access from that side.

The preliminary design appears to emphasize the vehicular entry too prominently, to the detriment of a pedestrian entry. The vehicle and pedestrian entries should be reorganized to eliminate conflicts inherent in the preferred design concept. The north side of the building should have an entry progression designed for pedestrians, with a clear destination that features prominently in the composition of the ground level: “something that looks like home”.

The first level should not be dominated by structured parking, and any blank walls or prominent parking entries must be deemphasized.

Residential open spaces should be usable, attractive, and well integrated with the individual units. At grade open space should complement the building, and the landscape architect should consider opportunities for common gathering space.

8/7/2006 Recommendation – Site Planning

Board members supported the reorganized entry design.

The Board discussed the nonresidential space proposed at the design’s southwest corner. The Board recognized the unique circumstances of this landlocked site and the likelihood that any commercial space without frontage will have its share of challenges. One Board member noted, if ultimately the proposed location is infeasible, then a preferred location would be close to and visible from the pedestrian entry.

B. Height, Bulk & Scale

B-1 Height, Bulk and Scale Compatibility

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height , bulk and scale between the anticipated development potential of the adjacent zones.

3/20/2006 Guidance – Height Bulk & Scale

The Board was concerned that the design's northern side could be massive. The updated design should be sculpted and reduced in mass in deference to the less intensive and lower zones to the north. The top floors should step away from the north side.

At the upcoming design recommendations meeting, the applicant should present at least two N-S sections through the building, reflecting the existing and allowed massing of the adjacent residential lowrise zone to the north.

The preferred design concept's southeast façade is proposed to be curved. Board members requested that the design team study and show ways to resolve this curve at both ends, either through alternative massing or cladding. The design intent is to demonstrate that this feature will not read as a commercial façade.

8/7/2006 Recommendation – Height Bulk & Scale

Board members recognized that the design "has come a long way", by further sculpting and refining the residential levels. The design appears to be "fairly well broken down for a large building on a tight site".

The Board agreed that open decks are a good design element to articulate the curved southeast façade. The decks "create a nice shadow effect" and achieve some diminution of the mass by "dematerializing the corners".

C. Architectural Elements and Materials

C-1 Architectural Context

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

C-2 Architectural Concept and Consistency

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

C-4 Exterior Finish Materials

Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

C-5 Structured Parking Entrances

The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

3/20/2006 Guidance – Architectural Elements and Materials

The updated design should show elements that reflect a Northwest style. It should not necessarily draw on elements common to much smaller residential structures. Instead, it should reflect in proportion and scale, and possibly in materials an existing tradition of Seattle midrise residential structures.

The driveway should take a straight course rather than a curvilinear approach. The structured parking entrance should be deemphasized.

8/7/2006 Recommendation – Architectural Elements and Materials

Board members agreed that “materials are appropriate”.

The Board considered the canted coping at the parapet and said it “seemed heavy” and out of scale with the rest of the design. They recommended that the design team consider ways to diminish the top, and they recommended that panel joints of this element should be articulated and should not simply be butted up.

The updated design shows angled privacy walls between decks, visually anchored with struts at the top. Board members recognized these elements as positive.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces and Entrances

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

D-2 Blank Walls

Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

D-5 Visual Impacts of Parking Structures

The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

3/20/2006 Guidance – Pedestrian Environment

The Board placed a high priority on the clear definition of the pedestrian entry. This pedestrian entry should be clearly visible from the sidewalk on NE 130th St.

On the east side and the east half of the south side, there should be attention to the height and treatment of any blank walls along the property line.

8/7/2006 Recommendation – Pedestrian Environment

The Board applauded the decision to depress the garage entry. The driveway ramp is now bordered by visible retaining walls, and Board members recommended that the design team treat these surfaces with texture, color, reveals, or particularly with landscaping that spills from above.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites

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

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

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

3/20/2006 Guidance – Landscaping

It's important that the design respect the substantial landscaping effort proposed on the adjacent site to the east, such as stepping back the structure and providing a similar gesture on its western edge. On the east side and the east half of the south side, there should be attention to the treatment of any high, blank walls along the property line.

Landscaping at the north end should be substantial enough to provide a high quality landscape buffer with a diversity of plantings.

Appropriately scaled landscaping and lighting should be incorporated into the driveway and pedestrian access.

The design team should prepare a colored landscape plan for presentation at the design recommendations meeting.

8/7/2006 Recommendation – Landscaping

The Board recognized a landscaping opportunity for the on-grade landscaped areas underlain with actual soil, and they recommended that plantings in these areas consist of trees with a mature height from medium to large.

The south-facing deck above the parking levels looks out over a large expanse of neighboring asphalt. Board members recommended that this edge be softened with appropriate plantings along the edge of the deck's common area. They suggested intermittent placement of larger-scaled landscape elements.

Departure from Development Standards

The applicant identified the following requested departures from Land Use Code development standards.

<i>Requirement</i>	<i>Proposed</i>	<i>Comments</i>	<i>Board Recommendation</i>
SMC 23.47.024 A , open space . Usable open space shall be at least 20% of residential gross floor area. 15,468 sq.ft. otherwise required	Applicant proposes 14,865 sq.ft., a reduction of 603 sq.ft., or 4% less than otherwise required.	Provided residential open space includes areas that are at grade, accessible, and landscaped in real soil. They include private residential decks and a common terrace. The variety and programming of these areas appropriately addresses the standard's intent.	The Board recommended that DPD approve the departure in consideration of the diversity of designed spaces and the opportunity they present for large-scale at-grade plantings.
SMC 23.53.025 D2 , access easement improvements . The easement shall provide a surface roadway at least 24' wide.	Applicant proposes a 22'-wide surface roadway (driveway).	Within an existing 32'-wide easement, a diminished roadway accommodates vehicle traffic and provides more space for a pedestrian walkway, plantings, and lighting.	The Board recommended that DPD approve the departure in consideration of an improved pedestrian walkway.

DECISION – DESIGN REVIEW

The Director concurs with the recommendations of the Northeast Seattle Design Review Board, delivered August 7, 2006. After the Board delivered its recommendations, the applicant submitted updated plans that address recommendations.

DPD **GRANTS** the requested departures from SMC [23.47.024 A](#), open space, and SMC [23.53.025 D2](#), access easement improvements.

DPD **CONDITIONALLY APPROVES** the project's Design Review component. Conditions are listed at the end of this report.

ANALYSIS – SEPA

The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist signed and dated on June 22, 2006. DPD received three letters and emails from neighbors, focusing primarily on issues of pedestrian access to the site. The checklist, a traffic impact study by Transportation Engineering Northwest (June 2006), and the experience of the lead agency in similar situations form the basis for this analysis and decision. This report anticipates short and long-term adverse impacts from the proposal.

The SEPA Overview Policy (SMC [25.05.665 D](#)) states "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 limitations. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Drainage, and Erosion Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, obstruction of the rights-of-way during

construction, construction along the street right-of-way, and sidewalk repair); Building Code (construction standards); and Noise Ordinance (construction noise). Compliance with these codes and ordinances will be adequate to achieve sufficient mitigation of potential adverse impacts. More detailed discussion of some short and long term impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to increased dust and other suspended air particulates during construction and demolition; potential soil erosion during grading, excavation and general site work; increased runoff; tracking of mud onto adjacent streets by construction vehicles; increased demand on traffic and parking from construction equipment and personnel; conflict with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section [25.05.794](#)). Although not significant, these impacts are adverse.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g., increased traffic during construction, increased use of energy and natural resources) are not sufficiently adverse to warrant further mitigation.

Construction Noise. Due to the close proximity of residential neighbors to the north of the site, the limitations of the Noise Ordinance are likely to be inadequate to mitigate potential noise impacts. Pursuant to SEPA policies in SMC Section [25.05.675 B](#), the hours of all work not conducted entirely within an enclosed structure (e.g. excavation, foundation installation, framing and roofing activity) shall be limited to between 7:30 a.m. and 6:00 p.m. on non-holiday weekdays to mitigate noise impacts. Limited work on weekdays between 6:00 p.m. and 8:00 p.m. and on Saturdays between 9:00 a.m. and 5:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner (or his successor). Such after-hours work is limited to emergency construction necessitated by safety concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Such limited after-hours work will be strictly conditioned upon whether the owner(s) and/or responsible party(ies) provide three (3) days' prior notice to allow DPD to evaluate the request. See Table 1 and Condition #5, below.

Parking. Short-term parking impacts involve additional parking demand generated by construction personnel and equipment. The applicant has provided limited information related to short-term construction related parking impacts on the vicinity. During early stages of construction, workers are likely to park on nearby streets. However, DPD staff conducted various drive-by site visits, which indicate that weekday parking utilization in the area is not at capacity, and construction-related parking is not likely to exceed capacity. DPD also anticipates that workers will park on the site once the parking garage is completed. DPD therefore determines that construction-related parking does not constitute an impact warranting mitigation.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased bulk and scale on the site; increased traffic and parking demand by residents; minor increase in airborne emissions resulting from additional traffic; minor increase in ambient noise due to increased human activity; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption.

The expected long-term impacts are typical of midrise residential development and are expected to be mitigated by the City's adopted codes and/or ordinances (together with fulfillment of Seattle Department of Transportation requirements). Specifically these are: the Stormwater, Drainage, and Erosion Control Code (storm water runoff and site dewatering); the Land Use Code (aesthetic impacts, light and glare, height, setbacks, parking); and the Seattle Energy Code (long-term energy consumption).

Parking. The Seattle SEPA policy for parking impacts (SMC [25.05.675 M](#)) provides authority to mitigate parking impacts of residential development when on-street parking is at capacity as defined by the Seattle Department of Transportation or where the development itself would cause on-street parking to reach capacity as so defined.

The proposed project incorporates 122 parking spaces, more parking than would otherwise be required by the Land Use Code. The study conducted by Transportation Engineering Northwest notes that the proposed on-site parking supply exceeds the project's likely peak demand, according to indicators supplied by the ITE *Parking Generation Manual* (3rd Edition, 2004). Observations from site visits suggest that parking along NE 130th Street is not saturated and should therefore be able to accommodate any of the project's periodic minor parking spillover. No further mitigation is warranted.

Traffic. The project's probably long-term traffic impacts are discussed in Transportation Engineering Northwest's June 2006 study. The study estimates 750 vehicle trips per day, with 53 occurring in the AM peak hour and 73 in the PM peak hour. The study concludes that such traffic would have only a minor effect on the Level of Service (LOS) of nearby intersections.

Increased pedestrian traffic. The project consists of 93 residential units, with a total of 111 bedrooms. The traffic study estimates the project's likely daily vehicle trips to be 750. It does not address the project's likely pedestrian trip generation. Considering input from the applicant and from public comment, DPD finds that NE 130th St serves as a pedestrian corridor between the residential neighborhoods to the north and west and the Lake City neighborhood business district to the southeast. Sections of NE 130th St have been improved with curbs and sidewalks, but substantial portions remain relatively unimproved, consisting primarily of undifferentiated graveled parking and walking areas.

Street improvement requirements are discussed in SMC [23.53.015](#). A project of this scale would typically be required to provide full street improvements along its frontage, assuming no exceptions apply. This site is somewhat unusual, in that it occupies no street frontage, and is accessed from NE 130th St to the north via a 32'-wide easement. The Land Use Code does not specifically address this situation.

Considering the project's proximity to the retail core, services, and transit, DPD expects the project's future tenants to conduct some trips on foot. Such trips are likely to be oriented toward Lake City Way to the east, where a concrete sidewalk exists to the north of the Wells Fargo Bank (12741 Lake City Way).

While DPD has concluded that the project is unlikely to generate substantial spillover parking, it is reasonable to expect that some on-street parking is likely. Residential guests or business clients might choose to park on the street. Such parking in an undefined pedestrian corridor would constitute an adverse impact warranting mitigation.

SMC [25.05.675 R](#) addresses the City's SEPA considerations for traffic and transportation. It states, in part, *"In determining the necessary traffic and transportation impact mitigation, the decisionmaker shall examine the expected peak traffic and circulation pattern of the proposed project weighed against such factors as the availability of public transit, existing vehicular and pedestrian traffic conditions; accident history; the trend in local area development; parking characteristics of the immediate area; the use of the street as determined by the Seattle Department of Transportation's Seattle Comprehensive Transportation Plan; and the availability of goods, services and recreation within reasonable walking distance."*

"Mitigating measures which may be applied to projects outside of downtown may include, but are not limited to: ... (F) Improvements to pedestrian and vehicular traffic operations including signalization, turn channelization, right-of-way dedication, street widening, or other improvements proportionate to the impacts of the project".

DPD determines that the project is likely to generate pedestrian traffic and to adversely impact pedestrian circulation on NE 130th Street to an extent that some mitigation is warranted. The site occupies no street frontage, though its pedestrian and vehicular trip generation does not differ appreciably from other similar projects with street frontage. Mitigation is therefore in accordance with the Overview Policy, SMC [25.05.665](#), which states, *"...mitigation of a project based on adverse environmental impacts shall be permitted only under the following circumstances: ... 3. The project site presents unusual circumstances such as substantially different site size or shape, topography, or inadequate infrastructure which would result in adverse environmental impacts which substantially exceed those anticipated by the applicable City code or zoning."* DPD determines that the project's unusual location (set back from the adjacent street), inadequate sidewalk infrastructure immediately to the north, and its likely adverse impacts to the NE 130th St pedestrian corridor result in an impact that warrants mitigation.

DPD therefore conditions the project to require construction of full street improvements (sidewalk, curb, and landscaping per Seattle Department of Transportation street improvement standards) on the south side of NE 130th St, from the western edge of the access easement to the western edge of the existing sidewalk along 12741 Lake City Way NE. See condition #4. Such street improvements are subject to approval by the assigned DPD planner and Seattle Department of Transportation's (SDoT) Street Use Operations group.

Other Impacts. The other impacts not noted here as mitigated by codes, ordinances, or conditions (increased ambient noise, increased demand on public services and utilities) are not sufficiently adverse to warrant further mitigation by conditions.

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 [43.21C](#)), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. DPD has determined that this proposal does 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 \(2\)\(C\)](#).

DESIGN REVIEW CONDITIONS

The following Design Review conditions 1-3 are not subject to appeal.

Prior to Issuance of the Master Use Permit

1. **Update plans and provide color drawings.** The applicant shall update the Master Use Permit plans to reflect the recommendations and conditions of this decision. The applicant shall embed conditions and colored landscape and elevation drawings into updated Master Use Permit and all building permit sets.

Prior to and/or During Construction

2. **Design changes.** Any changes to the exterior façades of the building, signage, and landscaping shown in the building permit must involve the express approval of the DPD Planner prior to construction.

Prior to Issuance of the Certificate of Occupancy

3. **Design review inspection.** Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD planner assigned to this project (Scott Ringgold, 233-3856) or by the Design Review Manager. The applicant(s) and/or responsible party(ies) must arrange an appointment with the Land Use Planner at least three (3) working days prior to the required inspection.

CONDITIONS – SEPA

Prior to Issuance of the Master Use Permit

4. The applicant(s) and/or responsible party(ies) shall update plans to show full street improvements (sidewalk, curb, and landscaping per Seattle Department of Transportation street improvement standards) on the south side of NE 130th St, from the western edge of the access easement to the western edge of the existing sidewalk along 12741 Lake City Way NE. Street improvements shall be substantially in accordance with civil drawings submitted to DPD on May 29, 2007. Such street improvements are subject to review and approval by the Seattle Department of Transportation's (SDoT) Street Use Operations group.

During Construction

The following condition 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.

5. The hours of all work not conducted entirely within an enclosed structure (e.g. excavation, foundation installation, framing and roofing activity) shall be limited to between 7:30 a.m. and 6:00 p.m. on non-holiday weekdays² to mitigate noise impacts. Limited work on weekdays between 6:00 p.m. and 8:00 p.m. and on Saturdays between 9:00 a.m. and 5:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner or his successor. Such after-hours work is limited to emergency construction necessitated by safety concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Such limited after-hours work will be strictly conditioned upon whether the owner(s) and/or responsible party(ies) provide three (3) days' prior notice to allow DPD to evaluate the request.

² Holidays recognized by the City of Seattle are listed on the City website, <http://www.seattle.gov/personnel/services/holidays.asp>

Non-holiday work hours							
	Sun	Mon	Tues	Wed	Thurs	Fri	Sat
7:00 am							
8:00							
9:00							
10:00							
11:00							
12:00 pm							
1:00							
2:00							
3:00							
4:00							
5:00							
6:00							
7:00							
8:00							

Table 1, Non-holiday work hours. Unshaded work hours shown above are permitted outright. For certain work, it is possible to request DPD approval for additional hours shaded in gray.

Prior to Certificate of Occupancy

- The applicant(s) and/or responsible party(ies) shall install street improvements as shown in the approved street improvement plan.

Signature: _____ (signature on file)
 Scott A. Ringgold, Land Use Planner
 Department of Planning and Development

Date: June 21, 2007