



**City of Seattle**

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Gregory J. Nickels, Mayor  
**Department of Planning and Development**  
Diane M. Sugimura, Director

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

**Application Number:** 3003634  
**Applicant Name:** Lorig Associates LLC for Green Lake Village LLC  
**Address of Proposal:** 7104 Woodlawn Avenue N.

**SUMMARY OF PROPOSED ACTION**

Approval of a Master Use Permit for construction of a mixed-use development that includes 280 residential units, 57,000 square feet of commercial uses, and subsurface parking for 380 vehicles. The project includes demolition of the existing buildings on the site.

The following approvals are required:

**Design Review** - Pursuant to Seattle Municipal Code (SMC) 23.41, the Design Review Board indicated support for the following

Design Departures (i) maximum lot coverage above the first floor; (ii) minimum private open space; (iii) street front façades in non-residential use; (iv) loading berth driveway; (v) blank facades on street frontages in P zones; and (vi) structural building overhang dimensions.

**SEPA - Environmental Determination** pursuant to SMC 25.05

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS

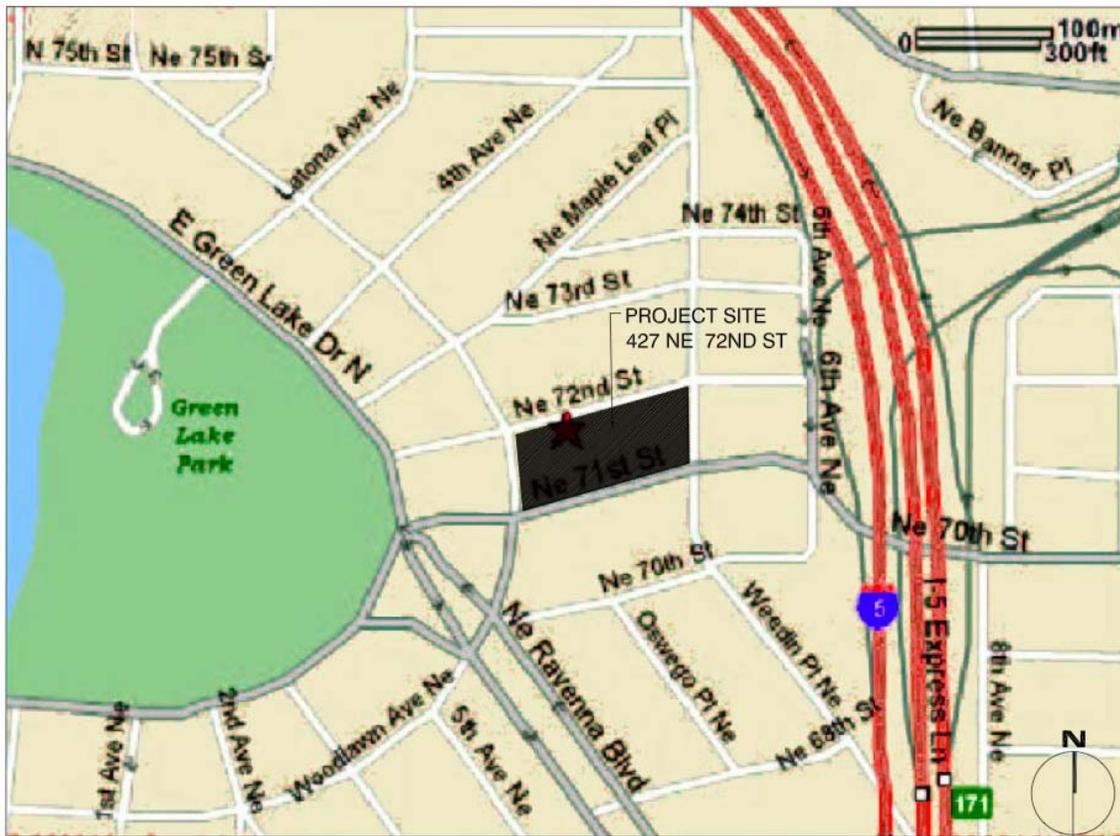
DNS with conditions

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

**VICINITY INFORMATION & PROJECT BACKGROUND:**

The property (“Subject Property”) that is proposed for redevelopment is located in the Green Lake neighborhood, one block east of Green Lake Park. The immediate area surrounding the Subject Property -- between Green Lake and Interstate 5 -- has been a focus of commercial and recreational activity in the vicinity since the early Twentieth Century. In the early 1900s, a trolley line from Fremont ended near the Subject Property, and a small but vital commercial district included a bank, grocery store and theater.

VICINITY MAP



The Green Lake neighborhood is designated as a Residential Urban Village in the city’s Comprehensive Plan. Parts of the neighborhood currently are undergoing significant transformation—from a neighborhood of relatively small, bungalow-style single-family houses and small commercial uses to a denser and more intense mix of multi-family and commercial uses. Three large mixed-use condominium projects have recently been built or are soon to be completed within just a few blocks of the Subject Property.

The owners of the Subject Property previously owned and operated the Vitamilk Dairy Company, which processed and distributed milk and other dairy products on-site from the Forties until August 2003. The Subject Property is part of the Vitamilk Redevelopment Area, which consists of all or parts of three city blocks, bounded by Woodlawn Avenue NE on the west, Fifth Avenue NE on the east, NE 70th Street on the south, and the east-west running alley between NE 72<sup>nd</sup> Street NE and NE 73<sup>rd</sup> Street NE on the north. The Subject Property comprises the initial phase of redevelopment for the Vitamilk Dairy Redevelopment Area. It consists of a full city block—the “Middle Block”—bounded on the west by Woodlawn Avenue NE on the west, Fifth Avenue NE on the east, NE 71st Street on the south, and NE 72<sup>nd</sup> Street NE on the north.

Neighboring development and uses on adjacent sites are:

To the north across NE 72<sup>nd</sup> Street are several small commercial buildings; the south half of the block was rezoned to NC2-40 P2 at the same time as the Subject Property (See more below concerning 2004 rezone).

To the west, across Woodlawn Ave. NE are similarly small commercial operations on land designated NC2-65’.

To the south, across NE 71<sup>st</sup> Street, from west to east, are (i) The Greenlake, a recently completed six-story mixed-use building with 104 residential units, 21,000 sq. ft. of retail sales and service, and structured parking for 161 vehicles; (ii) a temporary building that houses a Key Bank branch, to be removed coincident with completion of a new bank office at Ravenna Boulevard and NE 70<sup>th</sup> Street; and (iii) buildings and outdoor operations formerly used by the Vitamilk Dairy. This entire area is zoned NC2-65 P2.

To the east, across Fifth Avenue NE are four L3- zoned single family homes that have been converted to duplexes and triplexes

The site is in close proximity to Greenlake Park and surrounding amenities and is served by numerous Metro bus lines, and is within easy walking distance of the planned light stop at NE 65<sup>th</sup> Street and Roosevelt War NE close.

## **THE PROPOSAL**

On behalf of the Subject Property owners, Lorig Associates proposes to construct a mixed-use project on this 77,560 sq. ft. (1.77 acres) site. The site is zoned NC2-65 P-2, having been rezoned in October 2005, and is within the Green Lake Residential Urban Village. Prior to the rezone and continuing to the present, the proposal has been developed in a process that involved neighborhood design review and numerous other meetings with citizens involved in the Green Lake neighborhood planning process.





*Elevation: NE 71st Street. Building A/B is on the left*



*Elevation: Woodlawn Avenue NE showing Building A/B; Detail of glass connector is at right.*

The residential lobby for Building A/B will be accessed from the east-west alley. Trash and recycling will be removed from Building A/B for pickup on 72<sup>nd</sup> St. Access to the underground parking garage will be through the concrete base at Building A/B -- ingress only from 71<sup>st</sup> Street and ingress/egress from 72<sup>nd</sup> Street.

### Building C

Building C is located on the eastern half of the Subject Property. It similarly has a retail base of concrete supporting five framed residential floors above, organized in a “U-shape” that is open to the west and the pedestrian plazas. In the center of the “U”, on the concrete podium, is a large landscaped courtyard. Other rooftop gardens and balconies are located around the building.

Building C also will be a composition in brick masonry, two stories high in many locations, and a combination of cement board siding and metal panels on upper floors. The residential portions of the building step back from the commercial.

The west façade of Building C, facing the plaza, will feature traditional storefronts with large windows, canopies, and access to the anchor tenant's space—a grocery store—in three locations. The center of this elevation features a vestibule that accesses the grocery store at-grade as well as the parking levels below by means of both elevators and stairs businesses on all sides. The south façade is an extension of the grocery storefront. The main entrance to the store is on the southwest corner and the loading dock exit door is at the far eastern end of the elevation.

One of the defining features of the Subject Property is the 20-foot topographic rise in from the southwest corner to the northwest corner, which allows the grocery store, whose at-grade access is mid-block, to “disappear” into the grade at its eastern end. As a result, truck loading from Fifth Avenue NE, is a floor above the store. Trucks will approach the loading area traveling southbound; enter the loading dock area, which is entirely screened from public view by the brick masonry wall covered in vines, then exit westbound onto NE 71<sup>st</sup> Street. Refuse and recycling from Building C will be stored adjacent to the loading area garage and brought to the street for loading on trucks.

Along the north façade, the brick surfacing is two stories high. The elevation features a glass, two-story glass entry to the residences at the northeast corner, expressed by a single column. Since the grocery store is mostly underground along this elevation as well, level R-1 residential entries line this elevation behind a short, vine-covered brick wall. The third entrance to the grocery is at the northwest corner of Building C.



*Perspective Sketch: From NE 71st Street looking into north-south alley*

## **PUBLIC INVOLVEMENT:**

In March 2004, Lorig Associates initiated a dialogue with the Green Lake Community Council concerning the future of the three-block Vitamilk properties. A special sub-committee composed of GLCC members as well as individuals from the general public was formed and meetings were held monthly to contemplate various alternative redevelopment scenarios, including the one currently being proposed for the Middle Block by Lorig. Scott Kemp, Senior Planner with DPD and several members of the City of Seattle Department of Neighborhoods also participated.

After nearly a year of semi-weekly meetings with the “Vitamilk Redevelopment Committee”, Lorig introduced a proposal to the City of Seattle to change the zoning of the Vitamilk Dairy Redevelopment Area from C1-40’ (which supported the former dairy use and limited building heights to forty feet) to a mix of NC2-65’-P2 and NC2-40’-P2 (which supports mixed-use commercial/residential development and allows development up to sixty-five and forty feet above grade, respectively.) In October 2005, with the support of the GLCC, which assisted substantially in determining the conditions of the rezone, the Seattle City Council approved the rezone.

As the project planning and design have evolved, the Development Team has continually updated the GLCC at its regularly scheduled meetings.

In addition, four meetings with the Area 2 Design Review Board were held on this proposal and included opportunities for public comment. Early Design Guidance meetings were held on February 27, 2006 and July 17, 2006, at which time general guidance was offered for consideration in the final proposed design. At the EDG meetings, the public's comments focused on traffic and parking issues as well as the overall density of the project. A record of that guidance can be found in the MUP file for this application. On January 8, 2007 and on April 16, 2007 the Design Review Board convened for Public Meetings regarding this project. At this meeting site, floor and elevation plans, landscape plans and a model of the proposed mixed-use building were presented.

### **ANALYSIS - DESIGN REVIEW/DESIGN GUIDELINE PRIORITIES:**

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 following siting and design guidance to be considered in the development of the site in accordance with the siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily & Commercial Buildings*," November 1998.

### **PUBLIC COMMENT**

The following public comment was received: The neighborhood design guideline for Green Lake provides specific guidance for sites with prominent corners of which this site has several. Signage for the overall project and what will be a series of separate stores needs to be unified. The east wall with vegetation proposed to cover areas of blank façade needs to be attractive year-around. Glare into surrounding residential buildings needs to be minimized. Traffic on NE 71<sup>st</sup> street is at high levels and should not be added to unnecessarily. The historic pattern on Woodlawn Ave. NE of storefronts on sidewalks and should be preserved as much as possible. Noise from refrigeration equipment in the grocery store and from trucks in the loading dock needs to be controlled.

### **RECOMMENDATIONS:**

After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, reviewing the plans, drawings and model showing the proposed revisions, and contemplating the recommended conditions and departures, the Design Review Board members recommended **approval of the subject design and design departures** mentioned below as updated with the following **recommended conditions** (all recommendations

were by all members agreeing, unless otherwise indicated). The recommendations summarized below were based on the plans submitted at that meeting.

### Board Deliberations

Generally the Board felt the proposed buildings presents aesthetically sophisticated, well-crafted architecture with good transitions of materials, colors, and textures, if possibly a little subdued. The board felt a little more contrast between areas would help to differentiate the uses and add some visual interest.

For a complete discussion of the Design Review Board's deliberations, see the MUP file.

The Board directs the applicants to create added, subtle differentiations in color, textures, architecture, furniture, etc. to express different tenants and uses.

Aluminum for storefront windows is acceptable. The character of the storefronts along Woodlawn Avenue NE, especially at the corners, could reflect similar interest and detailed language used on the interior commercial fronts. "Jewel box" forms could be added. The Woodlawn Avenue NE frontage needs to be reworked to add interest, tension and activation. Use of individual tenant character can be utilized to do this to some extent.

The Board members present indicated their support for the departures described by the applicant:

1. Lot coverage: A departure is granted to allow an increase in the amount of residential lot coverage above 13 feet from 64% to 78%.
2. Open Space: A departure is granted to allow a reduction in the amount of residential open space from 20% of residential gross floor area to 8.4%. The project provides generous additions to the public realm which should be "greened up" a bit and will provide a high level of outdoor, open space area both to residents and to the public at large.
3. Street Front Façades in Non-Residential Use in Pedestrian Zone: A departure is granted to allow street-facing façades on Building C that are in non-residential use to be reduced from required 80% to 27%. Extensive areas of non-residential frontage are provided, the large site slopes enough to cause some façades to "submerge" and the placement of a grocery store and loading dock cause some blank façade to be necessary. Building A/B is in compliance with this requirement.
4. Loading Berth Driveway: A departure is granted to allow a curb cut of 32 feet along N. 71<sup>st</sup> St. is allowed.
5. Blank Façades On Street Frontages In P Zones: A departure is granted to allow a garden wall to be used to screen an element of bland façade along N.72nd Street where the side wall of the grocery store runs along the sidewalk for 105 feet as it

disappears into grade, and along 5th Avenue N, where the loading dock presents blank walls of 72 feet and 60 feet.

6. Structural Building Overhang Dimensions: A departure is granted to allow an increase in structural building overhangs over the allowed width (allowed: 15' at property line tapering to 9' at 3' beyond property line) and rectangular in shape as shown on the approved MUP plans.

#### Recommended Conditions

1. Work with the DPD Planner to create subtle differentiations in color, textures, architecture, furniture, etc. to express different tenants and uses. These changes shall be incorporated into MUP plan sets prior to MUP issuance.
2. Work with the DPD planner to add character, tension, activation and interest to the storefronts along Woodlawn Ave., especially at the corners. These areas should have the detailed language used on the interior commercial fronts. Jewel boxes should be added. Use of individual tenant character can be utilized to do this to some extent.

#### **BOARD RECOMMENDATIONS**

After considering the proposed design and the project context, hearing public comment, and reconsidering the previously stated design priorities, the four Design Review Board members agree that the applicant addressed the design guidance provided in their previous meetings. The Design Review Board **recommends approval of the design** and **recommends approval of the departures** as shown in updated Master Use Permit Plans.

#### **ANALYSIS - DESIGN REVIEW**

The Director of DPD has reviewed the recommendation of the four Design Review Board members present at the Design Review meeting and finds that it is consistent with the City of Seattle Design Review Guidelines for mixed-use buildings. The Master Use Permit (MUP) plans have been updated to incorporate the Board's recommendations.

#### **DECISION - DESIGN REVIEW**

The Director accepts the Design Review Board's recommendations with conditions and approves the proposed design as presented at the May 24, 2004 meeting. The Director also grants the five development standard departures described above.

#### **ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant, dated August 18, 2006 and annotated by the Land Use Planner. The information in that checklist, supplemental information submitted by the applicant (traffic reports, historic building survey, soils report, plans for the proposed development, and

meetings with members of the public, City staff and private consultants), and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) 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 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

### **Short -Term Impacts**

The following temporary construction-related impacts are expected: temporary soils erosion; potential impacts to groundwater and potential off-site impacts due to de-watering activities during excavation; degraded air quality due to dust and other suspended air particulates; increased noise from construction operations and equipment; increased traffic and parking demand from construction personnel; tracking of mud onto adjacent streets by construction vehicles; conflict with normal pedestrian movement adjacent to the site; consumption of renewable and nonrenewable resources; and removal of ground water. Due to the temporary nature and limited scope of these impacts, they are not considered significant. Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

City codes and/or ordinances apply to the proposal and will provide adequate mitigation for some of the identified impacts. Specifically these are: 1) Grading and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation); and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of rights-of-way during construction).

### **Air Quality**

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. Filing of a Notice of Intent to that that agency will alert them of the development proposal and help insure air quality impacts during demolition and construction are controlled. To insure this outcome SEPA Construction Impacts authority will be imposed to require the owner or developer of the proposed project to file a Notice of Intent with the PSCAA prior to beginning any work on the site.

### **Groundwater**

Proposed on-site excavation will be controlled by an Excavation and Shoring Permit. According to the geotechnical report, on-site groundwater levels can occur, with some seasonal variability, at a depth of 12 to 18 feet. It is anticipated that groundwater seepage will occur during excavation of the parking garage. IN the opinion of the geotechnical report, temporary dewatering will be required to increase face stability of soil cuts during shoring and construction. A closely-spaced well point installed immediately behind or through the shoring wall should effectively eliminate groundwater issues.

The groundwater at the site is likely contiguous with groundwater under surrounding properties. However, it is not anticipated that dewatering activities associated with excavation of the Subject Property will have adverse impacts to surrounding properties.

Based on the above considerations it is concluded that no SEPA based conditioning is necessary for groundwater related impacts.

#### Street and Sidewalks

The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Department of Transportation. It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R).

In this case, adequate mitigation is provided by the Street Use Ordinance, which regulates and provides for accommodating pedestrian access. Therefore, additional mitigation under SEPA is not warranted.

#### Construction Noise

There will be demolition of existing buildings on the site and grading to prepare the building site, as well as other noise generating construction activities. Noise associated with the construction of the building could adversely affect the residential areas in the vicinity of the proposal site, particularly those directly across adjacent streets. Due to the proximity of residentially zoned areas in relation to the proposal site, the limitations of the Noise Ordinance appear to be inadequate to protect the residential neighborhood. To minimize construction noise impacts to residential neighborhoods, DPD has conditioned projects of a similar scale to limit hours of construction to 7:00 A.M. to 6:00 P.M. on weekdays. This condition has been successfully applied in the past and will be imposed here.

The Department recognizes there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues, or that could substantially shorten the total

construction time frame, may need to be completed after regular construction hours as conditioned herein. Therefore, the Department reserves the right to approve waivers of this restriction on construction hours. Such waivers must be approved by the Department on a case-by-case basis prior to such work.

It is also recognized that there are quiet non-construction activities that can be done at any time such as, but not limited to: site security, surveillance, monitoring for weather protection, checking tarps, surveying, landscaping, painting, and walking on and around the site and structure. These types of activities are not considered construction and will not be limited by the conditions imposed on this Master Use Permit.

In addition, after the building is fully enclosed, interior work may be done at any time in compliance with the Noise Ordinance with no pre-approval from the Department.

#### Construction Parking

During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities. Construction workers can be expected to arrive in early morning hours and to leave in the mid- to late afternoon. Parking for construction workers' private vehicles will be restricted to off-street stalls. SEPA mitigation of parking impacts during construction appears to be unwarranted.

#### Long-Term Impacts

Potential long-term or use impacts anticipated by the proposal include: increased height, bulk and scale of building in some areas of the proposal site; increased light and glare from exterior lighting, increased noise due to increased human activity; demolition of a potentially historic structure; increased demand on public services; increased traffic on adjacent streets; increased on-street parking, increased energy consumption. These long-term impacts are not considered significant because they are minor in scope, but some warrant further discussion.

#### Light and Glare

Lighting on the exteriors of proposed structures and of walkways within the proposal site should be shielded and of moderate intensity to limit impacts beyond the proposal site. Due to the unusual situation here where greater number of residential units and large areas of common open space are proposed to be created, a SEPA condition will be imposed to require all exterior building and site lighting to be screened from direct view and of moderate intensity.

#### Parking

Subsurface parking for approximately 380 vehicles is proposed. Experience of DPD and past parking surveys has determined that this number of spaces can reasonably be expected to meet the project generated parking demand. In this case, public comment has indicated skepticism

regarding this conclusion. The applicant, in response to this public comment commissioned a second, more extensive parking survey which determined there are a surplus of parking within the project and also a high availability of on street parking spaces currently unused and available to accommodate any spill over which might occur for the proposal. In addition, approximately 50 additional at-grade parking spaces will be provided across NE 71<sup>st</sup> Street for the near-term use of commercial tenants in the project. Approvals for this parking development will be processed at a later date under a separate MUP application. No SEPA based conditioning of parking impacts appears warranted.

### Traffic and Transportation

The traffic analysis completed by CTS Engineers of Portland, Oregon includes an assessment of the traffic impacts for the development of the Subject Property as well as growth in background traffic due to other sources. Based on the results of this analysis, it is concluded that traffic to/from the proposed redevelopment will not adversely impact the major intersections surrounding the site compared to 2009 future background traffic conditions. Thus, there is no requirement under SEPA review for the proponent to instate any improvements to existing street/traffic conditions.

### Historic Preservation

Re-development of the Subject Property site would result in demolition of all existing structures on the block. Some of these buildings were constructed in the early part of the last century and subsequently remodeled several time in 1930 for the Pac-Tel Telephone Company. Staff within the Office of Urban Conservation in the Department of Neighborhoods has reviewed a historic survey of the existing buildings on the site and has found them to be unlikely to meet the criteria for designation as a City of Seattle Historic Landmark. No further mitigation under SEPA authority is warranted or necessary.

### Other Impacts

Several codes adopted by the City will appropriately mitigate the use-related adverse impacts created by the proposal. Specifically these are: Grading and Drainage Control Ordinance (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).

## **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 – DESIGN REVIEW**

1. The applicant must retain the fenestration, materials, architectural features and elements, and arrangement of finish materials and colors presented to the Design Review Board on April 16, 2007.
  - Compliance with this condition shall be verified and approved by Scott Kemp, Senior Land Use Planner, 206-233-3866 or by Vincent T. Lyons, Architect & Design Review Manager, 206-233-3823 at a Pre-construction meeting. The purpose of the meeting will be to review the approved Design Review Plans and to inform the contractor that any changes to the exterior of the building must be reviewed and approved by the Land Use Planner prior to proceeding with any proposed changes.
  - (You must make an appointment with the assigned Land Use Planner or Design Review Manager at least three (3) working days in advance of scheduling a date for a Pre-construction meeting.)
2. Any proposed changes to the exterior of the building or the site must be submitted to DPD for review and approval of the Land Use Planner (Scott Kemp, 206-233-3866). 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.
3. 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, or by the Design Review Manager. As appointment with the assigned Land Use Planner must be made at least three (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.

4. Work with the DPD Planner to create subtle differentiations in color, textures, architecture, furniture, etc. to express different tenants and uses. These changes shall be incorporated into MUP plan sets prior to MUP issuance.
5. Work with the DPD planner to add character, tension, activation and interest to the storefronts along Woodlawn Ave., especially at the corners. These areas should have the detailed language used on the interior commercial fronts. Jewel boxes should be added. Use of individual tenant character can be utilized to do this to some extent.
6. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP Plans, and all building permit drawings.

**CONDITIONS – SEPA**

7. The owner or developer of the proposed project shall file a Notice of Intent with the PSCAA prior to beginning any work on the site.
8. All exterior building and site lighting to be screened from direct view and of moderate intensity.
9. Construction activities, other than those taking place within the enclosed building, are limited to the hours of 7:00 A.M. to 6:00 P.M. on non-holiday weekdays. It is recognized that there may be occasions when critical construction activities of an emergency nature, related to safety or traffic issues may need to be completed after regular construction hours as conditioned herein. Therefore the Department reserves the right to approve waivers of these construction hour restrictions. Such waivers must be requested at least three business days in advance, and approved by the Department on a case-by-case basis prior to such work. After the building is fully enclosed, on a floor-by-floor basis, interior work may be done at any time in compliance with the Noise Ordinance with no pre-approval from the Department.

Signature: \_\_\_\_\_ (signature on file) Date: June 14, 2007  
Scott Kemp, Senior Land Use Planner  
Department of Planning and Development

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