



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**

**Project Number:** 3004848

**Applicant Name:** Mancong Lin & Mark Simpson, [Bumgardner Architects](#)  
for John Marasco, [Security Properties](#)

**Address of Proposal:** 1823 Minor Ave

**SUMMARY OF PROPOSED ACTION**

Land Use Application for a 40-story mixed use building containing approximately 349 residential units, 3,906 sq. ft. of retail, and 325 parking spaces in an above- and below-grade garage, to be accessed from the alley. Project includes approximately 36,000 cu. yds. of grading.

The following approvals are required:

**Design Review** - pursuant to Seattle Municipal Code (SMC) Chapter [23.41](#), involving one departure from development standards.

- SMC [23.49.018](#), Overhead Weather Protection and Lighting.

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

**SEPA DETERMINATION:**       Exempt     DNS<sup>1</sup>     MDNS     EIS

DNS with conditions

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

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<sup>1</sup> Early DNS for the revised application was published November 2, 2006.

## **BACKGROUND DATA**

### Project Description

The applicant proposes a 40-story mixed use building containing approximately 366 residential units, 3,906 sq.ft. of retail, and 350 parking spaces in an above- and below-grade garage, to be accessed from the alley.

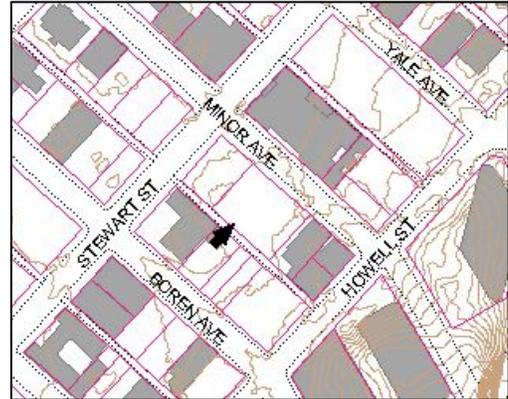
### Vicinity and Site

The site is located on the south side of Minor Avenue, midblock between Stewart and Howell Streets, in downtown's Denny Triangle neighborhood.

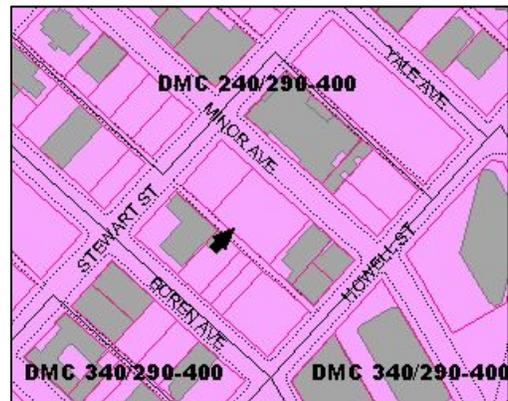
The site is bounded by Minor Avenue to the north, adjacent properties to the east and west, and an improved alley to the south. Minor Avenue is a nonarterial. The site is virtually flat; the vicinity slopes up to the east, beginning at Howell St. (see Figure 1)

Current zoning is shown in Figure 2. The site is zoned Downtown Mixed Commercial with alternative height limits of 240' for portions of buildings in nonresidential use, and between 290' and 400' for residential portions, subject to bonus criteria (DMC 240/290-400). Properties to the southeast across Howell St. and to the southwest across Boren Ave are also zoned DMC, but with a 340' non-residential height limit (DMC 340/290-400). The property is located in the Denny Triangle Urban Center Village.

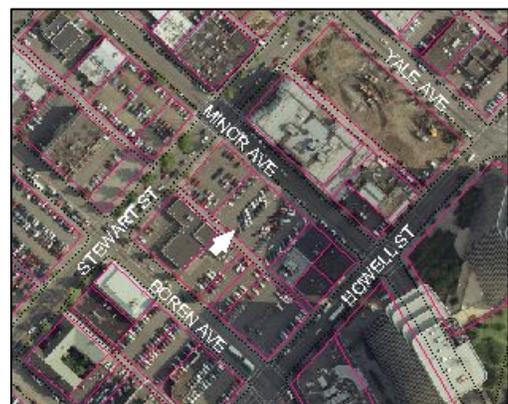
Development in the vicinity includes several office buildings, dominated by the the Metropolitan Park complex (three buildings all approx 20-stories). There are several older one- and two-story commercial buildings, occupied by businesses such as Goodyear Tires (across the alley), the Re-Bar, and Market House Corned Beef (both on Howell St). Adjacent to the site to the southeast, a 2-story warehouse has recently been converted to residential loft apartments with ground floor advertised for retail/restaurant. The Balfour Place apartments are a six-story mixed use building across Minor Ave, constructed in 1993, adjacent to Arion Court, a smaller, 3-story apartment building. The site and many of the surrounding lots are currently paved for surface parking.



**Figure 1.** Local topography



**Figure 2.** Vicinity zoning



**Figure 3.** Aerial View

Interstate 5 is located about 500' to the east. Considering the network of overpasses that have reconnected the original street grid at Olive Way, Pine St, and Boren Ave, the highway presents a relatively permeable edge between the Denny Triangle area and Capitol Hill to the east. Access ramps to north and southbound lanes are also nearby.

## **DESIGN REVIEW PROCESS**

The project's first Early Design Guidance meeting took place on July 25, 2006 in the Boards and Commissions room of City Hall. Four Board members attended, with one absence. The second Early Design Meeting took place on August 14, 2007, in the same location, with five board members in attendance. The Design Recommendations meeting took place on February 12, in the same location, with five Board members in attendance and one absence. Design illustrations are located in the project file, available for public review at DPD's Public Resource Center, floor 20 of Seattle Municipal Tower.

### 7/25/2006 EDG: Applicant's Presentation

Mark Simpson and Josh MacTaggart of Bumgardner Architects described the site and vicinity, referring to much of the information presented above. Mr. MacTaggart noted that the potential to develop residential apartments has increased substantially with the new downtown zoning provisions. At this location a slender 40-story tower is possible, providing views to the northeast and Capitol Hill. Less certain are any long-term views through intervening properties to the west and toward downtown – depending on future development and tower spacing.

The site is small enough that parking levels located above grade are allowed, per SMC [23.49.019 B2](#), subject to design criteria. Mr. MacTaggart also pointed out that massing diagrams in the EDG packet show habitable space above the 400' height limit, reflecting the applicant's initial interpretation of the new zoning rules. DPD has clarified that building mass above this height limit is reserved for rooftop appurtenances and not for habitable space.

Massing alternatives presented involve relatively subtle variations at the podium level (office vs. residential, 60' vs. 70' high), and a third alternative that shifts the residential tower out of alignment with the street grid. The applicants did not expand on design considerations of each concept, and they identified no preferred alternative.

Mr. Simpson outlined some preliminary siting and massing decisions: access is to be entirely from the alley, allowing for a retail space about 60' deep and 20' high at the streetfront. Residential apartments might be about 800 sq. ft. each, suggesting there might be a 1:1 demand for parking from each unit. A tower might be about 100' square, with about 10 units per floor. The levels that comprise the podium might be either residential apartments or office space, depending on further market study.

Laura Hammersmith, the project architect, discussed initial thoughts about a landscape design concept for the site. She noted that the area is currently in transition and is on the border between three neighborhoods: Denny Triangle, South Lake Union, and Capitol Hill. This will be

the tallest building in the area, and it's important that this project seek to meld the scales of these neighborhoods together. Landscaping should complement how this project meets the ground and help the sidewalk feel safe and welcoming.

7/25/2006 EDG: Clarifying questions by the Board

*Are the project's number of units and quantity of parking still variable?* Yes, we're not yet certain about the unit count. 412 is a starting point, probably a maximum.

*In the nearby Metropolitan Park office towers, is that green space visible to pedestrians?* Yes, it's accessible. *Would you consider providing public open space here?* It probably wouldn't make sense here. We plan to achieve our required amenity space within the project.

*Are you familiar with nearby sites proposed for redevelopment?* Yes, this is an opportunity to set the tone.

*Are any of these options preferred?* Right now it's an open book. There are many more than just three options.

7/25/2006 EDG: Public Comment

One City employee (Bob Klug of Seattle Public Utilities) signed in at the Early Design Guidance meeting on July 25, 2006. Comments focused on programmatic considerations for providing adequate electric power to the project, including the appropriate size of an electric vault, and future legislative action to provide an upgraded electrical substation to service the neighborhood. Mr. Klug also encouraged the design team to engage City staff in planning for LEED (Leadership in Energy and Environmental Design) certification. There were no specific design-related comments. DPD received no letters from the public.

8/14/2007 EDG: Applicant's Presentation

Mark Simpson of Bumgardner Architects described the site and vicinity, providing a general recap of site analysis and massing conditions. The site is "in the eye of the Triangle", a location close to jobs in the Metropolitan tower and a new research facility for Childrens' Hospital. Bridges connect the neighborhood to Capital Hill to the east. The site is subject to a long-term lease, and housing is its highest and best use.

The site is essentially flat, with about a 3' change in grade across Minor Ave. Pedestrian activity is relatively high along Howell and Stewart, but few pedestrians currently use Minor. A design intent is to draw pedestrians across Minor with something that catches the eye.

The development program includes affordable housing, to be provided onsite and associated with building height bonuses allowed in the zone. The design team expects the project to achieve a LEED silver rating.

Mr. Simpson presented a vicinity map showing nearby sites he considered likely to redevelop, contrasted with other existing structures he deemed likely to remain.

The zoning envelope here is about 100' higher than the existing Metro tower to the east. New projects in the DMC zone are subject to a tower spacing requirement, affecting portions of buildings higher than 160'. As directed by the Design Review Board, the design team analyzed tower spacing options, and concluded that the clearest course is to design the best building for the site, without second-guessing potential future designs of neighboring sites.

The block's current context includes the Corned Beef deli and the Caffeine Café. One-story buildings and surface parking lots predominate. Next door to the southeast, the Caffeine Café has recently renovated, converting what was a loading dock into a glazed opening. Historically, trains apparently pulled through and offloaded painting supplies here. At ground level, the design seeks to create a shared plaza space next to the Caffeine Café, where the adjacent owner is trying to provide for better access and to reinvigorate the alleyway. To that end, the design notches back its eastern corner so that it's open to the sky and further recesses the ground level to further expand this sense of shared space.

Along Minor, the design features a high 23' retail space, achieved by pulling back the ramp to the parking levels above, about 11-14' deep. Parking is accessed from the alley, along with loading, transformers and other service uses. Toward the Caffeine Café, parking levels would be screened by a green wall, setting back about 6" to provide for a trellis.

A concept for the green wall is to organize its surface to resemble a facade with regularly spaced window openings. A light-colored wall would reflect some light into the Caffeine Café. Urbanologist William Whyte has noted that good reflected light can be an effective element of successful public places. Concrete surfaces might be treated with titanium dioxide, demonstrated to be a means for [treating air pollution](#).

Artist Dan Corson developed various concepts for screening the parking levels along Minor and to provide interest above the sidewalk. Mr. Corson's work includes the [Wave Rave Cave](#) located under the Viaduct near Western & Bell. Concepts include a snaking sculpture composed of metal cans densely filled with grasses. The design intent is not to hide the garage levels, but to make them visually interesting, to integrate the tower with the base, and to provide for passive ventilation.

Other artist's alternatives include standard cobra-head lights painted yellow as a "living surface" that weaves its way through pillars and animates the area. Another concept involved a "cellular pattern" made out of five-gallon drinking bottles, providing a textural surface. Within the bottles, RGB LEDs would animate the wall surface. A final alternative would be composed of 8' fiberglass "spines", in which some spines would be animated and activated by sensors at eight points along the wall. Inspired by sea urchins, this design would move slowly back and forth, as if the building senses and responds to passers-by.

The design's first tower level is at level 6, containing wide private decks above the parking levels. The tower design features a slight flare, about 6" per level on three sides – the Minor St façade is flush to the property line. Residential decks help to define and slenderize the tower.

The majority of the residential common recreation area is located at the rooftop, with a swimming pool, lounge and the most mature trees possible, visible from outside the structure through some aperture in the rooftop screening.

8/14/2007 EDG: Clarifying questions by the Board

*Please elaborate on access into the building.* The alley absorbs all the vehicle access. There would be exposed architectural concrete with decorative screen on portions of the façade, and roll-up garage doors.

*Regarding the green walls and the hanging landscaped artwork, is there anything comparable in the area where it's been successfully achieved?* The artwork is three-dimensional, composed of foot-thick cans with Japanese forest grass, chopped back in the wintertime, it resprouts in the spring. It would be watered internally with a drip system. This concept may not be our final choice.

*Have you considered making providing tenant spaces on the garage levels? What can you do with the garage corners?* If there's an opportunity, then we'll do it. Mechanical ventilation is an issue. Maybe it's possible on one floor, but not on the other two.

*If we remove the artwork from the building façade, what do we see between the residential levels and the base?* A metal frame and alternating bays. The art integrates the two components, giving a sense of attachment. The artwork enhances and enunciates a three-story vertical bay.

*Is it a departure to provide a non-continuous canopy?* [Before the recommendations meeting, DPD will review zoning and the applicant will provide a confirmed list of requested departures.]

*Will it be possible for pedestrians to access the alley through the shared open space?* We're talking [with the Caffeine Café owner] about getting people through the space, even to the alley. Most of her clientele come from the Metropolitan Towers, a big lunch crowd. She wants to expand to the evening hours.

*The lap pool appears to be 5' above the floor level. How does the elevator access it?* We propose a two-sided elevator to take people to the mid level. If we can't make the elevator overrun work, we may have to abandon the stacked exercise room. We need to stack a lot of mechanical.

*Are you sure this design conforms to the rooftop coverage limit?* We'll double-check.  
[**staff follow-up:** DPD has determined that rooftop features may exceed the height or coverage limits listed in [23.49.008 D](#) if fully concealed by the façade extension allowed under in [23.49.008 B](#). A development standard departure through design review is not required.]

8/14/2007 EDG: Public Comment

Eleven people signed in at the second Early Design Guidance meeting on August 14, 2007. Comments focused primarily on questions of design, including the following points:

- It's a solid packet.
- My main concern is the building podium. It has some common lines with the tower's structural grid. At the alley it looks like a contemporary, machined, squarish grid. It's architecture seems to be independent of the sides. The street really takes on its own spirit too. I don't yet see a connectivity of these façades. They're each doing their own thing, making their own statements.
- The façade art reminds me of [the sculptural element at the [Epi in Fremont](#)].
- The artwork doesn't do justice to the architecture. Work a little more with the rhythm and the architecture happening behind it.
- The tower seems a little heavy on the top. The wedge doesn't give any sense of relief at the top.
- The large opaque brow element acts as a foil to these large trees. The trees are a great idea, but you've got an opaque wall screening them. I appreciate the framed apertures, but from a pedestrian perspective I wonder how successful that will be. I wonder how the trees will flourish.
- I like the idea of the Caffeine Café connection. If they're looking to reorganize the ground plane, they should make the block more porous. They should enhance the setback for the retail space. If it's a restaurant, it might thrive off of the café. They might want to set it further back with a lighted area, maybe some seating.
- They could get some captured light down into the pedestrian way through to the alley.
- I appreciate the additional depth of the setback from the street. For a depth of 20' it's open, but then the parking levels extend back over it. Maybe you could push that the upper levels farther back.
- What will the cans look like? What will the façade look like without them? What does it look like with the cars and the architecture in different seasons? How is screening of the parking going to work? Don't let the artwork be confused by car bumpers and headlights.

DPD received three written messages from the public. Two letters raised concerns about the project's overall scale (tall in comparison to its current surroundings) and its density-related impacts. A third message raised the following questions:

- Shouldn't a portion of the above-grade parking levels be screened by another activated use?
- Increased rooftop coverage should be subject to design departure.
- The design doesn't appear to meet its required common recreation space.
- Very interested in the Board's guidance about the design of the above-grade parking garage.

2/12/2008 Recommendations: Applicant's Presentation

Mark Simpson of Bumgardner Architects presented the design updates. He noted that this project will be apartments, not condominiums, by virtue of a long-term lease arrangement with the site owner. Unlike many new downtown residential towers, this project will provide for inclusionary low-income housing. Security Properties, the project developer and owner, has built similar housing, most recently in San Francisco. The project goal is to achieve LEED Gold.

Currently the vicinity consists of many parking lots and one-story buildings. With 400'-tall zoning, it's highly likely that change will happen here. The vicinity analysis showed known projects that have been proposed recently, including 1800 Terry and a research facility for Children's Hospital. Mr. Simpson also clarified that tower spacing standards apply, and he showed how a tower on this site would likely affect the development potential of neighboring sites. Of particular note, a project at 1121 Stewart has come to the Downtown DRB for its Early Design Guidance review. Depending on which project first receives its Master Use Permit decision, the second project is then subject to tower spacing requirements.

Across Minor Ave is the Balfour Court: "Not a beautiful building, but it's residential and deserves a design response." Next door to the southeast is the Caffeine Café. According to Mr. Simpson, its owner was away and unable to attend, but she apparently views her building as having a five-year lifespan. The subject site is therefore between two developable parcels, Mr. Simpson said, and the development program attempts to be fair to both. The Caffeine Café building is not built to the common property line and therefore provides for an open-air ground-level space that is visually amplified by a similar recess in this design. The DRB had asked the design team to consider opportunities for a pass-through to the alley. "We've made it happen – it's on her property, but she's amenable."

Mr. Simpson views this segment of Minor Ave primarily as a residential street, unlike Stewart or Howell which have more commercial characteristics. A sidewalk section provides a one-foot-wide step-off curb, intensified plantings to provide a sense of buffering and safety, as well as 5'-wide tree pits. The storefront is recessed 18" from the face of the columns. In total, the design provides an additional 28" of sidewalk area to compensate for the additional plantings.

In Early Design Guidance, the design featured above-grade parking levels fronting on Minor. The most recent update continues to provide a 25' retail bay at the front, allowing for increased access to natural light. Parking is now screened by four intervening two-story townhouse-style units. These have direct access to the garage, and Mr. Simpson feels they are well suited to artists. Due to the updates, the garage now involves mechanical ventilation, with an outlet provided at the eastern corner.

The design provides for amenity spaces on the northern street side. Above the parking plinth, there are two-story townhouse-style units facing the alley, toward downtown views. The outside area is a little larger here, a potential draw for families.

Above the sidewalk, canopies would be made entirely from glass, including stringers and mullions, with no steel other than the fasteners. The intent is to provide as much light to the sidewalk as possible. Mr. Simpson referenced the Apple Store as a similar design in this regard. Breaks in the canopies accentuate the verticality of the columns, and while the architect feels the design is stronger this way, he noted that it would be possible to add the glass back in to provide for continuous overhead coverage. The glass canopies flank the design's main residential entry, where VG fir soffits provide a warmer wood tone.

Adjacent to the Caffeine Café's at-grade space, the design provides for vertical landscaping with ivy growing up the columns. This feature could be further accentuated with uplighting. A ½"-thick "ivy stop" would provide a clean edge for cutting off the ivy and minimizing its growth into the parking garage. Where the Caffeine Café owner currently parks, it's possible to string lights. The overall effect would be to provide a sense of warmth and enclosure for the "Caffeine Court".

Terra cotta panels are proposed to be the finish material on the base structure. It wraps to the garage level, and metal siding covers the portion of the structure that encloses the parking garage. A louver at the air intake will be covered by artwork. Where previously the design had integrated a metal structure to support a green wall, the Board and the design team recognized this feature would likely involve maintenance issues. Instead, the updated design features a deciduous ivy planted along the concrete wall. Mr. Simpson predicted the ivy will grow south, growing & changing over time. "There will be maintenance, but we've minimized it from what you saw previously."

On the alley side, the design features concrete columns expressed through stainless steel panels. This elevation integrates downlighting to the alley.

As the tower design flares, the top level would be about 15' from the side property lines. The top level would be available to all building tenants. Mr. Simpson referred to this amenity level alternately as "the lookout" and "the lightbox". Most of this level would be surfaced with ipe decking. A portion of the decking would be raised up 5' around the swimming pool which would be surrounded by floor-to-ceiling glass with views out to the Sound. "This is our mountaintop", symbolized by a USGS-style monument proposed to be embedded in rock at the rooftop amenity level. In perspective drawings, Mr. Simpson identified the lighted amenity level visible from the surrounding vicinity until future towers are built.

To conclude his presentation, Mr. Simpson briefly showed the proposed materials board. He also showed a drawing of the adjacent tower proposed at 1121 Stewart, under design by Collins Woerman.

#### 2/12/2008 Recommendations: Clarifying questions by the Board

*Please discuss the benefits of breaking the canopies at the columns, where they could otherwise be continuous. I'm a big proponent of canopies and have incorporated them for years, before they were required. We don't generally get heavy downpours here, and most people can get a little wet. It's important that coverage extend out at the storefronts and the residential entrance. We've gone to some effort to articulate the columns, and that little bit of canopy would defeat the vertical expression of the [pilasters].*

*We see a lot of proposals for vertical plantings. Please describe your proposal and why planting directly on the concrete wall is a better maintenance solution. With steel mesh trellises, we've found that deciduous ivies drop back and fill up the pocket between the steel and the building. It also tends to grow south. It's easier to maintain when it's planted on the bare concrete.*

*What do you envision happening in the Caffeine Court space once that site is redeveloped?* My guess is that Dana [owner of the neighboring site] would maintain some amount of open area, but I can't speak for her. If she built to the property line, there would be this recess, but no passage through to the alley. Once that site redevelops, to some extent the need for a passage goes away, because there would be no surface parking back there.

*How do you envision the commercial spaces on Minor being used?* It's about 5,000 sq. ft. and it includes a type I hood and access to garbage. We've got a good retail broker out there hunting. The upper level is about 16' deep, and at grade it's about 40' deep on the west side.

*What art do you envision over the air intake?* Any artwork would be held out about 2'. Security Properties is a huge fan of involving art in their design. We haven't tried to design anything yet.

*The lower common area is located right above the residential units in the podium. How do you insulate against noise from the common area?* Thermal and acoustic insulation is important. There will likely be insulation on a concrete PT slab, and another poured slab.

*The alley elevation features a metal screen. What about headlights and interior lights shining through the screen?* It's a fact of life that we don't know what's going to happen across the alley. Some light spilling into the alley could be a good thing. With some garages, there's a patterning created by the lights through the architecture, and the effect is pleasing. There may be residential units proposed across the alley, but it's also likely that a future design would integrate parking at these levels.

*Parking won't be aligned in horizontal levels as indicated.* We do have a rigorous band expressed on the outside, but there will be sloping associated with the parking.

*You've integrated large sheets of glass. Is there any consideration to mullion patterns or operable sashes?* For the "shoulders" on the east and west side, we've integrated Glass Fiber Reinforced Concrete panels with a darker colored frame, so they'll read differently. We would like to see operable windows. *I'm mostly asking whether you've anticipated it.* Operable doors are the priority. We've shown residential opening sashes in this detail.

*How do residents access the four double-high units facing Minor?* They access right from the garage. We could have incorporated a 4' corridor, but that would have eaten into the available living space. We can find four artists who love it. I'm imagining they'll back their pickup trucks right up to these spaces.

#### 2/12/2008 Recommendations: Public Comment

Four people signed in at the Recommendations meeting on February 12, 2008. Comments focused primarily on questions of design, including the following points:

- We own the site on the corner of Minor and Stewart. As a small site it's a challenge, because it doesn't provide much in the way of tower location options. Guideline A1 speaks to how buildings should relate to each other. Each building site lies within a context. They should develop their building mass to respond to patterns of urban form.

- The Board has asked other projects to respond to their neighbors with regard to their spacing. This project is about 20' away from ours. We're happy to cooperate and provide any information needed to allow for a responsive design.
- We've written a letter to Diane Sugimura about exceptions related to tower spacing.

### 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 and recommendations 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 Downtown Development](#).

#### **A. Site Planning and Massing -- Responding to the Larger Context**

##### **A-1 Respond to the physical environment.**

*Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.*

##### **A-2 Enhance the skyline.**

*Design the upper portion of the building to promote visual interest and variety in the downtown skyline.*

#### **7/25/2006 Guidance – Site Planning**

This project will be prominent, considering that it is close to the northern downtown edge. This design should reflect its position at the juncture of neighborhoods, but its immediate existing environment shouldn't be limiting. The Board therefore identified both of these guidelines as priorities.

#### **8/14/2007 Guidance – Site Planning**

Board members identified the site's primary context as "dramatic change", and the design of this project is therefore an opportunity to create a "demonstration building".

Board members expressed appreciation that the design considers including a complementary space adjacent to the Caffeine Café, and they welcomed the idea of creating a pedestrian passage perpendicular to the alleyway, noting that such a feature is uncommon downtown.

The Board noted that the architect had referred to the design's top as its "crown", though the execution of that metaphor was unclear to them. The design "seems a little top-heavy" and has an "opportunity to lighten up". Board members recognized potential value in locating mature trees on the rooftop, but such elements should clearly tie in with the design's overall concept.

### **2/12/2008 Recommendations – Site Planning**

The Board applauded the design's creation of a small courtyard, even though its longevity is in question.

The residential amenity spaces seem to be thoughtfully planned and integrated into the overall building concept.

Board members also expressed appreciation of the intent to provide inclusionary affordable housing as part of the building program.

One Board member complimented the design team for locating the tower in the center of the site, noting that it appears to be the fairest way to approach the tower spacing question for any future development on neighboring sites.

The Board did invite the applicant to refine the design's top, perhaps by further expressing its structural elements, introducing finer details, or otherwise dematerializing its overall visual mass.

### **B. Architectural Expression -- *Relating to the Neighborhood Context***

#### **B-1 Respond to the neighborhood context.**

*Develop an architectural concept and compose the major building elements to reinforce desirable urban features existing in the surrounding neighborhood.*

#### **B-4 Design a well-proportioned & unified building.**

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

### **7/25/2006 Guidance – Architectural Expression**

As Board members considered the third design concept (a tower shifted diagonally on an orthogonal base), they cautioned that this move creates a fundamental tension and makes it more difficult to integrate the tower with the podium. The updated design should clearly show strategies for integrating the tower and base, and for integrating the project and the context of the street grid.

Although the site is close to Downtown's northern edge, the Board specified that they recommended no physical erosion of the tower on that account.

### **8/14/2007 Guidance – Architectural Expression**

Board members supported the design's tapered tower, recognizing it as an interesting idea that might allow more light into the street level.

Board members identified guideline B4 as a particularly high priority. Board members noted three principal concerns in this regard. First, the updated design should demonstrate an effective architectural integration of tower and base. Second, the podium should provide a more consistent design as it wraps from one façade to the next. Third, updated drawings should provide a detailed three-dimensional study of the rooftop design, particularly as it relates to its contribution to the overall architectural concept.

The site is highly visible in its current context, and from many vantages the base and tower will be visible together. Achieving effective integration of the two is therefore important.

#### **2/12/2008 Recommendations – Architectural Expression**

One Board member raised a concern about the effective integration of the tower with its base. In further discussion, the remaining Board members stated that this issue had been resolved to their satisfaction. Another Board member characterized the design as “a well proportioned building”.

### **C. The Streetscape**

#### **C-1 Promote pedestrian interaction.**

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

#### **C-2 Design facades of many scales.**

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

#### **C-3 Provide active – not blank – facades.**

*Buildings should not have large blank walls facing the street, especially near sidewalks.*

#### **C-4 Reinforce building entries.**

*To promote pedestrian comfort, safety and orientation, reinforce the building’s entry.*

#### **C-5 Encourage overhead weather protection.**

*Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.*

#### **C-6 Develop the alley façade.**

*To increase pedestrian safety, comfort and interest, develop portions of the alley facade in response to the unique conditions of the site or project.*

### **7/25/2006 Guidance – The Streetscape**

The Board urged the design team to consider the design from two principal perspectives. The first focus should be on the sidewalk-level experience, by providing pedestrian amenities such as continuous overhead weather protection, plantings, and human-scaled storefront detailing. The second focus should be at the neighborhood scale, especially considering the view from nearby on Capitol Hill, by addressing the tower as a well proportioned and integrated whole.

Board members favored the setback of the tower from the alley, for its increase in light and its deference to properties across the alley.

The design should show a clear pattern of entries, in order to communicate its function as a residential tower with an active streetfront presence.

This is a midblock site, and the Board noted that the internal property line sides of the 5- to 6-level podium should be designed to provide visual interest.

### **8/14/2007 Guidance – The Streetscape**

Board members expect a “more significant response” to the street-level experience and to the perspective of the Balfour apartment residents. Updated drawings should show increased attention to the podium level as it’s viewed from across Minor avenue. Board members concurred: “We need more detail about how that street will feel for a pedestrian.”

Continuous overhead weather protection is important.

### **2/12/2008 Recommendations – The Streetscape**

The Board commended the applicant for removing above-grade parking along Minor and for substituting housing at these lower levels.

Board members were unanimously concerned about blank party walls, particularly in the face of uncertain future development of neighboring properties. They recommended that the design address this issue either through clearly sustainable vertical plantings or through some other integration of texture or patterning.

Board members were divided on whether breaks in the proposed sidewalk canopies should be infilled to provide continuous coverage. They ultimately determined that this issue was best left to the applicant.

The Board instructed the design team to work with DPD to enhance the proposed building entry adjacent to the courtyard. The entry should communicate “welcome” and “strength”.

On the alley façade, the Board unanimously conditioned the project to provide effective screening for headlights and interior garage lighting: “a glow is OK, not a shine”.

**D. Public Amenities – *Enhancing the Streetscape and Open Space***

**D-2 Enhance the building with landscaping.**

*Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.*

**D-5 Provide adequate lighting.**

*To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.*

**D-6 Design for personal safety & security.**

*Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.*

**7/25/2006 Guidance – Public Amenities**

The updated design should orient its landscaping to be visible from the sidewalk and the alley.

The Board identified guidelines D5 and D6 as priorities, but they provided no specific guidance.

**8/14/2007 Guidance – Public Amenities**

The Board consistently expresses its concerns about vertical landscaping along walls. Design of any such plantings should clearly demonstrate attention to maintenance and seasonality.

Updated drawings should clearly demonstrate “the strength of the landscape and the sidewalk experience”, including attention to the design of principal pedestrian entrances. Vertical landscaping along walls should integrate with the landscape design for the streetscape. Upper-level decks offer ample opportunity for publicly visible landscaping, and updated drawings should show it. The façade facing Stewart Street may be visible for some time, so its sensitive development is important.

The applicant should develop drawings to give some sense of nighttime lighting at the sidewalk level.

**2/12/2008 Recommendations – Public Amenities**

The Board had few comments in this regard. They encouraged that landscaping be apparent to passersby at the ground and roof levels.

**E. Vehicular Access & Parking – *Minimizing the Adverse Impacts***

**E-1 Minimize curb cut impacts.**

*Minimize adverse impacts of curb cuts on the safety and comfort of pedestrians.*

**E-2 Integrate parking facilities.**

*Minimize the visual impact of parking by integrating parking facilities with surrounding development. Incorporate architectural treatments or suitable landscaping to provide for the safety and comfort of people using the facility as well as those walking by.*

**E-3 Minimize the presence of service areas.**

*Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.*

**7/25/2006 Guidance – Vehicular Access & Parking**

The Board supported the siting decision to access parking from the alley, and therefore expect guidelines E1 and E3 to be met.

Any parking located above grade involves a responsibility for effective design treatment. The Board cautioned against treatments that are “flashing or glitzy”, but they noted that well-integrated artwork is often a welcome and successful strategy.

**8/14/2007 Guidance – Vehicular Access & Parking**

The Board recognized that the visible parking levels on the main façade’s third level. They are concerned about the screening of the parking and its effective treatment. A Board member noted that the Balfour Apartments across the street, although “not beautiful”, do provide a sense of human scale, warmth, and eyes on the street. These are positive characteristics that the updated design should emulate.

With regard to the artistic treatment of the podium levels, Board members appreciated the range of options considered. The design challenge is to integrate the artwork and demonstrate that it will work. Updated drawings should demonstrate what the parking levels will look in the daytime and nighttime. Updated drawings should also clearly demonstrate how parking on the alley façade is to be treated.

**2/12/2008 Recommendations – Vehicular Access & Parking**

All parking and services accessed from the alley. The Board viewed as very positive the location of apartment units above the street level, as it effectively obscures any above-grade parking from sidewalk view and replaces it with visually engaging living space.

The applicant requested one departure from Land Use Code development standards:

SMC [23.49.018](#) requires continuous overhead weather protection along the entire street frontage. The applicant notes and the Board concurs:

- that the subject frontage is on the north side of the building and relatively protected from the elements,
- that the gaps in the proposed canopy would be about two feet,
- that the gaps provide for vertical enunciation of the structural elements,
- that the gaps also provide an outlet for leaves from the street trees, so they don’t collect as easily above the canopy.

### **ANALYSIS – DESIGN REVIEW**

The Board identified several valuable elements of the design presented by the architect and landscape architect at the final meeting. Board discussion reflects those items which the Board felt were critical amenities that should be preserved and carried through to construction.

Outstanding Design Review Board concerns include the following:

- The design team should update plans to demonstrate that blank party walls are treated through clearly sustainable vertical plantings, or through some other integration of texture or patterning.
- The design team should work with DPD to enhance the proposed building entry adjacent to the courtyard. The entry should communicate “welcome” and “strength”.
- On the alley façade, the design team should update plans to demonstrate effective screening for headlights and interior garage lighting.

### **DECISION - DESIGN REVIEW**

DPD finds that the project’s design has successfully evolved to address several issues raised by the Board in Early Design Guidance and through Recommendations. The Downtown Design Review unanimously recommended that the design be approved, subject to conditions. The proposed design and the design departure listed above are **CONDITIONALLY APPROVED** subject to conditions listed on page 22 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 September 20, 2007. The applicant also submitted a geotechnical report by Geotechnical Engineers, dated August 2007, as well as a transportation impact analysis by the Transpo Group and a wind study by Gradient Microclimate Engineering, both dated October 2007.

The “[Final Environmental Impact Statement](#) for Downtown Height and Density Changes” and the [South Lake Union Transportation Study](#) further inform this decision. DPD received three letters from the public, one of which detailed concerns related zoning and urban design. The available information 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.

#### **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; potential soil erosion during 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.

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, Grading and Drainage Control Code, SMC [22.800](#) (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 most potential adverse impacts. Thus, mitigation pursuant to SEPA is generally not necessary for these impacts. However, more detailed discussion of some of these impacts is appropriate.

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

**Environmental Health.** The applicant has indicated that an environmental analysis of the site appears to indicate the presence of hydrocarbon contaminants in subsurface groundwater on the site, with no clear source. State law provides for the cleanup and appropriate disposal of hazardous substances. The Model Toxics Control Act (WAC [173-340](#)) is administered by the Washington Department of Ecology (DoE) and establishes processes and standards to identify, investigate, and clean up facilities where hazardous substances have come to be located. DPD alerts the applicant to this law and provides a contact: Joe Hickey, DoE, (425) 649-7202.

Discharge of contaminated groundwater to the sewage system is regulated by the King County Department of Natural Resources under Public Rule [PUT 8-14](#). A [factsheet](#) and permit application is available online or by calling (206) 263-3000.

Disposal of contaminated fill is regulated by the City/County Health Department, contact: Jill Trohimovich, (206) 263-8496.

Existing regulations adequately address potential impacts to environmental health. No further conditioning of site cleanup or hazardous waste treatment is warranted pursuant to SEPA policies.

**Construction noise.** Noise associated with construction of the building could adversely affect surrounding uses in the area, which include residential uses. Due to the proximity of the project site to the residential uses, DPD finds the limitations of the Noise Ordinance to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC [25.05.665](#)) and the SEPA Construction Impacts Policy (SMC [25.05.675 B](#)), mitigation is warranted.

All construction activities are subject to the limitations of the Noise Ordinance, SMC [25.08](#). Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this construction. See Table 2 and Condition #7 below.

The project team has the option to submit for review and approval a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. Such a Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise.

**Parking.** SMC [25.05.675 M2b\(i\)](#) specifies, “No SEPA authority is provided to mitigate the impact of development on parking availability in the downtown zones”.

**Construction vehicles.** Existing City code (SMC [11.62](#)) requires truck activities to use arterial streets to every extent possible. The subject site abuts Minor Avenue, and traffic impacts resulting from the truck traffic associated with grading will be of short duration and mitigated in part by enforcement of SMC [11.62](#). This immediate area is subject to traffic congestion during the PM peak hours, and large trucks turning onto arterial streets would further exacerbate the flow of traffic. Pursuant to SMC [25.05.675 B](#) (Construction Impacts Policy) and SMC [25.05.675 R](#) (Traffic and Transportation) additional mitigation is warranted.

The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other building materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations. Assuming contractors use single loaded trucks to remove excavation material, each truck holds approximately 10 cubic yards of material, requiring approximately 3,600 truckloads to remove the estimated 36,000 cubic yards of excavated material.

For the duration of the grading activity, the applicant(s) and/or responsible party(ies) shall cause grading truck trips to cease during the hours between 4 PM and 6 PM on weekdays. This condition will assure that truck trips do not interfere with daily PM peak traffic in the vicinity (Condition #8). As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of SMC [11.62](#).

City code (SMC [11.74](#)) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded an uncovered truck which minimizes the amount of spilled material and dust from the truck bed en route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Other short-term impacts not noted here as mitigated by codes, ordinances or conditions (e.g. increased use of energy and natural resources) are not sufficiently adverse to warrant further 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 due to the new commercial space and new residences; 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; and increased energy consumption.

The likely long-term impacts are typical of this scale of downtown mixed use development, and DPD expects them 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 Land Use Code (aesthetic impacts, height, setbacks, parking) the Seattle Energy Code (long-term energy consumption), and the street use ordinance. However, more detailed discussion of some of these impacts is appropriate.

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

**Parking.** SMC [25.05.675 M2b\(i\)](#) specifies, "No SEPA authority is provided to mitigate the impact of development on parking availability in the downtown zones" The project provides substantially more than its Code-required minimum parking, and DPD has identified no long-term parking impacts generated by the project.

**Traffic.** The applicant submitted a vehicle access analysis conducted by Transportation Engineering Northwest, which concludes that traffic generated by the project will have relatively marginal effects on the Level of Service (LOS) of nearby intersections. The project site is effectively served by public transit. It is within walking distance of offices, restaurants, and many services associated with typical daily trips.

The vehicular traffic generated by the project will be both residential and business-related and will likely peak during the weekday PM hours. The traffic study calculates trip generation using the Seventh Edition of the ITE *Trip Generation* manual. The study applies trip generation rates associated with residential condo and specialty retail. Table 1 shows projected trip generation rates. Note that figures exclude credit for the existing parking lot, adjustments for internalization between the residential and retail uses, and pass-by trips associated with the retail use. Therefore this estimate should be considered a conservative high estimate of project trip generation.

Use Per ITE Land Use	Use Per SMC	Independent Variable	PM Peak Trips Generated	Total PM Peak Trips Generated
Condos	Multifamily Residential	366 units	128	132
Specialty Retail	Commercial Retail	4,000 sq. ft.	4	

**Table 1.** Estimated trips generated by the project.

ITE multipliers suggest there will be approximately 132 additional trips in the PM peak hour associated with the proposed combination of uses. The intersections studied currently operate between Levels of Service A and E. Even with the additional 132 trips generated by the proposed development, these intersections are generally expected to continue to operate at the same Level of Service (LOS) during the weekday p.m. peak hours. The – the Fairview Ave/Denny Way intersection – is likely to experience a diminished LOS, representing an increased delay of 0.98 seconds and resulting in a change from LOS D to LOS E at PM peak hours. These ITE figures tend to be higher than what is expected in an urban environment where transit readily services the Denny Triangle neighborhood and provides direct connections to several other neighborhoods.

Property development within and near South Lake Union is expected to produce substantial increases in vehicular traffic in the foreseeable future. Taken cumulatively, these projects will have a noticeable and substantial impact on the South Lake Union transportation system. The traffic volumes of the proposed development, together with those of other projects, will produce impacts that warrant mitigation. Assessing the pro-rata share of the anticipated costs of accommodating such growth reasonably apportions the costs of such mitigation. The proximity of the project site to the South Lake Union area requires mitigation for project trips that are anticipated to pass through South Lake Union pursuant to the capital improvements identified in the [South Lake Union Transportation Study](#).

The project’s traffic analysis identifies likely project impacts to specific South Lake Union intersections. Although not significant, these impacts warrant mitigation. In accordance with the project’s proportionate share of impacts to these intersections, DPD requires a payment of \$14,374 to the mitigation fund established for South Lake Union capital improvement projects, to be allocated as follows:

- Two-way Mercer/Narrow Valley Concept: \$7,226
- Mercer/Fairview improvements \$359
- Harrison from Fairview to 5<sup>th</sup> \$199
- Two-way traffic on Westlake & 9<sup>th</sup> \$4,478
- Transit signal priority, Fairview @ Denny \$1,882
- Transit signal priority, Fairview @ Harrison \$190
- Transit signal priority, Fairview @ Mercer \$41

DPD concludes that the project's likely impacts on traffic are adequately mitigated as discussed above and conditioned below (see Condition #5).

**Height Bulk & Scale.** SMC [25.05.675 G2c](#) states, "*The Citywide Design Guidelines (and any Council-approved, neighborhood design guidelines) are intended to mitigate the same adverse height, bulk, and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk, and scale policies on projects that have undergone Design Review shall comply with design guidelines applicable to the project.*"

The site is surrounded by properties that are similarly zoned. The Design Review Board considered issues of height, bulk and scale in its review of this project. The proposed structure is located on a small site in a zone where a base height limit of 400' applies, and the structure is designed to conform to its height limit. No additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

### **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. 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**

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

[The following Design Review conditions 1, 3 and 4 are not subject to appeal.]

1. The applicant shall update the Master Use Permit plans to reflect plans shown to the Design Review Board on February 12, 2008, and the recommendations and conditions in 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 Issuance of the Construction Permit

2. The Downtown Design Review Board recommended the following:
  - The applicant shall update plans to address the blank party-wall condition, either through clearly sustainable vertical plantings or through some other integration of texture or patterning.
  - The applicant shall update plans to enhance the proposed building entry adjacent to the courtyard. The entry should communicate “welcome” and “strength”.
  - The applicant shall update plans to show effective screening for headlights and interior garage lighting.

Prior to and/or During Construction

3. Any changes to the exterior façades of the building, signage, and landscaping shown in the building permit must involve the express approval of the project planner prior to construction.

Prior to Issuance of the Certificate of Occupancy

4. 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 any Permit to Construct

5. The applicant(s) or responsible party(ies) shall submit to the City of Seattle the *pro rata* share of the anticipated traffic mitigation costs (\$14,374).
6. The applicant(s) or responsible party(ies) have the option to submit for review and approval a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. Such a Plan shall include discussion of management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise.

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.

7. Unless otherwise modified in an approved Construction Impact Management Plan (see condition 6), All construction activities are subject to the limitations of the Noise Ordinance, SMC [25.08](#). Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays<sup>2</sup> from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, and weather protection shall not be limited by this condition. If an approved Construction Noise Management Plan modifies this condition, the applicant(s) and/or responsible party(ies) shall make the Plan publicly available at the construction site office.

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 2.** 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.

8. For the duration of grading activity, the owner(s) and/or responsible party (ies) shall cause grading truck trips to and from the project site to cease during the hours between 4 PM and 6 PM on weekdays.

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

Date: May 15, 2008

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