



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

**Project Number:** 3004248  
**Applicant:** Mark Peveto, Johnston Architects for 23<sup>rd</sup> and Main LLC  
**Address:** 139 23<sup>rd</sup> Avenue South

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a four story, 13 unit apartment building with parking for 17 vehicles located below grade. Existing structure to be demolished.

The following approvals are required:

**SEPA - Environmental Determination** - Chapter 25.05, (SMC).

**Design Review** - Chapter 23.41, (SMC).

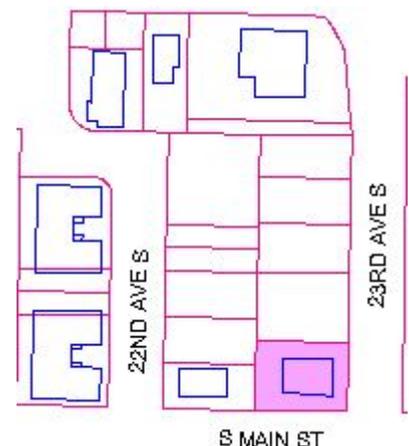
**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS

DNS with conditions

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

**BACKGROUND INFORMATION:**

The site is located at 139 23<sup>rd</sup> Avenue South. It is located at the northwest corner of the intersection of 23rd Avenue S and S Main Street. The property is currently occupied by a single family residence. The residence will be demolished to make way for the proposed project. The site is approximately 100 feet wide by 75 feet deep. The site is zoned Lowrise 4 (L4). The property is located in the 23 and Union-Jackson Residential Urban Village. There is no alley in this block. The site drops about 16 feet, northeast to southwest, but due to retaining walls at the property lines, is relatively flat.



## **AREA DEVELOPMENT**

Adjacent properties are zoned L-4. NC3-65 zoning is across 23<sup>rd</sup> and S Main. Directly north of the site is a 120-unit assisted living facility. To the west of the site is a 1960's wood-clad 4-plex. Across S. Main Street is a six story 59-unit condominium. There is a large surface parking lot and the Promenade shopping center across 23<sup>rd</sup> Avenue South. The neighborhood is a commercial and neighborhood node centered on busy arterials. The nearby uses are varied and close together. There are good views to the downtown skyscrapers to the west from the site.

## **EARLY DESIGN GUIDANCE**

### Architect's presentation

David Peterson of Nicholson Kovalchick Architects made the presentation. He explained vicinity zoning and area uses. He pointed out site opportunities and constraints. The proposal is for a four story 13-unit condominium building with a shared, below grade parking garage. Pedestrian entry would be off of 23<sup>rd</sup> Avenue South. Vehicular entry is proposed to be from South Main Street. Each floor would have between two and four units. Open space would be on terraces at grade and decks or roof decks. Lot coverage for the building is proposed to be approximately 56%.

Three alternative studies showed the proposal and possible massing on the site. The building would fall under height restrictions of the zone and controlling land use code. There is a grade drop on the west side of the site. An existing retaining wall would be replaced with a similar wall with landscaping on it.

Alternative #1 showed two rows of four townhouses at grade, eight townhouses. Parking would be via a parking court in the center of the development. Stoops and entries would be at grade.

Alternative #2 showed a 12 unit building with stacked flats. Open space would be on rooftops and decks. Parking is below grade.

Alternative #3 showed a similar building form with 13 stacked flats. The top floor was stepped back and included rooftop open space and open space decks. Parking in this scheme was also underground via South Main Street. A building lobby and pedestrian entry is located on 23<sup>rd</sup> Avenue South.

### Board Clarifying Questions and Comments

The Board asked if it would be possible to save the fir tree on the site. It appears that the fir would be removed due to its location on the site. The Board asked about the proposed garbage room location, orientation, and serviceability. The Board asked about the proposed units at 23<sup>rd</sup> Avenue South. These units would be at grade and the outdoor space between them and the sidewalk would be semi-private space as landscape and lobby entry area.

### Public Comments

There was 1 member of the public present. Comments included the following:

- Create a good wall and develop any possible terracing and landscaping to reduce the sense of bulk and scale of the wall at this location.
- Keep all structures away from the west property line where a 15 foot setback is required.

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Commercial and Mixed Use Buildings*" of highest priority to this project.

## **DESIGN GUIDELINES PRIORITIES.**

### **A Site Planning**

#### *A-1 Responding to Site Characteristics.*

*The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.*

The Board wants the location to be considered a prominent corner due to its visibility as one travels along 23<sup>rd</sup> Avenue South. The Board feels that the garbage room, proposed on S Main Street should be relocated; that is, not located in the setback. The Board would like to see an alternative study presented at the next meeting where the building lobby is located on the corner rather than the residential unit. The Board suggested that a combination of townhouses and flats could be a good solution for this site. The Board asked that private entries be used for the units where possible.

#### *A-5 Respect for Adjacent sites*

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

#### *A-8 Parking and Vehicle Access*

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

The Board feels that the west wall of the parking garage should be pulled away from the west property line and landscaping and retaining wall design should be well designed and shown in detail at the next meeting. The garage should be pushed to the east as much as possible to pull away from the west property line and to accommodate a trash enclosure.

#### *A-6 Transition Between Residence and Street*

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

The Board requested a design alternative to be presented at the next meeting that shows first floor units with private entries and stoops.

*A-10 Corner Lots.*

*Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.*

The Board would like to see alternative design studies of the lower units along 23<sup>rd</sup> and along Main with private entries and/or a change in lobby location at the next meeting.

**C Architectural Elements and Materials**

**C-1 Architectural Context**

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

The Board would like to see the building design reflect its residential nature, for instance the building units should read as individual units and not as a monolithic building mass. The qualitative aspects of the building should include quality materials and appropriate richness of texture.

**D Pedestrian Environment**

**D-2 Blank Walls**

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

The Board directed the architect to avoid small amounts or large amounts of blank wall along the west property line or along South Main Street.

**D-6 Screening of Dumpsters, Utilities and Services Areas**

*Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible.*

The trash room and any enclosures must be tucked away out of setbacks.

**E Landscaping**

**E-2 Landscaping to Enhance the Building and/or site**

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

Terraced open space should be well-designed and sensitive to the users and neighbors. A terraced retaining wall should have full and striving landscaping. Good tree species should be planted to replace trees which will be lost in the new construction.

### **Summary of Requested Departures**

A departure for additional lot coverage has been identified by the architect. Recommendation to the Director on development standard departures is based on how the overall design of the project meets or exceeds the early design guidance priorities listed above.

## **DESIGN REVIEW RECOMMENDATION MEETING. – June 6, 2007**

### Architect's Presentation

A new architect will continue with the project, Johnston Architects. Marc Pevoto reviewed the site, neighboring sites and uses, topography and neighborhood concerns. He explained the building massing, open space, and access for the board. The project will offer townhouses and flat type apartments. The project proposes several departures from the Land Use Code for the Board's consideration. The project will provide the code required amount of parking on site. The project will attempt to use green building materials and as much green area in the open spaces as possible. The open space on the roof has been design to be pleasing for both the residents and as viewed from the sidewalk. There will be planting, seating and low glare materials. The large right of way to the east, between the project property line and the sidewalk, will be planted in a "park-like" fashion. The design for the façades express different forms and building uses. There is a mix of walk up entries along Main and a residential lobby entry at the corner. The northeast corner unit will feel a bit like a sunken garden due to its location and the grade. The garden will be planted with full and striving plants.

Several departures are contemplated with this project proposal. The departures are described in the table below.

### Board Clarifying Questions

The Board asked for a walk through of the site to orient the user and visitor experience. The Board asked for more detailed explanation of the residential spaces, trash management, open space and landscaping.

### Public Comments

There was one (1) member of the public in attendance. Comments included interest in gray water use, and approval of the individual entries for several of the units.

### Board Deliberations

The Board discussed prominent issues from the presentation and public comments. Points of discussion included the following:

- The proposal response to Board early design guidance is good.
- The efforts for green building are very good.
- Examine the windows on the facades to get maximum light and best façade composition.
- Review the steps to see if there is a better alignment.
- Add hose bibs at each roof deck
- Improve the entry canopy and the entry sequence

- Right of way improvements are good as long as SDOT approves them.
- The rooftop treatment is an appropriate response to a green building plan and the surround rooftop fence needs to be well designed.
- The materials proposed are good and relate to the area.
- Bays presented in the drawings provide interest and show the town house use.
- Landscaping should be striving and irrigated to keep it alive and full.
- Provide a source of water for rooftop gardening
- The departures are supported with comments and suggested conditions.

**Summary of Requested Departures**

DESIGN DEPARTURE MATRIX:

Development Standard	Requirement	Proposed	Departure amount	Related Guideline	Board Action
Lot Coverage  SMC 23.45.010	50% of 7,500 sf lot area (3,750 sf)	58.5% (4,388 sf)	8.5% (638 sf)	- A1 (Move lobby/entry to corner) - A5 & A8 (Pull west wall of parking garage as far west as possible; garage should be pushed to east as much as possible).  Increased lot coverage necessary for moving building far towards north and east property lines, and accordingly set back a notable distance from the south and west setbacks.	recommend approval
Structure Depth  SMC 23.45.011	65% of 100'-0" lot depth (65'-0")	81% of lot depth (80'-8")	16% (15'-8")	- A1 (Move lobby/entry to corner) - A5 & A8 (Pull west wall of parking garage as far west as possible; garage should be pushed to east as much as possible).  Increased building depth necessary for moving building far towards east property line, and to accommodate required parking stalls, elevator core, and drive aisle at Level P1.	recommend approval

<p>Modulation, front façade (23rd Avenue)</p> <p>SMC 23.45.012</p>	<p>Minimum depth 8'-0"</p>	<p>2'-0"</p>	<p>6'-0"</p>	<p>- A1 (Move lobby/entry to corner) - A5 &amp; A8 (Pull west wall of parking garage as far west as possible; garage should be pushed to east as much as possible).</p> <p>Siting the lobby near corner necessitates elevator/stair core on/near east façade (based on parking garage layout).</p>	<p>recommend approval</p>
<p>Modulation, side façade (Main Street)</p> <p>SMC 23.45.012.D.3</p>	<p>Modulation may start a maximum of 10' above existing grade</p>	<p>Modulation varies between 14'-6" and 16'-0" above existing grade</p>	<p>4'-6" to 6'-0"</p>	<p>- C1 (Building should respond to neighboring buildings; building should reflect residential nature).</p> <p>Modulation at Levels 3-4 intended to help differentiate between flats at these levels and townhouses below. Modulation width of 35'-7" in excess of 30'-0" max. width on side façade is per 23.45.012.D.2.c.2.ii.</p>	<p>recommend approval</p>
<p>Building Setbacks</p> <p>SMC 23.45.014</p>	<p>Front: 10'-0" Sides: 8'-0"</p>	<p>Allow 5'-0" setbacks on north (side) and 6'-0" on east (front)</p>	<p>Front: 4'-0" North Side: 2'-10"</p>	<p>- A1 (Move lobby/entry to corner) - A5 &amp; A8 (Pull west wall of parking garage as far west as possible; garage should be pushed to east as much as possible). - C1 (Building should respond to neighboring buildings).</p> <p>Siting the lobby near corner necessitates elevator/stair core on/near east façade (based on parking garage layout). Additionally, the proposed building is surrounded by NC zoned buildings and can act as a bridge between the deeply set back assisted living building to the north, and the zero-setback mixed use building to south.</p>	<p>recommend approval</p>
<p>Projections allowed in setbacks</p> <p>SMC 23.45.014. F.1</p>	<p>Sunscreens may be 8' wide and project 18" max. into setback</p>	<p>Proposed sunscreens are 4' x 9', and project 4'-8" into rear setback, and 7'-0" into front setback</p>	<p>3'-3" to 5'-6"</p>	<p>- A1 (Respond to site characteristics) - D2 (Blank walls)</p> <p>Deep sunscreens are provided for solar control on south, west, and east facades; they project into the setbacks on the south, west, and east sides.</p>	<p>recommend approval</p>

<p>Open Space  SMC 23.45.016.B.2.a</p>	<p>10' - 0" min. horizontal dimension</p>	<p>6' -0" to 8' - 0", where less than 10'-0"</p>	<p>2'-0" to 4'- 0"</p>	<p>- A6 (Stoops and private entries)  Open space provided at individual linear patios and decks and gardening areas, and roof, rather than fewer larger areas.</p>	<p>recommend approval</p>
<p>Parking Standards  SMC 23.54.030.D</p>	<p>Back-up space (parking aisle width) behind van stall should be 24' wide</p>	<p>23'-8" wide provided</p>	<p>4"</p>	<p>Parking aisle width not adequate only at this one location directly behind van stall; however, rest of aisle is over 26' wide.</p>	<p>recommend approval</p>
<p>Parking Standards  SMC 23.54.030.G</p>	<p>Sight triangles on each side of drive aisle</p>	<p>8'-10" x 8'- 11" sight triangle on east side, and mirrors for west side</p>	<p>1 foot 1 inch each dimension</p>	<p>- A5 &amp; A8 (Pull west wall of parking garage as far west as possible; garage should be pushed to east as much as possible). - E2 (Landscaping to enhance building and/or site).  Moving drive aisle to west side of building allows continuous landscaping along Main Street. Smaller sight triangle on east side and mirrors rather than sight triangle on west side would help provide more space for landscaping and for retaining wall to be stepped.</p>	<p>recommend approval</p>

Board Recommendation:

After considering the proposed design and the project context, hearing public comment, and reconsidering the previously stated design priorities, the Design Review Board members felt that all of the guidance they had given in their previous meetings had been addressed by the applicant. In addition, the full 5 member Board supported the Departure requests and **recommended approval with conditions** to the design to the Director.

Recommended conditions are the following:

1. Maintain a full and healthy landscape for the life of the project with special attention to green architecture including vines and landscape screening and plants that trail over walls.
2. Provide a source of water at upper level landscaping.
3. Improve the entry canopy and the entry sequence (planner note: has been redesigned)
4. Improve the privacy and safety for tenants at the terrace level (planner note: redesigned)

## **ANALYSIS AND DECISION - DESIGN REVIEW**

The project responds to the priority guidelines as described in the early design guidance above. The project has request development standard departures to help better meet the priority guidelines. The departure request matrix above outlines the departures and includes a column heading related guideline. The narrative located for each development standard departure request is the explanation on how the departure is related to the priority guideline listed with a letter and number. The proponents have requested departure approval from the Board to better site, shape and make functional various elements of the building.

Priority guidelines A1, Responding to Site Characteristics and A5, respect for adjacent sites are better met with relief from the lot coverage, building depth, setbacks and site triangles. C1- Building should respond to neighboring buildings; building should reflect residential nature is better met by shaping the modulation and setback requirements. A8 is better met by modulation changes and structure depth to help shape the vehicle entry. A6, the transition between residence and street is ameliorated with relief in the dimensional development standards of open space. E2, landscaping to enhance the building and/or site is enhance by minor relief of a portion of the site triangle.

The Director of DPD has reviewed the recommendations of the Design Review Board and finds that they are consistent with the City of Seattle Design Review *Guidelines for Multifamily & Commercial Buildings* and that the development standard departures present an improved design solution, better meeting the intent of the Design Guidelines, than would be obtained through strict application of the Seattle Land Use Code. Therefore, the Director **approves** the proposed design as presented in the official plan sets on file with DPD as of October 25, 2007. The Design Review Board meeting and the recommended **development standard departures** described above are **approved**.

## **ANALYSIS - SEPA**

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and dated November 28, 2006 and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665) 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 (SMC25.05.665) mitigation can be considered. Thus a more detailed discussion of some of the impacts is appropriate.

### Short-term Impacts

The following temporary or construction-related impacts are expected: Minor decreased air quality due to suspended particulate from building activities and hydrocarbon emissions from construction vehicles and equipment; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise, and consumption of renewable and non-renewable resources. Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. Additionally, these impacts are minor in scope and are not expected to have significant adverse impacts (SMC 25.05. 794). However, due to the residential density and close proximity of neighboring businesses, further analysis of construction impacts is warranted.

### Noise

Noise associated with construction could adversely affect the surrounding uses, thus the limitations of the Noise Ordinance are found to be inadequate. Pursuant to the SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B), additional mitigation is warranted. Thus, limit the hours of any construction activity not conducted entirely within an enclosed structure to non-holiday weekdays between 7:00 a.m. and 6:00 p.m. Limited work on Saturdays between 9:00 a.m. and 6:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner at DPD. Such after-hours work would include emergency construction necessitated by safety or street use (traffic) concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Limited work at other times or on Sundays may also be allowed if necessary to align with SDOT or utility requirements. Such limited after-hours work may be authorized only if the owner(s) and or responsible party(s) provide 3-days prior notice to allow DPD to adequately evaluate the request pursuant to SEPA authority to mitigate construction impacts (SMC 25.05.675B).

### Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: Increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

The long-term impacts are typical of a residential structure and will in part be mitigated by the City’s adopted codes and/or ordinances. Specifically these are: Storm water, Grading and Drainage Control Code (storm water runoff from additional site coverage by impervious surface); Land Use Code (height, setbacks, parking); and the Seattle Energy Code (long-term

energy consumption). Additional land use impacts which may result in the long-term are discussed below.

### Drainage and Water Quality

Rain water on roofs and roof decks are the major sources of water runoff on this site. The rainwater will be collected in gutters and connected to the storm drainage system. Oil/water separators will be installed at the parking garage level. Therefore, drainage will be directed away from adjoining residential properties. No additional mitigation measures will be required pursuant to SEPA.

### Height, Bulk and Scale

Section 25.05.675G2c of the Seattle SEPA Ordinance provides the following: “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.”

There are no sensitive height, bulk or scale impact issues which have not been addressed during the Design Review process in the design of this project in a Residential zone. Therefore, no additional height, bulk, or scale SEPA mitigation is warranted pursuant to the SEPA height, bulk and scale policy.

### Historic Preservation

#### Historic Buildings

As required under SMC 25.05.675, and the DPD-DON Interdepartmental agreement on review of historic buildings during SEPA review, a project that proposes the demolition of a structure or structures over 50 years old must be referred to the City of Seattle Department of Historic Preservation. After review the Department of Neighborhoods staff found that the building on this site did not meet the criteria for landmark status, as detailed in SMC 25.12. Accordingly, no further review is required.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to the SEPA Overview Policy (SMC 25.05.665).

### **DECISION SEPA**

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(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 2C.

### **CONDITIONS – DESIGN REVIEW**

#### *For the Life of the Project*

1. Maintain a full and healthy landscape for the life of the project with special attention to small areas including vines and landscape screening and plants that trail over walls.

#### *Non-Appealable Conditions*

2. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Holly Godard 206-615-1254). 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 (Holly Godard 206-615-1254), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least three 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. 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 and embed the colored MUP recommendation drawings in the building permit plan sets.

### **CONDITIONS – SEPA**

#### *Prior to Issuance of Demolition Permits*

5. The applicant shall submit to DPD a copy of the PSCAA Notice of Intent to Demolish prior to issuance of the DPD demolition permit.

#### *Prior to issuance of the construction permit*

6. The project geotechnical engineer shall evaluate and provide mitigation measure to ensure the protection of the adjacent north property during and subsequent to construction. If temporary shoring will be utilized at the site, the project geotechnical engineer shall provide geotechnical design recommendation and construction considerations of the proposed shoring system. Provide a note on the plans that temporary shoring will be used along the north property line, as appropriate. Provide a note on the plans that temporary

excavation into the adjacent public right of ways will need SDOT's approval prior to excavation.

7. Design driveway access to avoid impacts on existing street trees. Contact SDOT Forester, Bill Ames, at 684-5693 for existing street tree evaluation and recommendations.

During Building Demolition, Site Work and Building Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

The owner's and/or responsible party(s) shall:

8. Limit the hours of any construction activity not conducted entirely within an enclosed structure to non-holiday weekdays between 7:00 a.m. and 6:00 p.m. Limited work on Saturdays between 9:00 a.m. and 6:00 p.m. may be allowed if prior approval is secured from the undersigned Land Use Planner at DPD. Such after-hours work would include emergency construction necessitated by safety or street use (traffic) concerns, work of low noise impact; landscaping activity which does not require use of heavy equipment (e.g., planting), or work which would substantially shorten the overall construction timeframe. Limited work at other times or on Sundays may also be allowed if necessary to align with SDOT or utility requirements. Such limited after-hours work may be authorized only if the owner(s) and or responsible party(s) provide 3-days prior notice to allow DPD ([holly.godard@seattle.gov](mailto:holly.godard@seattle.gov)) to adequately evaluate the request.

Signature: \_\_\_\_\_ (signature on file) Date: December 13, 2007  
Holly J. Godard, Land Use Planner  
Department of Planning and Development

HJG:lc

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