



City of Seattle

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

RECOMMENDATION GUIDANCE OF AREA 7, THE CAPITOL HILL DESIGN REVIEW BOARD

Meeting Date: September 12, 2007

BACKGROUND INFORMATION

Project Number: 3006284

Address: 422 & 428 Malden Avenue East

Applicant: Shanna Kovalchick, Architect, Nicholson / Kovalchick (NK)
Architects for Kelly Byrne of Del-Byrne LLC

Board Members Present: James Walker, Chair
Philip Beck
Jason Morrow

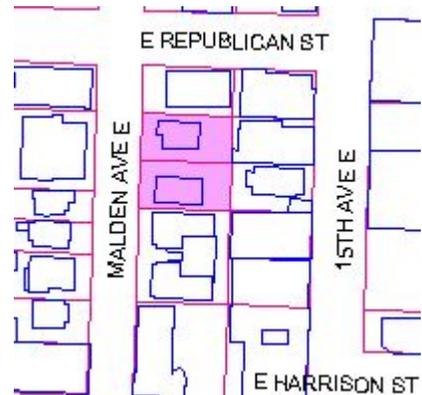
Board Members Absent: Rumi Takahashi
Sharon E. Sutton

Land Use Planner: Art Pederson

PROJECT AND SITE DESCRIPTION

The project proposes a 10 unit townhouse development with 5 units in each of two structures. Eighteen parking spaces would be provided in an underground parking structure accessed from Malden Avenue East. Design Review is required because the development proposes more than 8 units in this Lowrise 3 (L3) zone.

The site is comprised of two parcels. The parcel addressed as 422 Malden Avenue East is vacant; the parcel addressed as 428 contains an older single-family structure but now has multiple residential units. This structure will be demolished under this proposal. The overall site size is approximately 102 feet by 99 feet, totaling approximately 10,147 square feet in area. The 422 site contains four large trees.



The surrounding zoning and land uses are as follows: The site's east (rear) property boundary coincides with the north to south zone boundary between the Lowrise 3 Zone of the site and block and the Neighborhood Commercial 2 - 40 foot height limit (NC 2-40) zone to the east. The L-3 zone extends to the north, south, and across Malden Avenue East from the subject site. The NC 2-40 zone extends to the north and south along both sides of the 15th Avenue East commercial area.

ARCHITECT'S PRESENTATION - RECOMMENDATION MEETING

Michael Godfried, architect with NK Architects, discussed the rationale for pursuing the EDG presented preferred option, Option 3, the development proposal details, and reasons for the requested *Design Departures*.

Option 3 was pursued because of the street front relationship created by orienting five units parallel to Malden Avenue, the ability to relocate the required open space for the rear units away from the abutting Neighborhood Commercial properties and partially into the central common courtyard, and the opportunity for optimum solar exposure for each building and the courtyard with the north to south oriented interior courtyard. The street orientation reflects the building type and building to street relationship widely seen in this neighborhood and created by the 1920's era apartment structures. Important elements of these structures are: typical three-stories with either wood or brick exteriors and location near the sidewalk, often with the first story approximately one-half story above the sidewalk level. This building form and design defines the "street wall" for a pedestrian supportive urban environment and creates a visual connection between the sidewalk and the living units while still assuring residential privacy.

The proposed design responds to this preferred context by including individual raised entries connected to the street by stoops and stairway. The raised entry, which is one-half level above the street, establishes a split level floor plan from the front to the rear of each unit. From the street there is a lower level that is one-half level below grade but with large windows looking out toward the street. The raised first level above this has the unit living rooms, also facing the street, but with privacy because of their higher elevation. The split-level floor plan will also create natural privacy between the street facing units and the units in the rear building, which will also have a similar split-level floor plan. The rear facade of the street facing building will have courtyard access at grade with the upper level balconies oriented toward the courtyard.

The units of the rear building are proposed to have their "front" entries on the interior courtyard and have a similar façade design as the street façade of the front building, but without the stoops; entries will be at courtyard grade. The rear of these units will have at-grade access to small courtyard open space areas.

Active open space for all units will be provided both in individual private areas, mainly roof decks, and in the communal central courtyard. The street facing units will have patios at their courtyard side and connecting to the central courtyard. Additional heavily landscaped open space will be provided between the fronts of these units and the sidewalk. The units of the rear building will have ground level open space accessible from their ground levels in the rear (east). Additional open space opportunities are available in the central courtyard that has been designed as a communally shared access and gathering space for all units. To achieve this open space plan, *Design Departures* have been requested from the ground level and minimum dimension requirements.

The design of the proposed buildings has a contemporary / modern expression but will relate to the existing favorable context through its use of materials, as well as site design discussed above. Dark brown brick will be used extensively on both buildings on all facades. Pre-cast window sills and concrete stairs will add to this formal urban expression. Standing-seam pre-weathered zinc siding will be used in the vertical modulated sections of each building's front façade. Roof penthouses and dormers will use the same metal material.

The below grade parking will be accessed from a driveway at the south side of the lot. The driveway ramp will be covered by the street facing façade of the unit above that begins approximately 12 feet back from the property line. A multi-paneled aluminum frame and acid-etched glass garage door will separate the garage from street view.

The site's three trees will be removed because of their poor condition.

Six *Design Departures* are requested to achieve this preferred site plan and design (see *Departure Matrix* at the end of this document).

DESIGN GUIDELINE PRIORITIES, EARLY DESIGN GUIDANCE MEETING OF FEBRUARY 7, 2007.

The Early Design Guidance meeting was held February 7, 2007. After visiting the site, considering the analysis of the site and context provided by the proponents, the Design Review Board members identified by letter and number the following siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project:

- A-1 Responding to Site Characteristics
- A-2 Streetscape Compatibility
- A-7 Residential Open Space
- A-8 Parking and Vehicle Access
- B-1 Height, Bulk and Scale Compatibility
- C-2 Architectural Concept and Consistency
- C-4 Exterior Finish Materials
- C-5 Structured Parking Entrances
- D-6 Screening of Dumpsters, Utilities, and Service Areas
- E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites
- E-2 Landscaping to Enhance the Building and / or Site
- E-3 Landscape Design to Address Special Site Conditions

The detailed EDG Guidance is included below in *Italics* along with the Board's Recommendations on the presented Master Use Permit design response.

DEPARTURES FROM CODE STANDARDS

Six *Design Departures* have been requested as part of the MUP proposal. (*At the time of the EDG meeting five Design Departures were anticipated.*) See *Design Departure* matrix at the end of this document for details.

PUBLIC COMMENT

Three members of the community attended the Recommendation meeting and submitted these comments and concerns:

- The project site design is not typical for this street; the 1920's type referred to comprises at most 25 percent of the surrounding building types.
- Even with the proposed from landscaping, the buildings don't appear to have a set-back.
- The site / landscape plan shows trees that appear to conflict with the window wells for the partially below grade levels of the street facing units.
- The dark brown brick in combination with the long street façade will have a negative visual impact on the narrower and more varied buildings along the street.
- The proposed metal clad stairway towers are unsightly.

- The street's existing building set-backs are greater than the proposed; the proposed building will loom over the street.
- The proposed design does not appear to have been based on the Capitol Neighborhood Design Guidelines.
- The windows should be further recessed in the building façade.
- This design would be better in the Pike / Pine area.
- The design rationale is based on inaccurate assertions, such as its compatibility with the surrounding context; it is a different style and has less setbacks than the prevailing development.
- The adjacent Malden Court apartments have the same number of units on the same sized lot and are able to provide a larger set-back.
- If less parking were proposed the development could have a larger yard and set-back.
- The proposed design is a good alternative to typical townhouse designs, many of which are not livable.
- The adjacent Malden Court Apartments are not necessarily the best example to follow.
- The reduced front set-back will have the proposed structure "stick out", but overall the development is an improvement for the neighborhood.

RECOMMENDATIONS

At the September 12, 2007 *Recommendation* meeting the Design Review Board reviewed the design submitted in response to the EDG and further developed in conjunction with the project planner and discussed the six requested *Design Departures*. Following clarifying questions and deliberation the Board provided the following additional guidance and recommendations. The Board's comments and recommendations follow EDG Guidance that is in *Italics*.

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 site contains a number of trees, none of which were shown on the presented site plan. A public comment at the meeting brought these to the Board's attention. The tree at the site's southwest corner was thought to be a Ponderosa Pine and possibly a tree that could be considered Exceptional under City SEPA (State Environmental Policy Act) policies. Two other large trees at the center of the site were described as a Western Red Cedar and Horse Chestnut.

Pending a definitive identification of the three (or more) trees, the Board assumed the trees at the center of the site would not be retained due to their critical location to almost any development scenario. The Board did discuss project siting options to preserve the southwest tree, if this ultimately was required following SEPA environmental review during Master Use Permit (MUP) application.

Because the proposed driveway and garage entry for Option 3 are in the southwest tree's location, the project would require substantial re-configuration. The Board directed the applicant to consider alternatives to tree removal (if feasible or not required by Exceptional status). The Board would consider design departure requests related to this end at the next meeting.

(Staff Note: A preliminary tree identification site visit was made within a few days of the EDG meeting. A Western Red Cedar, if over 4 feet in diameter and in good health, must be considered for designation as Exceptional. However, this tree appears to be less than 4 feet in diameter and is also in a weakened condition due to having multiple leaders, probably from previously topping. The adjacent deciduous tree was not positively identified as a Horse Chestnut, but is in very poor condition. In either situation, it would not be considered for Exceptional status. The southwest tree was identified as a Western White Pine (Pinus monticola) and per SEPA policies should be considered for designation as Exceptional. Consequently the applicant is directed to have a certified arborist assess the tree per DPD Director's Rule 6-2001. This assessment will assist DPD in determining if the tree should be retained, or if it is optional per the Board's comments.)

Recommendation Meeting

(Planner's Note: The submitted arborist report determined that the Western White Pine is both diseased and fire damaged and not likely to survive in the near term, consequently DPD will allow removal of this tree.)

At EDG the applicant requested a *Design Departure* to reduce the side set-backs in order to preserve the Western White Pine. That tree will be removed but the *Design Departure* request remains for the stated purpose of having a consistent architectural concept. See C-2 below for discussion of this updated request. Otherwise, the Board feels the design meets the guidance given.

A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

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 was generally supportive of locating the street facing structure no less than 10 feet from the property line, in order to create a streetscape that is in keeping with the neighborhood's multi-family character. A structure location closer to the sidewalk requires a design that will ensure resident privacy but also create the public / private interaction desired. This desired interaction is difficult to achieve with traditional larger and fenced open space areas in the front. The design should include stoop-like front entry stairs and first floor units that are approximately 3 to 5-feet above grade; the project design should not continue with the presented 18-inch elevation difference. The ground related set-back area should serve as an open space transition area between the sidewalk and the residences.

Recommendation Meeting

The project now proposes a front set-back of 6-feet 10-inches with a 3-foot distance from the sidewalk to the property line which results in an approximately 9-feet 10 inch set-back to the face of the structure, with the entry stairs leading to the 56-inch high stoop beginning almost at the property line. The front set-back areas between the building and the sidewalk will be extensively landscaped. Street trees will be added along the property line in lieu of the planting strip, which is too narrow for trees.

The Board feels that the reduced set-back in combination with the raised first floors, stoops, partial below grade units with visibility to the street, and extensively landscaped area between the sidewalk and structure meets the guidance given and **Recommends** approval of the requested *Design Departures* for a reduced front setback and driveway sight triangle.

A-7 Residential Open Space. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

The design proposes to provide each unit's open space in separate locations to the front and rear of each unit. The goal is to create better open space for the rear units by having some open space away from the adjacent commercial zone and at the same time, create better street interaction for the front units by a reduced front set-back. The interior "courtyard" open space is expected to serve as a semi-public access way and open space for tenants. The Board is generally supportive of these goals. Detailed plans, including landscaping and elevation views, should be included with the MUP submittal and presented for discussion at the Recommendation meeting.

Recommendation Meeting

The Board feels the open space plan as presented (and described in *Architect's Presentation*) meets the guidance given and **Recommends** approval of the *Design Departure* requested.

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 below grade parking entry should be designed for visibility between entering and exiting vehicles, pedestrians, and vehicles in the street. Detailed drawings of how this is achieved should be included with the MUP submittal and presented for review at the Recommendation meeting.

Recommendation Meeting

The design proposes a 6.5 foot by 6.5 foot sight triangle on the north side and the full 10 foot by 10 foot area on the south side of the driveway. The *Design Departure* request to allow the reduced sight triangle dimension is driven by the project response to other design goals and associated guidance given (the addition of raised stoops and provision of an ample interior courtyard). The Board feels that the proposed reduction helps the overall project design better meet the *Design Guidelines* and guidance given and therefore **Recommends** approval.

B. Height, Bulk and Scale

B-1 Height, Bulk and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

The reduced front set-back will require sensitivity to height, bulk and scale impacts of the structure as viewed from the street. The design should consider an upper level set-back, differentiation of levels by change in materials, and the use of varied modulation. The Design

Departure request to vary from the prescriptive modulation requirements should be pursued if the resulting modulation proposed achieves a better street and building interface.

Recommendation Meeting

The Board feels the proposed design responds to the intent of this guidance by reducing the apparent building height and bulk through the raised entry, modulated entry areas with a contrasting exterior material and color, and different sized window areas at each unit's base, middle, and upper levels. The Board **Recommends** the approval of the *Design Departure* for reduced modulation of all facades.

C. Architectural Elements and Materials

C-2 Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

The architects discussed exploring an architectural concept that would not mimic the variety and ages of local architectural styles. The Board expressed comfort with the architectural language of other Nicholson / Kovalchick projects presented. The architectural concept should, however, fit the surrounding residential context and achieve the streetscape and pedestrian supportive design direction given in this report.

Recommendation Meeting

The Board feels the proposed design largely meets this guideline with the exception of the proposed south-side setback reduction.

The project proposes a *Design Departure* to reduce the north and south-side setbacks from the required average of 6-feet and 5-foot minimum to 5.25-feet and 4-feet respectively. The design rationale is that the "brownstone / row house" typology does not include side set-backs of the required amount, but less. However, the Board felt that because of the proximity and character of the Malden Court building to the south, 4-feet is not adequate for minimizing potential disruptions to this adjacent site. Following discussion of alternatives, the Board **Recommended** approval of a *Design Departures* request to reduce the north-side setback to 4 feet and thereby increase the south-side setback to 5 feet (The north-side setback could be reduced by removing the propose property line landscaping and moving the proposed stairwell to that line; the removed landscaping could be placed along the south-side or the proposed south-side walkway could be widened.).

The Board **Recommended** approval of a *Design Departures* request for increased lot coverage caused by the additional building area from the use of brick on all facades and for increased structure width with the reduced modulation provided.

C-4 Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

The choice and quality of the finish materials and colors are an important part of achieving architectural concept and a good neighborhood fit. Proposed material and color boards should be provided to the planner after MUP submittal and will be required at the next design meeting.

Recommendation Meeting

The Board feels the proposed project largely meets the guidance given. However, the Board noted that the proposed dark brown brick façade material is too dark and does not contain enough detail and differentiation for a good fit with the surrounding historical use of brick, the scale of the building, and the ability of the façade material to be easily “read”. Consequently, the Board **Recommends** one or a combination of the following: the use of a lighter shade of brown and /or a variety of shades of the same color, or a variegated brick. A brick soldier course of a different shade between the second and third levels and /or at the roof line is a suggestion to explore.

The proposed design response to this *Recommendation* should be presented to the project planner for review and approval before the approval of this Master Use Permit.

The Board **Recommends** the approval of the *Design Departure* for increased structure depth to accommodate the increased area required for a brick façade.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The ramp and garage opening to the proposed below grade parking should be designed to not create a void in the street wall. The driveway well should include articulation to any retaining walls, possibly a variety of driveway pavement materials, and the inclusion of landscaping to soften this area.

Recommendation Meeting

The Board feels the proposed garage entry design, which includes a unit covering the driveway and a decorative garage door, responds to the guidance given. Based on this the Board **Recommends** approval of the *Design Departure* for increased lot coverage.

D. Pedestrian Environment

D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

Utility meters and risers should not be located in the proposed reduced front setback. Their location should be screened from the right of way. Adequate area on site should be provided for the expected 20-30 recycling and garbage containers for the 10 units (10 units x [1 garbage can + paper recycling + glass recycling]). This calculation does not include possible yard waste containers. A possible location to explore for the containers is a communal shed or screened area above the east side of the driveway ramp. This would allow during-the-week storage, so none are kept in the front set-backs of the street facing units, and one collection point for the pick-up day.

Recommendation Meeting

Because of the reduced front set-back the Board emphasized the importance of minimizing the visibility of utility service connections and garbage containers and the likelihood of garbage containers cluttering the sidewalk and planting strip area.

The project proposes a brick walled garbage and recycling area in the courtyard behind the southwest unit. Water and gas meters are expected to be within the garage or, if located in the front set-back, screened by landscaping.

The Board feels the proposed design could respond to the guidance given if the following information is provided to the project planner for review and approval:

- Dimensioned detail of the proposed courtyard garbage area showing how it will accommodate the required number of garbage and recycling containers and likely yard waste containers needed for each unit.
- Information on the location of the gas and water meters. If either will be located in the front set-back, provide detailed drawing of how these will be screened from the right of way.
- A planting strip “hard-scape” plan showing a SDOT approvable (preliminary approval is fine) area for placing garbage and / or recycling containers on the day of pick-up.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and the abutting streetscape.

The surrounding neighborhood is enhanced by extensive and quality private landscaping. This should be continued on this site. Landscaping should be designed to allow use of some of the front set-backs to allow resident to public interaction.

E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellis, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Landscape screening should be utilized to create a privacy screen between the rear units and the adjacent commercial zone and uses to the east.

E-3 Landscape Design to Address Special Site Conditions The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.

The landscape design and building siting should respond to the presence and possibly required retention of the existing Western White Pine along the ROW.

Recommendation Meeting

The Board feels the proposed landscape plan responds to the guidance given provided the landscape requirement in *D-6* above is followed.

SUMMARY OF DEPARTURE REQUESTS

Land Use Code Standard	Proposed Amount of Departure	Rationale for Request	Board Recommendation
<p>Lot Coverage Limited to 50 percent of lot. (SMC 23.45.010) Allowed coverage is 5,092 sf.</p>	<p>5,958 sf (58.5 %)</p>	<p>1) The use of brick on all facades increases the building footprints by 684 square feet. 2) A unit has been placed over the previously uncovered driveway to its visual impacts on the streetscape. 3) The provision of an elevator for the accessible unit increases the area of this particular unit. (The elevator would not be required if the two lots were not voluntarily developed as one site for the purpose of going through design review). The additional lot coverage (866 sq.ft.) is negligible on the visual impact of the project but significant in creating a better design. <i>C-2, C-5</i></p>	<p>The Board recommends approval of this request based on the submitted MUP design.</p>
<p>Modulation of All Facades Required Minimum 4-foot depth and 5-foot width (SMC 23.45.011)</p>	<p>Front (west building street face): Depth: 8" Width: 4" Interior (west building courtyard façade): Depth: 4' Width 5' Interior (east building courtyard facade): Depth: 8" Width: 4"</p>	<p>The proposed modulation is consistent with the "brownstone" design concept. The front facade modulation (west sides of both buildings) is substantially in accordance with the Code requirements. The desired effect of interior modulation is provided by window patterning, deck-lets, unit doors awnings and an articulated accent reveal which corresponds with downspouts. <i>B-1, C-2</i></p>	<p>The Board recommends approval of this request based on the submitted MUP design.</p>

<p>Setbacks Required Front: 15-foot Rear: 15-foot Sides: 5-foot minimum, 6-foot average Interior: 10-foot minimum, 25-foot average. (SMC 23.45.014)</p>	<p>Front: 8'-2" (provide 6'-10") Rear: 8'-2" (provide 6'-10") North Side: 9" average (provide 5'-3" minimum and average) South Side: 1'-0" min 2-0" average (provide 4'-0" minimum and average) Interior: 4' average (provide 21' average)</p>	<p>1) Front At the previous design review meeting we discussed a 7'-0" setback from the property line resulting in +/- 10'-0" distance from the sidewalk to the front wall. We pursued this direction. Our intent was to create a "brownstone/row house style" relationship between the units and the streets. By utilizing a split level plan we are able to place the living room 4' to 5' above sidewalk grade. Also included are concrete stairs with metal handrails which reach out towards the side walk. 2) Side yard North and South Once again, with the "brownstone/ row house" concept, side yards are typically non existent. In townhouse developments there small areas are typically unusable slots between buildings. Here we minimized these spaces in exchange for creating more usable or visible space in the front yards and courtyards. North meets minimum setback. <i>A-2,5,6, C-2</i></p>	<p>The Board recommends approval of this request based on the submitted MUP design.</p>
<p>Structure Depth Max. Depth: 65% of lot depth = 64.37' (SMC 23.45.011)</p>	<p>One-foot increase to 65.33-feet.</p>	<p>The extra depth is the result of the brick façade thickness on one building. <i>C-2, C-4</i></p>	<p>The Board recommends approval of this request based on the submitted MUP design.</p>

<p>Open Space Average 300 sq. ft. per unit at ground level with no less than 200 sq. ft. per unit. (3,000 sq. ft. average for 10 units.) No dimension may be less than 10 linear feet or 120 sq. ft.</p>	<p>No minimum dimension, Less than the minimum amount per unit, Not all at ground level. The project will provide 2,340 sq. ft. at ground level, none of which is dimensionally compliant and 3,572 sq. ft. of roof-top open space, 2153 sq. ft. which is dimensionally conforming. Total ground and roof-top area provided = 5,918 sq. ft.</p>	<p>The brownstone and communal courtyard concepts, and the abutting commercial zone require less and dimensionally nonconforming open space at the front at rear of the site, but communal and not entirely private open space in the courtyard. To provide private open space for each unit (technically and practically) and to take advantage of territorial views roof top open space is instead the majority of each unit's requirement. Because of roof top constraints, some will not be dimensionally conforming, but be practically usable. A-7</p>	<p>The Board recommends approval of this request based on the submitted MUP design.</p>
<p>Parking Standards Un-obstructed 10-foot sight triangle.</p>	<p>A open picket safety railing along each side of the driveway within almost the entire 10-foot triangle length. A portion of Unit 1's entry stairs within the north side sight triangle.</p>	<p>The open railing provides safety between the descending driveway and the adjacent walkways. Because of the slope of the driveway and openness of the railings visibility for vehicles and pedestrians is maintained. A-8</p>	<p>The Board recommends approval of this request based on the submitted MUP design.</p>

BOARD RECOMMENDATION

The Board finds that the project design successfully responds to the design guidance given, with the recommendations outlined in this document. The applicant and architect shall make the above recommended design changes in response and submit the required drawings to the project planner for review and approval.

The Board **Recommends** the approval of the **six** *Design Departure* requests.

Staff Comments

The applicant should submit their design response to the above **Recommendations** in pdf or paper format to the project planner for review and approval. Approved changes to the plan sets will be required before MUP permit issuance.