

**EARLY DESIGN GUIDANCE PRIORITIES  
OF THE  
NORTHEAST DESIGN REVIEW BOARD**

**Meeting Date: December 15<sup>th</sup>, 2008  
Report Date: December 18<sup>th</sup>, 2008**

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**BACKGROUND INFORMATION:**

**Project Number:** 3009681

**Address:** 2746 NE 45<sup>th</sup> St

**Applicant:** Tom Fitzsimmons of Lorig Associates  
for Powell Development Co. and QFC/Kroger

**Board members present:** Craig Parsons, Chair  
Sue Jensen  
Tom Nelson  
Tricia Reisenauer

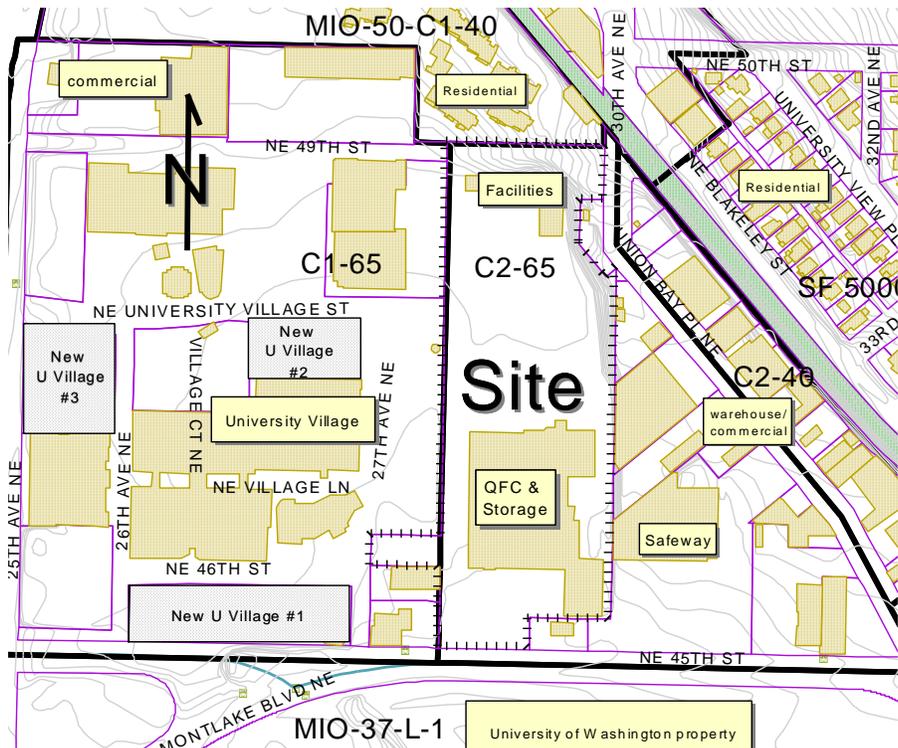
**Board members absent:** Shawna Sherman (excused)

**DPD staff present:** Shelley Bolser, Land Use Planner

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**SITE & VICINITY**

The approximately 383,446 square foot QFC site is located on a number of parcels bound on the south by NE 45<sup>th</sup> St and on the east by a portion of Union Bay Place NE. The site is occupied by one large retail and storage facility (QFC with associated retail and storage) near the south end of the site, and a facilities building near the north end of the site. The remainder of the site is occupied by surface parking and some loading areas. The heights of the structures range from one to two stories.



*For illustrative purposes only*

The site includes steeply sloped developed areas at the north and east borders but is nearly completely flat in all other areas. The site is zoned Commercial 2 with a 65' height limit (C2-65). This zoning continues to the southeast. Less intensive Commercial 1 zoning with a 65' height limit is located to the west. Lower height commercial zoning (C2-40) and Single Family Residential (SF 5000) zoning is located to the east. Lower height commercial zoning regulated under the University of Washington Major Institution Overlay (MIO-50-C1-40) is located to the north. Multifamily Lowrise 1 zoning, also within the University of Washington Major Institution Overlay (MIO-37-L-1) is located to the south across NE 45<sup>th</sup> St.

Surrounding uses are a mix of commercial and residential. Commercial areas flank Union Bay Place NE and NE 45<sup>th</sup> St near the site. Multifamily residential development is located just north of the site. Nearby single family residential development is located primarily to the east of the site on the other side of Union Bay Place NE. Open space is located to the south across NE 45<sup>th</sup> St.

Most of the nearby retail and single family structures are 1-2 stories tall. Newer multi-family residential structures are around 4 stories tall. The subject property is located in a low spot between the hill to the west and the hill to the east.

The area includes sidewalks and nearby transit stops. Bus stops are located on 25<sup>th</sup> Ave NE and NE 45<sup>th</sup> St. Parking is predominantly in private surface parking lots, with some below grade and structured parking. There are no alleys adjacent to the site.

NE 45<sup>th</sup> St on the side of the subject property includes a sidewalk with no vegetated buffer. There is no sidewalk on Union Bay Place NE near the northeast corner of the site, but there is a walkway from that street along the north border of the subject property.

## **PROJECT DESCRIPTION**

The proposal includes the construction of a 6-story mixed-use multi-family residential and commercial structure with two levels of structured parking. Parking would be accessed from several proposed points along the north and west facades. Commercial entries would face west. The applicant has noted that the primary residential entry may be located at the northeast corner.

The proposal includes approximately 350 residential units, 11,000 square feet of commercial area at the street level, and a net increase of 240 structured above grade parking stalls (410 existing, 650 proposed on site).

## **DESIGN PRESENTATION**

Three schemes were presented at the Early Design Guidance meeting by the applicant team. The applicant noted that the three schemes do not differ greatly, and that the parking level schemes can be combined with any of the residential schemes. The applicant also noted that no departures are proposed with any of the three schemes, and the developer doesn't have a strong preference for one scheme over the others.

The design intent is to create a development that better utilizes the existing site, creates connections to the nearby residential areas to the east, creates more usable opportunities for structured vehicle parking, and improves pedestrian access and circulation. The applicant noted that while the parcel doesn't have street frontage at Union Bay Place NE, there is a pump station between this site and Union Bay PI NE, over which they may be able to gain a pedestrian easement.

All of the options included retention of the existing QFC and storage building, new retail space at the north and south sides of the existing QFC building, a new structure with two levels of structured parking and residential above located north of the QFC building ("the north building"), and approximately 11,000 square feet of street level retail at the west façade of the north building. The upper level of residential on all three schemes would be terraced, with the appearance of a five-story building at the west façade and a six-story building at the east façade.

The first scheme (Scheme 1) proposed site plan maintained the existing loading truck access route along the north side of QFC. A new Retail Court would be added between this access route and the north side of the existing QFC. The loading/retail/liquor store on the southeast corner of the QFC building would remain, with additional retail area added on the south side of QFC.

Scheme 1 residential massing (upper levels of the north building) proposed a modified "S"-shaped mass, with two west-facing upper level courtyards and one east-facing upper level courtyard. The massing stepped in at the north bay of the east facade, following the convoluted east property line.

The second scheme (Scheme 2) proposed site plan relocated the existing loading truck access route and removed the existing loading/retail/liquor store structure at the southeast corner of the site. The new loading area would be located in the area of the existing loading/retail/liquor store structure and accessed only from a curb cut at NE 45<sup>th</sup> St. Additional retail area would be added on the south side of QFC, west of the new loading area. The new Retail Court on the north side of the QFC would be connected to the north building by an atrium, which could be partially or fully enclosed. The atrium would include additional retail and restaurant spaces with seating areas.

Scheme 2 residential massing (upper levels of north building) proposed an "E"-shaped mass, with three upper level west-facing courtyards and one upper level courtyard on the east façade (along the 'back' of the "E" shape). This massing provided smaller building bays at the west façade and additional upper level setback of massing near the southeast area of the north building.

The third scheme (Scheme 3) proposed the same site plan as Scheme 2 (relocated loading area, connection between QFC and the north building, etc).

Scheme 3 residential massing (upper levels of north building) proposed a mass with two completely enclosed courtyards. The massing stepped in at the north bay of the east facade, following the convoluted east property line. This massing provided a stronger street wall on all sides and courtyard spaces separated from adjacent development.

## **BOARD QUESTIONS AND COMMENTS**

- Tom Nelson noted at the beginning of the meeting that he works for Mithun, the architect for the project, but he has not and will not work on this proposal, and does not feel that his opinion is compromised by his employment with Mithun.

The Board had the following questions and clarifying comments, with responses from the applicant:

- Does the applicant prefer any one scheme over the others?
  - For the site plan, they would prefer to modify it to allow the loading area access from NE 45<sup>th</sup> St only (as in Schemes 2 and 3). For the residential plan, the applicant has no preference between the three schemes.
- Are apartments or condos intended for the residential development?
  - At this time, the intent is apartments.
- There is an access road at the north end of this site, connecting University Village to Union Bay Place NE. Does QFC own this access road?
  - Yes, and the adjacent sidewalk. Joint easements govern use of both the road and sidewalk.
- Do the schemes show any west-facing residential entry?
  - No, those spaces shown are proposed parking vehicular entries.
- Is there one main vehicular parking entry?
  - No, several are proposed
- Why is the proposed retail for the north building shown only near the north end of the west façade? Has the applicant considered extending it to screen all the parking at the west facing street level areas?
  - The applicant feels it's better to have the parking areas made more obvious to increase use of the structured parking and improve safety within the garage.
- Does the applicant intend to seek any LEED certification for this building?
  - The proposed design isn't that far yet, but the City has offered assistance and the applicant is interested in examining the potential for LEED.
- Is there any chance this would be a phased project? For instance, is it possible the parking would be built but not the residential levels?
  - No.
- Would the project support additional retail at the west facing street level?
  - Possibly, but the developer would need to work with QFC
- Will the landscaping be retained at the north and east edges?
  - Likely not, but there would be replanting of those areas.
- Is the section shown in the design review packet true to the existing grade at that location?
  - No, there is a retaining wall in some areas, with a steep slope in others. The east edge is very steep and the buildings facing Union Bay Place NE are up on pilings above the slope.
- Would there be a new pedestrian path along the west edge of this site?
  - The goal of the proposal is to make better pedestrian paths on site, including the west edge. The west edge would include street trees, canopies, and connections to existing University Village and QFC pedestrian paths.

## **PUBLIC COMMENT**

Fifteen members of the public attended the Early Design Guidance meeting, including representatives for University Village and Laurelhurst Community Club.

- If the north building is connected to the expanded QFC building, the result will be a very long 700-800' long building. The applicant should break it up with open space between portions of the building.
- The three alternatives are very similar, and the applicant should consider a possible third distinct alternative
- Shadow studies are needed to determine the proposed development massing effect on adjacent existing development.
- Parking should be screened and not left open
- The proposed vehicular entry/exit at the chamfered corner by Union Bay Place NE could cause a lot of traffic problems at that site, affecting pedestrians and cyclists
- Four proposed garage entries would have a large negative impact on the pedestrian environment near those entries
- The pedestrian and vehicular access plan shown in the graphics assumes supply of vehicles through the University Village site for the proposed garage access points. University Village is instead trying to reduce vehicle access through the center of the site and increase pedestrian use through the site.
- The proposal to place loading only at the east edge of the property is positive. The applicant should also consider providing a garage entry point at the east edge of the site, to allow QFC shoppers easier access to the parking garage
- The building massing should be stepped and terraced to the west, possibly with landscaping on the terraced levels to reduce the appearance of bulk and provide a visual transition to the shorter development west of QFC
- The landscaping at the east edge consists mostly of blackberries and ivy and the applicant is working in a positive direction to replace this
- Because this proposal and University Village's recent design recommendation are in review at roughly the same time, the Board should apply the same design criteria to the QFC proposal as they did to the University Village proposal
- The proposed east vehicular entry would be a problem. There are already vehicular backups at that access road, there are no sidewalks in that portion of Union Bay Place NE, and Burke Gilman Trail crossing is very close to that access point.
- The proposed development should include a sidewalk and lighted intersection at Union Bay Place NE
- General positive comments for University Village development, and hope that this project will be as good

## **DESIGN GUIDELINE PRIORITIES**

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

"Hot Buttons" are items initially discussed by the Board and include items of top importance for the design. For this project, the Board determined the hot buttons were:

1. **Proposed vehicular access.** The proposed access for both loading and the parking garage will have a large influence on the proposed building design. All proposed loading and vehicular access should be designed to minimize conflicts with the pedestrian environment.
  - The Board commended the applicant on the proposed loading areas at the east perimeter only, and advised the applicant to examine the potential for garage entry from that access point as well.
  - The Board noted that some of the vehicular access points to the structured parking are located at the end of a visual axis through the site. Vehicular garage entries should be designed to enhance hierarchy of the pedestrian over the vehicle, both visually and for safety.
  
2. **Massing and scale in context with surrounding development.** The proposed 6-story height will have a large visual contribution to the site, and the applicant should work to reduce the mass and height transition to adjacent development. The west façade should include reduction of scale and apparent length, through use of open spaces brought down to grade and visually breaking the façade into smaller scales. The Board noted that the scale of the development should be no larger than the expression of scale found on the south façade of the north garage building at University Village.

The applicant should address all priority guidelines and Board guidance below during the next stages of design review.

Note: University Community Design Guidelines are available at [http://www.seattle.gov/dpd/Planning/Design\\_Review\\_Program/Applicant\\_s\\_Toolbox/Design\\_Guidelines/DPD\\_001604.asp](http://www.seattle.gov/dpd/Planning/Design_Review_Program/Applicant_s_Toolbox/Design_Guidelines/DPD_001604.asp)

<b>A. Site Planning (see University Community Design Guidelines for full text)</b>
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- 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.**

Guidance reflects comments found in Hot Button #1 above, specifically guidance about axial views through the site. In addition, the proposed massing should respond to the grade changes and jogs in the property line at the east side of the site. The applicant should indicate how the north and east facades will be viewed from potential future development along Union Bay Place NE.

- A-3 Entrances Visible from the Street. Entries should be clearly identifiable and visible from the street.**

**University Community Guideline #1 (augmenting A-3). On Mixed Use Corridors, primary business and residential entrances should be oriented to the commercial street. Secondary and service entries should be located off the alley, side street or parking lots.**

The site is located near a mixed-use corridor (Union Bay Place NE), and the northeast corner will be visible from that corridor. However, the site doesn't actually have street frontage on Union Bay Place NE. The applicant has noted that they wish to provide a residential entrance at the

northeast chamfered corner, and hope to provide a pedestrian entry to the building adjacent to Union Bay Place NE if they can gain an access easement across the pump station property.

The Board responded that due to the unusual characteristics of street frontage, the siting adjacent to University Village, and the grade changes, that a prominent residential entry should also be provided at the west side of the north building. This may be in addition to an entry at the northeast corner.

**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 applicant should demonstrate how the proposed design of the northeast residential entry would satisfy this guideline at the MUP stage of review.

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

**University Community Guideline #1 (augmenting A-7). The ground-level open space should be designed as a plaza, courtyard, play area, mini-park, pedestrian open space, garden, or similar occupiable site feature. The quantity of open space is less important than the provision of functional and visual ground-level open space. Successfully designed ground level open space should meet these objectives:**

- Reinforces positive streetscape qualities by providing a landscaped front yard, adhering to common setback dimensions of neighboring properties, and providing a transition between public and private realms
- Provides for the comfort, health, and recreation of residents
- Increases privacy and reduce visual impacts to all neighboring properties

The proposed upper courtyards should be brought down to street level at the west façade, in order to help break the building mass and provide usable open space at grade. Open space at grade will better enhance human activity at the site and will provide more usable area than several upper level courtyards. The open space at grade should be available to both residents and shoppers.

The open space at grade should include sidewalk furniture to enhance activity in the area, such as seating opportunities, water features, street trees, and vegetation. The Board noted the walkway in University Village that passes between the north garage and Barnes and Noble (via the Apple Store and others) provides a good example of successful sidewalk furniture.

In addition to open space at grade to connect the project to other activity in the area, the residential levels should include a visual connection to the open space from the various wings of the structure. The Board noted that Scheme 1 (“S”-shape) offers more opportunity to break the mass and visual length of the building, but results in a circuitous corridor system. Providing windows to the courtyard at critical points along the corridors will allow residents to orient themselves to the residential open space outside.

**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.**

In addition to the guidance in Hot Button #1 above, the Board noted that vehicular garage entries should be minimized in number and appearance, recessed from walkways where possible, and

include safety enhancements to allow pedestrians safe clear travel through areas shared by pedestrians and vehicles.

**B. Height, Bulk and Scale (see University Community Design Guidelines for full text)**

- 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 anticipated development potential of the adjacent zones.**

Guidance includes comments found in Hot Button #2, A-1, and A-7. The proposed building would be very long, even with the visual break of the 'atrium' between QFC and the north building. Existing development in the area consists of predominantly 1-2 story buildings with reduced scale techniques such as individual storefront facades, individual canopy systems, stepped rooflines, upper level setbacks, and vegetation.

The Board noted that Scheme 1 upper level massing is preferable, as long as the courtyards were brought down to grade. A combination of one larger courtyard at street level and terracing the building down to the courtyard could also be used. Several architectural expressions should also be employed to break up the visual length of the façade.

The grade changes at the east side of the north building work in the applicant's favor to reduce the appearance of massing at that façade.

The applicant should also provide section drawings for the northeast corner and the east façade at the MUP stage of review.

**C. Architectural Elements and Materials  
(see University Community Design Guidelines for full text)**

- C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**

**University Community Guideline #2 (augmenting C-1). For areas within Ravenna Urban Village, particularly along 25th Avenue E, the style of architecture is not as important so long as it emphasizes pedestrian orientation and avoids large-scale, standardized and auto-oriented characteristics.**

The proposed development is located with Ravenna Urban Village.

In addition to guidance comments found in A-1 and B-1, the applicant should also demonstrate how the proposed façade treatment responds to the architectural context nearby. The Board noted that a unified design response is desirable, but the proposal should respond to the context of nearby development, including University Village, residential areas to the north and east, and more industrial uses to the east and southeast.

- C-3 Human Scale. The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.**

Guidance reflects comments regarding the west façade of the proposed north building found in Hot Button #2 and the responses to A-7 and B-1.

- 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 applicant should demonstrate the proposed material palette responds to nearby context and satisfies this and all associated University Community Design Guidelines at the MUP stage of review.

- 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.**

Guidance reflects that found in Hot Button #1 and the responses to A-7 and A-8.

<b>D. Pedestrian Environment (see University Community Design Guidelines for full text)</b>
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- D-1 Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.**

In addition to the guidance found in Hot Button #1 and the responses to A-7 and B-1, the Board noted that open space provided in the same approximate area as the proposed atrium would provide better solar exposure and would help to break the visual length of the building.

Pedestrian open space for the proposed development should provide strong connections with the proposed University Village pedestrian improvements and should include features such as wide sidewalks, enhanced landscaping and buffers from vehicle areas, seating opportunities, and gathering areas.

- D-5 Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**

**University Community Guideline #1 (augmenting D-5). The preferred solution for parking structures is to incorporate commercial uses at the ground level. Below grade parking is the next best solution for parking.**

**University Community Guideline #2 (augmenting D-5). There should be careful consideration of the surrounding street system when locating auto access. When the choice is between an arterial and a lower volume, residential street, access should be placed on the arterial.**

**University Community Guideline #3 (augmenting D-5). Structured parking façades facing the street and residential areas should be designed and treated to**

**minimize impacts, including sound transmission from inside the parking structure.**

In addition to the guidance found in Hot Button #1 and the response to A-8, the Board noted that the applicant should carefully screen parking from pedestrian areas, especially at grade. Additional retail space should be used to screen the ground level parking if at all possible, in order to meet the neighborhood specific guidelines. Non-opaque screening methods should include high quality materials and landscaping. Adequate garage entry signage is preferred to encourage use of parking areas, rather than allowing the parking areas to have a large visual impact on the 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.**

The Board noted that restricting the proposed loading areas to the east property line is a positive aspect of the proposal. The applicant should provide design and hours of service information for loading areas, loading areas for residents on moving days, trash/recycling collection, and other services at the MUP stage of review.

**D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.**

Comments reflect those found in Hot Button #1 and the response to A-8. The applicant should work to enhance pedestrian safety at all vehicular and pedestrian points of interaction.

**D-12 Residential Entries and Transitions. For residential projects in commercial zones, the space between the residential entry and the sidewalk should provide security and privacy for residents and a visually interesting street front for pedestrians. Residential buildings should enhance the character of the streetscape with small gardens, stoops and other elements that work to create a transition between the public sidewalk and private entry.**

Guidance reflects comments found in response to A-3 and A-6.

<b>E. Landscaping (see University Community Design Guidelines for full text)</b>
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**E-2 Landscaping to Enhance the Building and/or Site. Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture, and similar features should be appropriately incorporated into the design to enhance the project.**

Due to the grade changes in the area, the roof of this structure will be visible from areas nearby to the west and east. The applicant could use the roof opportunity to reduce storm water runoff, enhance the appearance of the roof area, and improve energy efficiency of the building with planted roof areas.

The applicant should provide landscape plans at the MUP stage of review demonstrating how the proposed development satisfies this guideline.

**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.

**University Community Guideline #1 (augmenting E-3).** Retain existing large trees wherever possible. This is especially important on the wooded slopes in the Ravenna Urban Village. The Board is encouraged to consider design departures that allow retention of significant trees. Where a tree is unavoidably removed, it should be replaced with another tree of appropriate species, 2 ½ inch caliper minimum size for deciduous trees, or minimum size of 4' height for evergreen trees.

There are several large existing trees on the slopes at the north and east perimeter of the site. The applicant should retain these trees if at all possible, or plant with comparable size trees.

## **DEVELOPMENT STANDARD DEPARTURES**

No development standard departures are proposed at this time.

## **NEXT STEPS**

### **MUP Application:**

1. Submit application for Master Use Permit (MUP) application. Please contact Shelley Bolser (at [shelley.bolser@seattle.gov](mailto:shelley.bolser@seattle.gov) or 206-733-9067) or when you have scheduled your MUP intake appointment.
2. Please include a written response to the guidance provided in this EDG (see CAM 238, available at <http://www.seattle.gov/dclu/publications/cam/cam238.pdf>).
3. Plan on embedding four 11x17 colored and shadowed elevations, landscape and right-of-way improvement plans into the front of the MUP plan set (4 per sheet). Label sheets "DR."
4. Provide sections of the site and proposed structures, with more detailed sections showing the northeast corner and east façade in context with adjacent development.
5. Provide site plans with dimensions for each proposed building, including adjacent structures.
6. Please provide shadow studies demonstrating the impact of the proposed development on buildings to the east, and buildings in University Village. The study should demonstrate shadows at 9am, 12pm, 3pm, and 6pm on:
  - a. December 21<sup>st</sup> (6pm analysis not required; 9am, 12pm, and 3pm analyses required)
  - b. March 21<sup>st</sup>/September 21<sup>st</sup>
  - c. June 21<sup>st</sup>
7. The applicant should provide plans and diagrams to demonstrate how the proposed vehicular and pedestrian circulation will function around the proposed development.
8. Demonstrate the location, hours of operation, and screening of any service areas.
9. Provide a conceptual signage plan, a conceptual lighting plan (fixture locations, pictures of proposed fixtures), and information regarding amount and location of transparency.
10. Provide landscape plans include plant location, size, and species.

11. Provide graphic demonstrations, including 3 dimensional, colored graphics, and any other methods, to demonstrate the design response to the guidance.

**Recommendation Meeting:**

1. ***Note that per CAM 238, updated March 13, 2008 that it is now the applicant's responsibility to submit a pdf file of the 11 x 17 design proposal packet to DPD 5 days prior to the public meetings per the instructions in CAM 238 and on the DR web page [www.seattle.gov/designreview](http://www.seattle.gov/designreview)***
2. Prior to the recommendation meeting, the applicant should work with DPD to ensure that the proposed loading access from NE 45<sup>th</sup> St is possible, and the proposed vehicular circulation to Union Bay Place NE will not require major project redesign.
3. Provide items 1-11 described under "MUP Application" as well as any other materials specified by the Land Use Planner.
4. Please submit a color and materials board.