



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

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

Application Number: 3003306
Applicant Name: Michael Omura of Mithun Architects for Gull Industries
Address of Proposal: 1520 Utah Avenue South

SUMMARY OF PROPOSED ACTION

Land Use Application for a four-story building containing 292,000 square feet of administrative office and 23,000 square feet of retail sales and service. Parking for 788 vehicles will be provided within the structure. The project includes 70,000 cubic yards of grading.

The following approvals are required:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

Design Review - Chapter 23.41, (SMC)

SEPA DETERMINATION: Exempt DNS MDNS EIS

 DNS with conditions

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

BACKGROUND INFORMATION:

The site is zoned IC 85 and is located in the Stadium Transition Overlay, between Downtown and the Duwamish Manufacturing Industrial Overlay. The site is a full block, located between Utah Avenue South, 1st Avenue South, South Atlantic Street and South Massachusetts Street. The existing legal nonconforming use is a principal use parking lot for 299 vehicles.

The proposal is for a new office building, approximately 293,140 sq. ft., located on a site of an existing principal use surface parking lot. The proposal also includes one to two levels of below grade parking and two levels of above grade parking below the office space. The total number of parking stalls would be approximately 788 stalls, of which 299 would continue as grandfathered principal use parking. The project also includes an additional, approximately 40,000 sq. ft. of FAR-exempt street level retail or customer service use.

AREA DEVELOPMENT

The zone in this area is Industrial Commercial Zone (IC) along with the blocks both north and south. General Industrial 1 (IG1) zone is across Utah Avenue. The area has industrial uses in older buildings and relatively new sports stadiums. The Safeco Field baseball stadium is caddy corner to this site.

DESIGN REVIEW

An Early Design Guidance meeting was held on January 10, 2006 and the applicant applied for a MUP on February 17, 2006. On June 27th, 2006, the Board was reconvened to see how the design has responded to the early design guidance and Board guidance.

EARLY DESIGN GUIDANCE – January 10, 2006

ARCHITECT'S PRESENTATION

Mike Omura began the presentation with a description of the site location and physical aspects, zoning and right of way information. The site is a one block site, 660 feet long, at the southwest corner of 1st Avenue South and South Atlantic Street. The site is called the Home Plate Site. The zoning is Industrial Commercial with an 85 foot height limit and is in the Stadium Transition Overlay. The proposal is for a new office/biotech building and continuation of the exiting principal use parking. Below grade and above grade parking is proposed.

Bill Lapatra continued the presentation describing the site as an area transition site between Pioneer Square and the Sodo district. He described the area transportation and mix of uses in the area. He described the existing high water table and the challenge of mixing people, cars, workers, retail and Stadium event crowds. The proposal includes a strong podium element which includes retail uses and parking. Mr. Lapatra presented a model of the area and three massing models to describe the design team's building mass considerations. Design goals include the following: a strong northeast corner for pedestrian flow, open space and plaza concept, a multimodal intersection for area users, and Leed certification to address green building design. The different massing models showed a two building scheme, a four building scheme, and a double-bar scheme. The design team described how the double bar scheme could create interesting spaces for the users and how it could integrate into the large-scale urban fabric of the area. The concept could use one curb cut on 1st avenue S and one on Utah Avenue. The architect described in more detail ideas about the nature of the proposed northeast plaza, elevators, retail uses, second story plaza and uses and a large atrium running the length of the block between the two buildings and inclusion of a lively retail base, open office floor plates, modern materials, green roof strategies and west façade solar control.

Possible departures for the preferred scheme include setback distance at the sidewalk by providing more setback. The setback departure is available through the land use code provision of SMC 23.41.012. The applicant has asked if SMC 23.41.012 B 20 could apply to this project for departures for rooftop amenities above the height limit or rooftop coverage limits. This is an industrial zone so the code section SMC 23.41.012 B 20 does not apply. Departures from the structural building overhangs are possibly available through the structural building overhangs development standard. The Structural Building overhangs will be subject to street use standards including yearly fees and the overhangs must be removable. First Avenue South has major utilities in the right of way and is also a street requiring street trees. The architects should be aware that street tree placement and the existing underground mainline combined pipes may conflict. Therefore early design should take the utilities into account. The building may have to be set back to accommodate the required street trees.

The Landscape Architect explained that there would be street trees and trees on the plaza and second floor terrace. The atrium would have interior landscaping and of a full and striving landscaping nature.

BOARD CLARIFYING QUESTIONS and COMMENTS at EDG

The Board had several use and zoning questions. The suggested amenity on the top of the building does not seem to meet the Land Use code for height and rooftop structures limitations. (Planner's note: currently there is not a code provision for over height rooftop amenities rooms. Rooftop features are listed in SMC 23.50.020). Principal Use parking is allowed in this zone. There are no modulation standards in the Industrial Zone.

The Board asked for more information on the architect's vision of the ground level uses and the plaza at the northeast corner. The Board asked for more information on the center atrium. It will be the length of the building and will be covered and usable by the tenants. The Board asked about the nature of State Route 99 west of this property. It is on grade just one block west of the site. A midblock connector for pedestrians and vehicular should be carefully designed.

PUBLIC COMMENTS AT EDG

There were several public comments. The linear, architect preferred concept, is an interesting "giant steamship" concept with the prow heading to downtown Seattle. Take advantage of the rooftop views out. It would be interesting if the atrium and the lower plaza could come/meet/intersect in a place to look west. The treatment of Utah Avenue should be carefully considered as not a backdoor façade.

BOARD DELIBERATIONS ON PRIORITY GUIDELINES.

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

DESIGN GUIDELINES

A Site Planning and Massing. Responding to the larger context.

A-1 Respond to the physical environment.

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

The Board approved of the direction in massing choice and scale as shown in scheme 3 and wanted to see more details at the next meeting. The big, chunky pieces of building are appropriate at this location.

A-2 Enhance the Skyline

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

There is an opportunity to create a reasonable and dramatic rooftop feature and/or façade treatment which would create interest at this site.

B Architectural Expression

B-1 Respond to the neighborhood context.

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

The corner plaza and its relationship to the building interior and rooftop is an opportunity and should be fully explored at this site. An iconographic image would be appropriate at this site in some form of architectural expression.

B-2 Create a transition in bulk & scale.

Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.

The Board asked the designer to further develop ideas along the lines shown in massing and bulk models presented at this first meeting. The scale and bulk shown in scheme 3 is appropriate for this site, but more design analysis is requested to generate further guidance from the Board. The Board considers the bulk and scale transition to be an issue of on site transition. That is, there should be a transition from pedestrian scale ground floor uses and plazas to the giant parking and office structure above.

C The Streetscape

C-2 Design Facades of Many Scales.

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

On a building of this scale the Board would like to see details of building facades which are scaled to promote pedestrian comfort and which transition to the greater building concept.

D Public Amenities¹⁰

D-1 Provide inviting & usable open space.

Design Public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal areas of the open space should be especially emphasized.

The designer should take advantage of planned open space especially where sun/shade studies show that there may be a sunny spot for public plaza. The Board asks that any second story open space have an obvious invitation, that is, enough doors, seating, and visibility from the sidewalk to encourage the public to use it and to know that it is a public space to enjoy.

D-3 Provide elements that define the place.

Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.

The northeast corner plaza (and possibly the building, or part of the building) should have interest or be a neighborhood icon.

D-4 Provide appropriate signage

Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on street within the immediate area.

The architect should explore and bold, graphic statement.

D-5 Provide adequate lighting

Building-wide the project should provide adequate lighting.

Lighting should be dramatic, but not tending toward too much light or glare. Lighting should provide a sense of security.

Departure from Development Standards:

Two departures are contemplated at this point in the project development, a setback distance from First Avenue South and structural building overhangs on Utah Avenue South. This may change during the design process.

RECOMMENDATION MEETING - June 27, 2006

ARCHITECT'S PRESENTATION

The architects presented the project and reviewed the area orientation for the Board. The site's history is both an estuary and a train yard and industrial center. The design goal is intelligent green architecture with natural ventilation. There will be daylight for all offices. The center atrium serves as a bar of space for all tenants and becomes a north end upper level plaza for the tenants and public. Skyline interest is achieved with the giant cantilever at the north end of the building. It also serves as a welcoming gesture. The mechanical penthouse will have back lit lighting to highlight the element. The design team addressed the linear building and site with gestures to create pedestrian comfort at the sidewalk level. On First Avenue there will be floor to ceiling glass with spandrel glass creating a graphic design, a glass boogie-woogie for interest and punch. The storefront entries are marked by architectural elements. On Utah the scale-rendering element is the exterior blind system or decorative blinds. The architect will explore several options for organizing the blinds; one may be color blocks up and down the face or graphics on the blinds or giant word-play on the blinds. On Utah three levels of above grade parking will be screened, but open. At the sidewalk level there will be retail wrapping three sides of the building. The large northeast destination plaza will be activated by a storefront entry, an elevator to the parking and to the upper terrace. The terrace may also have a retail or commercial tenant. Landscape elements will recall the site's estuarine history with water; industrial history with wood pier-like elements; train yard history with large rectangular shapes which will be expressed with water, paving materials, benches or planting beds. The upper plaza will have an open edge railing for visitors to look over and be seen from below. There will be a green screen on Utah to partially screen the parking levels. There will be trees on the atrium and plaza level.

BOARD CLARIFYING QUESTIONS

- *How will the atrium be used?* Depending on the tenants the atrium will be open to the public to use the neighboring spaces or closed for the tenants' use.
- *Will this be a LEED building?* This will be a LEED gold building.
- *What tells the public they may use the upper open terrace?* They will be able to use the elevator and see users near the perimeter railings.
- *Why is the mid block connector so insignificant?* At this point there is nothing on the other side for the public to have a reason to go there. It appears that there will be no development coming in the near future to change that.
- *Will there be operable windows?* Yes.
- *How will the plaza be lit?* There will be LED's on bars in the plaza. There will be uplight and down lights in the cantilever soffit and corners.

- *What sort of retail will be at this location?* This will be retail to serve the tenants and their clients.
- *How will all sidewalks be user friendly to walk around the block?* The retail will give a sense of openness and interest, Utah will have vertical plants.
- *Why are there no visual breaks in the First Avenue curtain wall?* We wanted to push the language of huge scale and strength of the building. We used pattern and some texture to give some relief.
- *Is there roof access for the tenants?* There is a roof garden and a way to get there. (Planner note: no room above the height limit is allowed for a gym or common room).

PUBLIC COMMENT

The commenter noted façade length is so long at 660 feet that the huge scale and strength is already there. The designers should find a subtle way to break the façade. A vertical element, like a flag pole, would help this design. The upper terrace must be made more accessible and the access more direct from the plaza level. An escalator run should be considered or grand steps to move people up to the terrace in an obvious and architectural fashion.

BOARD DELIBERATION

There should be some sort of modulation on Utah. The Image of container shipping could inspire a subtle and slight recess in the façade pattern. Because the roofline is 660 feet long there should be some way to read the concept along the skyline. The parking garage entry is neither announcement nor a hidden element. There should be more articulation or less. The transition to the upper plaza needs more refinement. The future of Utah is uncertain so there should be more opportunities for keeping the pedestrian movement through to Utah open. The northwest retail area should be detailed and built so that future tenants could open up the walls for maximum transparency. This corner has an uncertain future, but the final design should have more detail and sensitivity to future users.

The stairway in the northeast plaza looks like it is more of the office architectural language than the plaza and upper terrace. Make the stair more of the event. The upper terrace needs to have the accessibility refined. Massing of the sandstone upper terrace element might be better if the material was not sandstone and was something lighter, less private, heavy and closed-in. The atrium has a proposed roof element that may not be allowed by the current code. The Board supports the element as a mechanical cooling element which may meet permitted features above the height limit. The pedestrian and auto connector through the site needs refinement. The Southeast corner plaza needs more concrete design.

Design Departure Matrix

<i>Development Standard</i>	<i>Requirement</i>	<i>Proposed</i>	<i>Departure amount</i>	<i>Related guideline</i>
SMC 23.74.010C1b	Building façade to be within two feet of street property line.	Varying setbacks at two plazas and façade modulation.	up to 90 feet.	A1 efforts to reduce mass A2 enhance the skyline D1 usable open space.
23.54.030 G	Site triangle.	No site triangle, but added safety features.		D3 elements to define the place A1 efforts to reduce mass.

The Board was cautionary in their recommendation and stated a list of conditions that respond to public comment and Board concerns. The applicant and the planner will work together to bring the loose ends to a satisfactory conclusion. The departures are acceptable to the Board in that they help the development better meet the priority guidelines as long as the conditions are fully resolved.

Recommended Conditions of Approval

1. The upper plaza should be made open to the public for the life of the project.
2. Access to the upper plaza needs to be refined to provide an obvious way to get to it. The plaza should look open to the public and it should be easy to get there. (Board comments suggested opening a grand staircase, an escalator, along with reconsidering the materials of the northeast structure and its fenestration).
3. The SE plaza also needs refinement to make it a welcoming plaza with striving plantings.
4. The mid-block pedestrian connector should be enhanced and made more visible and comfortable for the pedestrian. (For instance a painted stripe is not enough; using a grade change, lighting, way finding signage, exterior of building architectural cues would be more appropriate).
5. The parking access location needs to be either more visible or less visible.
6. The NW corner of the building must be designed and built so that a future tenant could change the "solid" wall to a storefront with windows.
7. Subtle modulation must be added to the Utah façade.
8. Add a vertical element on 1st Avenue.
9. Add a flag pole.

BOARD RECOMMENDATION:

After considering the proposed design and the project context, hearing public comment, and reconsidering the previously stated design priorities, the five Design Review Board members felt that all of the guidance the architect received had been addressed by the design responses. In addition, all five of the Board members in attendance supported the Departure in light of successful design response to the priority guidelines. The Design Review Board recommended **conditional approval** of the design.

ANALYSIS & DESIGN– DESIGN REVIEW

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. In particular the setback area at the corner plazas address guidelines A1, efforts to reduce mass; A2, enhance the skyline; and D1, usable open space. Mass is reduced by these large cutouts. The mass will appear to recede at these corners and allow for a sense of movement and pedestrian gathering and open space. The skyline will be enhanced because it will be more visible as a setback with variations in form, line and texture. Open space will be available for the pedestrian surge during large events at the nearby stadia. The site triangle departure is approved as the overall building façade will remain a strong statement at the Utah façade and the uninterrupted façade and art installation will strive to be seamless, A1. The continuous art along the façade will also provide an opportunity to create a large element to define the place D3.

The proposed design is presented in the official plan sets on file with DPD as of the October 17, 2006 and has been updated to meet most of the Board's recommendations. The Design Review Board meeting and the recommended **development standard departure** described above are **approved** with conditions noted at the end of this document.

ANALYSIS - SEPA

The applicant has filed a SEPA Checklist dated February 17, 2006 and a geotechnical report prepared by CDM, inc. dated February 14, 2006. The information in the checklist, the geotechnical analysis, supplemental information in the project file, 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 or circumstances (SMC 25.05.665D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

Short-term Impacts

The following temporary or construction-related impacts are expected: 1) temporary soil erosion; 2) decreased air quality due to increased dust and other suspended air particulates during excavation and construction; 3) increased noise and vibration from construction operations and equipment; 4) increased traffic and parking demand from construction personnel; 5) blockage of streets by construction vehicles/activities; 6) conflict with normal pedestrian movement adjacent to the site; and 7) consumption of renewable and non-renewable resources. These impacts are not considered significant because they are temporary and/or minor in scope (Section 25.05.794, SMC). Although not significant, the impacts are adverse and certain mitigation measures are appropriate as specified below.

City codes and/or ordinances apply to the proposal and will provide mitigation for some of the identified impacts. Specifically, these are: 1) Street Use Ordinance (watering streets to suppress dust, obstruction of the pedestrian right-of-way during construction, construction along the street right-of-way); 2) Building Code (construction measures in general); and 3) Stormwater, Drainage and Grading Code (temporary soil erosion). Compliance with these applicable codes and ordinances will be adequate to achieve sufficient mitigation and further mitigation by imposing specific conditions is not necessary for these impacts.

Construction Noise

The limitations of the Noise Ordinance are likely to be adequate to mitigate potential noise impacts.

Long-term Impacts

Potential long-term impacts that may occur as a result of this project include: 1) increased surface water runoff from greater site coverage by impervious surfaces; 2) increased bulk and scale on the site; 3) increased traffic and parking demand due to additional employees and visitors with the proposed uses; 4) minor increase in airborne emissions resulting from additional traffic; 5) minor increase in ambient noise due to increased human activity; 6) increased demand on public services and utilities; 7) increased light and glare; and 8) increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope. However more information regarding the expected traffic volumes warrants more analysis.

The long-term impacts are typical of this type of development and will be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (storm water runoff from additional site coverage by impervious surface); Land Use Code (aesthetic impacts, height, setbacks, parking); and the Seattle Energy Code (long-term energy consumption).

The other impacts not noted here as mitigated by codes or conditions (increased ambient noise; increased demand on public services and utilities; increased airborne emissions; increased light and glare) are not sufficiently adverse to warrant further mitigation by condition.

Traffic and Transportation Impacts

A Transportation Impact Analysis for this project was prepared by Heffron Transportation, Inc. in March of 2006. The roadway network surrounding this site is a dynamic network that links shipping to statewide transportation systems. For a complete description please refer to the study. 1st Avenue South connects downtown Seattle to State Route 509 (SR-509) and SR-99 at the Duwamish River. Parking on both sides of 1st Avenue South is often restricted during events at Safeco Field and Qwest Field. 1st Avenue South has curbs, gutters, and paved sidewalks on both sides of the street. South Royal Brougham Way vehicular traffic is frequently delayed by trains at train crossings. The tracks are in the process of being relocated to the west side of Alaskan Way as part of the SR-519 Surface Street Improvements project. South Atlantic Street has been renamed Edgar Martinez Drive between 1st Avenue South and the single point urban interchange to the east. This street becomes an eastbound-only on-ramp to Interstates 5 and 90. South Massachusetts Street along the sites south boundary is classified as an access street. The roadway is wide and without land delineation. Vehicles parallel park on the shoulder area and on the south side of the street. Utah Avenue south is a two-lane local access street on the west side of the project site. There are no curbs, gutters, sidewalks, or walkways for pedestrians along most of the street's length.

The City of Seattle is currently evaluating area transportation improvements as part of its Seattle South Downtown Railroad Corridor Transportation Study. The study looked at possible street closures at the BNSF tracks, improvements at the S Atlantic Street/1st Avenue S intersection to accommodate future traffic during the Alaskan Way Viaduct construction. The City and WSDOT have been evaluating future transportation improvements in the area related to the SR-519 project. One of the primary goals of this project is to increase east-west capacity across the BNSF mainline tracks.

Because both of the studies listed above have recommended improvements at the S Atlantic Street/1st Avenue S intersection, SCPT has informed the Home Plate Development proponent, this applicant, that additional right-of-way may be needed along the north side of the subject site to accommodate traffic.

The study reviewed signal warrants and states that the addition of project traffic would not increase the hours that the peak hour warrant is met, nor trigger any of the other warrants. Therefore a signal 1st Avenue S and S Massachusetts Street is not proposed.

Event management is organized by the City of Seattle. The City has specific traffic and parking detour/closure plans for pre- and post-game times. These are coordinated with the Seattle Police Department. The City takes the lead on placing directional signage; officers are stationed at key intersections before, during, and after games. The personnel per intersection vary by proximity to the stadiums and detour complexities.

The project would improve the sidewalks adjacent to the site, provide pedestrian plazas at the northeast and southeast corners of the site to accommodate pedestrian surges before and after events, and reduce the number of driveways from eight to three. All of these changes would improve the pedestrian environment in the site vicinity. No adverse impacts to the non-motorized facilities in the project vicinity would occur as a result of the project.

The peak parking for the office use is expected to occur mid-morning, while the peak demand for the restaurant use would occur in the evening. This means that the parking for these uses can be shared. The total parking supply of 788 spaces would accommodate the project's demand. In the late afternoon, the demand would decrease to open up the principal-use/event parking for evening events. Parking demand on Saturdays and Sundays would be very low since the office use would generate little or no parking demand on those days. Based on the analysis, all of the project's parking would be accommodated on site and no off-site parking impacts are expected. A Construction Transportation Management Plan should be prepared prior to issuance of the building permit. This plan should document street use during construction including lane and sidewalk closures, show proposed construction haul routes and document where construction workers will park prior to the garage being complete.

To reduce the project's trip generation and minimize potential traffic and parking -related impacts, the project proponent would implement a Transportation Management Plan (TMP) for the building. It would be consistent with Director's Rule 14-2000. The appropriate elements will be discussed with the City (John Shaw) during the building permit phase of the project. The project site is located in the Duwamish worksite zone. The traffic impact analysis was performed assuming an SOV rate of 66%, which is what is currently being achieved by other business in the vicinity of the site. The base year, first year goal should be 66% SOV travel. This percentage should gradually decrease over a 4-year period; with a goal of 62% in two years, and 57% in four years.

DECISION

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 43.21C.030(2)(C).

- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS – DESIGN REVIEW

Non-Appealable Conditions

1. 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.
2. 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.
3. 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.

For the Life of the Project

4. 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.
5. The north upper plaza shall be made open to the public during normal business hours.

Prior to Issuance of the Building Permit

6. Access to the north upper plaza shall be refined to provide an obvious and welcoming connection to the lower plaza. The plaza shall look and be accessible to the public.
7. The Utah Avenue loading dock exit lane will have safety mechanisms called out on the plans. These must include the following: add a stop sign for exiting cars, paint STOP on garage exiting pavement, create a light wash on the sidewalk at the exit to notify pedestrians, a mirror will be located at the vehicle exit to further enhance visibility and safety.
8. A flag pole shall be added which may be part of site furniture, site art expression or other.
9. Art along the Utah Avenue wall will be approved by the land use planner. (Call Holly Godard at 615-1254).

