



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: 3004646

Applicant Name: Laura Bachman, for Allison Condos, LLC

Address of Proposal: 2946 Eastlake Avenue E.

SUMMARY OF PROPOSED ACTION

Land Use Application to establish use for future construction of a five-story, 52 unit apartment building with 7,299 square feet of retail/commercial at street level. Parking for 64 vehicles will be provided in two levels of mostly below-grade parking and accessed from E. Allison Street. An interconnected building with 16 apartment units and with street-level retail/commercial space, covering a sizeable portion of the site, will be demolished to make room for the new construction.

The following approvals are required:

Design Review - Chapter 23.41 Seattle Municipal Code (SMC)

SEPA – Environmental Determination - Chapter 25.05, Seattle Municipal Code (SMC)

SEPA DETERMINATION: Exempt DNS MDNS EIS

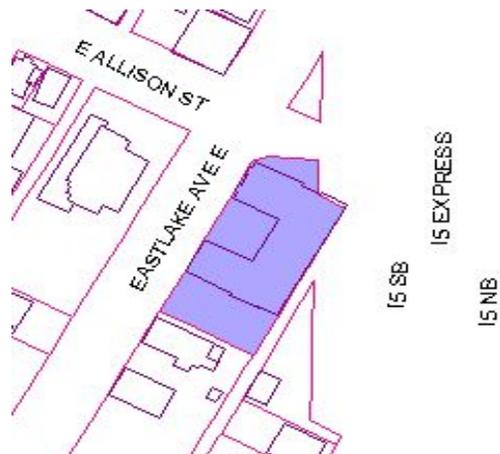
DNS with conditions

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

BACKGROUND DATA

Site and Vicinity Description

The project site lies at the southeast corner of E. Allison Street and Eastlake Avenue E., just below and west of the elevated portion of Interstate 5 that joins the south end of the bridge that crosses Lake Union. The roughly rectangular-shaped property is currently occupied by three buildings with 16 apartment units and 2,550 square feet of street-level retail space.



There is an unimproved alley east of the site. Immediately adjacent the site to the south is recently-constructed four story mixed-use buildings with commercial space along Eastlake Avenue E. Across the street to the west are single-story commercial buildings. A short distance north of the site, Eastlake Avenue E. runs under I-5 and continues for a short distance before the roadway becomes the University Bridge. There are a number of older commercial structures and more recent midrise office and condominium developments running along both sides of Eastlake Avenue E., both to the north and south of E. Allison Street. The overwhelming presence in the immediate vicinity are the two levels of I-5, the express lanes of which lie 60 feet above the street level of Eastlake Avenue and whose upper deck sits some 98 feet above the street.

The NC3-40 zoning that overlies the subject site extends to the north and south and across Eastlake Avenue E. to the west. Across the alley, to the east, the zoning is Lowrise 3. Areas west of the Eastlake frontages are zoned variously C1-40 and C2-40. To the east of the site narrow bands of L-3, L-2, and L-1 zoning provide buffers to a substantial portion of the peninsula east of I-5 that is zoned Single Family (SF 5000). The site lies within the Eastlake Urban Village overlay.

The applicant proposes a five story, mixed use building with retail commercial space at street level and 52 residential multi-family units on the upper floors. Parking for 64 vehicles would be below grade and accessed from Allison Street on the north edge of the site. The proposed structure would have a commercial base pushed to the street fronts with an overlying "C"-shaped residential structure above. The rectangular main stem of the C would occupy the eastern portion of the sight with the legs (or arms) of the C, the northernmost askew, extending above the commercial portion of the structure. Open space for the residents would occupy the roof of the commercial area and be sheltered from the noise of I-5 by the bar of residential units at the rear of the site.

Public Comments

Public comment was invited at the initial Master Use Permit applications and at the three Design Review public meetings. No written comments were received by DPD during the comment period following upon notice of the project. Comments from the Design Review meetings are noted within the Design Review process summaries which follow below.

DESIGN REVIEW

Early Design Guidance

At a regularly scheduled meeting of the Design Review Board for First/Capitol Hill, held on September 6, 2006, and attended by four of the five Board members, the applicant's architect presented alternative and a preferred conceptual proposal for development on the site described above.

Architect's Presentation

The applicant proposed a five story, mixed use building with retail commercial space at street level and 52 residential multi-family units on the upper floors. Parking for 74 (this was later adjusted to 64 spaces) vehicles would be enclosed, partially below grade and accessed from Allison Street on the north edge of the site. In making the presentation, the design team discussed three alternatives for the site. The first option pushed the upper-level as well as the lower-level building mass to the

street. Option two was for a four-story commercial building essentially filling the site. Option three, preferred by the development team and presented to the Board as such, was for a commercial base pushed to the street fronts with an overlying “C”-shaped residential structure above. The rectangular main stem of the C would occupy the eastern portion of the sight with the arms of the C, the northernmost askew, extending above the commercial portion of the structure. Open space for the residents would be provided on the roof of the protruding street-level commercial area and would be sheltered from the noise of I-5 by the bar of residential units at the rear of the site.

Public Comments

Five people signed in as parties of record at the Early Design Guidance public meeting. In general, the members of the public who addressed the Board expressed approval of the proposal. They seconded some of the Board’s expressed concerns about safety along the east (alley) side of the project, suggested a somewhat “softer” treatment than had been shown at the corner of E, Allison and Eastlake Avenue, and suggested the desirability, given the existing character of the neighborhood, of developing of smaller, rather than larger, retail spaces along the street frontage.

PRIORITIES

After visiting the site, considering the analysis of the site and context provided by the proponents and after hearing the public comments, 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 Multifamily and Commercial Buildings*” of highest priority to this project.

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.

Salient site characteristics include views to the west across Lake Union and the presence of an elevated, double-decker freeway to the east. The applicant had identified this guideline as being of highest priority for the project and had noted the response strategy of moving the massing of the building to the east in order to provide for a sheltered residential open space above the street level commercial space that was pulled tightly to Eastlake Avenue E. The Board agreed with the applicant that this was the best move and commended the design team on the “intelligent” massing they had been shown.

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

The applicant again identified this as a guideline of highest priority in their own considerations. Although the Board members had been presented with plans showing vehicular access from Eastlake Avenue E., the applicant indicated (and later provided to the Board updated plans showing) vehicular access would be provided off E. Alston Street. This move allowed for a continuous retail/commercial frontage along Eastlake, which would be designed with canopies to provide pedestrian shelter. The Board agreed that this was a great improvement and expressed their expectation that vehicular access would be provided from E. Allison Street and design development would continue holding to the quality of retail level design intent that had been indicated.

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

The applicant's proposal showed the open space above the retail space fronting Eastlake Avenue. The Board requested that ways be found to shove the activity of this space to the front, street side as much as possible. They suggested that the main block of the residence might be too far back on the lot and indicated that "more building, less open space" might be what is appropriate here, even if that required a departure for providing less than the required open space.

A-10 Corner Lots. Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from the corners.

The Board agreed with the developer that the retail space (and transparency) should carry east around the corner at E. Allison as far as the grade would allow. The corner should be treated as an Eastlake gateway for those arriving across the University Bridge.

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.

The Board suggested that the success of the proposed building depended upon careful detailing and massing of the two wings (or arms) reaching from the main rear-set residential bar toward Eastlake and the corner of Eastlake Avenue E. and E. Allison Street. The Board expressed satisfaction with what had been shown so far applauded the asymmetric and skewed independence of each other proposed for the two residential wings and agreed that their successful development was the main design challenge for the project.

C-2 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

The concentration of architectural details will be on the Eastlake Avenue side and the corner formed with E. Allison Street. A particular challenge for the project will be connecting the active edge of the upper-level open space to the sidewalk realm, one story below (see comments under A-7 above).

D-2 Blank Walls. Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

Board members urged a strategic treatment of the east, I-5 Interstate-facing alley wall, one mediating between the need for noise mitigation and the need to provide for security by means of eyes on the alley, as well as to provide light and air to the units.

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

The Board indicated they would like to see evidence of further substantial thought given to providing security to the back, I-5 facing façade of the development.

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.

The Board indicated that this was a guideline of highest priority for the project, without further elaboration. The applicant had indicated that this was one of the guidelines identified by the design team as of highest priority for them. This would be implemented particularly in the above-street-level residential open space and, at grade, along E. Allison Street.

DEPARTURES

The proponent made no departure requests at the Early Design Guidance meeting. The Board expressed its inclination to entertain a departure from the amount of required private, usable open space for residents of the proposed units if this were to be required by strategies to push the activities of the open space to the Eastlake edge of the roof deck.

During the presentation, the design/development team made reference to the Eastlake Neighborhood Design Guidelines, in particular guidelines regarding roofscapes and façade character. While this was clearly indicative of sensitivity to neighborhood concerns and desires on the part of the team, it was noted by staff that the Eastlake Neighborhood Design Guidelines were still in draft form and had not yet been accepted or enacted by City Council ordinance.

First Recommendation Meeting

A Recommendation Meeting of the Design Review Board was held on January 3, 2007.

Architect's Presentation

The architect for the project briefly reviewed the intended program and the major features of the proposed design, paying particular attention to elements of the design that responded to the Design Guidelines and the Board's earlier guidance for the project.

The proposal presented was a refinement of the preferred alternative shown at the Early Design Guidance meeting. A one-story commercial plinth met the sidewalk at Eastlake and wrapped around the portion of the property abutting E. Allison Street. A linear, four story residential box was pushed up against the alley with two three-story brachial extensions extending out to Eastlake Avenue, forming and embracing both private terraces and a larger common terrace for residents. The terrace was located above the ground-floor commercial spaces. All access to the proposed parking, underground at street level but partially above grade where it meets the alley, would be from a single opening onto E. Allison Street.

Residential units above the terrace level would be provided with decks protruding from the structure out over a portion of the terrace below. Landscaping would be provided within the terrace and along E. Allison Street. Street trees would be provided along Eastlake Avenue E. Materials for the proposed structure would include an architectural concrete base, grey and red-colored metal siding. Large aluminum commercial storefront windows would run along the street-level façade on Eastlake Avenue E. and wrap around E. Allison Street. Large windows, with expansive areas of glazing, would characterize the upper, residential units.

Departures from Development Standards:

Certain departures from Land Use Code requirements may be permitted as part of the design review process. Departures may be allowed if an applicant demonstrates that a requested departure would result in a development which better meets the intent of the adopted design guidelines (see SMC 23.41.012).

At this meeting the proponent presented a request for two departures from development standards for this project: 1) a reduction of required open space as a percentage of gross floor area in residential use, from 20 percent (SMC 23.47.024A) to 14 percent, 2) a variable setback is required along a rear lot line which is across an alley from a residentially-zoned lot (SMC 23.47.014B); the applicant requested a departure to provide no setback from the alley right-of way abutting the Lowrise-3 zone to the east, citing the fact that much of the L-3 zoned property was Washington department of Transportation right-of-way and lay beneath the I-5 Freeway and noting that other parcels were considered too small for private development.

BOARD DELIBERTATIONS

After asking clarifying questions and soliciting public comment on the proposal, the Board agreed that the proposed building exhibited a level of detailing and massing that succeeded in creating a well-proportioned and unified building and resulted in a form that fit in well with its surroundings.

In expressing their approval of the overall design and acknowledging that the design development of the project met the design guidelines which the Board had earlier determined to be of highest priority for the project, the Board also requested that the applicant remove from their proposal the series of “eyelash” trellis-canopies that ran along the cornice of the recessed residential units. In their view, the members of the Board thought that these features were on-essential and detracted from the overall design of the building. With that modification to the design, the Board agreed that the applicant had succeeded in creating a well-proportioned and architecturally unified building well suited to the site.

The Board further recommended approval of the requested departures: 1) to reduce the quantity of usable open space from 20- to 14-percent (SMC 23.47.024A), and 2) to allow the building to extend to the edge of the required alley right-of-way without a setback (SMC 23.47.014B).

Review under the New Commercial Code

City Council enacted a revised Code for commercial development which became effective on January 15, 2007. The applicant chose to make minor accommodations to the proposal and comply with the requirements of the revised Commercial Code. Revised MUP plans were submitted to the Department.

While the design of the building did not change substantially, the new Commercial Code eliminated the need for a departure from Open Space requirements since the proposed area for qualifying open space exceeded the revised requirement of providing 5 percent of the gross area in residential use as “Residential Amenity Areas” (see SMC 23.47A.024A).

Submittal under the new Commercial Code, however, did trigger the need for requesting a new departure from development standards. SMC 23.47A.008B2 requires that 60 percent of a street-facing façade between two and eight feet above the sidewalk be transparent. Subsequently, at a regularly scheduled Design Review Board meeting of the Area 7 Board, held on Wednesday, May 2, 2007, the Board reaffirmed its approval of the departure from the required alley setback (now SMC 23.47A. 014B) and recommended approval of a request for an additional departure from development standards, viz., from SMC 23.47AA 008 B2, which would require 60 percent transparency along the structure's north façade. Because of the limited amount of the north façade actually facing onto E. Allison Street and the location of the parking entry along this façade, the applicant proposed a reduction of transparency to 36.3 percent, or 22 linear feet, as shown on the corrected MUP plan sets.

DECISION - DESIGN REVIEW

The Director of DPD has reviewed the recommendations of the Design Review Board members present at the Design Review recommendation meetings on January 3, 2007, and May 2, 2007, and finds that they are consistent with the *City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings* and that the applicant has demonstrated that the requested development standard departures would result in a development which better meets the intent of the adopted Design Guidelines.

Therefore, the proposed design is **approved** as presented at the January 3, 2007 and May 2, 2007 Design Review Board meetings, with the recommended two **development standard departures** described above also **approved**, subject to the Design Review conditions, enumerated below.

ANALYSIS - SEPA

This analysis relies on the SEPA checklist submitted by the applicant on October 16, 2006. This decision also makes reference to and incorporates the project plans and other supporting documentation submitted with the project.

The Seattle SEPA ordinance provides substantive authority to require mitigation of adverse impacts resulting from a project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific adverse environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal. Additionally, mitigation may be required only when based on policies, plans, and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675, inclusive, (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state, or federal requirements will provide sufficient mitigation of a significant impact and the decision maker is required to consider the applicable requirement(s) and their effect on the impacts of the proposal.

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 specific circumstances (SMC 25.05.665 D 1-7) mitigation can be required.

The project is expected to have both short and long term impacts.

Short-Term Impacts

Construction-Related Impacts

Demolition and Excavation

Demolition of the existing structures on site and excavation of earth on site will create potential earth-related impacts. Compliance with the Stormwater, Grading, and Drainage Control Code (SMC 22.800) will require the proponent to identify a legal disposal site for excavation and demolition debris prior to commencement of demolition/construction. Cleanup actions and disposal of any contaminated soils on site will be performed in compliance with the Model Toxics Control Act (MTCA; WAC 173-340). Compliance with the Uniform Building Code (or International Building Code) and the Stormwater Grading and Drainage Control Code will also require that Best Management Practices (BMPs) be employed during demolition/excavation/construction including that the soils be contained on-site and that the excavation slopes be suitably shored and retained in order to mitigate potential water runoff and erosion impacts during excavation and general site work.

Groundwater, if encountered, will be removed from the excavation by pumping, routed to a Weir detention tank and then to the existing storm drain systems. A drainage control plan, including a temporary, erosion and sedimentation control plan and a detention with controlled release system will be required with the building permit application. In addition, a Shoring and Excavation Permit will be required by SDOT prior to issuance of a building permit. Compliance with the requirements described above will provide sufficient mitigation for the anticipated earth-related impacts.

Traffic

Truck trips related to demolition, excavation and construction are expected to be spaced in time as they either load material and depart or arrive from various locations. These trips could have a negative affect upon transportation levels of service on the surrounding street and highway system unless carefully scheduled, however. Staging of trucks in immediate site proximity during excavation and concrete pouring has the potential for localized traffic disruptions. It is expected that existing regulatory authority in place with Seattle Department of Transportation (SDOT) would allow for control through permitting review of use of surrounding streets to mitigate these potential impacts.

There are public sidewalks that abut the proposal site on Eastlake Avenue E. and E. Allison Street. Since the surrounding streets provide regular pathways for pedestrians, especially for those who reside in the area, it is necessary to use SEPA policy authority to require that predictable paths of pedestrian travel be established and maintained. The Eastlake Avenue E. sidewalk along the project site shall generally be kept open and safely passable throughout the construction period. Sidewalk modifications and closures will need to be closely coordinated with the impact on pedestrian wayfinding. Any case for the need for the temporary closure of the sidewalk fronting the site is to be disclosed for SDOT approval.

Noise-Related Impacts

Residential, office, and commercial uses in the vicinity of the proposal will experience increased noise impacts during the different phases of construction (demolition, shoring, excavation). Compliance with the Noise Ordinance (SMC 22.08) is required and will limit the use of loud equipment registering 60 dBA or more at the receiving property line or 50 feet to the hours between 7:00 a.m. and 10:00 p.m. on weekdays, and between 9:00 a.m. and 10:00 p.m. on weekends and holidays.

Although compliance with the Noise Ordinance is required, due to the presence of adjacent and nearby residential uses, additional measures to mitigate the anticipated noise impacts may be necessary. The SEPA Policies at SMC 25.05.675.B and 25.05.665 allow the Director to require additional mitigating measures to further address adverse noise impacts during construction. Pursuant to these policies, it is Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance may be necessary. Therefore, as a condition of approval, the proponent will be required normally to limit the hours of construction activity not conducted entirely within an enclosed structure to non-holiday weekdays between 7:00 a.m. and 6:00 p.m. and on Saturdays between 9:00 a.m. and 6:00 p.m. (Work would not be permitted on the following holidays: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day; if the contractor chooses to work on the following holidays in the City of Seattle calendar, they may be treated as regular weekdays, with work restricted to the hours of 7:00AM to 6:00 PM: Martin Luther King, Jr. Birthday, Presidents' Day, Veterans' Day).

Air Quality

Demolition and construction will create dust, leading to an increase in the level of suspended air particulates, which could be carried by wind out of the construction area. Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. Puget Sound Clean Air Agency urges that all diesel construction equipment used in this expansion in downtown Seattle make use of available ultra-low sulfur diesel fuel (less than 15% sulfur) as well as diesel retrofit or original equipment of oxidation catalysts or particle filters.

The Street Use Ordinance also requires the use of tarps to cover the excavation material while in transit, and the clean up of adjacent roadways and sidewalks periodically. Construction traffic and equipment are likely to produce carbon monoxide and other exhaust fumes. The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos (if any) before demolition. Since there is no permit process to ensure that PSCAA will be notified of the proposed demolition, a condition will be included pursuant to SEPA authority under SMC 25.05.675A, requiring a copy of the PSCAA Notice of Intent to be submitted to DPD before issuance of any demolition permit. This will ensure proper control of fugitive dust and proper disposal of asbestos, should it be encountered on the proposal site or adjacent right-of-way.

Long-Term Impacts — Use-Related Impacts

Land Use

The proposed project, with its right-of-way improvements, street-level non-residential uses, entries along sidewalks, and residential use is consistent with the City of Seattle Comprehensive Plan (1994).

Traffic

A Transportation Impact Analysis prepared by Heffron Transportation, Inc., and dated September 21, 2006, indicates that the proposed development would result in a net increase in daily AM peak hour and PM peak hour trips compared with existing conditions, which include a commercial and residential uses on site. The increase would be relatively small, 330 net new daily trips, with 21 PM peak hour and 32 AM peak hour trips. These peak hour trips are expected to occur during the typical AM and PM peak periods for the adjacent roadway system (8-9 a.m. and 5-6 p.m.).

Parking

Vehicular access to the site would occur from E. Allison Street and the existing curbcuts along Eastlake Avenue E. would be eliminated. Parking for 64 vehicles will be provided on site for both the retail/commercial and residential uses. Ten spaces in excess of the minimum amount of Code-required parking are proposed. Parking for 17 bicycles will also be provided on site. The site vicinity is well served by public bus transportation, with five King County Metro bus routes providing access to numerous destinations, including the nearby University District and Downtown, from nearby transit stops.

The project would result in a small increase in site-generated traffic. The project is not expected to adversely affect traffic, operations, safety, transit, or non-motorized transportation facilities. The project is also not expected to adversely impact parking conditions in the vicinity. No further mitigation under SEPA authority seems warranted.

Transportation Concurrency

The City of Seattle has implemented a Transportation Concurrency system to comply with one of the requirements of the Washington State Growth Management Act (GMA). The system, described in DPD's Director's Rule 4-99 and the City's Land Use Code is designed to provide a mechanism that determines whether adequate transportation facilities would be available "concurrent" with proposed development projects. The screen-lines relevant to this project would have v/c ratios less than the respective Level of Service (LOS) standards and the addition of peak hour traffic generated by the proposal would meet the City's transportation concurrency requirements.

DECISION-STATE ENVIRONMENTAL POLICY ACT

The proposed action is **APPROVED WITH CONDITIONS.**

CONDITIONS – SEPA

Prior to Issuance of any Construction, Shoring or Grading Permits

1. The applicant shall submit a copy of the PSCAA notice of construction.

During Construction

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

2. Unless otherwise modified in a Construction Impact Management Plan approved by DPD prior to the issuance of a construction permit, the applicant shall be required to limit periods of all construction to between the hours of 7:00 a.m. and 6:00 p.m. on non-holiday weekdays and between 9:00 a.m. and 6:00 p.m. on non-holiday Saturdays. The no-work holidays are the following: New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. The following holidays in the City of Seattle calendar shall be treated as regular weekdays, should the contractor choose to perform construction-related activities on these days: Martin Luther King, Jr. Birthday, Presidents' Day, Veteran's Day. Activities which will not generate sound audible at the property line such as work within enclosed areas, or which do not generate even moderate levels of sound, such as office or security functions, are not subject to this restriction.
3. The sidewalk along the project site in the Eastlake Avenue E, right-of-way shall be kept open and made safely passable throughout the construction period. A determination by SDOT that closure of this sidewalk is temporarily necessary, for structural modification or other purposes, shall overrule this condition.

NON-APPEALABLE CONDITIONS-DESIGN REVIEW

Prior to Issuance of Certificate of Occupancy

4. Construct a building with siting, materials and architectural details substantially the same as those presented at the January 3, 2007 and May 5, 2007, Design Review Board meetings and as may have been revised per recommendations of the Board at that meeting or with subsequent DPD staff approval.

Signature: _____ (signature on file)
Michael Dorcy, Senior Land Use Planner
Department of Planning and Development

Date: July 16, 2007