City of Seattle

Gregory Nickels, Mayor

Department of Planning and Development

D. Sugimura, Director

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

Application Number: 3004997

Applicant Name: Jill Burdeen of Nicholson Kovalchick Architects for Delbyrne LLC

Address of Proposal: 315 W Galer St

SUMMARY OF PROPOSED ACTION

Land Use Application to allow an eight (8) unit development, consisting of two (2) Live-Work units and six (6) Townhomes. Parking for fourteen (14) vehicles to be provided in common below grade garage. The following approvals are required:

Design Review – Chapter 23.41 Seattle Municipal Code.

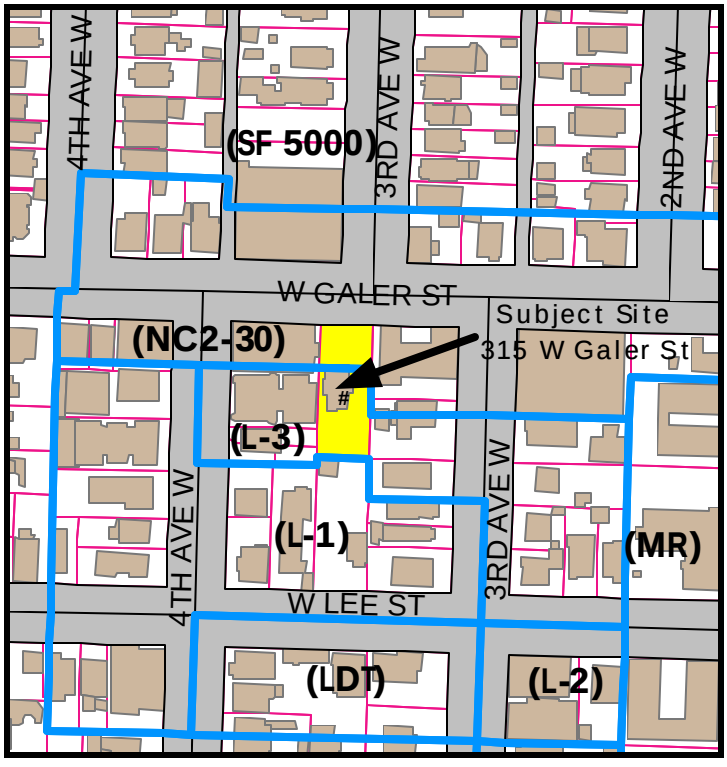
SEPA DETERMINATION: ☒ Exempt ☐ DNS ☐ MDNS ☐ EIS

☐ DNS with conditions

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

VICINITY AND BACKGROUND:

The approximately 8,895 square foot split zoned development site, located in Queen Anne/Uptown Urban Center, is zoned Neighborhood Commercial Two (NC2-30) with a thirty foot height limit at the front and the southern portion zoned Lowrise Three (L3). In the immediate vicinity, several different zoning designations exist. Properties along W Galer St also encompass NC2-30 zoning, from mid-block between 4th & 5th Avenues W to east side of Queen Anne Ave N. Further north, Single Family 5000 (SF 5000) zoning spans many blocks. To the south, properties are zoned L1 (abuts the site) and further south



zoning transitions to SF 5000. Lowrise Duplex/Triplex and L2 spot zones locate south of the L1 zone. Single Family (SF 5000) and L1 zoning are found west of the site. To the southeast zoning comprises mostly Midrise (MR).

Development in the vicinity consists of some single family, multifamily and commercial structures all consistent with the zoning and development pattern.

The unusual characteristic of the subject site is the two zoning designations of NC2-30 and L3. Also, the site is near the terminus of the commercial corridor from Queen Anne Ave N to the east. The site only has one street frontage, W Galer St. The site descends gradually from the southern portion to the northern. A 4' up-sloping berm lies adjacent to the property line along W Galer St. Currently there is no vehicle access to the site.

There are notable structures on either side of the site due to there architectural interest and historical importance to Queen Anne. The structure to the east is the Wimbledon Apartments, a 21-unit brick apartment building (1930). To the west is one story commercial structure currently under going renovation (1913). The area includes a large brick structure (Pacific NW Bell Exchange) across the street along with a newly renovated coffee shop, a smaller mixed use structure and several single family structures. Trader Joe's is located just east of the site at the intersection of W Galer St and Queen Anne Ave N.

PROCESS

The applicant has volunteered for the Design Review process to request departures from development standards of Land Use Code. Administrative Design Review is conducted by DPD staff and does not involve Design Review boards because neither the square footage nor number of units proposed exceeds SEPA thresholds.

STAFF COMMENT

The applicant wishes to short plat the two front live-work units to create separate ownership for each. Also, the Land Use Code has been updated since the Early Design Guidance application* was made. The proposal must conform to the updated code. A unit lot subdivision to create separate ownership of the townhouses to the rear will likely be requested as a subsequent permit to these actions.

Separate Land Use public notices will be required for both the short plat of the live-work units and the unit lot subdivision of the townhomes.

REQUESTED DEPARTURES

The applicant is requesting the following twelve (12) Land Use Code departures:

1. *Lot Coverage (SMC 23.45.010-A1): To allow 56% lot coverage where 50% is required in the L3 zone.*
2. *Maximum Structure Depth (SMC Table 23.45.011-A): To allow greater (70'-9") than the allowed structure depth (66'-9") in the L3 zone.*

* On Thursday, Dec. 21, 2006, the Mayor signed into law Ordinance 122311, making substantial revisions to Seattle's commercial land use code. The changes went into effect on Jan. 20, 2007.

3. *Interior Modulation (SMC Table 23.45.012-C&D: To allow the interior facing facades in the L3 zone to provide less (1' x 12') than the required modulation (4'x 5').*
4. *Side Setback Requirements (SMC Table 23.45.014-A): To allow a portion (stairwells) of the building in the L3 zone to be less (4') than the required side setback (5') and to be less (5.3') than the required average (6').*
5. *Rear Setback Requirements (SMC 23.45.014-B.1): To allow less (13') than the required (15.4') rear setback in the L3 zone. (Originally 10' rear setback was requested).*
6. *Open Space Requirements (SMC 23.45.016-A.3a and SMC 23.45.016-B.1c.(1)): To allow less (266.7 sq ft) than the required 300 sq ft average of required open space at ground level for the L3 zone. To allow less (8'-8") than the required dimension for open space for units 3-7.*
7. *Commercial Depth Requirements (SMC 23.47A.008.B.3a): To allow less (20'-8") than required average (30') depth of commercial use at street level.*
8. *Parking Space Requirements (SMC 23.54.030-B.2.a): To allow less than the required parking space dimensions for both the residential and commercial parking spaces.*
9. *Commercial Driveway Width Requirements (SMC 23.54.030-D.2.a.(2)): To allow less (14'-10") than required (22') width at the structures' street façade for vehicle passage.*
10. *Commercial Curbcut Width Requirements (SMC 23.54.030-F.2.b(2)): To allow less (14'-10") than required width (22') for curbcut at the street.*
11. *Sight Triangles (SMC 23.54.030-G1): To allow less (7' - $3^{5/8}$") than the required (10') sight triangle dimensions on both sides of driveway.*
12. *Street level Transparency Requirements (SMC 23.47A.008-B2): To allow less (55%) than the required (60%) transparency between 2 and 8 feet at street level.*

Designated Priority Guidelines During EDG

A-1	Responding to Site Characteristics
A-2	Streetscape Compatibility
A-3	Entrances Visible from the Street
A-5	Respect for Adjacent Sites
A-7	Residential Open Space
A-8	Parking and Vehicle Access
C-1	Architectural Context
C-2	Architectural Context & Consistency
C-3	Human Scale
C-4	Exterior Finished Materials
D-1	Pedestrian Open Spaces and Entrances
D-2	Blank Walls
D-6	Screening of Dumpsters, Utilities and Service Areas
D-7	Pedestrian Safety
E-2	Landscaping to Enhance the Building and/or Site

DESIGN REVIEW EARLY DESIGN GUIDANCE & RECOMMENDATION

PROJECT SUMMARY (EDG)

The applicant proposes to remove the existing structure and construct an eight unit mixed use development. The structure is proposed with a below grade parking level, six residential townhouses and two live-work units (townhouse style) facing the street.

There will be two buildings above the parking level, the southern building consisting of four

townhouse units and the front building consisting of two townhouses and two live-work units. The applicant proposes a driveway at the midpoint of the street (north) property line. Two street stairs accessing W Galer, one the east and west property lines, are proposed for the residential access of the units. The street facing live-work units will step back at the first and third floors to provide street facing terraces. The roofs are mix of pitched and flat, with the flat roofs proposed at the commercial street and the pitched roofs at the rear of the site for the townhouse units. The applicant's preferred design, as described here, is shown as option 3 in the EDG packet.

DESIGN SUMMARY MASTER USE PERMIT (MUP)

The project massing and site planning design concept remains as proposed during EDG stage. Detailing of the proposal is summarized in the box to the right. Modern architecture and style is used with a mix of flat and sawtooth roofs make up the cap of the building. A mix of modern finish materials are used with modulations delineating each unit. Use of storefront windows, street connecting steps, roof top terraces and street setback all contribute to a design that defines the live-work and residential uses accordingly.

MUP design summary

- A structure setback of 7'-4" along W Galer St.
- Steel beam street façade frame with 4 decks facing the street on the 2nd and 3rd floors.
- Metal cable railing on the street facing decks.
- Natural smooth face CMU first floor base at the street.
- Metallic silver standing seam metal roof.
- Application of a turquoise painted copper metal panels at the north/south central recessed facades for both buildings. Also it is applied to the north/south facades of the sawtooth shed roofs and to the east/west central recessed facades for northern building.
- A red hardi panel siding is used at the interior façade treatment with the 2nd and 3rd floor deck frames. Also this is applied to the projecting east/west central facades for southern building
- The remaining facades are composed of grey metal panel siding which fills out the east, west and south facades.
- Large traditional commercial windows at the street with weather protection (glass and aluminum).
- Individual roof decks for all units and two green roofs for both live-work units.
- The non-street windows are proposed as aluminum along with the pedestrian doors.
- Modern lighting fixtures for unit entries, bollards along pedestrian pathways, step lights along the outside east/west stairs and above the canopies.
- Individual wall sconces, unit address signs, and mailbox at the entries.

PUBLIC COMMENT

DPD received five written comment letters and some phone calls concerning the project during the Early Design Guidance (EDG) comment period from 7.20.06 – 8.3.06. No comments were received during the Master Use Permit application notice period from 2.01.07 – 2.14.07. The concerns and comments raised during the EDG phase are summarized as follows:

- Location of the driveway in relation to side property lines.
- Light and noise pollution from mechanical equipment and reflective materials.
- Drainage concerns onto other properties and historic preservation of the house on site.
- A modern building design is not desired. The individual asked if the units will be owned.
- Preserving the Holly tree on site and landscaping at the street.
- Preserving the architecture of the existing building.
- Daylight and shadows on adjacent properties.
- Pedestrian safety and character.

The full EDG document with specific guidance statements is located in the project MUP file.

EDG, RECOMMENDATIONS AND DPD ANALYSIS: DESIGN REVIEW

The applicant applied for a MUP on 1.22.07. On 3.28.07 DPD issued the final design recommendations for the proposal based on the applicant's design response to the priority design guidelines issued during the EDG phase of the project.

Below is a summary of the EDG guidelines and guidance statements determined to be of highest priority for this project identified by letter and number (*Citywide Design Review Guidelines for Commercial and Multifamily Buildings*). Listed below the EDG guidelines and statements are DPD's recommendations based on the applicant's design response. These recommendations were transmitted to the applicant and parties of record following the MUP review. The absence of DPD recommendations regarding specific guidelines below indicates DPD determined the design achieved the priority guidelines set during the EDG stage. The applicant re-submitted the MUP plans for review to the Department on 4.10.07 responding to the recommendations report. The Director's final analysis is found below the recommendations.

A. Site Planning

A-1 Responding to Site Characteristics
The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

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

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

A-5 Respect for Adjacent Sites
Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

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

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.

Early Design Guidance

The proposal should take advantage of possible views, specifically for the south facing townhouse units. The existing landscaping on site is a benefit to the neighborhood; the development should use landscaping along the street front in appropriate locations to recognize this existing condition. Use of

pedestrian entry demarcation and substantial landscaping visible from the street for the terraces above the proposed live work units would be one way to meet this guideline. (A-1)

The street façade and pedestrian access should reflect the small scale development but high volume pedestrian character of the immediate area. Pedestrian access, commercial live-work storefronts and upper level street façade should be designed to reflect the transition into residential zoning to the west. (A-2)

Differentiating the commercial live-work entries from the residential entry paths on the east and west sides is key in the success of the street façade. Architectural features, materials and colors should be used to show the differentiation. Also, the proponent should explore individual weather protection over the live-work entry doors to assist in meeting this guideline. A continuous weather protection element doesn't seem appropriate for this location. (A-3)

The west façade of the Wimbledon Apartments to the east should be studied for window placements to determine lines of site between the existing and proposed development. Privacy of the existing structure should be maintained to the greatest extent possible. The placement of decks and windows will be important. The window glass treatments or offset window openings from the adjacent structures are a few ways to protect privacy. Any proposed fences should be detailed with materials, height etc. (A-5)

The development should design the open space to maximize its usability, by providing continuous square footage. The location of individual open space(s) should maximize usability and sun exposure especially for the two south facing townhouse units. (A-7)

The Department supports the location of the open space concept as proposed in option #3. The applicant should provide a detailed colored landscape plan that shows the roof 1st level terraces above the live-work units and for the ground level open space of the open space. The open space terrace for the live-work units should be designed with true planter boxes, not pots, large enough to carry significant vegetation in order to recognize & reinforce the existing landscaping condition on the site, which currently has substantial greenery. (A-7)

The proposed driveway and curbcut width and location are supported because of the minimal impact to the abutting properties and to the pedestrian environment. In order to grant any departures for sight triangles the applicant will need to provide elements that will ensure that the pedestrian will be visible from cars leaving the garage. Assuming mirrors or warning lights will be used, they should be integrated into the design so they aren't just pinned on to the design. (A-8).

DPD Recommendations

Rectangle windows (same as set in turquoise metal panels) should be included along the four east and west CMU finish walls along the ground commercial level. Also on the east/west facades, larger scale windows should be used (similar to townhouse side facing windows) for the first set of windows set in the grey metal panel finish nearest to W Galer St (proposed as two pane). Using four pane windows above (2nd and 3rd floors) and six pane windows on the bottom floor would meet this recommendation. This will provide more street interest from W Galer St. (A-2)

Lighten and provide interest to the center lower wall (copper panels) just above the vehicle access with the use of sconces or wood. For example use a wood band or feature of the same material as shown in the rendering for the ceilings of the street decks. (A-8)

Clearly label and dimension the curbcut flares on either side of the curbcut to be 2.5' as required by SMC 23.54.030-F.5. (A-8)

Director's Analysis

Additional windows were added to the CMU finish walls and larger windows were added to the east/west walls near the street, all which improves the streetscape level design. Application of wood on the soffit below the vehicle access provides an element of interest and further softens the appearance of the access point. The driveway curbcut flares were correctly dimensioned and called out in the MUP plans. As a result, DPD approves the Design Review regarding Site Planning issues.

C. Architectural Elements and Materials

C-1 Architectural Context

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

C-2 Architectural Context & Consistency

Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural context.

C-3 Human Scale

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

C-4 Exterior Finished 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.

Early Design Guidance

The proponent should take cues from the structures in the neighborhood. Producing an appropriate rhythm for all facades and especially the street facing façade is important for the success of the project. The proponent should use traditional materials and forms found in the Queen Anne Neighborhood. The design should use brick as that is a significant found in neighboring buildings. The initial concept of flat roofs at the street façade for the live-work units and pitched roofs for the townhouses in the rear is supported as they reflect the distinction between the unit types. (C-1)

The design should avoid clutter and too many elements considering the narrow frontage. The proportion of the front structure should have two basic elements the base and the top three levels. The design should incorporate elements such as horizontal bands to accentuate the building and give it a light texture and framing. The colors should be traditional and shouldn't try to be hip or modern considering the context. The roof material should be non-reflective. For the townhomes, architectural features

along the roof line would further accentuate the difference between the live-work units and the townhomes. (C-2)

This application of this guideline relates to the storefronts, live-work entries, pedestrian paths to the street and the overall composition of the street level façade. (C-3)

The materials should be traditional for the neighborhood and stand the test of time. The applicant should avoid materials that will fade. (C-4)

The structures should take cues from the types of materials found around the neighborhood. Window detail, solid street cornice (not overbearing), commercial door surrounds and details of the pedestrian paths are all very important. (C-4)

DPD Recommendations

Considering the success of the design, the Department supports the modern concept and materials used. The architect successfully reflected the live-work use as intended by the Land Use Code, while still keeping the residential aspect of the project apparent when viewed from the street. (C-1)

Use a more appropriate finer scale of CMU material. The proposed scale is out of character with the buildings on either side and breaks a noticeable pattern. The light color of the CMU is supported by the Department, it lightens up the darker feel of the other materials proposed. (C-4)

At the top of the roof in the grey metal panels, explore using a wider cap defining reglet that contrasts with the smaller reglets below. This will provide a better finish to the roof of the building. This reglet could protrude rather than be inset to be better defined. (C-4)

Add the individual weather protection over the pedestrian entries for all units to the MUP plans as shown in the rendering. This will provide even greater interest to the side and internal facades while better defining unit entries. (C-4)

Director's Analysis

Proposed CMU finish at the street was altered to a smaller scale to reflect the two abutting properties on either side as opposed to the larger scale originally proposed. There will be 6" of coping along the top of the walls. Individual weather protection has been added to each unit's entry in the development. In light of the design changes DPD approves the Design Review for Architectural Elements and Materials issues.

D. <u>Pedestrian Environment</u>

D-1 Pedestrian Open Spaces and Entrances (Roosevelt specific guideline)
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.

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.

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.

D-7 Pedestrian Safety

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

Early Design Guidance

Pedestrian paths should be sufficiently lit and designed for safety. The two side pedestrian paths will be highly visible from the street view and should be made appealing. DPD encourages the use of path-delineating materials and lighting that complements building materials and colors. The path materials and design should be shown in detail with any proposed building materials and colors. A part of the structure's success will be found in the construction details and seams. Street front lighting details must be part of the MUP plans with the type of lighting units shown. (D-1)

The visible east and west facing side walls along the pedestrian paths should provide elements such as windows, lighting and or other feature to avoid blankness. Any portion of the garage that protrudes above grade should be designed to avoid bland grey untreated concrete. For example a combination of colored or stained concrete possibly with lattice work or wood board treatment should be used to soften the wall. (D-2)

It is assumed that the waste and recycle containers will be located in the parking garage. Please provide a note and show on the parking garage plan where the receptacles will be located and how the waste will be retrieved by SPU from within. (D-6)

This guideline applies to the vehicle entrance, pedestrian paths from the street and overall lighting plan for the site. (D-7)

DPD Recommendations

None.

Director's Analysis

DPD approves the Design Review for Pedestrian Environment issues.

E. <u>Landscaping</u>

E-2 Landscaping to Enhance the Building and/or Site (Roosevelt specific guideline)

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.

Early Design Guidance

This guideline is reinforcing the need to include substantial landscaping at the terrace level, above the 1st floor. A full color landscape plan must be provided with a plant schedule. (E-2)

DPD Recommendations

None.

Director's Analysis

DPD approves the Design Review for Landscaping issues.

REQUESTED DEPARTURES AND DPD ANALYSIS

	Development Standard Requirement	Proposed / Departure Amount	DPD Decision
1.	***Lot Coverage*** *SMC 23.45.010-A1:* **50%**	***56%** in the L3 zone.*	The Department **approves** the departure based upon the design response; the removal of parking from view and the recessed street façade contribute to a successful design. Side and rear modulations with material breaks provide a design benefit to break up the mass. **(A2, A3, A8, C2, C3, C4, D1, D7)**
2.	**Maximum Structure Depth** *SMC Table 23.45.011-A:* 65% of lot depth 102'-9" or **66'-9**"	**70'-9"** / **4'**	The Department **approves** the departure, the split zone provides challenges and with the street setback, high quality materials, usable pedestrian court and underground garage, the design meets the intent of Design Review. **(A1, A2, C2, C3, C4)**
3.	**Interior Modulation** *SMC Table 23.45.012-C&D:* **4'x 5'**	**1' x 12'**	The Department **approves** the departure based upon the design response. The proposed modulation meets the intent of the Land Use Code, providing a noticeable break in the façade while being further accentuated with different high quality materials. **(C2, C3, D1, D2, E2)**
4.	**Side Setback** *SMC Table 23.45.014-A:* **5' min, 6' average**	**4' Min 5.3' Average**	The Department **approves** the departure based upon the design response. The departure for the minimum is only for the rear structure to allow elevators in the structure. The difference in finish materials and modulations provide an appropriate design and modulation for the side setback. The average is also well mitigated by the material changes and modulations. **(A1, A2, A3, C2, C3, C4, D2, D7, E2)**
5.	**Rear Setback** *SMC 23.45.014-B.1:* **15.4'**	**13'** / **2.4'**	The Department **approves** the departure. Originally the rear setback departure was requested at 10'. The Department felt this was too great a departure to grant and the applicant reduced the amount to request a 13' setback. Considering the rear modulation, generous street setback of the structure and the high glazing of the rear façade minimizing the mass, the departure is justified. **(A1, C2, C3, C4, D2, E2)**

	Development Standard Requirement	Proposed / Departure Amount	DPD Decision
6.	**Open Space** *SMC 23.45.016-A.3a* *SMC 23.45.016-B.1c.(1):* **300 sq ft** average per townhouse with no unit having no less than **200 sq** ft L3 zone**.** **10'** minimum dimension (units 3-7)	**266.7 average sq ft per unit** **/** **33.3 average square feet** **8'-8" width for units 3-6** **/** **1'-2"**	The Department **approves** the departure based upon the design response, the development provides well designed open spaces at the ground along with the proposed roof decks, which if counted would well surpass the open space requirement for the project. **(A1, A2, A7, C2, C3, D7, E2)**
7.	**Commercial Depth** *SMC 23.47A.008.B.3a:* **30'** *Average and* **15'** *Minimum*	**20'-8" Average** **/** **9'-4" Average**	The Department **approves** the departure based upon the design response. Considering the street setback, 15' ceiling height and meeting the recommendation to add more windows to bolster the streetscape, the design of the commercial space meets the intent of the guidelines. **(A1, A2, A3, A8, C2, C3, D2, D7)**
8.	**Parking Space Standards** *SMC 23.54.030-B.2.a:* **Residential:** **Min. 60% medium** **40% any size** **Commercial (Live Work):** **25% may be small** **Min. 75% large**	**Residential:** **50% medium** **50% small** **Commercial (Live Work):** **100%** **Medium**	The Department **approves** the departure based upon the design response. The nature of the live-work use and low number of townhouse units proposed support this departure. The removal of parking from view also provides a superior design to an auto-court design. **(A1, A8)**
9.	**Commercial Driveway Width** *SMC 23.54.030-D.2.a.(2):* **22' Min and 25' Max**	**14'-10"**	The Department **approves** the departure based upon the design response, No one would benefit from a larger driveway, and it would be an eye-sore and dominate the street façade. Ample sight lines are provided in the design. **(A1, A2, A8, C3)**
10.	**Commercial Curbcut Width** *SMC 23.54.030-F.2.b(2):* **22' Min and 25' Max**	**14'-10"**	The Department **approves** the departure based upon the design response. Reducing the curbcut width provides a less auto-dominated right-of-way and pedestrian realm. **(A1, A2, A8, C3)**
11.	**Sight Triangles** *SMC 23.54.030-G1:* **10'** *from the intersection of driveway with the sidewalk*	**Allow 7' - 3 5/8" for the north/ south dimension**	The Department **approves** the departure based upon the design response. The small scale of the development and the front lot line setback to provide ample sight triangles will provide intended pedestrian safety. **(A1, A2, A8, C3)**
12.	**Street Level Transparency Requirements** *SMC 23.47A.008-B.2.a:* **60%**	**Approx. 55%**	The Department **approves** the departure based upon the design response. Providing the east/west pedestrian paths is critical to relating to the street and reflecting the split residential and commercial nature of the project. The proposed street front windows and ground level of the live-work units meet the intent of this code provision. **(A1, A2, A3, A8, C2, C3, C4, E2)**

DECISION: DESIGN REVIEW

After analyzing the site in its context, the permit plans, the recommendation packet and the applicant's design responses, the Director **conditionally approves** the Design Review of the proposal.

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 (Lucas DeHerrera, 206.615.0724). 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. Embed all of these conditions on the cover sheet of the MUP permit sets 1 and 2 and all Building Permit drawings prior to issuance.

Prior to Certificate of Occupancy

3. Compliance with all images and text on the MUP drawings, design review meeting guidelines, approved design features and elements (including exterior materials, landscaping and ROW improvements) and as conditioned hereto in shall be verified by the DPD planner assigned to this project (Lucas DeHerrera, 206.615.0724), 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.

During Construction and for the Life of the Project

4. All changes to the exterior facades of the building and landscaping on site and in the R.O.W. must be submitted as a revision to the building permit and reviewed by a Land Use Planner prior to proceeding with any proposed changes.

Signature: (signature on file) Date: May 7, 2007
Lucas DeHerrera, Land Use Planner
Department of Planning and Development

LJD:rgc
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