



City of Seattle

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

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

**Application Number:** 3005523  
**Applicant Name:** Heather Johnson for Mark Knoll, Knoll Development  
**Address of Proposal:** 3841 34<sup>th</sup> Avenue West

**SUMMARY OF PROPOSED ACTION**

Land Use Application to establish the use for the future construction and subdivision of a three-story, 7,421 square foot building containing five live-work units. An existing house, garage, and shed would be demolished. The project contains surface parking for five vehicles. The project includes approximately 3,000 cubic yards of excavation.

The following approvals are required:

**SEPA - Environmental Determination** – Chapter 25.05 SMC

**Design Review** – Chapter 23.41 SMC – One Design Departure

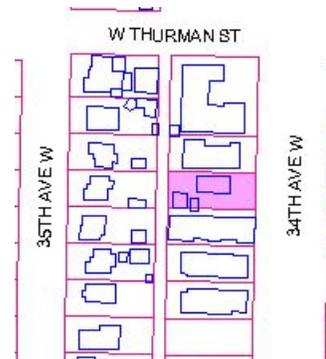
- 1. SMC 23.47A.008.B.3.b Reduce the 13-foot floor-to-floor height Requirement to 10 feet for Units 2-5 to reduce the height impact on neighboring apartment building

**SEPA DETERMINATION:**  Exempt  DNS  MDNS  EIS  
 DNS with conditions  
 DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

**BACKGROUND INFORMATION:**

**Site and Area Description**

The proposal is for development of a three-story building containing five live-work units located on the west side of 34<sup>th</sup> Avenue West in the Magnolia neighborhood of Seattle. Vehicle access to and from the project would be from the alley to the west of the project site onto either West Thurman or 34<sup>th</sup> Avenue West. West Thurman Street is a secondary arterial, and 34<sup>th</sup> Avenue West is a main arterial.



The site is located within the NC1-30 zone; properties to the north and south of the site are also zoned NC1-30. Properties to the west of the site are zoned SF 5000, and properties to the east of the site are zoned NC2-30. Surrounding uses include multi-and single-family residential, a Thriftway grocery store and other general commercial uses.

The project site is generally flat but rises slightly across the site, rising two to four feet from east to west. The project's building height ranges from 34 feet at the top of the parapet for the streetfront live-work unit, and 31 feet for the rest of the building.

### Project Description

The project includes a three-story building containing five live-work units and surface parking for five vehicles in the rear of the building. An existing on-site garage, house, and shed would be demolished. Vehicles would access the parking area from the alley to the west of the site.

The commercial portion of the live-work units would be located on each unit's first floor; uses are envisioned to be home offices, artists' work spaces, and retail spaces. The residential portion of the units would be located on each unit's top two floors. The massing of the project would be pushed to the northern side of the site, allowing for a common 15-foot wide courtyard on the southern side of the property. Each live-work unit would have separate commercial and residential entries. Commercial entries would open onto the common courtyard to the south, and residential entries would open on a secured path running along the north side of the site. Both northern and southern external areas would be landscaped and adequately lit to ensure safety and security. A trash and recycling area would be provided in a paved area between the western side of the building and the surface parking area.

Design of the building would be generally modern, but respectful of the existing neighborhood. The palette would be primarily composed of different widths of cement fiber board siding and cement fiber board and batten detailing. There would be a durable ashlar stone base at the commercial entry doors, and windows will be high quality vinyl.

### PUBLIC COMMENTS

The Magnolia/Queen Anne Design Review Board held one properly noticed Early Design Guidance meeting for the project on October 18, 2006 and one properly noticed recommendation meeting on April 18, 2007. The Notice of Application for the project was published on December 15, 2006. The required public comment period ended February 7, 2007.

Public comment was received. The vitality to be expected from uses with people both living and working on-site was appreciated. Concerns about the building heights were expressed. Caution about potential signage of commercial uses, especially light and glare impacts, was also expressed.

### ANALYSIS-DESIGN REVIEW

#### *Design Guidelines Priorities*

The initial ideas for the project were presented at Early Design Guidance meeting on October 18, 2006. After 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 the following design guidelines found in the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings" of highest priority to the project. The recommendations made were agreed to by all of the Board members present, unless otherwise noted. Individual guidelines are indicated in italics, with Board comments (if any) following each.

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

**D-1 *Pedestrian Open Spaces and Entrances. Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.***

**A-6 *Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.***

The five foot wide walkway along the north side which is to function as the residential entry path to each unit needs to function well by being an inviting, safe, observed, well-lit and appropriately landscaped space. Some board members expressed skepticism this can be accomplished in such a long, narrow space.

**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.***

Consideration should be given to the placement of windows and other aspects of site design to reduce the impacts on the privacy of residents of adjacent buildings.

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

The proposal at three stories is not larger than those permitted in adjacent commercial and single-family zones, but, it is larger, by one or two stories, than existing development in the immediate area. In response to public comment, the Board encourages the applicants to consider what measures might be employed to lessen the appearance of height, bulk, and scale of the proposal. Measures used might include lowering the 13-foot floor to floor height of the first story for some of the units. A departure for this purpose would be entertained. A more even use of the height between floors might also be considered. So too, might a stepping of building height between units be considered.

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

The Board approved of the basic approach proposed for site layout and building form. The front unit can have a more storefront-type of appearance which those off the street should have a business-like frontage with windows into the work area and well-defined entries. The architectural details remain to be worked out. These should evoke the residential character of the area, be warm; yet they can still be contemporary, if desired. While the overall character of the building should be compatible with the residential context the non-residential uses within each unit should also evoke an invitation to those with business there.

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

“If it is worth doing it is worth doing well.” Enough said.

**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 can not 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.***

Trash and recycling receptacles should be located in an area which is safe, convenient to tenants, screened from surrounding properties and accessible to trucks. These locations should be shown at the next meeting.

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

Safe, well lit and observable entry points and routes should be incorporated.

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

Landscaping of this proposal will have a fundamental role in successful execution of the pedestrian environment. The surface parking along the alley must rely on it as a moderating buffer. Along the street frontage it will be necessary to address surrounding context, announce the pedestrian entries, both non-residential and residential, allow visibility of the street facing non-residential use and provide an attractive planted environment. The interior court yard will depend fundamentally on the landscape to be pleasing, inviting, and communal and to work as a pathway for visitors. The landscape design needs to be addressed with commitment and successful approaches to the many issues presented at the next meeting.

## MASTER USE PERMIT APPLICATION

The applicant revised the design according to the Design Review Board's guidance and applied for a Master Use Permit with a design review component on December 15, 2006. The application was deemed complete on December 22, 2006.

## DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted one Recommendation Meeting on April 18, 2007 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

### Public Comments

Public comment was received at the April 18, 2007 recommendation meeting. Only one member of the public commented on the project; the comment expressed general concern with the scale and design of development in the Queen Anne and Magnolia neighborhoods.

### Board Deliberation

At the recommendation meeting the applicant presented a materials board and color presentation board. The Board overall found the building very pleasing and appropriate to the site, and felt that it responded to the Board's early design guidance. Though the Board found the streetfront and courtyard to be very attractive, the wall at the north property line was deemed "too quiet." The Board recommended, though did not require, something to be added to the north wall to make it more attractive and interesting. Suggestions included greater façade modulation, plays on color and siding patterns used elsewhere in the building, or moving the scuppers and downspouts from the courtyard to the north wall. It was agreed that vents shown on the wall could add some differentiation, but the Board agreed that vent layout must be carefully considered with regard to the overall design composition.

The Board requested that the first floor "tower" window on the north façade be made larger to wrap the commercial transparency from the street façade around the corner.

One Board member suggested treating the bay on the alley façade a bit differently, perhaps by painting it red, however, other Board members deemed the project "fine as it is." The Board expressed some concern that the trash and recycling area were not amply screened, but did not require the screening.

One Board member voiced a request to leave the building and site as it was drawn, other than the corner "tower" window, to keep sale costs down and thus make the units somewhat more affordable. The rest of the Board agreed with this request; the Board then unanimously recommended that the Director **approve** the design of the proposal pending the requested window alteration and **grant** the departure request as listed above.

## **DIRECTOR'S ANALYSIS - DESIGN REVIEW**

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the Citywide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. In addition, the Director is bound by any condition where there was consensus by the Board and agrees with the condition recommended by four Board members and the recommendation to approve the design, as stated above.

## **DECISION - DESIGN REVIEW**

The proposed design is **CONDITIONALLY GRANTED**. Design Review conditions are listed at the end of this report.

## **ANALYSIS-SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist prepared by the applicant on December 6, 2006 and annotated by the Department. The information in the checklist, the supplemental information submitted by the applicant, 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.D) 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/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

### **Short-term Impacts**

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. Additionally, due to the temporary nature and limited scope of these impacts, they are not considered significant per SMC 25.05.794. The following is an analysis of construction-related noise, air quality, drainage, earth, grading, traffic and parking impacts as well as mitigation.

### **Air Quality**

The existing structures on-site will be demolished. Prior to demolition activities, the contractor will provide to Puget Sound Clean Air Agency pre-survey documentation of buildings for

possible presence of asbestos and lead paint. Notice to the Puget Sound Clean Air Agency is required prior to demolition of any structures greater than 100 square feet in coverage. OSHA requirements shall be followed to determine any special handling or disposal requirements for demolition debris. If asbestos is present in the existing buildings, Puget Sound Clean Air Agency, Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos encountered during building demolition. Other than assurance that the required notice has been provided, no SEPA conditioning of air quality impacts is necessary.

### Noise

The project is expected to generate loud noises during demolition, grading, and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The surrounding properties are developed with retail, restaurant, commercial, and residential uses and will be impacted by construction noise. Due to the proximity of other sensitive uses, the limitations of the Noise Ordinance are considered inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675.B), mitigation is warranted. The applicant will be required to limit periods of construction to between the hours of 7:00 AM to 6:00 PM on non-holiday weekdays and from 9:00 AM to 6:00 PM on Saturdays.

The Department may allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed outside the above-approved hours. Subject to approval by the Department, low noise exterior work (e.g., installation of landscaping), may also be allowed outside the above-approved hours.

### Earth//Grading

An excavation and fill to level the site and construct the building's foundation will be necessary. Approximately 3,600 cubic yards of soil and existing material will be removed from the site, which could create potential earth-related impacts. Approximately 600 cubic yards of fill will be placed on the property to level the site. Compliance with the Stormwater, Grading, and Drainage Control Code (SMC 22.80) will require the proponent to identify a legal disposal site for excavation and demolition debris prior to commencement of demolition/construction.

Compliance with the Uniform 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.

### Construction-Related Traffic and Parking

Under SMC 25.05.675.B.2, DPD has authority under SEPA to impose conditions to mitigate parking impacts related to the project. During construction, parking demand will increase due to construction personnel and equipment. Off-site parking during construction hours in the general vicinity of the project could be limited. To minimize on-street parking in the vicinity due to construction impacts, construction workers will be required to park in the on-site surface parking area when it becomes available.

Truck trips could be generated during excavation, shoring, and foundation construction. A truck route for site excavation has not yet been worked out with the City. A construction traffic plan must be provided to the City in connection with the issuance of a street use permit.

It is the policy of the City of Seattle to minimize or prevent temporary adverse impacts associated with construction activities, including measures to address parking and transportation impacts during construction per SMC 23.05.0675.B.1.g. Pursuant to this policy, project approval shall be conditioned upon the following:

- To minimize on-street parking in the project vicinity due to construction impacts, construction workers will be required to park in the on-site surface parking area garage when it becomes available.

### Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff from greater site coverage by impervious surfaces, potentially decreased water quality in surrounding watersheds, increased on-site bulk and scale, increased ambient noise due to increased human activity, increased demand on public services and utilities, increased light and glare, increased energy consumption, increased on-street parking demand, and increased vehicle traffic. These long-term impacts are not considered significant.

Notwithstanding the Determination of Non-Significance, the following impacts merit more detailed discussion.

### Earth

There would be almost no potential for erosion from the completed development, since almost no exposed earth would remain on-site. Open space would be provided in the form of interior courtyards. Landscaping would be provided by built-in containers and by street trees. As there is almost no erosion potential, impacts are not considered significant and no mitigation is warranted.

### Transportation and Parking

The project proposes to construct five parking spaces to serve each unit; the parking spaces would be provided at the rear of the building near the alley. A traffic and parking study was not required for the SEPA review of this project, but it is expected that the project would generate approximately 6 to 10 trips per day (1.5 to 2 trips per unit). In the event that the project's parking demand exceeds the amount of on-site parking provided, it is expected that surrounding streets will have the capacity to accommodate such overflow. No SEPA-based conditioning of on-street parking impacts appears to be warranted.

The project is located along 34<sup>th</sup> Avenue West, which is one of the main bus lines in Magnolia. 34<sup>th</sup> Avenue is also a well-used bicycle route. A traffic and parking study was not requested by DPD and was not completed for the project. However, given the small number of units, as well

as the availability of alternate modes of transportation, no SEPA-based conditioning of traffic generation appears to be warranted.

Water Quality/Drainage

The site is not located within the Shoreline District. Upon completion of the project, the site will be mostly covered by impervious surfaces. The surface parking area is using pervious asphalt, which will reduce stormwater runoff from this area. Roof runoff will be collected in downspouts and routed to the combined sewer on 34<sup>th</sup> Avenue West. Impacts to stormwater are not considered significant and no mitigation is warranted.

Plants/Animals

All existing vegetation would be removed during the site excavation and construction. There is no known occurrence of threatened or endangered species on or near the site.

Frontage improvements will include street trees. Landscaped open spaces will be provided in the interior courtyards and public rights-of-way.

Impacts to plants and animals are not considered significant and no mitigation is warranted.

Energy and Natural Resources

Natural gas or electricity would be used as the principal source of energy for space heating. Electrical energy would be used for lighting and operating appliances. Building construction would comply with this and other requirements of the Seattle Energy Code, at a minimum, to be reviewed at the time of Building permit application. The project is being constructed to comply with “Built Green” standards, which will result in a more energy-efficient building.

Long term impacts to energy and natural resources are not considered significant and no mitigation is warranted.

Housing

The City’s SEPA policies encourage preservation of housing opportunities, especially low income housing. The proposed project would demolish one single-family home and replace it with five live-work units. Utilities and transportation infrastructure are adequate to serve each individual unit and the project as a whole without adverse impacts. Housing opportunities close to downtown and urban villages minimize impacts to the regional transportation system.

There would be no long term significant impacts to housing. Therefore, no mitigation measures for such impacts are warranted.

Height, Bulk and Scale

The subject proposal has been through the Design Review Process, previously discussed in this decision. A project that is approved pursuant to the design review process is presumed to comply with the City’s height, bulk and scale policies. This presumption may be rebutted only by clear and convincing evidence that the height, bulk and scale impacts documented through environmental review have not been adequately mitigated. SMC 25.05.675.G.2. Measures

employed to mitigate height, bulk and scale impacts, as incorporated into the building architecture, were reviewed by the Design Review Board and found sufficient.

In order to respond reduce the building mass and bulk and lessen possible impacts to the neighboring apartment building, the height of Units 2 through 5 were lowered by three feet to 31 feet. The streetfront unit (Unit 1) remains 34 feet tall. To facilitate this height change, the Design Review Board granted a departure to lower the 13-foot floor-to-floor height requirement to ten feet for Units 2 through 5. Additional features on building faces will reduce height, bulk and scale impacts.

Long-term height, bulk and scale impacts have been addressed through the Design Review process. No additional SEPA mitigation measures are warranted.

### Light and Glare

A new source of light in the evenings will be from the glow of lights inside the live-work units and lighting of the sidewalk surrounding the property.

Lighting proposed within the project would include low-level landscape lighting in the pathway and interior courtyard, as well as shielded security lighting at exterior entrances. Individual businesses are expected to provide signage consistent with the Seattle Land Use Code.

Impacts from light and glare are not considered significant and mitigation is not warranted.

### Public Services and Utilities

The change of use, increase in development on the site, and type of development (live-work) are expected to result in an increased demand for public services. There are no existing deficiencies in needed services or utilities to the site. The project would comply with applicable codes and requirements of the Seattle Fire Department for fire protection and fire suppression, to be reviewed at the time of Building Permit application. All exterior entrances to the residential portions of the building would be adequately lit and equipped with security gates.

All utilities required to serve the proposed live-work development are located within adjacent street frontages. Only side service connections should be required for each utility service. Overall, the impacts to public services and utilities are not considered significant and no mitigation is warranted.

### Existing and Projected Land Use; Comprehensive and Neighborhood Plan

The site was previously a single-family residence, but zoned C1-30. With the redevelopment proposal, the existing single-family residence and associated outbuildings would be demolished. A new live-work project with an interior courtyard would be built in its place. The land use of the site would thus be changed with the proposal.

The proposed project is compatible with surrounding uses and is located in an area of Single Family Residential and Neighborhood Commercial zoning. The site itself is zoned Neighborhood Commercial 1 (NC1-30'). The redevelopment proposal is consistent with the NC1-30 zoning of the property. Live-work uses are permitted outright in the NC1 zone, and the proposal complies with development standards applicable to such development within the NC1-

30 zone, except for the previously discussed development standard departures approved by the Design Review Board. See SMC 23.47A.004.G.

The City of Seattle Comprehensive Plan designates the site as Commercial/Mixed Use. The proposed live-work development is therefore consistent with the Comprehensive Plan designation. There is no neighborhood plan currently in place for the Magnolia neighborhood.

The proposed project complies with the following general goals and policies contained in the Seattle Comprehensive Plan:

#### Land Use/Mixed-Use Commercial Areas

- LU-G17: Create strong and successful commercial and mixed use areas that encourage business creation, expansion and vitality by allowing for a mix of business activities, while maintaining compatibility with the neighborhood-serving character of business districts, and the character of surrounding areas.
- LU-G19: Include housing as part of the mix of activities accommodated in commercial areas in order to provide additional opportunities for residents to live in neighborhoods where they can walk to services and employment.
- LU-119: Manage the bulk of structures in commercial areas to maintain compatibility with the scale and character of commercial areas and their surroundings, to limit the impact on views, and to provide light, air and open space amenities for occupants.

#### Housing

- HG-1: Accommodate 47,000 additional households over the 20 years covered by the Comprehensive Plan.

#### Economic Development

- ED-47: Recognize that artists make a significant contribution to the local economy as small businesses, and support efforts to ensure that Seattle's artist communities may thrive within the city.

The proposal directly supports the above-stated goals and policies. The project will replace one housing unit with five housing units and will create more commercial opportunities within walking distance of residential areas. Additionally, live-work units could be occupied by artists, supporting the art community. Finally, the reduction of the building height by 3 feet effectively manages the impacts of height, bulk, and scale on neighboring properties.

It is the City's SEPA policy to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with adopted City land use policies. The subject proposal is compatible with surrounding uses, zoning, and City policies. The proposed mixed use project is consistent with the Seattle Comprehensive Plan. No mitigation resulting from land use impacts is warranted.

#### Summary

In conclusion, certain non-significant adverse impacts on the environment are anticipated to result from the proposal. The conditions imposed below are intended to mitigate specific

impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances per adopted City policies.

**DECISION - SEPA**

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 - SEPA**

The owner(s) and/or responsible parties shall:

Prior to Issuance of Demolition, Grading, or Building Permits

1. Submit to DPD evidence of having submitted a Notice of Intent of Demolition to the Puget Sound Clean Air Agency.
2. Prior to issuance of a street use permit, the contractor shall provide a construction traffic plan to SDOT for review and approval. Site work shall be conducted in a manner that would minimize interference with vehicular, pedestrian, and other non-motorized forms of circulation. Temporary traffic control or pedestrian obstructions during construction (if any) shall be managed in accordance with the current City of Seattle Traffic Control Manual for In-Street Work and Manual of Uniform Traffic Control Devices. In the event that work requires closure of an entire sidewalk or travel lane, a signage plan and traffic control plan shall be prepared for approval by SDOT.
3. A drainage control plan, including a temporary erosion and sedimentation control plan will be required with the building permit application.
4. The project shall comply with SMC 22.80 regarding any stormwater, grading, and drainage control activities.

During Construction

5. Construction work shall be limited to between the hours of 7:00 AM and 6:00 PM on non-holiday weekdays. Construction shall be allowed on Saturdays between the hours of 9:00 AM and 6:00 PM.

6. Construction worker parking will utilize the on-site surface parking area when it becomes available.

Design Review Conditions

7. The first floor "tower" window on the north façade shall be made larger to wrap the commercial transparency from the street façade around the corner.
8. The architectural expression, site plan and building and site materials proposed at the April 18, 2007 meeting shall be incorporated, substantially as shown at that meeting, in the buildings as constructed.

Non-Appealable Conditions

9. 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 (Scott Kemp, 206.233.3866). Any proposed changes to any improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
10. 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 (Scott Kemp, 206.233.3866), or by the Design Review Manager. An appointment with the assigned Land Use Planner must be made at least (3) 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.
11. All of the conditions contained in this decision must be embedded in the cover sheet for updated MUP permit plans and for all subsequent permits including any MUP revisions, and all building permits.
12. The colored elevation drawings from the April 18, 2007 Design Review meeting shall be embedded into the MUP plans prior to MUP issuance. These plans shall also be embedded into the Building Permit Plan set to facilitate subsequent review of compliance with Design Review.

Signature: \_\_\_\_\_ Date: August 27, 2007

Scott Kemp, Senior Land Use Planner  
Department of Planning and Development

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