City of Seattle
Gregory J. Nickels, Mayor

Department of Planning & Development
D. M. Sugimura, Director

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

Application Number: 3004633 & 3007140

Applicant: Bradley Khouri, B9 Architects Inc.
Graham P. Black, Urban Sight, Property Owner

Address of Proposal: 1818 East Yesler Way (3004633)
109 19th Avenue (3007140)

SUMMARY OF PROPOSED ACTION

(#3004633) Land Use Application to allow a four story, 11,900 square foot structure with five live-work units and parking for five vehicles located on the site. Proposal includes pending Lot Boundary Adjustment (#3007101). Review includes demolition of existing 4,400 square foot commercial building. Related residential project reviewed under #3007140.

(#3007140) Land Use Application to allow a three story, six unit townhouse structure. Parking for six vehicles will be provided on the site. Proposal is pending a Lot Boundary Adjustment (#3007101). Related residential project reviewed under #3004633.

The following Master Use Permit components are required:

(#3004633) Design Review - Section 23.41, Seattle Municipal Code (SMC)

1. Setback in commercial zone 23.47.014.B.1
2. Setback in commercial zone 23.47.014.B.2
3. Parking Space Requirements 23.54.030.B
4. Nonresidential Driveway widths 23.54.030.D.2

(#3007140) Administrative Design Review - Section 23.41, Seattle Municipal Code (SMC) with Development Standard Departures:

1. Lowrise - Lot coverage. 23.45.010.A
2. Lowrise - Structure width. 23.45.011.A
3. Lowrise - Structure depth. 23.45.011.A
4. Lowrise - Front setback 23.45.014.A
5. Lowrise - Rear setback 23.45.014.B
6. Lowrise - Open space 23.45.016
7. Parking aisle dimensions 23.54.020.E

SEPA-Threshold Determination (Chapter 25.05 SMC).

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] EIS

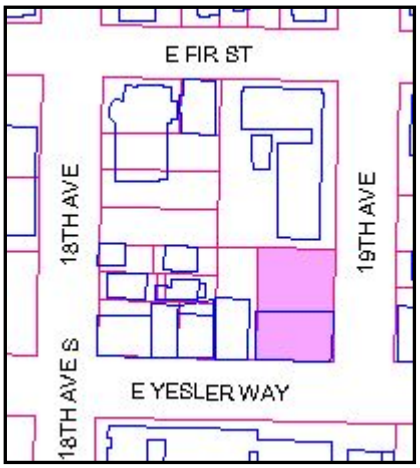
[X] DNS with conditions

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

**Early Notice DNS published August 17, 2006.

SITE BACKGROUND INFORMATION:

Site Description



The two coordinated development sites are nearly rectangular in shape, occupying a total land area of approximately 10,233 square feet. The site is a corner lot with street frontages on two rights-of-ways; East Yesler Way to the south, and 19th Avenue to the east on a split zoned lot. The north half lot (#3007140) is located within Multifamily Lowrise Three zone, with a minimum lot area requirement of one unit per 800 square feet. The south (approximately) 60 feet of the coordinated development site (#3004633) is within Neighborhood Commercial One zone, with a height limit of 40 feet (NC1-40). The site is also located within 23rd & Union-Jackson Residential Urban Village.

The proposal coordinates two separate parcels of land into one site for design review purposes and will be evaluated individually to meet the respective land use development standards for each parcel. One of the two parcels is currently developed with a single story commercial structure. The existing structure is an older building, constructed in the 1930's. The remaining area on the north half of the development site is modestly landscaped with vegetation that includes trees, shrubs, and grass.

The site slopes modestly downward from its northeast to the southwest corner, approximately 8 feet over a distance of 140 feet. The streets abutting the subject site are fully developed rights-of-way with asphalt roadway; curbs, sidewalks and gutters. East Yesler Way is a secondary arterial abutting the subject site to the south that connects the surrounding residential neighborhoods from Lake Washington to Downtown.

The site is not located in any identified or designated Environmentally Critical Area (ECA), or any other land use overlays.

Area Development

The site located at the northwest corner of the intersection of East Yesler Way and 19th Avenue. The neighborhood features a mix of older single family and multi-story residential structures, outside a narrow NC1 zoning band along Yesler Way that stretches approximately three and a half blocks. A mix of commercial uses including; retail, office, and restaurant uses are found along this section of Yesler. This commercial corridor is in transition as new projects are being proposed on vacant lots. Outside this small commercial strip along Yesler Way the older housing stock is being replaced with townhouse developments. To the east of the development site, across 19th Avenue smaller scaled housing stock dominates the streetscape, with a modest sized mixed-use development anchoring the corner of Yesler and 19th Avenue. The immediate area features three existing sites of note. To the south across East Yesler, Bryant Manor, a large apartment complex visually dominates the area. A spacious neighborhood park, Edwin Pratt Park, provides passive and active recreation areas further east along Yesler Way. Located one block west along Yesler, is a Seattle Historical Landmark Building, Langston Hughes Theater that provides a cultural outlet for African-Americans. The surrounding streets are spacious, with wide roadway surfaces and planting strips.

Zoning on the south half of the development site to the centerline of East Yesler Way, is NC1-40. South of the East Yesler Way centerline the zoning designation changes to Multifamily Lowrise Three, Residential Commercial, (L3 R/C) with a density requirement of one unit per 800 square feet. This small area encourages commercial development at street level. Surrounding this area to the east, north, and west, is an expansive L-3 zone. This area of Capitol Hill is undergoing a transformation as numerous development projects are changing the streetscape as they develop to the height limits of the underlying zones.

PROJECT DESCRIPTION:

The applicant proposes to develop the north half of two integrated development sites to construct one townhouse structure containing a total of six (6) units on the multifamily portion of the lot (Project # 3007140). This proposal would otherwise be subject to the Administrative Design Review (ADR) process, however since the project is functionally related by ownership and design to the south lot, the assigned planner incorporated the ADR process and Director's analysis into the Design Review Board's process. The second building is proposed solely in the NC portion of the coordinated development site (Project # 3004633). The building will contain five live-work units with street frontage along East Yesler and 19th Avenue.

The building site layout is proposed to be more organic in design, opening up a central common area, ("Woonerf") within the expanded development site to encourage social interactions. This element is central to the overall design scheme that elects to deemphasize reliance on vehicles in urban areas. The buildings will establish a strong street presence scaled proportionally to neighboring properties, using modulation and spatial separation to visually enliven the block. The mix of unit sizes and layout is programmed to provide a range of diversity both economically and socially, reflective of the neighborhood. The stated goal is to construct a thoughtful development to establish a strong sense of community that will radiate outwards strengthening links to neighboring properties, and provide a dramatic addition to the neighborhood.

Accessory parking will be accessed off the 19th Avenue street frontage, to minimize impacts in the pedestrian environment along Yesler. All surface parking stalls will be partially covered to enhance the development site's emphasis on social interaction in common areas, and reduce visual impacts upon adjacent properties. Special emphases will be directed towards providing an attractive and inviting pedestrian oriented experience within the woonerf, and from the right-of-way.

Design Departures:

The applicants are currently requesting 11 departures: Lot coverage per SMC 23.45.010.A; structure depth per SMC 23.45.011.A; structure width per SMC 23.45.011.A; front setback standards per SMC 23.45.014.A; rear setback standards per SMC 23.45.014.B; open space per SMC 23.45.016; driveway width per SMC 23.54.030.D; parking aisle dimension per SMC 23.54.020.D; setback in commercial zone standards SMC 23.47.014B1 & 2; and parking space standards SMC 23.54.030.B.

Public Comment:

Date of Notice of EDG Application:	November 30, 2006
Date of EDG Meeting:	December 6, 2006
Date of Notice of Application:	May 17, 2007
Date End of Comment Period:	May 30, 2007
# Letters	5
Issues:	

The SEPA comment period for this proposal ended on May 30, 2007. The Department received two comment letters after the close of the public comment period. Three letters were received at the time of public notification of the Early Design Guidance (EDG) meeting. During the time of the Design Review phase (EDG and Recommendation meetings) community members expressed design opinions with the proposed addition to the neighborhood.

Two of the three comments received during Early Design Guidance (EDG) phase praised the designed the concept and proactive action of the design team to keep the neighborhood informed. The other comment letter just requested to be kept updated on the proposal. The two comments received after notification of the Master Use Permit (MUP) application, expressed similar themes including; achieving compatibility with the existing neighborhood fabric in an innovative and exciting way, owner reaching out and addressing concerns of neighbors, and providing a pedestrian oriented design.

ANALYSIS - DESIGN REVIEW

Early Design Guidance

An Early Design Guidance Public Meeting was held by the Capitol Hill Board Design Review Board on December 6, 2006. Fourteen (14) members of the public fill out the sign in sheet at the meeting. Public comments included concerns related to impacts of the layout and design of the surface parking court ("woonerf") that could encourage on-street parking. A number supported modifications to setback to create usable open space in the internal courtyard (woonerf). The woonerf is great design; the reduction of private open spaces to encourage use of Pratt Park is a

good thing to help strengthen and build community. Townhouse developments are disasters that would harm the physical cohesiveness of the neighborhood. It is important that the replaced housing fits into our neighborhood character. A significant number voiced disappointed in the small size of the commercial use, they should be larger to provide more commercial opportunities. Live-work units may under utilize the development potential for commercial use in the neighborhood.

After visiting the site, considering the analysis of the site, design context provided by the proponents, and hearing public comment the Design Review Board members provided the following siting and design guidance, and identified by letter (A, B, and C, etc.) and number (1, 2, & 3) those siting and design guidelines found in the City of Seattle's *"Design Review: Guidelines for Multifamily & Commercial Buildings"* of highest priority to this project. (Board specific guidance bulleted)

A-4 Human Activity
A-6 Transition between Residence and Street
A-7 Residential Open Space
A-8 Parking and Vehicle Access
A-10 Corner Lots
B-1 Height, Bulk and Scale
C-2 Architectural Concept and Consistency
C-4 Exterior Finish Materials
D-2 Blank Walls
D-6 Screening of Dumpsters, Utilities, and Service Areas
E-2 Landscaping to Enhance the Building and/or Site

Specific Board Guidance:

<u>Summary</u>

Overall, the Board felt that Alternative "3" was well conceived and represented quality design. Ensuring a well proportioned scale at the expanded development site is a critical factor to successfully integrate the project into the existing neighborhood fabric. The design team should incorporate as many design elements as necessary to create quality infill development; utilizing building materials and massing sensitive to adjacent zones. The Board feels that there should be more attention directed towards the commercial experience and woonerf area. Several "hot bottom" items were identified by the Board for the applicant to address as they finalize their design:

- Commercial uses (live-work units) will need further modification to explore viability of usable space. More flexibility is needed to allow for increased commercial presence.
- It appears that direct natural light may be restricted into the woonerf due in part to mass of commercial building. Light is critical to successfully activate this hybrid area to encourage causal social interactions. Modulated roof heights may not achieve the desired level of natural directed light into the woonerf.
- Parking court vs. woonerf; additional studies should be done to demonstrate de-emphasis of vehicles in the parking area.
- Overall, design cohesion is lacking and must be resolved.

The design guidelines above were all chosen by the Board to be high priority. The Board wants the developer to engage the streetscape wherever possible and establish a stronger the commercial presence along Yesler. The woonerf, if done correctly and with care, should be excellent addition to the neighborhood.

Refer to the MUP file or Design Review website (www.seattle.gov./designreview) for complete copies of the EDG document.

Design Review Board Recommendations

On April 4, 2007, the applicant submitted the full Master Use Permit application, and on June 14, 2007, the Capitol Hill/First Hill Design Review Board (Area 7) convened for the official recommendation meeting. The applicant presented elevation renderings, site plans that responded to design guidelines set forth by the Board during the previous meetings. The applicant requested three departures from the City's Land Use Code. Four of the five Board Members were present.

Developer's Presentation:

Graham Black, developer, and Bradley Khouri, architect, both co-owners of Urbansight, shared presentation responsibilities. They opened with an overview of the project's history and then proceeded to the site context analysis. Where possible an emphasis would be placed on increasing opportunities to provide outdoor spaces for social interaction and allowing natural light into woonerf - Building communities through design by creating spaces for social interactions is a central theme in each project Urbansight embarks on. Using sustainable principals and materials to minimize adverse environmental impacts is an additional goal of Urbansight. A number of changes have been made in response to comments from the Board and public, including scaling the massing down and reconfiguring parking access and location. The design team used a scaled model, slides, presentation boards, and 11 x 17 colored packets to describe the design response.

Response to Board Guidance

1. Commercial Use Areas (Live-work units): Need further modification to explore viability of usable commercial space. More flexibility is needed to allow for increased commercial presence. A survey was conducted in the Capitol Hill area to determine viable commercial sizes; the results were factored into proposed square footage and spatial configuration of the commercial and residential floor areas. The street level commercial spaces will range in size from 600 square feet to 830 square feet. The use of color, materials, and glazing will add to readability of each commercial unit and help activate the street.

2. Design should optimize natural light into woonerf through modulation of building mass and manipulation of the commercial building rooftop: The updated design proposes to increase separation between structures to allow additional afternoon sunlight to penetrate into the woonerf. Additionally, the south (commercial) building's upper floor steps down

opposite the woonerf to increase natural light into this interior courtyard area that doubles as a parking court. An accompanying sun study depicts natural light penetration during the summer and fall months. Owing in part to reflective façade materials, the inner courtyard area will maximize natural light into the open space areas. The woonerf will feature a common mailbox station, outdoor furniture, surface materials, and landscaping to make this area an attractive and inviting outdoor room.

3. Parking court vs. woonerf; additional studies should be done to de-emphasize vehicles in the parking area: As viewed from the street frontages the parking stalls are not immediately apparent, parking stalls have been tucked under cantilevered portion of the upper floor floors. Pavers will vary in size, color, and texture to create patterns to distinguish outdoor rooms servicing different purposes – pedestrian common courts, automobile, and residential entries. Existing and proposed trees will intrude into the drive aisles to scale the development in keeping with a pedestrian oriented residential character. A number of examples of successful and not so successful woonerf were presented to provide a rationale and justification for the design and layout in the inner common areas.

4. Optimize overall design cohesion between the residential and commercial structures: Neighborhood character is different along each street frontage and the design reflected this difference, but greater attention is warranted to integrate the two structures into a more cohesive whole. As viewed from the east façade, the design response included sculpting the south portion of the townhouse structure to fit into a commercial context with a parapet roof top and façade treatments. The north half evoked a more distinct residential look with the addition of eaves, balconies, and arrangement of glazing. Additionally, façade modulations, fenestration, placement of three-dimensional interlocking shapes imparts a sense of design cohesion.

Public Comments

A representative from a neighborhood group thanked the applicants for involving community groups in to the early design phase of the project that will be a positive addition to the neighborhood. Another member supported all requested departures, especially reduction of open space to encourage use of neighboring Pratt Park. The overall design is well conceived and thoughtful. The different sizes of some of the woonerf surface materials may create uneven surface that may pose a problem for kids at play and the elderly in the common area. The woonerf space is different and should prove a great test case to see if it will work – oil residue, car vandalism was cited as potential problems. One member thought that the arrangement of units and openings around the woonerf should mitigate security concerns.

Board Discussion

After considering design plans, project context, and reconsidering previously stated priorities, the Board began their deliberations by providing a general assessment of the project proposal and its impact on the neighborhood. Ensuring an elegantly detailed building at the development site is a critical factor in successfully integrating the project into the existing neighborhood fabric. Board members were impressed with the objective of the owner and shared their appreciation for taking steps to build a sense of community through design, both internally and externally.

Discussion ensued among the Board, including the proposed woonerf which appears to successfully integrate pedestrian oriented outdoor space with vehicles. The woonerf is well designed and conceived with minor lapses in attention to the pedestrian experience along 19th Avenue. If designed correctly, a fence or gate should not be warranted. **The Board felt their suggested design improvements did not warrant another meeting, but instead the assigned planner would be entrusted to finalize design details prior to issuing a MUP permit. The Board wants to see additional mature trees placed in the woonerf. Trees should be protected from vehicles maneuvering in the area. Uneven surfaces should be avoided in the woonerf area to ensure individuals of various ages ease of use.** (*Guidelines A-4, A-6, A-7, A-8, C-2, C-4, D-6, & E-2*)

The applicant has created dynamic and lively facade surfaces with few lapses. A more rigorous placement and alignment of fenestration is needed. An increase of at least 10% of fenestration surface area is warranted to the outdoors more fully. Upper level windows should be slightly larger to allow greater penetration of light into the units while taking advantage of territorial views. The upper level fenestration pattern may need to be more regular to establish greater design cohesion upon the south and east facades of the commercial building. This upper level should be more readable owing in part to the commercial zone that the structure is located within. Therefore, **the Board recommended that the applicant provide detailed colored drawings to document an increase of up 10 percent of fenestration upon the façade and a more cohesive alignment of the window pattern on the commercial building's south and east facades in the plan set.** (*Guidelines A-10, B-1, C-2, C-4, & D-2*)

The pedestrian experience along the 19th Avenue appears somewhat compromised with the proximity of the proposed structures adjacency to the right-of-way. Nineteenth Avenue has a distinctive residential feel and additional measures should be employed to enliven the sidewalk experience. Street trees and robust landscaping within the planting strip should provide some pedestrian friendly enhancements to achieve the desired goal. **The Board recommended that the design should add more intensive landscaping in the planting strip within 19th Avenue. The architect should work with DPD and SDOT on the details for improvements to the proposal as identified above.** (*Guidelines A-4, A-6, & E-2*)

Varying the building's mass on all street frontages establishes a significant presence that plays on the eclectic urban form in the immediate area has been obtained. The design team has succeeded in designing a project that takes advantage of increasing natural light down into the woonerf with an upper level that modulates vertically. The use of materials, colors, and recessed balconies has created a visually engaging facade that serves to break down the building's mass. (*Guidelines A-10, B-1, C-2, C-4, & D-2*)

Departure Analysis

1. To allow an increase in the amount of Lot Coverage (SMC 23.45.010.A)

The maximum lot coverage in a Lowrise Three (L-3) zone for townhouse structure is fifty (50) percent for townhouses. The applicant proposes to increase lot coverage to 58% of the lot area. The proposal is integrated into an extended development site that features a pedestrian oriented vehicle surface parking court (woonerf) to maximize the creation of an outdoor living space. To obtain an innovative design component, townhouse units have been arrayed around the perimeter to allow for an integrated common open space to dominate the proposal and encourage informal social interactions – to build a sense of community on site. This integration of two development sites visually opens up a sense of spaciousness to effectively outset the 8% increase in lot coverage. The increased building footprint does not compromise a sense of openness in and around the development site. As viewed from the street and adjacent properties, the woonerf would create visual excitement with the pedestrian oriented parking court. Creating a more attractive and inviting internal courtyard space that has provided opportunities to green up the site. Units have been modulated in such a fashion that caused lot coverage to exceed the maximum threshold. **The four Board members were in support of this increase in lot coverage at the time of the EDG meeting. The footprint of structures on both sites has evolved since the EDG meeting but further refinement is needed in the woonerf that has been addressed in the section above. (*Design Guidelines: A-7, B-1. C-2, & E-2)***

2. To allow an increase in Structure Width quantity (SMC 23.45.011.A)

The maximum building width without modulation is 30 feet; or 40 feet with a principal entrance facing a street. Two of the six units will have principal entrances adjacent to 19th Avenue. The applicant proposes a maximum building width of 57 feet, 11 3/8 inches with a variation on modulated standards. The project proposes multiple steps in the front setback over the full façade length to create visual interest and a reduction in the appearance of bulk. The building steps back from the street frontage towards the north where the lower density zone is located. Since the EDG meeting the townhouse structure has undergone several design modifications to create greater synergy with the Live-work structure to south while maintaining a distinctive residential the look and feel. The Board was supportive of the concept at the EDG meeting to fit within the rhythm along 19th Avenue, and encouraged the applicant to open up structures towards the street. **During the Recommendation meeting the Board expressed support, but felt additional attention needed to be directed towards making the pedestrian experience within 19th Avenue softer with increased landscaping in the planting strip. The applicant was instructed to work with the planner to address this enhancement. *(Design Guidelines: A-4, A-6, B-1, C-2, D-2, & E-2)*.**

3. To allow an increase in Structure Depth quantity (SMC 23.45.011.A)

Maximum building depth is 65% of depth of lot, the depth of the development site is 83 feet which requires a maximum structure depth of 53.95 feet. The applicant proposes a 75 foot structure depth or 90% of lot depth. The design and layout of the townhouse units are arrayed around a pedestrian orient interior courtyard that serves both pedestrians and vehicles. The design creates an irregular "C"-shaped building mass that exceeds structure depth as measured from the east to west. The visual impact of the structure's depth will most likely be experienced

from the north perspective; however the full weight of structure depth will be lessened by its stepped modulated façade. The structure steps in six areas away from the north property line to reduce the appearance of bulk on the adjacent property. **During the Recommendation meeting the Board expressed support of the request, with no further comments.** ***(Design Guidelines: A-4, A-7, B-1, C-2, & E-2)***.

4. To allow a reduction in the required Front setback (SMC 23.45.014.A)

Required front setbacks in L-3 zones shall be the average of structures on either side but in no case shall be less than 5 feet and shall not be required to exceed 15 feet. The Required front setback for the development site is 12.5 feet. The applicant proposes a stepped front setback resulting from an enlarged internal common courtyard. The front façade will step in four locations; the closest point is three feet from the property line over a length of approximately 40 feet. The next three series of steps (6, 8, & 23 feet, respectively) will provide deeper setback from the front property line. The stepped front setback provides a transition from the NC zone to the L-3, and accommodates a woonerf area. The Board concurred with the applicants desire to treat 19th Avenue as a transition street from commercial to residential in the manner that holds the expanded (both development sites) development composition together while seeking to respect the multifamily oriented street – 19th Avenue further north. ***(Design Guidelines: A-4, A-6, B-1, C-2, D-2, & E-2)***.

5. To allow a decrease in the required Rear setback (SMC 23.45.014.B)

Required 25 feet or 15 percent of lot depth whichever is less, but in no case less than 15 feet. The lot depth is 83 feet which requires a rear setback of 15 feet. The applicant proposes a minimum rear setback of 5 feet with a building that steps back to 6 and 13.83 feet from the rear property line. The reduced setback accommodates a woonerf area anticipated to be socially active. The rear setback is liken to a side setback where active use is not anticipated, the design objective is to get individuals who decide to reside at the development site to use common areas as their primary outdoor refuge. **The Board being fully aware of the development standards accepted and approved the requested setback of 5 to 13.83 feet.** ***(Design Guidelines: B-1, C-2, C-4, D-2, & E-2).***

6. To allow reduction in Open Space quantity (SMC 23.45.016)

Open Space shall be an average of 300 square feet of private usable open space per unit, but no unit shall have less than 200 square feet. Essentially, no unit will meet the average or minimum open space requirement. At ground level a minimum of 10 feet horizontal dimensions are needed to meet private usable open space standards. The applicant is proposing an innovative approach building a sense of community by designing an outdoor social space that incorporates a common open space and parking courtyard. The woonerf concept seeks to place the individual first by utilizing areas previous dominated by vehicles. This shared use approach opens up additional opportunities to create interesting courtyards with pedestrian oriented features including vegetation, furniture and paving materials. Under this concept the common amenity space (woonerf) is prioritized instead of individual open space. Additionally, it was noted that limiting private open space may encourages tenants to visit Pratt Park which is under utilized in the neighborhood. During the EDG meeting several members from the public supported the woonerf concept, and added with the reduction of private open space may result in more users of

the Park, it would serve to increase a sense of security in and around the Public Park. The common courtyard open space has been designed to visually create a sense of calm from a number of vantage points, and to encourage social interaction with orientation of units within the shared parking area. ***(Design Guidelines: A-7, B-1, C-2, C-4, D-6, & E-2)***

7. Driveway Width for two-way nonresidential use is 22 feet (SMC 23.54.030.D.2.a.2)

Nonresidential driveway widths for two-way traffic shall be a minimum of 22 feet and a maximum width of 25 feet. The applicant proposes to narrow the driveway width to 10 feet to facilitate deemphasizing vehicle access, to avoid compromising the intent of establishing a strong pedestrian internal common courtyard or woonerf. A total of ten vehicle stalls will be located in this internal area. Due to the limited number of vehicles, congestion impacts are not anticipated to cause associated queuing problems on-site or in the right-of-way. Site triangles on either side of the opening will ensure safety is maintained for pedestrians within the right-of-way. The reduction in the width of the driveway reduces the visual impact of a driveway on a residentially oriented street frontage. **The applicant's design was supported by the Board, with no additional comments.** ***(Design Guidelines: A-7, A-8, C-2, C-4 & E-2)***.

8. Parking Aisles minimum width 24 feet for large stall (SMC 23.54.030.E)

Minimum aisle widths shall be provided for the largest vehicles served by the aisle. The development proposes large parking stalls (8.5 feet by 19 feet) for the nonresidential use which requires 24 feet horizontal clearance. Additionally, medium sized parking stalls (8 feet by 16 feet) for residential use requires 22 feet horizontal clearance. The applicant proposes to reduce the horizontal clearance to 19 feet in an attempt to deemphasize the importance of vehicles maneuvering within the woonerf, in support of establishing a strong pedestrian environment. The applicant has demonstrated that vehicles can maneuver safely in and out the stalls spaces with little to no negative impact in common social space. Other than causing minor inconveniences of requiring an additional maneuver or two in an area removed from the primary common area the design scheme is well conceived. Trees are planted throughout the woonerf area may be compromised with additional maneuvering. **Therefore, the Board recommended protective devices be installed around trees. Otherwise, the Board felt that the design objectives expressed during EDG were achieved in the proposed design.** ***(Design Guidelines: A-4, A-7, A-8, C-2, C-4 & E-2)***

9. To allow alternatives to Rear and Side Setback for lot adjacent to Residential zones (SMC 23.47.014.B.1 & 2)

No development is allowed in a 15 foot triangular shaped area as measured from the street lot line adjacent to a residentially zoned lot. The applicant is proposing take the triangle measurement from the façade of the structure on the residentially zoned lot as opposed from the property line, thus creating a 10 foot triangle area from the property line. The second request, entails reducing the required setback above 13 feet when a development abuts the rear lot line of a residential zoned lot. The applicant is requesting to reduce the setback to a minimum of 5 feet 1 inch over a distance of 24 feet, with an additional step of 13 feet over a distance of 7 feet before the structure steps back to19 feet over a 51 foot distance. When a rear lot line abuts a residentially zoned lot 13 feet above grade, a 15 foot setback is required along the rear property line. The two development sites must be taken as a whole; both are integral to establishing and

executing a design concept where the wonnerf becomes the heart of the expanded development site. The requested setback reductions allow a greater synergy between building with distinctive characteristics at the streets edge that then opens up allow natural light to penetrate into the woonerf. The setback between the two facing façades at worst will be separated by 10 feet over a distance of 17 feet on the upper levels. Though the setback reduction represents 38% of the setback area affected by this request, it will have a significant positive impact by allowing an integrated design that features innovative design elements. The benefit to accommodate a sophisticated design concept outweighs any minor inconvenience in the reduction in the triangle setback area, and upper level setback for developments adjacent to residential lots when the affect lots are part of one unified development proposal. **The Board felt that the design objectives expressed during EDG were achieved in the proposed design.** ***(Design Guidelines: A-6, B-1, C-2, C-4 & E-2)***. ***(Design Guidelines: A-2, A-8, C-3, C-4, D-5, D-7, E-1, & E-2)***

10. To allow alternatives to Parking Space Requirements (SMC 23.54.030.B.2a).

When ten or fewer parking stalls are provided for nonresidential use (Live-work) a maximum of twenty-five (25) percent of the parking spaces may be striped for small vehicles. A minimum of seventy-five (75) percent of the spaces shall be striped for large vehicles. The applicant proposes to provide medium stalls spaces (16' by 8') to deemphasize use of vehicles and accommodate the siting of trash receptors in the woonerf. An indirect benefit in granting the alternative reduction in stall space requirement by providing medium stall spaces will increase the aisle width to 22 feet which meets the required vehicle maneuvering area for medium stalls. The Board supported a design that deftly deployed parking within the woonerf and maximized emphasis of the pedestrian experience. **Owing in part to the graphic boards presented at the recommendation meeting, the Board recommended approval of the alternative to providing medium stalls with the understanding that additional measures to soften and green-up the woonerf with additional mature trees and provide measures to protect trees from vehicles.** ***(Design Guidelines: A-2, B-1, C-3, C-4 & D-6)***.

<u>Summary of Board's Recommendation</u>

Development Standard	***Requirement***	***Proposed***	***Comment/Rational BY Architect***	***Board Recommendation***
1. Lot coverage. 23.45.010.A Project #3007140	***Maximum lot coverage for townhouses is 50% (2,694.5/5389) or 2,694.5 sq. ft.***	***58% (3140/5389) or 3,140 sq. ft.***	***When taken as a whole the development site establishes an innovative design that maximizes active outdoor use areas.***	***Approved*** *(Design Guidelines: A-4, A-7, B-1, C-2, & E-2)***.**

2. Structure width. 23.45.011.A Project #3007140	***Maximum building width without modulation is 30 feet; or 40 feet with a principal entrance facing a street. Maximum building width with modulation 45 feet***	***57'-11 3/8 " with a stepped modulated frontage***	***Project proposes multiple steps in the front building wall over the total façade length to create visual interest.***	***Approved*** *(Design Guidelines: A-4, A-6, B-1, C-2, D-2, & E-2).*
3. Structure depth. 23.45.011.A Project #3007140	***Maximum building depth 65% (53.95/83) of depth of lot or 53.95 feet.***	***75 feet or 90% of lot depth***	***The irregular "C"-shaped building creates a large common area (woonerf) to accommodate pedestrian and vehicle use.***	***Approved*** *(Design Guidelines: A-4, A-7, B-1, C-2, & E-2).*
4. Front setback 23.45.014.A Project #3007140	***Required front setback shall be the average of structures on either side or not to exceed 15 feet and not less than 5 feet. Required 12.5 feet based on averaging.***	***3 foot minimum, and stepping back to 6 feet and 8 feet.***	***The stepped front setback provides a transition from the NC zone to the L-3 and accommodates an expanded woonerf area.***	***Approved*** *(Design Guidelines: A-4, A-6, B-1, C-2, D-2, & E-2).*
5. Rear setback 23.45.014.B Project #3007140	***Required 25 feet or 15 percent of lot depth whichever is less, but in no case less than 15 feet. Required 15 feet for development site.***	***5 feet minimum to 13.83 feet.***	***The reduced setback accommodates an expanded woonerf area for active use.***	***Approved*** *(Design Guidelines: B-1, C-2, C-4, D-2, & E-2).*
6. Open space 23.45.016 Project #3007140	***An average of 300 square feet of private usable open space per unit, but no unit shall have less than 200 square feet.***	***Less than 200 square feet per unit and less than 300 square foot average per unit.***	***The common amenity space is prioritized instead of individual open space. Additionally, the intent is to also encourage of Pratt Park.***	***Approved*** *(Design Guidelines: A-7, B-1, C-2, C-4, D-6, & E-2).*
7. Driveways 23.54.030.D Project #3004633	***A minimum driveway width of 22 feet shall be required for two-way driveways serving commercial uses (live-work)***	***10 feet proposed.***	***To reduce automotive speed into and out of the woonerf, a living street design for joint use with people.***	***Approved*** *(Design Guidelines: A-7, A-8, C-2, C-4 & E-2).*
8. Parking aisle dimensions 23.54.020.E Project #3004633 & 3007140	***For large stall length (19) at 90 degree angle, 24 foot aisle is required (commercial) For medium stall length (16 foot) at 90 degree angle, a 22 foot aisle width is required.***	***19 feet.***	***The woonerf creates a place for vehicles and pedestrians. Reducing parking aisles addresses the intent of the woonerf.***	***Approved*** *(Design Guidelines: A-4, A-7, A-8, C-2, C-4 & E-2).*

9. Setback in commercial zone 23.47.014.B.1 Project #3004633	***A 15 foot triangular shaped setback as measured from the intersection of the abutting residentially zoned lot's street lot line, when a rear lot line of a commercially zoned lot abuts a residentially zoned lot.***	***15 feet from the residentially zoned structure, 5 feet from property line.***	***The rear half of the structure steps back to19 feet to open up the site's interior to allow natural light to penetrate into the woonerf.***	***Approved*** *(Design Guidelines: A-6, B-1, C-2, C-4 & E-2)**.***
23.47.014.B.3 Project #3004633	***Above 13 feet above grade, a 15 foot setback is required along the rear property line when abutting a residentially zoned lot.***	***5'-1" foot setback.***		
10. Parking Space Requirements 23.54.030.B Project #3004633	***When ten or fewer parking stalls are provided for nonresidential use (Live-work) a maximum of twenty-five (25) percent of the parking spaces may be striped for small vehicles. A minimum of seventy-five (75) percent of the spaces shall be striped for large vehicles.***	***All Medium stalls provided (16' by 8').***	***To deemphasize use of vehicles and accommodate the siting of trash receptors in the woonerf.***	***Approved*** *(Design Guidelines: A-2, B-1, C-3, C-4 & D-6)**.***

Summary of Boards' Recommendations:

The recommendations summarized below were based on the outcomes from the Recommendation meeting held on June 27, 2007. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings submitted for review on April 4, 2007 and revised after the Recommendation meeting. The four Board members present recommended that the design should be approved with the refinements noted to be worked out with DPD. In particular, the street facing façade surface in the commercial zone required greater attention to window alignment and window size to greater design cohesion. The size and shape of paving surface materials in the woonerf may inadvertently compromise mobility of child and the elderly. The Board also recommends approval of all the requested departures as stated in the departure matrix. Thus, the project should move forward with the following recommendations. (Authority referred to in letter and numbers are in parenthesis):

1. The Board recommended that the applicant should plant additional mature trees in the woonerf. Trees should be protected from vehicles maneuvering in the area. Uneven surfaces should be avoided in the woonerf area to ensure individuals of various ages ease of use. (*Guidelines A-4, A-6, A-7, A-8, C-2, C-4, D-6, & E-2*)

2. The Board encouraged the applicant to provide detailed colored drawings; detail shall be included within the plan set, to document an increase of up 10 percent of fenestration upon the façade, and a more cohesive alignment of the window pattern on the commercial building's south and east facades. (*Guidelines A-10, B-1, C-2, C-4, & D-2*).

3. Applicant should carry through design detailing upon the east facade of both proposed structures to create a greater synergy with the neighboring uses. The east facing façades located near 19th Avenue should be designed with a grand unified scale in mind. (*Guidelines A-8, C-2, C-4, D-2, & E-2*)

4. The Board recommended that the applicant use quality materials and plants, to green up and soften the street level façade along 19th Avenue. The architect should work with DPD and SDOT on the details for improvements to the proposal as identified above. (*Guidelines A-4, A-6, & E-2)*

Director's Analysis and Decision : Design Review

The Design Review Board recommended that the assigned planner should work with the applicant to resolve several Board recommendations prior to DPD approval. DPD is equally pleased with the overall building design, but as was noted in the recommendation meeting by the Board, several lingering design details needed additional attention. Further, the Director is authorized to provide additional analysis and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F) to advance the proposal forward. The Director is authorized under (SMC 23.41.016.D) to render a decision based on the extent to which the proposal meets applicable design guidelines and in consideration of public comments on Administrative Design Review proposals. The Design Review Board identified elements of the Design Guidelines (above) which will advance the project's overall success with concurrence of the Director.

The Director has determined that additional measures are warranted that were not identified during the Recommendation meeting to strengthen the commercial streetscape experience. Overhead weather protection was initially designed over each commercial entry with open gaps between each segment. During the course of conversations to resolve other design details the applicant agreed to change the overhead weather to one continuous system to provide protection along the entire commercial street frontage. The overhead weather protect marquee will create a visor above the sidewalk along East Yesler and a portion of 19th Avenue to hold the vertical commercial frame upon the streetscape while providing protection from inclement weather. (*Guidelines A-4, C-2, & D-2*)

The Director of DPD has reviewed the recommendations and conditions of the Design Review Board. The Director finds that the proposal is consistent with the *City of Seattle Design Review Guidelines for Multifamily & Commercial Buildings.* The Director **APPROVES** the subject design consistent with the Board's recommendations above. This decision is based on the Design Review Board's final recommendations and on the plans submitted at the public meeting on June 27, 2007 and the plans on file at DPD. Design, siting or architectural details not specifically identified or altered in this decision are expected to remain substantially as presented in the updated plans, in response to the outcome of the October 9, 2007 meeting.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (dated April 2, 2007) and annotated by the Land Use Planner. 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) 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 25.05.665) 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 workers' vehicles. 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, would mitigate several construction-related impacts. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

Historic and Cultural Preservation

Construction of the proposed 4-story commercial building will necessitate the demolition of a structure (common known addresses: 1818 East Yesler Way) all of which are subject determination of there historic status. In accordance with the *Department of Planning and Development – Department of Neighborhoods Interdepartmental Agreement on Review of Historic Building during SEPA Review*; the planner referred potential landmark eligibility approval to the Historic Preservation Officer. The Historic Preservation Officer evaluates criteria for designation of historic landmark structures (in response to the SEPA Historic Preservation Policy (SMC 25.05.675.H.2.d). The review of the information associated with the status of the existing structures at the development site (addressed 514 East Pine Street) did not warrant landmark status, as determined by the Historic Preservation Officer, (LPB 456/07) in a letter dated November 20, 2007.

Traffic - Construction activities are expected to affect the surrounding area. Impacts to traffic and roads are expected from truck trips during earth moving activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with transportation during construction. The excavation of the lower levels will require the removal of material from site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations.

It is expected that most of the material to be removed from the site due in part to demolition and excavation for the at-grade building will have nominal impact on surrounding properties. During excavation a single-loaded truck will hold approximately 10 cubic yards of material. This will require approximately 40 truck loads to remove approximately 400 cubic yards of material and

15 trucks loads of fill material for a total of 55 loads. The site has ready access to I-5, approximately 5 miles away, via primary arterials that are anticipated to have minor impacts on the neighboring thoroughfares. In order to limit this negative impact as much as possible, a Truck Trip Plan will be required and approved by SDOT prior to issuance of a building permit. The Truck Trip Plan shall delineate the routes of trucks carrying project-related materials, and include a limitation of truck trips during peak hours, which are from 7 AM to 9 AM and 4 PM to 6 PM.

Noise - The development site is located adjacent to a residential area where construction of this scale would impact the noise levels. The SEPA Noise Policy (Section 25.05.675B SMC) lists mitigation measures for construction noise impacts. It is the department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is necessary to mitigate impacts that would result from the proposal on surrounding properties, due to the density of residential units in the area and the proximity of these structures to the subject site. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Construction activities outside the above-stated restrictions may be authorized by the Land Use Planner when necessitated by unforeseen construction, safety, or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the Land Use Planner at least three (3) days in advance of the requested dates in order to allow DPD to evaluate the request.

Air and Environmental Health - Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist, which warrant additional mitigation, per the SEPA Overview Policy.

Long-term Impacts

Long-term or use-related impacts are also anticipated from the proposal: increased surface water runoff from greater site coverage by impervious surfaces; increased bulk and scale on the site; increased demand on public services and utilities; increased light and glare; loss of vegetation; and increased energy consumption. These long-term impacts are not considered significant because the impacts are minor in scope.

Long-term impacts are typical of multi-use structures and will in part be mitigated by the City's adopted codes and/or ordinances. Specifically these are: Stormwater, Grading and Drainage Control Code (stormwater runoff from additional site coverage by impervious surface); Land Use Code (height; setbacks; parking); and the Seattle Energy Code (long-term energy consumption). Additional land use impacts which may result in the long-term are discussed below.

Height, Bulk, and Scale

The proposed four-story project will rise to approximately 47 feet to the top of the parapet from the lowest sidewalk elevation grade along the East Yesler (lowest corner elevation grade). The development site and surrounding area is located within a Neighborhood Commercial One zone with a height limit of 40 feet (NC1-40). The proposed structure will be the tallest building in the 1800 block of East Yesler, as would otherwise be allowed by code. The adjacent lots contain one and two-story structures that are considerably undersized for the zoned height and would be prime candidates for redevelopment. The proposed building's perimeter façade is designed to hold the horizontal line of the abutting buildings to scale its presence along the east Yesler streetscape. The site is a corner lot, with adjacent building stepping down equally on either side. Across 19th Avenue right-of way, approximately 60 feet away (minimum) are a number of structures ranging in height from one to four stories. The proposed project is being developed to NC1-40 standards, as allowed by the Land Use Code, and is thereby in keeping with the scale of the potential of the zone as well as that of several existing structures in the vicinity.

The SEPA Height, Bulk and Scale Policy (Sec. 25.05.675.G, SMC) states that "the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies set forth in Section B of the land use element of the Seattle Comprehensive Plan regarding Land Use Categories, the shoreline goals and policies set forth in Section D-4 of the land use element of the Seattle Comprehensive Plan, the procedures and locational criteria for shoreline environment redesignations set forth in SMC Sections 23.60.060, and 23.60.220, and the adopted land use regulations for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning."

In addition, the SEPA Height, Bulk and Scale Policy states that *"(a) project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated."* Since the discussion in the previous paragraph indicates that there are no significant height, bulk and scale impacts as contemplated within this SEPA policy, and since the Design Review Board approved this project with conditions, no mitigation of height, bulk and scale impacts is warranted pursuant to this SEPA policy.

Parking

The parking policy in Section 25.05.675M of the Seattle SEPA Ordinance states that parking impact mitigation may be required only where on-street parking is at capacity as defined by the Seattle Transportation Department or where the development itself would cause on-street parking to reach capacity. Parking utilization in the vicinity does not appear to be near capacity. Parking can be found during the daytime with limited availability during evening hours. Eleven (11) off-street parking spaces for residential units and five live-work units will be provided on-site for the new use. Residential and nonresidential parking will be at a ratio of 1 space per each unit which meets code requirements and is expected to accommodate parking demand most of the day.

On-street parking capacity in the surrounding area is sufficient to meet any additional spill-over parking that might be generated from the proposed commercial uses, if any actually occurs. Therefore, no mitigation of parking impacts is necessary pursuant to SEPA.

CONCLUSION - SEPA

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. 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 DPD as the lead agency of the 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 with respect to transportation, circulation, and parking. An EIS limited in scope to this specific area of the environment was therefore required under RCW 43.21C.030(2)(C).

CONDITIONS – DESIGN REVIEW

Prior to Issuance of Master Use Permit

Non-Appealable Conditions

The owner/applicant shall update plans to show:

1. Embed all conditions of approval into the cover sheet on the updated MUP plan set and all subsequent building permit drawings.

2. Embed colored elevation and landscape drawings into the MUP and building permit drawings.

3. Any proposed changes to the external design of the building, landscaping or improvements in the public right-of-way must first be reviewed and approved by the DPD planner prior to construction.

Appealable Conditions Prior to Issuance of MUP Permit

The owner/applicant shall update plans to show:

4. Update plans to reflect outcomes from the meeting with the assigned planner on October 9, 2007 with illustration and text.

5. Design and install additional mature trees in the woonerf. Trees should be protected from vehicles maneuvering in the area. Uneven surfaces should be avoided in the woonerf area to ensure individuals of various ages ease of use to be reviewed and approved by the DPD planner.

6. Provide detailed colored drawings within the plan set, to document an increase of up 10 percent of fenestration upon the façade, and a more cohesive alignment of the window pattern on the commercial building's south and east facades to be approval by DPD planner.

7. Design an attractive facade system upon the east facade of both proposed structures to create a greater synergy with the neighboring uses. The east facing façades located near 19th Avenue should be designed with a grand unified scale in mind. Provide detailed colored drawings within the plan set to be approved by DPD planner.

8. Design and submit for approval more detailing to green up and soften the street level façade along 19th Avenue. The architect should work with DPD and SDOT on the details for improvements to the proposal as identified above to be approved by DPD planner.

9. Include documentation of an uninterrupted overhead weather protection along East Yesler Way and 19th Avenue (and wrapping), that projects at least six feet from façade over side walk.

Prior to and/or During Construction

10. Any design changes to the exterior façades of the building, signage, and landscaping shown in the building permit must involve the express approval of the DPD Planner prior to construction.

Prior to Issuance of the Certificate of Occupancy

11. Design review inspection shall be required - Compliance with the approved design features and elements, including exterior materials, roof pitches, façade colors, landscaping and right of way improvements, shall be verified by the DPD planner assigned to this project (Bradley Wilburn, 615 0808) or by the Design Review Manager. The applicant(s) and/or responsible party (ies) must arrange an appointment with the Land Use Planner at least three (3) working days prior to the required inspection.

SEPA CONDITIONS

Prior to Issuance of Demolition or Construction Permits

12. The owner(s) and/or responsible party (ies) shall submit a copy of the PSCAA permit prior to issuance of a demolition permit, if a PSCAA permit is required.

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. If more than one street abuts the site, conditions shall be posted at each street. 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 weatherproofing material and shall remain in place for the duration of construction.

13. Construction activities (including but not limited to demolition, grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays from 7am to 6pm. Interior work that involves mechanical equipment, including compressors and generators, may be allowed on Saturdays between 9am and 6pm once the shell of the structure is completely enclosed, provided windows and doors remain closed. Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

    Construction activities outside the above-stated restrictions may be authorized by the Land Use Planner when necessitated by unforeseen construction, safety, or street-use related situations. Requests for extended construction hours or weekend days must be submitted to the Land Use Planner at least three (3) days in advance of the requested dates in order to allow DPD to evaluate the request.

Signature: (signature on file) Date: December 10, 2007
Bradley Wilburn, Land Use Planner
Department of Planning and Development
Land Use Services

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