



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

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

**Application Number:** 3007569  
**Applicant Name:** Jeffrey Pelletier, Architect for GGLO and representative for Sixth and Lenora Apartments LLC  
**Address of Proposal:** 2105 6<sup>th</sup> Avenue

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a 24 story building containing 13,700 sq. ft. of retail with 655 residential units above. Parking for 419 vehicles to be provided in three levels below grade. Project includes 78,000 cu. yds. of grading. Existing structure to be demolished. Addendum to the Downtown Height and Density Changes Environmental Impact Statement (January 2005) included for environmental review.

The following approvals are required:

**Design Review** pursuant to Chapter 23.41 Seattle Municipal Code, with Departures:

- Development Standard Departure** to allow a building base façade taller than 65 feet (SMC 23.49.058).
- Development Standard Departure** to allow a tower floorplate larger than 10,000 square feet (23.49.058.D).
- Development Standard Departure** to allow a green street facing façade higher than 45 feet (23.49.058.F.2).
- Development Standard Departure** to less than 60% of parking to medium size (23.54.030.B.1.b).

**SEPA approve, condition pursuant to 25.05.660** - Chapter 25.05, Seattle Municipal Code.

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

\*This project includes an Addendum to the Downtown Height and Density Changes Final EIS dated January 2005, which is adopted with this decision.

## SITE & VICINITY

The 38,917 square foot site occupies a half block area bounded by Blanchard St on the northwest, 6<sup>th</sup> Avenue on the northeast, Lenora Street on the southeast, and an alley on the southwest. The site is currently occupied by a vacant gravel lot and a liquor store.

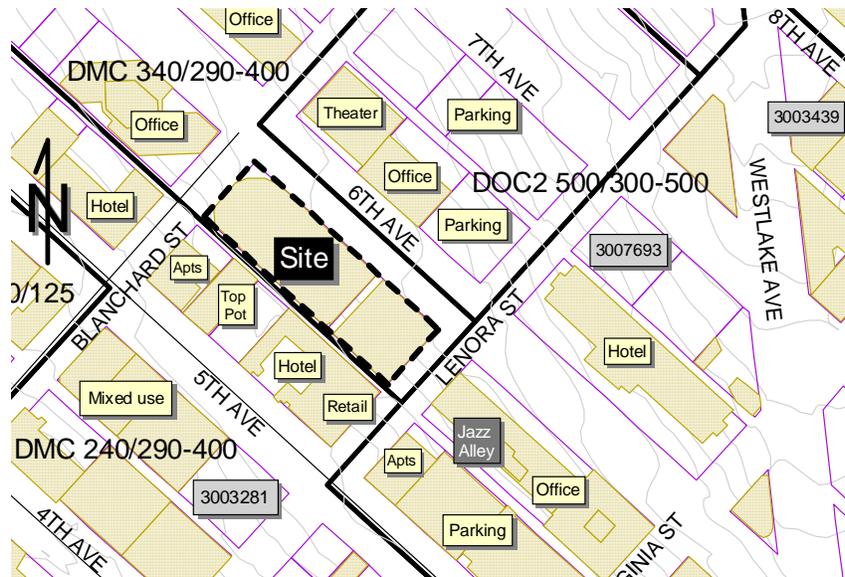
The site is located north of downtown, in the Denny Triangle Urban Center, immediately northeast of the Belltown Urban Center.

The dividing line between the two urban centers is the alley bordering the southwest property line of the site. The site is located in a pedestrian-oriented area with frequent transit service. The area is in the process of redevelopment, with several projects under construction or in the permitting process. The existing streetscape reflects a mix of early 1900's to mid-century construction including a diverse mix of uses such as hotel, office, retail, and residential. East of the subject property the area is dominated by more surface parking lots that will likely experience major development changes in the near future.

The subject property is located on Blanchard Street, a designated green street per the Seattle Land Use Code. Green streets should include a combination of design features that favor the pedestrian environment over the automobile environment. These design features may include increased traffic calming, wider sidewalks, higher quality landscaping, pedestrian-scaled light fixtures, retail at the street front, overhead pedestrian weather protection, and sidewalk furniture such as benches and sculptures.

The proposed development would be placed on the half-block sized development parcel, located in a Downtown Mixed Commercial zone with height limits that vary based on proposed uses and bonus programs (240', 290' and 400'; DMC 240/290-400). The zoning of the subject property and the area to the west has a maximum height of 400' (using height bonus programs). The zoning immediately to the east of the subject property (across 6<sup>th</sup> Ave) has a maximum height of 500' using the bonus programs.

The site slopes slightly down to the east. Surrounding development consists of various styles of newer mixed-use residential buildings, office buildings, older apartment buildings, commercial structures of varying ages, and surface parking lots. Architecture of adjacent buildings varies based on age. Older residential buildings are primarily brick or stucco. Newer development is



primarily glass, metal, concrete and stone finish with modern style architecture. Other commercial and hotel structures are a mix of stucco, metal, masonry, glass, and wood, facades.

Fifth Avenue exhibits older commercial masonry structures. Sixth Avenue exhibits a mix of mid-century and more recent commercial structures. Several projects either under construction or in the permitting process are located within a one-block radius of the project. The area is experiencing a high level of development and the overall area reflects a wide variety of architectural styles and finishes.

## **PROJECT DESCRIPTION**

The proposal includes the construction of one mixed-use residential retail building with below grade parking. The proposed building consists of a six-story continuous base with two 18-story towers above the base. The towers would be located above the north and south ends of the base. The base would include five floors of apartments with ground floor retail/restaurant and structured parking. The towers would be separated by an open space and enclosed amenity area for residents. The towers would be entirely residential. In addition to the structured parking adjacent to the alley, three floors of underground parking would be provided. The applicant wishes to obtain LEED Silver certification for the project and develop the units as market rate apartments.

The proposal includes a total of approximately 655 residential units, 13,700 square feet of retail and/or restaurant area at the street level, and 419 parking stalls.

## **DESIGN GUIDELINE PRIORITIES:** **EARLY DESIGN GUIDANCE MEETING (October 30<sup>th</sup>, 2007)**

This proposal came before the Downtown Design Review Board for one EDG meetings on October 30<sup>th</sup>, 2007.

On December 21, 2007, the applicant submitted for a Master Use Permit.

At the Early Design Guidance meeting held on October 30<sup>th</sup>, 2007 and after visiting the site, analysis of the site and context provided by the proponents, the Design Review Board members provided the following siting and design guidance and identified by letter and number those siting and design guidelines found in the *City of Seattle's Design Review: Guidelines for Downtown Development*" of highest priority to this project:

- A-1 Responding to the Physical Environment
- B-2 Create a Transition in Bulk and Scale
- B-3 Reinforce the positive urban form & architectural attributes of the immediate area
- B-4 Design a well-proportioned & unified building
- C-1 Promote pedestrian interaction
- C-2 Design facades of many scales
- C-4 Reinforce Building Entries
- C-5 Encourage overhead weather protection
- C-6 Develop the alley facade

- D-1 Provide inviting & usable open space
- D-2 Enhance the building with landscaping
- D-3 Provide elements that define the place
- D-4 Provide Appropriate Signage
- D-5 Provide Adequate Lighting
- D-6 Design for Personal Safety and Security
- E-3 Minimize the Presence of Service Areas

**DESIGN REVIEW BOARD EARLY DESIGN GUIDANCE SUMMARY (NOVEMBER 6<sup>TH</sup>, 2007)**

On November 6<sup>th</sup>, 2007, the Downtown Design Review Board convened for a Design Recommendation meeting. Display boards and supplementary design review packet pages including perspective sketches, design departure requests, site plans, sections, pedestrian environment details, elevations, materials and colors, floor plans, and landscape plans were presented for the Board members' consideration.

Summarized and paraphrased from the November 8<sup>th</sup>, 2007 EDG Report, guidance included the following:

- (Hot Button #1 and guidelines) Scale:
  - The proposed design should be scaled in a way to respond to both distant views of the project from Capitol Hill and closer views at the street level and from nearby future development
  - The development should provide a transition in scale from higher zoned heights east of the project to lower zoned heights west of the project
  - Examine ways to reduce the horizontal scale of the building along the 350' long façade at 6<sup>th</sup> Avenue, such as a mid-block street level setback and asymmetrical tower treatments
- (Hot Button #2 and guidelines) Context:
  - The proposed design should respond to the existing context of Jazz Alley to the south and set a positive example for future context in this area
  - The applicant should provide an analysis of existing nearby context at the Recommendation stage
- Pedestrian environment:
  - Include articulation at the pedestrian street level to enhance the streetscape
  - Reinforce building entries at all street frontages and make these architecturally consistent with the scale of development
  - Provide continuous overhead weather protection
  - Curb bulbs are encouraged
  - Provide sense of place unique to each street frontage
  - Provide more information about signage, lighting, and safety/security
  - Minimize the presence of service areas

## **DESIGN PRESENTATION MAY 13<sup>TH</sup>, 2008**

Jeff Pelletier and Chris Libby of GGLO and Matt Porteous of Hewitt gave the applicant presentation. The presenters summarized the guidance from EDG, the proposed development, and the design response to the guidance. Design responses included:

- Using materials, balcony placement and modulation to visually divide each tower into quadrants, thereby enhancing the vertical appearance of the towers
- Weaving the tower through the podium base to avoid the appearance of two towers placed on top of a podium
- Tower materials include clear and spandrel glass and solid façade treatments
- 4', 7' and 10' high parapet walls would be used to screen rooftop mechanical equipment from visibility of future taller development nearby
- The outdoor and enclosed amenity spaces at the 7<sup>th</sup> level:
  - Smaller outdoor 'rooms' to respond to sun and shade conditions
  - Water feature; raised planters will allow vegetation to spill over the edge to 6<sup>th</sup> Ave
  - Large specimen trees
  - Privacy screens and planting to provide privacy for adjacent residences in the towers
- Sidewalk level:
  - Continuous canopies at different colors and heights on all street frontages:
    - Steel and glass at the corners: curved at 6<sup>th</sup> and Lenora, stepped right angle at 6<sup>th</sup> and Blanchard
    - Variety of colored fabric awnings along the storefronts
  - Variety of sconce lights on columns adjacent to storefronts
  - Two story and one story material applications frame various building bays and storefronts
  - Entries located on both corners, at mid-block, and for each retail space
  - 6<sup>th</sup> Ave:
    - Wide sidewalk at 6<sup>th</sup> Avenue and an 18" deep setback adjacent to the proposed mid-block restaurant/shared area (tables and chairs would be placed in this area and it could be open to the sidewalk)
    - 5 existing street trees to remain; 3 of which would be transplanted
    - Linear tree planters with protective fencing; downlighting for landscaping and uplighting for trees
  - Curb bulb at Lenora and 6<sup>th</sup> Ave
  - Lenora: Trees in grates, trees framing the primary entry
  - Blanchard:
    - Green Street: plantings at grade with seating, landscaping in 4<sup>th</sup> story planters to spill over the façade
    - Curb bulbs to maximize planted areas
    - Special paving, lighting
    - Northwest native type plant palette
  - Alley: on the Lenora side, the storefront window or a display box would turn the corner 10-15' into the alley
- Departure requests stem from the grade change across the site and the length of the site:

- The length of the site means podium height is measured from mid-block. The proposed departure won't add shadows to Blanchard St
- The proposed departures will allow a reasonable height storefront at Blanchard St

### **BOARD QUESTIONS AND COMMENTS**

The Board had the following questions and clarifying comments, with responses from the applicant:

- The uses at street level are unclear. What is the intent of the restaurant area/common space adjacent to the street?
  - Columns would be located at the property line, with the façade at the back of the columns. This would allow for tables and chairs to be placed outside in a sidewalk café, and allow a little more room for maneuvering. The area could be possibly be opened with operable windows to connect the sidewalk to the interior of the building. In off-restaurant hours, the tables and chairs in this area would be open to tenants or shoppers.
  - The intent of the building is to be porous between the inside path and the outside sidewalk area
- Is the entire ground floor open inside the building? Stairs are shown on the floor plan.
  - The ground floor would be continuous, with stairs in the middle leading to a mezzanine level
- The façade is very long. How did the applicant consider visually/physically dividing that length?
  - The setback area adjacent to the restaurant is one division, but the applicant wanted the retail areas to be as viable as possible and further setbacks could make those areas less usable
- Would the windows at the setback/shared area near the restaurant swing open to connect inner and outer areas?
  - Possibly, but still working that out from an engineering standpoint.
- Please explain how the proposed entry designs meet EDG.
  - The primary entry at 6<sup>th</sup> and Lenora would include a higher curved canopy, perhaps a wood frame door, special paving pattern, and include mature trees flanking the entry
  - The retail entry at 6<sup>th</sup> and Blanchard would include a higher square canopy and special paving
- Please explain how the development 'turns the corner' into the alleys.
  - On Lenora, a storefront window or display box would be located in the first 10-15' of the alley.
  - No treatment is proposed on the Blanchard side
- What is the rationale for the proposed departure from maximum façade height adjacent to the Green Street?
  - The length of the site means that the façade height is measured from a mid-block point. If it were measured from the street level at Blanchard, the proposed height would be no more than allowed. No additional shadows would be created by this departure
  - In addition, the departure for the higher storefront at this façade translates to increased height for levels above. The highest podium floor could be setback, but

it would appear the tower was then sitting on a 3-story base. A slightly taller base is visually proportional to the tower at this façade, and matches the datum line of the adjacent 1900's brick building to the west.

- This site is across the alley from a different zone with a tower spacing requirement. How would this proposal affect the possibility for future development of a tower on those parcels across the alley?
  - That zone has a 60' tower spacing requirement. The proposed development towers are placed on either end of the block, which may make it possible for a future mid-block tower to the west. A special exception review is possible through DPD to decrease this tower spacing requirement.
- The 7<sup>th</sup> floor amenity level is like a new 'ground floor' for the project. Has the applicant thought about creating a different expression of scale for units at this level to recognize that change?
  - Privacy is a concern at this level, so increased glazing wasn't necessarily desirable
  - Could use spandrel glass to frame out a two-story expression at this level
- What is intended by the 'blue walls' shown in the drawings?
  - Glass on glass – spandrel and clear glass, so it reflects in the daytime and shows a different framing at night

### **PUBLIC COMMENT**

Three members of the public signed the attendance sheet at the Design Recommendation meeting. The following comments were offered:

- Positive aspects of the development:
  - All parking below grade
  - Interesting to see a large ½ block development – different than the smaller projects seen lately
- The proposed development will probably preclude the possibility of a tower on the lots to the west
- The shared area between the restaurant and the sidewalk is troubling – what happens to that area when outdoor seating isn't present during the winter?
- The applicant hasn't shown much context in their drawings – where are the adjacent buildings?
- Maybe not enough detail provided at this stage of review

### **BOARD RECOMMENDATIONS**

After considering the proposed design and the project context, hearing public comment and reconsidering the previously stated design priorities, the Design Review Board members came to the following conclusions on how the proposed design met the identified design objectives.

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

- A-1 Respond to the physical environment. Develop an architectural concept and compose the building’s massing in response to geographic conditions and patterns of urban form found beyond the immediate context of the building site.**

*Guidance from EDG: In addition to Hot Button #1 and Hot Button #2, the proposed development should respond to the zone change adjacent to this site. The proposed development is located in a zone with a maximum height of 400’ and the proposed towers will be only 240’ above grade. The zone to the east, across 6<sup>th</sup> Ave, has a 500’ maximum height. The proposed building design should respond to the existing environment, projects currently in the permit review stage, and the potential for nearby future development based on zoning.*

*Recommendation response:* The applicant provided graphics demonstrating the proposal in context of the existing nearby skyline, and provided elevation drawings of the proposed street level development. The Board felt that the proposal met guidance from EDG. The proposed development meets this guideline.

**B. Architectural Expression – Relating to the Neighborhood Context**

- B-2 Create a transition in bulk & scale. Compose the massing of the building to create a transition to the height, bulk, and scale of development in neighboring or nearby less intensive zones.**

*Guidance from EDG: As described in the guidance in A-1, future development in that area may be more than twice as tall as the proposed development. The proposed development height of 240’ will present a visual transition from the lower brick buildings on 5<sup>th</sup> Ave up to the 500’ tall future development east of 6<sup>th</sup> Ave. The proposed development should include an interesting building top, since it will be viewed as part of this transition in the skyline, as well as viewed from the street below and from future taller buildings across the street.*

*Recommendation response:* The Board felt that the proposed rooftop screening parapets combined with the modulation and materials in the towers addresses the guidance comments from EDG. The proposal meets this guideline.

- B-3 Reinforce the positive urban form & architectural attributes of the immediate area. Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of nearby development.**

*Guidance from EDG: The proposed design approach for the structure and streetscape design should include contextual analysis of existing conditions and projects currently under review. The analysis should recognize positive context and reflect that in the proposed project. The analysis should also recognize less positive context and examine ways to improve overall area context by providing good examples in this project.*

Recommendation response: The Board appreciates the contextual analysis provided by the applicant, demonstrating the appearance of the proposed towers in the context of the existing skyline. The proposed street level development includes a variety of colorful individual façade treatments and canopies, which will set a positive example for context in the area. The alley façade at Lenora includes reference to Jazz Alley across the street, which responds to existing positive context in the area. The proposal meets this guideline.

**B-4 Design a well-proportioned & unified building. Compose the massing and organize the publicly accessible interior and exterior spaces to create a well-proportioned building that exhibits a coherent architectural concept. Design the architectural elements and finish details to create a unified building, so that all components appear integral to the whole.**

Guidance from EDG: *In addition to the guidance in Hot Button #1 and B-2, the applicant should examine additional methods to reduce the horizontal scale of the building. Providing additional setback at the street level adjacent to the six-story base between the two tower elements may achieve this. Providing additional setback at this area would also provide the opportunity for outdoor café areas adjacent to restaurants, etc.*

*The Board noted that the applicant’s stated preferred method of asymmetrical tower treatments is a positive direction. The project should read as a whole but the towers will better enhance the skyline and context of the area if they have different character. The façade treatments and articulation should visually “weave” the tower and the base elements.*

Recommendation response: The Board noted that the proposed design includes quality horizontal and vertical modulation. However, the street front along 6<sup>th</sup> Avenue is very long and the 18” recess adjacent to the mid-block shared/restaurant space doesn’t provide enough visual division for this length of façade. The Board recommended that the applicant work with the DPD Land Use Planner to provide a street-level massing break at this point. Possible methods to achieve this include storefront height operable windows along the shared/restaurant façade and/or additional façade setback from the sidewalk. **The proposal meets these guidelines, subject to the conditions listed below.**

**C. The Streetscape – Creating the Pedestrian Environment**

**C-1 Promote pedestrian interaction. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should be open to the general public and appear safe and welcoming.**

Guidance from EDG: *The applicant’s conceptual development of the pedestrian environment is positive. The Board added that providing additional building articulation at the street level may further enhance the streetscape, as described in B-4.*

Recommendation response: Comments reflect those found in the response to guideline B-4. **The proposal meets these guidelines, subject to the conditions listed below.**

- C-2 Design facades of many scales. Design architectural features, fenestration patterns, and materials compositions that refer to the scale of human activities contained within. Building facades should be composed of elements scaled to promote pedestrian comfort, safety, and orientation.**

Guidance from EDG: *Guidance reflects the comments found in response to Hot Button #1 and Guideline B-4.*

Recommendation response: Comments reflect those found in the response to guideline B-4. **The proposal meets these guidelines, subject to the conditions listed below.**

- C-4 Reinforce building entries. To promote pedestrian comfort, safety, and orientation, reinforces the building's entry.**

Guidance from EDG: *The proposed development includes a large amount of retail space. It may take some time to find tenants for all these spaces; in the interim, the residential entries will serve as the primary source of streetscape activity. Both the Lenora and the Blanchard St entries should be developed in a scale proportional to those facades (ex. The entry should not be just a slight recess in the building base). The entry should provide articulation consistent with other portions of the building façade. The Board recognized the reasons for making Lenora the primary residential entry, but also directed the applicant to make the Blanchard entry a fully functioning entry that enhances the Blanchard St facade. The Blanchard entry will likely be well used by residents of the north tower.*

Recommendation response: The Board noted that the corner entry at 6<sup>th</sup> and Lenora is appropriately scaled and detailed, although there was some concern about privacy for residents at the second floor corner balcony. The entry at 6<sup>th</sup> and Blanchard is sufficient, although the Board expressed concern that when the retail space is closed, the residents will not be able to access the building through that entry. The Board noted these concerns, but left potential modifications to the discretion of the applicant. The proposal meets this guideline.

- C-5 Encourage overhead weather protection. Encourage project applicants to provide continuous, well-lit, overhead weather protection to improve pedestrian comfort and safety along major pedestrian routes.**

Guidance from EDG: *Continuous overhead weather protection should be provided adjacent to all sidewalk areas. Articulation of the overhead weather protection, including a change in height, depth, material, or shape, can be used to emphasize building and façade changes and “ground” the two towers*

Recommendation response: The Board expressed appreciation for the variety of canopies and awnings, and the method in which the applicant provided continuous overhead weather protection using a variety of colors and materials to enhance the proposed building façade. The Board noted that the more colorful canopy options are the preferred alternative. The proposal meets this guideline.

**C-6 Develop the alley façade. To increase pedestrian safety, comfort, and interest, develop portions of the alley façade in response to the unique conditions of the site or project.**

Guidance from EDG: *In addition to the comments found in Hot Button #2, the applicant should provide visual reference to the active uses found across Lenora Street at Jazz Alley. This may include wrapping the retail storefront into the alley at the subject property, moving the vehicle entrance and services further north into the alley, use of lighting, interesting façade treatments, and/or public art.*

*The alley should be developed as an example of positive context for future development in the area.*

Recommendation response: The proposed Lenora side of the alley would include a storefront window and/or display box that would wrap at least 10-15' into the alley façade. The Board expressed concern with the Blanchard side of the alley, and the garage venting that would be located adjacent to the intersection of the alley and sidewalk at that façade. Blanchard is a Green Street and should include an enhanced pedestrian environment, not one that is located next to a venting location. The Board recommended that the applicant work with the DPD Land Use Planner to modify the alley façade adjacent to Blanchard St, using methods such as wrapping the storefront into the alley, providing vegetation on the alley façade near the sidewalk, and/or public art. The garage vent should not be located within 10' of the sidewalk on the alley façade. **The proposal meets these guidelines, subject to the conditions listed below.**

**D. Public Amenities – Enhancing the Streetscape and Open Space**

**D- 1 Provide inviting & usable open space. Design public open spaces to promote a visually pleasing, safe, and active environment for workers, residents, and visitors. Views and solar access from the principal area of the open space should be especially emphasized.**

**D- 2 Enhance the building with landscaping. Enhance the building and site with substantial landscaping—which includes special pavements, trellises, screen walls, planters, and site furniture, as well as living plant material.**

Guidance from EDG: *The Board supports the conceptual direction of the landscape plans, including full development of the Green Street at Blanchard St with a curb bulb, development of substantial “boulevard” plantings at 6<sup>th</sup> Ave, enhancing the residential entries, and providing landscape and patio areas at the 6<sup>th</sup> story outdoor area. The applicant should provide more information regarding the landscaping at the MUP stage of review. Creating curb bulbs on 6<sup>th</sup> Ave would be supported by the Board, provided they can be approved by SDOT.*

Recommendation response: The Board expressed appreciation for the variety of landscape and streetscape design on each façade, at the building entries, and at the 7<sup>th</sup> floor amenity level and the 4<sup>th</sup> floor planters at Blanchard St. In addition to the comments in B-4, the Board noted that the mid-block street level massing break could be enhanced with landscaping and streetscape treatments to accentuate the break. **The proposal meets these guidelines, subject to the conditions listed below.**

- D- 3 Provide elements that define the place. Provide special elements on the facades, within public open spaces, or on the sidewalk to create a distinct, attractive, and memorable “sense of place” associated with the building.**

Guidance from EDG: *Each street frontage has a different character, which the applicant has started to acknowledge through the conceptual landscaping ideas presented at the EDG meeting. Elements to provide a sense of place may be done through landscaping and paving treatments, façade treatments at the street level, and incorporating references to the context of this site (ex. Next to Jazz Alley, the site of a former theater, a location at the junction of Denny Triangle /Belltown / Downtown).*

*The Board noted that the last page of the EDG packet (page 7.0) shows good examples that provide a sense of place.*

Recommendation response: The proposal includes street frontage treatment individual to the location, through use of landscaping, streetscape, seating, and façade treatment. The proposal meets this guideline.

- D-4 Provide appropriate signage. Design signage appropriate for the scale and character of the project and immediate neighborhood. All signs should be oriented to pedestrians and/or persons in vehicles on streets within the immediate neighborhood.**

Guidance from EDG: *The applicant should provide a conceptual signage plan at the MUP stage of review, demonstrating compliance with this guideline.*

Recommendation response: The proposed conceptual signage plan includes blade signs hanging from canopies and awnings and building signage mounted above canopies. The proposal meets this guideline.

- D-5 Provide adequate lighting. To promote a sense of security for people downtown during nighttime hours, provide appropriate levels of lighting on the building facade, on the underside of overhead weather protection, on and around street furniture, in merchandising display windows, and on signage.**

Guidance from EDG: *The applicant should provide a conceptual lighting plan at the MUP stage of review, demonstrating compliance with this guideline.*

Recommendation response: The conceptual lighting plan includes uplighting for trees, downlighting for landscaping, and a variety of lighting sconces on the building columns at street level. The proposal meets this guideline.

- D- 6 Design for personal safety & security. Design the building and site to enhance the real and perceived feeling of personal safety and security in the immediate area.**

Guidance from EDG: *The applicant should provide information regarding this item at the MUP stage of review, demonstrating compliance with this guideline.*

Recommendation response: The combination of storefront windows, lighting, porous street frontage design, and variety of entries provides a sense of personal safety and security. The proposal meets this guideline.

**E. Vehicular Access and Parking – Minimizing the Adverse Impacts**

**E-3 Minimize the presence of service areas. Locate service areas for trash dumpsters, loading docks, mechanical equipment, and the like away from the street front where possible. Screen from view those elements which for programmatic reasons cannot be located away from the street front.**

Guidance from EDG: *In addition to the comments in Hot Button #1, the applicant should place the vehicle entrance and service areas at the alley as far away as possible from the intersection of the alley and Lenora St.*

Recommendation response: The vehicle entries and service areas are located near the center of the alley facing façade. The proposal meets this guideline.

**RECOMMENDATION AND CONDITIONS**

The recommendations summarized below were based on the design review packet dated May 6, 2008 and the supplemental materials received at the Design Recommendation meeting on May 13<sup>th</sup>, 2008. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and initial recommendation conditions, and reviewing the plans and renderings, the six Design Review Board members recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below). The Board recommends the following CONDITIONS (Authority referred in the letter and number in parenthesis):

1. The street level façade should include a visual or physical massing break in the mid-block range of the 6th Avenue street frontage. The Board recommended that the applicant work with the DPD Land Use Planner to provide a street-level massing break at this point. Possible methods to achieve this include storefront height operable windows along the shared/restaurant façade and/or additional façade setback from the sidewalk. The proposed entry design should be reviewed and approved by the Land Use Planner prior to publishing of a Master Use Permit. (B-4, C-1, C-2, D-2)
2. Modify the alley façade adjacent to Blanchard St, using methods such as wrapping the storefront into the alley, providing vegetation on the alley façade near the sidewalk, and/or public art. The garage vent should not be located within 10' of the sidewalk on the alley façade. The proposed entry design should be reviewed and approved by the Land Use Planner prior to publishing of a Master Use Permit. (C-6)

**Response to Design Review Board Recommended Conditions:**

3. The applicant has modified the street level development on 6<sup>th</sup> Avenue, as shown on the drawings dated July 2, 2008. The modified design includes a series of storefront height operable windows within the inset area adjacent to the proposed restaurant use near the mid-point of the building façade. The modified design satisfies the recommended design condition #1.
4. The applicant has modified the alley facade, as shown on the drawings dated July 2, 2008. The modified design provides storefront window system in the 10' of the alley adjacent to the sidewalk at Blanchard St. The modified design satisfies the recommended design condition #2.

**DEVELOPMENT STANDARD DEPARTURES**

<b>STANDARD</b>	<b>REQUIREMENT</b>	<b>REQUEST</b>	<b>APPLICANT'S JUSTIFICATION</b>	<b>BOARD RECOMMENDATION</b>
<b>Upper Level Development Standards SMC 23.49.058</b>	Maximum 65' tall façade at the building base	Maximum 68'9" tall façade at the base	A slightly taller 'base' is consistent with the datum line of nearby existing development, and it allows for greater street level retail height at Blanchard St (ceiling height otherwise very low at that street frontage)	Recommended approval by 5 Board members
<b>Upper Level Development Standards SMC 23.49.058.D</b>	The average square footage of the floor plate of the 'tower' (areas above 65') shall not exceed 10,000 square feet	Between a height of 65' and 68'9", the floor plate would be 34,900 s.f.  Above 68'9", the towers would be 10,395 s.f.	The proposed towers are well below the maximum building height, providing a transition between adjacent zoned heights of 500' and 240'.	Recommended approval by 5 Board members
<b>Upper Level Development Standards – Green Streets SMC 23.49.058.F.2</b>	A continuous upper level setback of 15' required above 45' façade height at Blanchard St	Upper level setback of 15' starts above 47' 8¼"	The façade height is measured from a mid-block point, which is quite far from Blanchard St. The actual façade height as measured from Blanchard would not exceed 45' and would not add excessive shadowing. The façade height would be consistent with the datum line of the building to the west, and would be more proportional to the overall building design.	Recommended approval by 5 Board members
<b>Parking Space Standards SMC 23.54.030.B.1.b</b>	When more than 5 parking spaces are proposed, at least 60% shall be striped for 'medium' size spaces	24 medium stalls (5.7%) and 395 compact stalls proposed	No parking is required in this zone, and all parking is for residents who will be familiar with maneuvering in the garage.	Recommended approval by 5 Board members

The proposed design and Development Standard Departure are **GRANTED**.

## II. SEPA

### ANALYSIS - SEPA

Environmental review is required pursuant to the Washington Administrative Code 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05). 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.

A Final Environmental Impact Statement (FEIS) was published for the Downtown Height and Density Changes proposal in January 2005. The FEIS identified and evaluated the probable significant environmental impacts that could result from changing the height and density requirements in several downtown zones. That analysis evaluated the direct, indirect and cumulative impacts of the Preferred Alternative and alternatives.

The subject site is within the geographic area that was analyzed in the FEIS and is within the range of actions and impacts that were evaluated in the various alternatives. The proposed development lies within the DMC 240’/290’-400’ zoning district and the environmental impacts of a height increase to 400 feet at the project site were adequately evaluated as part of the non-project FEIS. DPD determined that it is appropriate to adopt the FEIS and prepare an EIS Addendum to add more detailed, project-specific information related to the proposed development.

DPD has identified and adopts the FEIS prepared for and in conjunction with amendments to the Land Use Code, Seattle Municipal Code section 23.49, concerning Downtown Seattle. DPD relies on SMC 25.05.600, allowing the use of existing environmental documents as part of its SEPA responsibilities with this project. DPD has determined that the proposed impacts for this Master Use Permit are identified and analyzed in the referenced FEIS; however additional analysis is warranted as permitted pursuant to SMC 25.05.625-630, through an Addendum to the FEIS.

DPD determined that the EIS Addendum and related documents should address the following areas of environmental impact:

- Air Quality
- Construction
- Height Bulk and Scale
- Land Use
- Parking
- Shadows on Open Spaces
- Traffic and Transportation

An Addendum analyzing these areas of environmental impact was prepared and the Notice of Adoption and Availability of Addendum (“Addendum to the Final EIS for the Downtown Height and Density Changes, Prepared for Sixth & Lenora Apartments MUP Project # 3007569, City of Seattle, Department of Planning and Development, Date of Issuance August 28, 2008”) was published in the City’s Land Use Information Bulletin on August 28, 2008. A copy of the Addendum was sent to parties of record that commented on the EIS for the downtown code amendments. In addition, a copy of the notice was sent to parties of record for this project.

### ENVIRONMENTAL IMPACTS

The following is a discussion of the impacts identified in each element of the environment, along with indication of any required mitigation for the impacts disclosed. The impacts detailed below were identified and analyzed in the FEIS with more specific project-related discussion in the 2008 Addendum and related documents.

SMC 25.05.600.D allows for existing environmental documents to be used. As stated above, this project includes the adoption of the FEIS along with the development of an Addendum to analyze and mitigate site specific impacts not disclosed in the EIS. An additional area of impact that was not discussed in the EIS – Construction – is analyzed with the Addendum and related documents for this project. The authority to allow for additional analysis is in SMC 25.05.600.D.3, as long as the analyses and information does not substantially change the analysis of significant impacts or alternatives in the existing environmental document, that being the FEIS.

#### A. Long Term Impacts Identified in the FEIS

The following is a discussion of the impacts identified in each element of the environment, along with indication of any required mitigation for the impacts disclosed. The impacts detailed below were identified and analyzed in the FEIS.

#### Height Bulk and Scale

The design review process conducted in conjunction with the proposed development is intended to mitigate the land use impacts for height, bulk and scale. The architecture and urban design features of the proposed structure are described in the aforementioned Design Review portion of this report and are summarized in the Addendum. Therefore, the department concludes that no adverse impacts exist from the proposal and the proposed development does not contribute significant adverse impacts requiring mitigation. Accordingly, no mitigation of impacts disclosed in this section is required.

#### Land Use

SMC 25.05.675.J establishes policies to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with applicable City land use regulations and the goals and policies set forth in the land use element of the Seattle Comprehensive Plan. Subject to the overview policy set forth in SMC Section 25.05.665, the decision maker may condition or deny any project to mitigate adverse land use impacts resulting from a proposed project. Density-related impacts of development are addressed under the policies set forth in SMC 25.05.675 G (height, bulk and scale), M (parking), R (traffic) and O (public services and facilities) and are not addressed under this policy.

The FEIS included an analysis of how the code changes were consistent with land use policies based on impacts disclosed in the FEIS. The Addendum analyzed applicable development standards in the land use code and the zoning for the site and the surrounding area. Therefore, the department concludes that no adverse impacts exist from the proposal and the proposed development does not contribute significant adverse impacts requiring mitigation. Accordingly, no mitigation of impacts disclosed in this section is required.

### Parking

The proposed development will provide below grade parking for 419 residents' vehicles, all of which are accessed from the alley. An additional 193 bicycle parking spaces would be provided at various locations throughout the building. 26 existing rooftop parking spaces will be eliminated from the site.

No parking for residential uses is required downtown per the Land Use Code, and there is no authority to mitigate the impact of development on parking availability in the downtown area under SEPA (SMC 25.05.675.M.2).

The applicant has provided parking information in a traffic study ("Traffic and Parking Impact Analysis, Sixth & Lenora Apartments, MUP #3007569, Prepared for Pine Street Group L.L.C, Prepared by Heffron Transportation, Inc, May 28, 2008"). Based on parking studies in downtown Seattle (Census 2000 Journey-to-Work Characteristics, provided by the Puget Sound Regional Council), vehicle ownership of downtown Seattle residents range for 0.4 to 0.6 vehicles per residential unit. The parking ratio for the proposed development is 0.66 vehicle parking spaces per residential unit.

There is no parking proposed for the retail and restaurant uses for this project. The Traffic and Parking Impact Analysis indicated that peak hour off-site demand for these uses would be just over 80 vehicles, which is easily accommodated by on-street parking and private parking lots within the area. Therefore, although SEPA does not require that downtown projects mitigate parking impacts, it is anticipated that the proposed parking demand will not adversely impact parking within the site vicinity.

### Shadows on Open Spaces

SMC 25.05.675.P requires that the Director assess the extent of adverse impacts on public views and the need for mitigation. The Addendum provides an analysis of view impacts to designated parks, landmarks, public places, skyline views and scenic routes as a result of the proposed development. The proposed structure is not anticipated to affect views of the mountains, downtown skyline or major bodies of water from designated public places, including Four Columns Park, the closest viewpoint that could potentially be affected. The proposed building is also not anticipated to block public views of identified historic landmarks from designated locations. Finally, the proposed structure is not anticipated to affect views of the Space Needle from the Viaduct, Interstate 5, the downtown skyline or other designated viewpoint location. The proposed action would affect cross-site views from residential dwellings and office buildings located proximate to the subject site. However, private views are not protected by City regulations.

SMC 25.05.675.Q requires that the Director assess the extent of adverse impacts of shadows on

designated downtown open spaces and the need for mitigation. The analysis of sunlight blockage and shadow impacts is limited in the downtown and for this project analysis was only be required for Westlake Plaza, Market (Steinbrueck) Park, and Denny Park and Playfield. Due to the increased building heights contemplated in the FEIS, shadows will increase; however, additional shadowing of any of these downtown parks is not expected to change significantly. A shadow analysis was prepared for the Design Review Board meetings that considered shadow impacts from weather, building height, width and façade orientation; and the proximity of other intervening structures, topographic variations and significant landscaping. None of the downtown parks identified in the SEPA policy would be shaded by the proposed development. No shadowing impacts will occur on any of the public open spaces identified in the SEPA policy, including the closest ones at Westlake or Steinbrueck Parks. Accordingly, no mitigation is necessary.

### Transportation

SMC 25.05.675R requires that the Director assess the extent of adverse impacts of traffic and transportation and the need for mitigation. The FEIS analysis considered the direct, indirect and cumulative impacts of that proposal and alternatives as they relate to the overall transportation system. The subject site is within the area analyzed in the EIS and the proposed development is within the range of actions and impacts evaluated in the EIS.

The Traffic Impact Study associated with the proposed development (“Traffic and Parking Impact Analysis, Sixth & Lenora Apartments, MUP #3007569, Prepared for Pine Street Group L.L.C, Prepared by Heffron Transportation, Inc, May 28, 2008”) referenced in the Addendum found that the proposed project is estimated to generated approximately 101 trips during the AM peak hour and 140 trips during the weekday PM peak hour. The study examined seven intersections in the project vicinity and found that during the PM peak hour, all of the signalized study intersections are anticipated to operate at Level of Service C or better by 2010 with or without the project.

DPD’s Transportation Planner has reviewed the Traffic and Parking Analysis and determined that the additional peak hour trips do not contribute significant adverse impacts requiring mitigation. Accordingly, no mitigation of impacts disclosed in this section is required.

### B. Additional Impacts Not Identified in the FEIS

SMC 25.05.600.D allows for existing environmental documents to be used. As stated above, this project includes the adoption of the FEIS along with the development of an Addendum to analyze and mitigate site specific impacts not disclosed in the EIS. The area of impact that was not discussed in the EIS – Construction – is analyzed with the Addendum for this project. The authority to allow for additional analysis is in SMC 25.05.600.D3, as long as the analyses and information does not substantially change the analysis of significant impacts or alternatives in the existing environmental document, that being the FEIS.

### Short Term Impacts Not Identified in the FEIS

### Air Quality

Demolition of structures and surface paving and transport for demolition will create dust, leading to an increase in the level of suspended particulates in the air, which could be carried by winds out of the construction area. The Street Use Ordinance (SMC 15.22) requires watering the site, as necessary, to reduce dust. In addition, the Puget Sound Clean Air Agency (PSCAA regulation 9.15) requires that reasonable precautions be taken to avoid dust emissions. Demolition could require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would contribute slightly to the degradation of local air quality. Since the demolition activity would be of short duration, the associated impact is anticipated to be minor, and does not warrant mitigation under SEPA.

Decreased air quality is anticipated due to the following: suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; consumption of renewable and non-renewable resources; construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves which result in increases in carbon dioxide and other greenhouse gas emissions and adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

### Construction

SMC 25.05.675.C provides policies to minimize or prevent temporary adverse impacts associated with construction activities. To that end, the Director may require an assessment of noise, drainage, erosion, water quality degradation, habitat disruption, pedestrian circulation and transportation, and mud and dust impacts likely to result from the construction phase.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. The Building Code provides for construction measures in general. Potential construction-related noise impacts can be found in the “Noise” policy discussion below.

### Earth/Soils

A Phase I Environmental Assessment Update was submitted by the applicant (“Phase I Environmental Site Assessment Update, 2121 Sixth Avenue Seattle, Washington, 17281-00,” prepared by Hart Crowser, dated June 8, 2006). This report indicates that there are areas of potential contaminated soils near the northeast corner of the site from a former gasoline station. A Phase II Subsurface Assessment with recommendations is referenced in the Phase I report, including appropriate removal and disposal of the contaminated soils during project excavation. DPD would review the required grading permits associated with this work and provide any necessary conditions prior to permit issuance. Cleanup of the contaminated soils may also require review by the Washington State Department of Ecology.

The construction plans, including shoring of excavations as needed and erosion control techniques, will also receive separate review by DPD. Any additional information showing conformance with applicable ordinances and codes (ECA ordinance, The Stormwater, Grading and Drainage Control Code, DR 33-2006 and 3-2007) will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are utilized. Given the existing codes and ordinances, no additional conditioning for geotechnical review is warranted pursuant to SEPA policies.

### Noise

Demolition of existing buildings and excavation will be required to prepare the building sites and foundations for the new building. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding uses.

The Addendum includes a series of general and specific measures to mitigate construction noise, vibration air quality and traffic impacts associated with work in the downtown area. These include limiting the time and type of activity based on noise generation. The mitigation measures include the following:

- General Noise Mitigation Measures
  - Because of the proximity of dwelling units in residential buildings near the project site, mitigation of noise and vibration-related impacts is important and the proponent is committed to communicating with neighbors before and during construction regarding noise and vibration issues.
  - Limit most activities to standard construction hours between 7 a.m. and 6 p.m. on weekdays. 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 upon approval of a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short-term transportation impacts that result from the project. The Construction Management Plan will require review and approval by DPD prior to issuance of the first phase building permit.
  - Ensure that nighttime activities do not exceed allowable noise levels.
  - Limit the use of noise impact-type equipment, such as pavement breakers, pile drivers, jackhammers, sand blasting tools and other impulse noise sources, to work activity between 7 a.m. and 5 p.m. on weekdays.

- Whenever appropriate for impact tools, substitute hydraulic with electric models to further reduce demolition and construction-related noise and vibration.
- Limit loud talking, music or other miscellaneous noise-related activities.
- Construction noise would be reduced with properly sized and maintained mufflers, engine intake silencers, engine enclosures and turning-off idling equipment.
- Truck haul routes and haul times would be jointly developed by the proponent, SDOT and DPD and approved by SDOT.
- Specific Noise Mitigation Measures
  - Demolitions, Earthwork and Shoring
    - During demolition (scheduled for approximately a two-week duration) use crushing machines to demolish the existing building rather than a swinging demolition ball or implosion. This method would be less intrusive to the surrounding neighborhood.
    - Process building debris off-site during the demolition process.
    - As necessary, deploy portable sound barriers around generators, compressors, tieback drill rigs, etc.
    - Construct temporary barriers of materials at least as dense as one-half-inch thick plywood.
    - Trucks will be routed either on Sixth Avenue, Lenora Street, in the alley, or on Fifth Avenue to access the parking lot across the alley on Fifth Avenue that the proponent intends to use for a construction laydown/trailer area. This routing will be mutual agreed upon with SDOT.
  - Concrete Construction
    - Stage concrete trucks at a location south of Downtown, to limit the number of concrete trucks on-site at any one time. The proponent anticipates use of the parking lot across the alley on Fifth Avenue as the primary localized staging area for concrete trucks. The alternate location would be on the south side of the project on Lenora Street.
    - The contractor will pre-fabricate efficiently transportable core-wall formwork at the contractor's off-site facility to minimize the use of electric saws and hammers on-site
    - All rebar that can be fabricated and trucked efficiently will be fabricated off-site.
  - Interior Construction
    - Pre-fabricate risers and long interior runs and hoist them into place.

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 submit a Construction Noise Management Plan that includes the above proposed mitigation measures, as conditioned below.

### Traffic

Traffic management measures to mitigate impacts on the vehicular and pedestrian networks during construction are included in the Addendum and related documents. Mitigation measures will be added as conditions below and include:

- Prepare a construction traffic plan for workers and truck deliveries/routes. This plan would consider the need for special signage, flaggers, route definitions, flow of vehicles and pedestrians during construction, and street cleaning.
- Encourage construction workers to take transit to the site. Additionally, there is both structured and surface parking located within several blocks of the project site, which would serve as construction worker parking.
- Work with King County Metro to move the bus layover area on Blanchard Street to the east during project construction. There are no Metro transit stops surrounding the site.
- Where existing sidewalks or walkways are temporarily closed during construction, provide and sign alternative routes.
- Provide either a covered walkway adjacent to the site or redirected pedestrians across the street during demolition, excavation, and building construction. Details related to pedestrian access will be coordinated with SDOT.

### Long Term Impacts Not Identified in the FEIS

#### Air Quality

Decreased air quality is anticipated due to the following: operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. The anticipated emissions from the completed project have been disclosed in a greenhouse gas worksheet (Sixth and Lenora Apartments – DPD project #3007569, May 8, 2008). While these impacts are adverse, they are not expected to be significant.

### **DECISION - STATE ENVIRONMENTAL POLICY ACT**

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

#### **CONDITIONS – DESIGN REVIEW**

##### For the Life of the Project

1. Materials and colors shall be consistent with those presented at the design recommendation meeting and the Master Use Plan sets. Any change to materials or colors shall require prior approval by the Land Use Planner (Shelley Bolser 206-733-9067 or shelley.bolser@seattle.gov).

## **CONDITIONS – SEPA**

### Prior to Issuance of a Building Permit

2. If the applicant intends to work outside of the limits of condition #3 below, a Construction Noise Management Plan shall be required, subject to review and approval by DPD (Land Use Planner Shelley Bolser at (206) 733-9067 or shelley.bolser@seattle.gov). The Construction Noise Management Plan shall include (but is not limited to) the proposed mitigation measures listed in the 2008 Addendum for the proposed development.
3. The applicant shall submit for review and approval a Construction Impact Management Plan approved by the Seattle Department of Transportation in consultation with the Department of Planning and Development. The plan shall identify management of construction activities including hours of construction traffic, parking, truck routing and traffic, and issues concerning street and sidewalk closures, and include the mitigations measures listed in the 2008 Addendum for the proposed development.

### During Construction

4. 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 upon approval of a Construction Noise Management Plan to address mitigation of noise impacts resulting from all construction activities. The Plan shall include a discussion on management of construction related noise, efforts to mitigate noise impacts and community outreach efforts to allow people within the immediate area of the project to have opportunities to contact the site to express concern about noise. Elements of noise mitigation may be incorporated into any Construction Management Plans required to mitigate any short -term transportation impacts that result from the project.

### Prior to Certificate of Occupancy

5. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting, the Master Use Plan sets, and the drawings provided by the applicant dated 10/13/2008. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Shelley Bolser 206-733-9067 or shelley.bolser@seattle.gov).

6. The applicant shall provide a landscape certificate from Director's Rule 13-92, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Shelley Bolser (206) 733-9067 or shelley.bolser@seattle.gov).

Signature: \_\_\_\_\_ (signature on file) Date: November 6, 2008  
Shelley Bolser AICP, Land Use Planner  
Department of Planning and Development

SB:bg

I:\BolserS\DOC\SEPA\Size of Construction\3007569\3007569.Pelletier.6th&Lenora.doc