



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 AND DEVELOPMENT

Application Number: 3006985 & 3007955

Contact Person: Brittani Ard

Address of Proposal: 8022 15th Avenue NW & 8014 15th Avenue NW

MUP # 3006985

Land Use Application allow five live-work units and one residential unit within a four story structure and one live-work unit within a three story structure (for a total of six live-work units and one residential unit). Surface parking for seven vehicles will be provided on the site. Existing structures to be demolished.

MUP # 3007955

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The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41 with the following Development Standard Departures:

- 1. SMC 23.54.030.B.2.a Parking Space Standards
2. SMC 23.53.035.A.2 Structural building overhangs

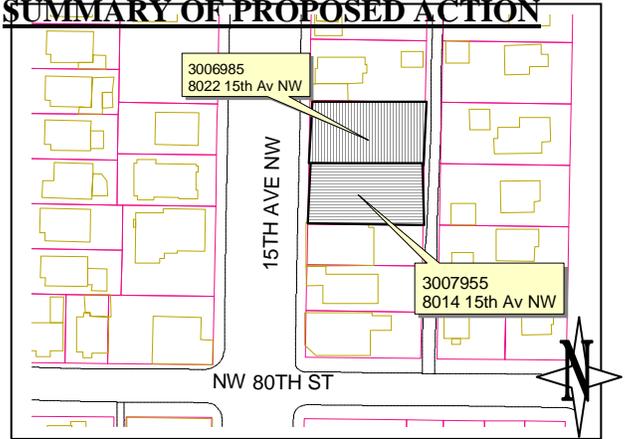
SEPA Environmental Review - Seattle Municipal Code (SMC) Section 25.05

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

[X] DNS with conditions

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

SUMMARY OF PROPOSED ACTION



PROJECT DESCRIPTION

The projects addressed in this report are located on abutting sites and are mirror images of each other. The two commercial spaces in the three story live-work units are 391 sf in size. The commercial spaces in the four story live-work units are 578 sf (two commercial spaces), 596 sf (four commercial spaces) and 646 sf (four commercial spaces).

SITE DESCRIPTION

The subject sites are zoned Neighborhood Commercial 2 with a 40-foot height limit (NC2-40) and developed with an existing residential structure. The sites are relatively flat and contain approximately 13,560 square feet of lot area together. The sites are rectangular shaped lot with 15th Avenue NW abutting to the west and an alley to the east.

SURROUNDING AREA DESCRIPTION

The sites are located within a commercial corridor along 15th Avenue NW with a mix of commercial and multi-family uses. Properties to the east and west of the commercial corridor are zoned Single-Family 5000 (SF 5000) and developed with a variety of single-family structures. The development trend along this stretch of commercial corridor is a mix of suburban form with surface parking located to the side or front of one-story commercial structures and smaller scale urban form with one/two story structures with parking off the alley.

PUBLIC NOTICE

Public notice was provided for the Design Review meetings held for the Early Design Guidance (EDG) on June 11, 2007 and the Design Review Board Recommendation meeting on October 23, 2007. Additional comment opportunities were provided at the time of Master Use Permit application on August 30, 2007.

ANALYSIS DESIGN REVIEW

EARLY DESIGN GUIDANCE: JUNE 11, 2007

DESIGN PRESENTATION

The architect presented three schemes at the Early Design Guidance meeting. The three schemes proposed a mix of three and four story structures with access off the alley. The first scheme (Alternate 1) has the least amount of building frontage off of 15th Avenue NW, access into an interior courtyard off 15th Avenue NW, and flanked by structures on either side. The second alternative (Alternate 2) has the second most structure frontage along 15th Avenue NW, access into a smaller interior courtyard off 15th Avenue NW, and flanked by structures on either side. The third scheme (Alternate 3) proposes a structure along the entire frontage off 15th Avenue NW, interior parking towards the middle of the site with structures to the north and south. The preferred massing scheme was alternative one.

The interior courtyard was an important amenity the applicants focused on for their preferred alternative. The green courtyard was proposed as a public area which would create interest along 15th Avenue NW while serving as a reprieve from the automobile orientation of 15th Avenue NW.

A common theme throughout the meeting was the discussion of 15th Avenue NW and how it relates and defines the surrounding urban form. The applicants presented 15th Avenue NW as an auto-oriented corridor. The Board and attending Public did not vehemently disagree with that assessment but felt more exploration into 15th Avenue NW as a pedestrian area should have been conducted.

BOARD CLARIFYING QUESTIONS AND COMMENTS WITH ANY ANSWERS

- *Question:* Are there any entries along the street facing façade along 15th Avenue?
Response: No, the two live-work units facing 15th Avenue do not have entries directly along the frontage but along the entry to the courtyard creating a similar effect of having entries off 15th Avenue.
- *Question:* Where will the customers park?
- *Question:* Any pedestrian weather protection along street facing façade?
Response: Yes
- *Question:* How does this proposal activate the street frontage.
Response: The courtyard will be accessible and visible from the sidewalk.

PUBLIC COMMENT

- Approximately 6 members of the public attended the Early Design Guidance meeting. The following comments were offered:
- Take access off 15th Avenue NW, kids play in the alley.
- Provide more parking spaces.
- Will there be openings along the north elevation. Create interest along this elevation and avoid blank facades.
- Reduce mass of buildings along the alley.
- Design treatment along street frontage façade to create interest.
- What guarantee will be made the interior courtyard will always be accessible to the public?
- Require back in parking for the spaces off the alley.
- Review the 15th Avenue NW Visioning Plan.

FINAL RECOMMENDATION MEETING: OCTOBER 23, 2007
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DESIGN PRESENTATION

The general massing concept presented at the final Recommendation meeting stayed relatively the same as the preferred alternative from the EDG. The building entryways are oriented towards a central courtyard instead of 15th Avenue NW. However, all the buildings are designed with angled storefronts which allow visibility from 15th Avenue NW by passing pedestrian. The landscape and pedestrian pathways reinforce the circulation to these entryways. The design proposes aluminum and an abundance of commercial windows on the 1st story and a mix of exterior composite panel and wood for rain panels with a mix of aluminum windows on the 2nd, 3rd and 4th stories. Street trees are proposed along 15th Avenue NW. Access will be taken off the alley to the east.

PUBLIC COMMENT

The following comments were offered by the attending general public:

- Where will the garbage area be located?

- The courtyard should be accessible to the general public and a gate restricting access should not be allowed.
- Will the departure request to have all medium size off-street parking spaces impact the surrounding area.

DESIGN GUIDELINE PRIORITIES

After visiting the site, considering the analysis of the site and 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 and number those siting and design guidelines found in the City of Seattle's *Design Review: Guidelines for Multifamily and Commercial Building*.

Site Planning

- A-2 Streetscape Compatibility. The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.**
- A-3 Entrances visible from the Street. Entries should be clearly identifiable and visible from the street.**
- A-4 Human Activity, New development should be sited and designed to encourage human activity on the street.**
- A-8 Parking and Vehicle Access, Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.**

EDG June 11, 2007 Comments

The Board encouraged the applicants to design a structure which better engages 15th Avenue as a viable pedestrian area as opposed to an auto-oriented stretch of street. The street facing façade should engage and activate 15th Avenue NW by having visible entrances facing 15th Avenue NW. Pedestrian safety along the alley should be considered by proposing signage to warn children at play, use of difference street surface materials and requiring back in parking for the spaces off the alley.

Final Recommendation Meeting October 23, 2007 Comments

The Board is satisfied with the applicant's response to their previous guidance from the EDG meeting. The building entryways are oriented towards a central courtyard instead of 15th Avenue NW. However, all the buildings are designed with angled storefronts which allow visibility from 15th Avenue NW by passing pedestrian. The landscape and pedestrian pathways reinforce the circulation to these entryways. "Back-in Parking" and "Children at Play" signage will be provided on the building at the parking locations.

Height, Bulk, and Scale

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

EDG June 11, 2007 Comments

The massing of the proposed structures off the alley should be designed to keep the bulk of the building away from the residential zone located to the east across the alley. The use of landscaping, foundation and upper story setbacks and windows and opening should be incorporated into the design.

Final Recommendation Meeting October 23, 2007 Comments

The Board is satisfied with the applicant's response to their previous guidance from the EDG meeting. The facades facing the alley have been opened up with large amounts of corner glazing, decks, and balconies to reduce the bulk adjacent to the residences.

Architectural Elements

- C-1 **Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.**
- C-2 **Architectural Concept and Consistency. Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building.**
- C-4 **Exterior Finish Materials. Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.**

EDG June 11, 2007 Comments

The Board will want to review a material and color board to see how the design is unified and compatible with the style of the surrounding area. The Board felt there was more to the character of the area than auto-oriented 15th Avenue NW and requested the applicants spend additional time on how the proposal complements the existing architectural elements in the neighborhood.

Final Recommendation Meeting October 23, 2007 Comments

The Board is satisfied with the applicant's response to their previous guidance from the EDG meeting. The width and overall scale of the proposed structures are similar to the existing urban form along 15th Avenue NW. The use of wood as an exterior material relates well to the surrounding residential area while the large commercial windows and aluminum at the ground level relates well to the commercial development along 15th Avenue NW. The courtyard provides convenient and attractive access to the many entries of the development. The well designed pavers, lighting and landscaping create opportunities for an engaging pedestrian experience within the courtyard.

Pedestrian Environment

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

D-5 Visual Impacts of Parking Structures, Open parking spaces and carports should be screen from the street and adjacent properties.

D-11 Commercial Transparency, Commercial storefronts should be transparent, allowing for a direct visual connection between pedestrians on the sidewalk and the activities occurring on the interior of a building. Blank walls should be avoided.

EDG June 11, 2007 Comments

The street facing façade should activate 15th Avenue NW by having visible entrances, avoiding blank wall segments and having window transparency into activity areas to engage passing pedestrians.

Final Recommendation Meeting October 23, 2007 Comments

The Board is satisfied with the applicant’s response to their previous guidance from the EDG meeting. There are no large blank walls facing the street and a significant amount of commercial glazing on the 1st floor. Parking is located off the alley and visually blocked by the building from the 15th Avenue NW. Lighting, vegetated walls, grasscrete and pavers have been added to make the parking area visually appealing and safe.

DEVELOPMENT STANDARD DEPARTURES

Departure Summary Table

STANDARD	REQUEST	JUSTIFICATION	BOARD REC.
<p>SMC 23.54.030.B.2.a Parking Space Standards for Nonresidential Uses and Live-work Units</p> <p>When ten (10) or fewer parking spaces are provided, 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.</p>	<p>Provide 12 Medium Stalls for the live-work units.</p>	<p>The medium size stalls are better suited to serve this particular design of live-work units.</p>	<p>Approve</p>

The design of the off-street parking spaces minimizes the visual and access impacts while enhancing pedestrian safety. The Board recommends unanimous approval of the proposed departure for both sites. **Applicable Design Guidelines A-8 & D-5**

STANDARD	REQUEST	JUSTIFICATION	BOARD REC.
<p>SMC 23.53.035.A.2 Structural building overhangs</p> <p>Overhead horizontal projections of a purely architectural or decorative character such as cornices, eaves, sills, and belt courses shall be limited to a maximum horizontal extension of one (1) foot and maximum vertical dimension of two (2) feet six (6) inches, and shall not increase the floor area or the volume of space enclosed by the building. At roof level, the projections may extend not more than three (3) feet horizontally. The vertical dimension of the overhead horizontal projection at the roof level may be increased if the roof level is one hundred (100) feet or higher above the street elevation. The total area of these projections shall not exceed thirty (30) percent of the area of any one (1) façade.</p>	<p>Allow structural vertical projections located below the roof to project three feet over the front property line.</p>	<p>The walls provided are an integral part of the architectural design. They connect the building overhang above and canopy below as well as create a frame and a mass for the project.</p>	<p>Approve</p>

The street facing facades projects an appropriate urban form while providing overhead weather protection. The board recommends unanimous approval of the proposed departure for both sites.
Applicable Design Guidelines C-2 & D-1

RECOMMENDED CONDITIONS

1. The five (5) Board Members want additional landscaping treatment on the alley facing façade. The additional landscaping shall be incorporated into the project design to the satisfaction of the assigned land use planner.
2. The five (5) Board Members want “Back-in Parking” and “Children at Play” signage on the buildings at the off-street parking locations.

DIRECTOR’S ANALYSIS

Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the five members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Design Review Board agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board’s recommendations to approve the proposed design and the requested departures with conditions.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY APPROVED**.

CONDITIONS

Design Review conditions are listed at the end of this report.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklists submitted by the applicant dated August 29, 2007 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) discusses the relationship between the City's code/policies and environmental review. 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 limitation*". The Overview Policy in SMC 23.05.665 D1-7, states that in limited circumstances it may be appropriate to deny or mitigate a project based on adverse environmental impacts.

The policies for specific elements of the environment (SMC 25.05.675) describe the relationship with the Overview Policy and indicate when the Overview Policy is applicable. Not all elements of the environment are subject to the Overview Policy (e.g., Traffic and Transportation, Plants and Animals and Shadows on Open Spaces). A detailed discussion of some of the specific elements of the environment and potential impacts is appropriate.

Short-term Impacts

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition, grading and clearing and hydrocarbon emissions from construction vehicles and equipment; temporary soil erosion; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

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. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

Most short-term impacts are expected to be minor. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with air quality, grading and noise warrant further discussion.

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition. The permit standards and regulations administered by PSCAA, and the best management practices utilized by the demolition contractor will sufficiently mitigate any adverse impacts to air quality; therefore no further mitigation is necessary pursuant to SEPA 25.05.675A.

Earth - Grading

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 construction plans will be reviewed by DPD and any additional information showing conformance with applicable ordinances and codes 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 used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Noise

The project is expected to generate loud noise during demolition, grading and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The Seattle Noise Ordinance permits increases in permissible sound levels associated with construction and equipment between the hours of 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM on weekends. The surrounding properties are developed with housing and will be impacted by construction noise. The limitations stipulated in the Noise Ordinance are not sufficient to mitigate noise impacts; therefore, pursuant to SEPA authority, the applicant shall be required to limit periods of construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) to non-holiday weekdays from 7am to 6pm.

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 waterproofing material and shall remain posted on-site for the duration of the construction.

1. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays¹ from 7am to 6pm. Interior work using equipment within a completely enclosed structure, such as but not limited to compressors, portable-powered and pneumatic powered equipment may be allowed on

Saturdays between 9am and 6pm, 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.

¹New Year's Day, Martin Luther King Junior's Birthday, President's Day, Memorial Day, July 4, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased impervious surface; increased height, bulk and scale on the site; increased traffic in the area and increased demand for parking; increased demand for public services and utilities; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Stormwater, Grading and Drainage Control Code which requires on site detention of stormwater with provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term long term impacts, although some impacts warrant further discussion.

Height, Bulk and Scale

The SEPA Height, Bulk and Scale Policy (Section 25.06.675.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, ...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.”*

The proposal was reviewed and approved through the Design Review process and conforms to the Citywide Design Guidelines. The cantilever design of the alley facade, landscaping, finish materials and additional setback off the alley (8 feet provided, 2 feet required) will contribute towards mitigating the perception of height, bulk and scale in that these elements will break down the overall scale of the building. No further mitigation of height, bulk and scale impacts is warranted pursuant to SEPA policy (SMC 25.06.675.G.).

Traffic and Parking

The vehicle trips generated from the 2 residential units and the 12 live-work units with small commercial spaces in each unit are not expected to have adverse impacts on traffic conditions or significantly reduce the level of service at nearby intersections. The proposed off-street parking is expected to satisfy the parking demand for the project. Thus, no SEPA mitigation is necessary.

Other Impacts

The other impacts such as but not limited to, increased ambient noise, increased light & glare, and increased demand on public services and utilities are mitigated by codes and are not sufficiently adverse to warrant further mitigation by condition.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public 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 2c.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS – SEPA

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 waterproofing material and shall remain posted on-site for the duration of the construction.

1. All construction activities are subject to the limitations of the Noise Ordinance. Construction activities (including but not limited to grading, deliveries, framing, roofing, and painting) shall be limited to non-holiday weekdays¹ from 7am to 6pm. Interior work using equipment within a completely enclosed structure, such as but not limited to compressors, portable-powered and pneumatic powered equipment may be allowed on Saturdays between 9am and 6pm, 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.

¹ New Year's Day, Martin Luther King Junior's Birthday, President's Day, Memorial Day, July 4, Labor Day, Veterans' Day, Thanksgiving Day and Christmas Day.

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

2. Update the submitted MUP plans to reflect all of the recommendations made by the Design Review Board and reiterated by the Director's Analysis.
3. Additional landscaping treatment on the alley facing façade shall be incorporated into the project design to the satisfaction of the assigned land use planner.
4. Provide "Back-in Parking" and "Children at Play" signage will be provided on the building at the off-street parking locations.

NON-APPEALABLE CONDITIONS – DESIGN REVIEW

5. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Mark Taylor, 684-5049), or by the Design Review Manager (Vince Lyons, 233-3823). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
6. Three days prior to the pre-construction conference, contact the Land Use Planner to confirm attendance.
7. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD Land Use Planner assigned to this project or by the Design Review Manager. An appointment with the

assigned Land Use Planner must be made at least three working days in advance of field inspection (prior to issuance of CO). The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

8. Embed all of the conditions listed at the end of this decision in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.
9. Embed the 11 x 17 colored elevation drawings from the DR Recommendation meeting and as updated, into the MUP plans prior to issuance, and also embed these colored elevation drawings into the Building Permit Plan set in order to facilitate subsequent review of compliance with Design Review.
10. Include the Departure Matrix in the Zoning Summary section of the MUP Plans and on all subsequent Building Permit Plans. Add call-out notes on appropriate plan and elevation drawings in the updated MUP plans and on all subsequent Building Permit plans.
11. Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Mark Taylor, (206 684-5049) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved. **Prior to any alteration of the approved plan set on file at DPD, the specific revisions shall be subject to review and approval by the Land Use Planner.**

Signature: (signature on file)
Mark Taylor, Land Use Planner
Department of Planning and Development

Date: September 22, 2008