



City of Seattle

Department of Planning and Development

D. M. Sugimura, Director

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

Project Number: 3010370
Applicant: Brian Fish, FishMackay Architects LLC, for Unico Properties
Address: 3040 17th Avenue W

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 7-story building containing 236 residential units above 5,000 square feet of retail space and three levels of parking to accommodate 204 vehicles. Proposal includes demolition of seven existing structures and excavation of approximately 13,370 cubic yards of soil.

The following Master Use Permit components are required*:

- Design Review** - Section 23.41, Seattle Municipal Code (SMC 23.41)
 - Total amenity area and maximum-outdoor amenity area, SMC23.48.020 B*
 - Landscaping of set-back structures, SMC23.48.014 D1*
 - Maximum setback from right-of-way, SMC23.48.014 D*
 - Transparency requirements, SMC23.48.018 A*
 - Blank facade limits, SMC23.48.018 B*
 - Screening and landscaping requirements, SMC23.48.024 B*
 - Sight triangle, SMC23.54.030*

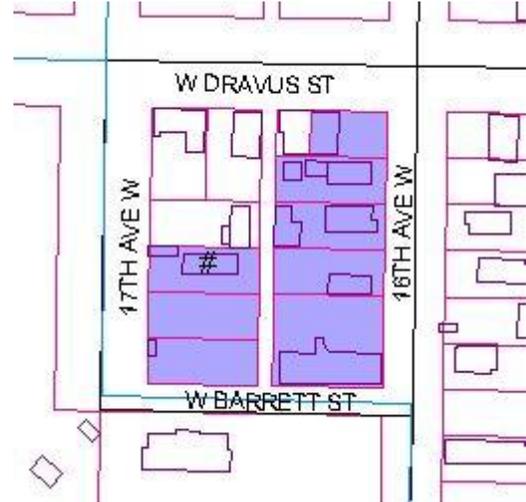
SEPA-Threshold Determination (Chapter 25.05 SMC).

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

*A partial alley vacation and realignment (CF #311420) has received preliminary approval from City Council.

SITE BACKGROUND INFORMATION:

The development site consists of eight parcels, comprising approximately three quarters of the block bounded on the north by W. Dravus Street, south by W. Barrett Street, east by 16th Avenue West and on the west by 17th Avenue West. The five parcels on the east half block, totaling 34,155 square feet in area, are separated from the three parcels on the west half block, totaling 18,000 square feet in Area, by a north/south running alley connecting W. Dravus Street to W. Barrett Street. The applicant has applied for and received approval for a partial alley vacation and dedication which will realign the alley, connecting W. Dravus Street and 17th Avenue W halfway down the block. This will allow for a single, “L”-shaped building to be constructed on the site.



The zoning for the entire block in Seattle’s Interbay neighborhood is Seattle Mixed/Dravus with an 40-85 foot height limit (SM/D-40-85).

There are currently several structures located on the development site. The structures include the building previously occupied by the Sound Track Tavern, and its associated surface parking lot, on the corner of 16th Avenue W. and W. Dravus St. Three vacant ramshackle single-family houses and associated outbuildings line 16th Avenue W. These houses have been vacant for several years. A Quonset hut and associated auto storage yard are located on the southwestern part of the development site, on the corner of 17th Avenue W. and W. Barrett St. Finally, an office building is located on the far southeastern section of the site. The development site slopes to the south, with a grade change of approximately 24 feet (with a high point of 64’ at corner of 16th Avenue W. and W. Dravus St., and a low point of 40’ at 17th Avenue W. and W. Barrett St.).

Site and Vicinity

Dravus Street is an arterial, providing both a major car and a bicycle roadway. Several different uses surround the development site. Across 17th Avenue W. and to the west is a ballfield. Across W. Barrett Street to the south is a soccer field used by Seattle Pacific University and other community soccer teams. To the east, across 16th Avenue W. are a gas station and the Interbay Veterinary. To the north, across W. Dravus Street, are a QFC and a Pagliacci Pizza restaurant. To the north and west of the project, on the same block, are a Starbucks coffee, a Red Mill Burgers with surface parking to the south, and the Pandasia restaurant with its attendant surface parking lot.

Project Proposal

The proposed project consists of a 7-story building, containing 236 residential units, and approximately 5,000 s.f. of retail space. The retail space would be located at ground level and is proposed for that portion of the building fronting W. Dravus Street and, wrapping partially

around the corner to 16th Avenue W. Parking would be provided in three levels of structured at- and below grade parking for 204 vehicles. Due to the grade change (the site slopes approximately 20 feet from northeast to southwest), the three parking levels are able to be accessed from three separate at-grade entrances. The lowest parking level access will be mid-block on W. Barrett Street, The next level up is accessed from the southern portion of the reconfigured alley, and the highest level will be accessed from the alley just south of the Red Mill Burgers' driveway. An alley currently runs through the middle of the site in the north/south direction. Development plans call for a vacation of the southern portion of the alley and a rededication of new portion of an alley running perpendicular to the current alley with access off 17th Avenue W. City Council has given preliminary approval to such an alley vacation and realignment (see Clerk File #311420).

The at-grade parking is proposed to be screened from view from the streets by residential units that would "wrap" the interior parking garage. A pedestrian entrance to the building, which is also proposed to include a residential lobby and amenity space, will be located on 17th Avenue W. next to the alley. The main residential/pedestrian entrance to the building is proposed on 16th Avenue W., near the corner of W. Dravus St.

PUBLIC COMMENT

The official public comment period for this proposal ended on April 27, 2011. The City received no written comments regarding the project, but public comments were elicited at each of the Design Review meetings. Specific comments from those meetings are included under the Design Review analysis discussed below.

ANALYSIS - DESIGN REVIEW

Early Design Guidance Meeting –November 3, 2010

APPLICANT'S PRESENTATION

The presentation team consisted of Jonas Sylvester from Unico Properties, Inc., and Bryan Fish and Don Mackay from FishMackay Architects LLC.

The developer opened the presentation, stating that the team was focused on three things. First, they wished to ensure that the proposed project responds to the relatively newly assigned zoning that had been over-laid on the area, allowing for a project providing housing that was close to work and recreation opportunities. Second, they desired to develop a quality workforce housing project that would be the catalyst for the desired further development in the neighborhood. Third, they wished to create an economically viable project, that is, a project consistent with the current economic realities. It was further noted that the project team had met with several neighborhood stakeholders and surrounding businesses, including the Magnolia Community Club Board, the Queen Anne Community Council, the Interbay Neighborhood Association, Starbucks, Red Mill, and Pandasia. It was pointed out that the proposed project generally had been met with widespread support.

The architects then presented the proposed project to the Board. They began with a general vicinity map showing the major arterials and surrounding neighborhoods. A more detailed neighborhood map showed the area's zoning and adjacent uses. The development team's take on the SM/D zoning was explained to the Board. The SM/D zoning includes a base height of 40 feet, but allows a building to be built to 85 feet if affordable housing is included. Also, there is a zoning setback requirement from W. Dravus Street, which essentially limits the W. Dravus St. façade to 45 feet tall.

The architects then outlined the three massing alternatives. Alternative A depicted the building at maximum buildout, with the code-minimum required screening of the at-grade parking levels. This alternative was not preferred by the design team as it would create blank facades and provide no modulation.

Alternative B maintains the alley, and includes a maximum buildout of the two sites. This scheme was not preferred as the two buildings would require two service entrances, and two systems of internal circulation. The loss of efficiency would result in little space for setbacks, articulation, or modulation of the building, and the code-minimum required screening of the at-grade parking levels would again be required.

Alternative C is the scheme preferred by the design team. The scheme includes an alley vacation and reconfiguration into an L-shaped alley to maximize efficiency. The mass of the building is shifted back towards W. Barrett Street to allow for the required setback from Dravus. It would include residential uses that wrap most of the at-grade parking levels from the public's view. The scheme proposes three separate at-grade entries to the three at-grade parking levels, and proposes two residential entries, and one corner retail location. The retail location is intended to complement the existing retail uses along W. Dravus St. The amenity/residential entry on 17th Avenue W. would face the park across the street and act as a lighthouse or beacon to signal to cars traveling to the project to enter the project through the alley. Distinct articulation and modulation is proposed, particularly at the W. Barrett St. side, to break up the massing of the building.

Following presentation of the preferred massing scheme, the design team presented character photos of potential rain gardens and landscaping options that could be incorporated into the project, including a "fissure garden," green walls, or climbing vines that signify the changing nature of the neighborhood from an industrial area to a more vibrant, mixed use area. Finally, the design team presented three renderings of the proposed design concepts. Views were shown of the retail corner at W. Dravus Street and 16th, Avenue W. which anticipates weather protection, covered seating, and new trees and planting; the glassy amenity space and potential pedestrian entry at the reconfigured alley and 17th Avenue W., which would help activate the street at 17th Avenue W. and provide a wayfinding landmark for vehicular entry to the site, and a view of the corner from 17th Avenue W. and W. Barrett St., which provides an enhancement to that street and provides ground-related residential that would be safe for residents but would also provide eyes on the street.

PUBLIC COMMENT

Following the architect's presentation and the Board's clarifying questions, public comment was received. The first public comment was from the chairman of the Interbay Neighborhood Association. He stated his support of the project, particularly because it provides workforce housing. He stated that he and others have been working on obtaining the zoning for the area for many years, and he is excited about the fresh new energy created by this development and design team. He stated that while he has some design concerns, he understands the needs to keep the building expenses down in order to keep rents down and allow this to be a true workforce housing project. The second public comment was from a member of the Queen Anne Neighborhood Association's land use committee. He stated that he was excited that there was finally going to be a building in Interbay. He noted a couple of concerns of the land use committee. The committee would really like to see the entrances to the proposed townhouse on Barrett, open onto the street, keeping in mind the security issues for residents. The committee also hoped that some type of amenity or courtyard would be provided off the alley. Additionally, he wanted the Board to focus on breaking up the massing of the building by trying to make the building look like several buildings—possibly by changing materials. The design team's community relations consultant submitted a letter of support from the owner of Pandasia restaurant just north west of the project. The letter stated the owner's general support for the project and development in the neighborhood. Finally, the owner of Red Mill Burgers spoke and stated that he was apprehensive about the parking entrances for the project, and thought it might have unintended consequences for the business' surface parking lot where congestion may occur and where people may park who are not patronizing the Red Mill Burgers.

BOARD DELIBERATIONS

The Board began deliberations by discussing the massing of the building. One member of the Board expressed appreciation that the project was not a "wedding cake" that showed a series of regular, incremental setbacks. The large, lower planes created by the setback from W. Dravus Street was appropriate. The Board member further stated that she believed those looking down on the building, as the adjacent neighborhoods will, would be more pleased without looking down on wedding cake tiers. She further suggested that one way to break up the massing of the top floors of the building might be to add items like the mechanical penthouse and stair over-runs as integral parts of the rooftop façade, elements that create interest and break down the overall massing of the project. Another Board member stated that he was concerned about the larger massing along the W. Barrett St. side of the project. A third Board member stated that she liked the diagonal massing of the project and how it held the two corners at the southern end of the site. The Board's chair observed that the massing made the project more feasible as a workforce housing project and recognized how, if it were to be required to set back at the upper levels could lose efficiency. He liked the massing of the building, as it is a transitional neighborhood, and the setback on W. Dravus St. made the building unthreatening from the people on that street front. When one Board member stated that he was still concerned that the building would read as a "breadloaf" from the Queen Anne and Magnolia neighborhoods, another Board member stated that one way to ameliorate this issue would be to break down the forms so the one building could be read as several separate buildings. Care and careful design would be needed to ensure that the building would still read as a whole, not as a piecemealed building. A Board member stated that while she didn't think the building read as a breadloaf, adding features, such as parapets, to the roof would help with articulation. The Chair stated that it would really help to make the building read as more of a complex of different buildings by using different colors and materials in

different masses. A Board member added that it might also help to raise the parapet of the building on the southeast corner enough so that when viewed it would not look like just one plane. The Board asked the design team to look at the massing issue, using the Board's several suggestions, at the next meeting.

Next, the Board discussed the alley vacation. Although the Board does not formally recommend for or against an alley vacation, and does not formally weigh in on public benefit, the Board may review the building as it relates to the operation and design of the building. The Board members supported the alley vacation as it allowed two buildings to become one and allowed for a more efficient building. The Chair stated that he was concerned about where building services would occur, and was unclear about where the garage entries were located. The design team clarified that the parking garage would consist of three separate at-grade levels which were made possible due to the grade change. The parking levels would not be connected by ramping. Each level would be accessible from an at-grade entry, two from different points in the alley, and one from W. Barrett Street. One Board member stated that she liked the planned traffic circulation that encourages traffic to enter and exit on 17th. She thought that limiting the northern portion of the alley to a one-way enter only could help some of the traffic concerns of Red Mill Burgers. Another member stated that he would like to know what the project was doing to activate the alley, to pull pedestrians through the alley to 17th Avenue W. to W. Barrett St. The first Board member replied that she thought the function of the alley in this instance was not to invite pedestrians in, but to allow for services/auto access. She did not see this project or location as a "Post Alley" or "Alley 24 situation." Rather than walking through the alley, pedestrians should be encouraged to walk on the sidewalks surrounding the project to activate the neighborhood. Another Board member asked whether the easiest way for residents to get to neighboring restaurants (Panda's and Red Mill Burgers) would not be to walk through the alley. Shouldn't that call for some kind of alley improvement? She suggested that the idea of a courtyard in the alley might be a good one. The Board member who had suggested a more utilitarian role for the alley pointed out that there was no residential lobby exiting into the alley; as shown, the residential lobby closest to the alley would exit onto 17th Avenue W., just to the south of the existing restaurants. One Board member observed that an issue still remained as a concern and that was how the building will face the alley and the back of the Pandasia, Red Mill Burgers, and Starbucks buildings. The Board asked the applicant to return to the Board with elevations and/or renderings of the view toward the project as viewed from the QFC parking lot across W. Dravus Street on the north. The Board also asked the applicants to give as clear vision for their approach to pedestrian and vehicular safety in the alley area.

The Board turned its discussion to encouraging activation of street facades. The Chair stated that he had a concern that there was no entrance into the lower units on W. Barrett Street. As a clarification, a Board member noted that the Building Code and accessibility standards create a problem in providing such entrances due to ADA, and that the applicant might think about pursuing a variance from this requirement from the building code. She stated that stoops might be a good idea here, as it would create privacy. The Board asked the applicant to take a look at the option of providing such individual entrances onto W. Barrett Street. One Board member stated that he would like to see curb bulbs to "create" parking on W. Dravus St. to activate 16th Avenue W. and provide traffic calming measures if supported by SDOT. One of the members disagreed with this idea, saying that she believed it was already an activated retail corner and that adding parking in this location might detract from it. It was pointed out that there is already parking on W. Dravus St. that helps activate the area and provide retailers with parking.

The Board then discussed in fuller detail how the roof of the building might appear to other neighborhoods. It was suggested that a green roof should be implemented. This green roof, it was noted by another Board member, would not need to be occupied by residents but should include some green. The Board agreed that the applicant should be asked to consider this idea.

DESIGN PRIORITIES

The Design Review Board members provided the following siting and design guidance identified by letter and number those siting and design guidelines found in the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings" of highest priority to this project.

The Board found that with additional refinement, the applicant's preferred scheme was also the scheme preferred by the Board. The Board included several specific requests of the applicant in its development of design moving forward, as noted below.

Guidelines of highest priority

A. Site planning

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

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

A-3 Entrances Visible from the Street. Entrances 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-6 Transition Between Residence and Street. For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

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.

A-10 Corner Lots. Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The Board felt that the applicant should look at providing individual entrances to the units on W. Barrett Street to encourage human activities and provide a better transition between the building and the street. The Board would also like to know how the residential lobby on 17th Avenue W. will look. The Board thought that Guideline A-10 had been addressed, but stated that it was still a high priority for the project.

B. 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 near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between the anticipated development potential of the adjacent zones.

The Board asked the applicant to consider different materials and additions, such as raised parapets, elevator and mechanical equipment, and a green roof to help break down the appearance of mass from neighboring buildings and the nearby hills. The roof (s) should be thought of as a separate façade in need of careful design attention.

C. Architectural Elements and Materials

C-2 Architectural Concept and Consistency. Building design elements, details, and massing should create a well-proportioned and unified building and exhibit an overall architectural concept.

The Board asked the applicant to break down the composition of the building, to break down massing. The Board would like the building to read as separate buildings that work together.

C-3 Human Scale. The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.

C-4 Exterior 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.

C-5 Structured Parking Entrances. The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

The Board was particularly concerned about the façade along 16th Avenue W., that it be activated and not include a blank wall hiding the portion of the above-grade parking garage. Other than this portion of the building, the Board felt that Guideline C-5 was being addressed in the early conceptual drawings.

D. Pedestrian Environment.

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

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

D-5. Visual Impacts of Parking Structures. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.

D-6 Screening of Dumpsters, Utilities and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When it is not possible to locate these elements away from the street front, they should be screened from view using high-quality and compatible materials and should not be located in the pedestrian right-of-way.

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

D-8 Treatment of Alleys. The design of alley entrances should enhance the pedestrian street front.

D-9 Commercial Signage. Signs should add interest to the street front environment and should be appropriate for the scale and character desired in the area.

D-10 Commercial Lighting. Appropriate levels of lighting should be provided in order to promote visual interest and a sense of security for people in commercial districts during evening hours. Lighting may be provided by incorporation into the building façade, the underside of overhead weather protection, on and around street furniture, in merchandising display windows, in landscaped areas, and/or on signage.

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.

The Board asked the applicant to give more thought to the activity on W. Barrett Street, and how the design might deal with the elevation change to deal with safety issues. In particular, the Board asked the applicant to consider how the residential units on this side related to the ground level to increase safety and security. The Board asked the applicant, with regards to Guidelines D-9 and D-10, to be respectful of the existing recommendations of the Interbay Neighborhood Association for lighting and/or commercial signage.

E. Landscaping

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

A second Early Design Guidance meeting was held on February 16, 2011 at the request of the applicants.

Early Design Guidance Meeting-February 16, 2011 **Design Team Presentation**

Following the opening remarks from the Board Chair who had suggested that the presenters “cut to the chase” by omitting the contextual analysis which had been adequately presented at the first EDG meeting. The Board was primarily interested in what responses had been made by the design team in response to the guidance given at the first meeting.

Brian Fish of FishMackay Architects LLC addressed the Board’s first piece of guidance from the last meeting, namely, that the project should read as several smaller buildings. Mr. Fish showed how the team had varied parapet heights in order to achieve the impression of a variety of roof heights. Overall, in addition to creating architectural variety, the differential in parapet heights furthered the sense and the reading of the project as a self-contained village of buildings that work together. The project has also included setbacks on the 17th Avenue W. Façade and a varied use of materials to reduce the perceived scale of the project. At the corner of 17th Avenue W. and W. Barrett Street, the corner was located at the property line, rather than pulled back. This was

contrasted with the corners at 16th Avenue W. and W. Dravus Street and 17th Avenue W. and W. Dravus Street, where the corners were clearly pulled back from their respective property lines.

The Board had also asked the project team to explore changing the expression of the roof, and potentially adding green roof elements, to ensure that views from Queen Anne and Magnolia were made more pleasant. The project team addressed views both from Queen Anne and Magnolia and demonstrated that given the elevation of the building any views containing glimpses of the roof would be from such distances that the addition of small green areas would not make much of an impact. The project team demonstrated that only from as far away as 24th Avenue W. and W. Dravus Street on Magnolia would the roof become visible. With the project site and proposed structure superimposed on a photo from that location, it was clear that any greenery on the roof would be difficult to see. The project team explained that they would prefer to concentrate the project's limited resources on what could be perceived from the pedestrian experience at or near the building rather than on the roof where they would not provide perceptible benefit to anyone. One of the potential additions to the project would be rain-garden features on 16th and 17th Avenues as well as bio-retention planters on some of the lower decks.

The Board previously had asked the project team to explore the idea of including direct entries from the street into the townhouse units which fronted onto 16th Avenue W. and W. Barrett Street. The team had previously explained that for safety and design reasons, direct entrances from units to the street were not preferred. At this presentation the project team showed more detailed drawings of the two facades, which include units with ground-related patios and balconies. The outdoor areas were intended to be used by tenants as "outdoor rooms," separated from the sidewalk by landscaping and a railing. This was intended to give a sense of security to tenants, while still maintaining "eyes on the street."

The project team then offered some details in also emphasized their advances in landscaping design. Blank walls, including those blank walls facing the alley, would be screened with plantings, the exact species of these plantings at this point in the design process still to be determined.

Public comment

A half dozen members of the public affixed their names to the sign-in sheet at the meeting. John Coney from the Queen Anne Community Council commented that he supported the development of market rate housing near the Bus Rapid Transit line, and that he believed that the design of the building has come a long way from the initial presentations of the team to the Queen Anne Community Council. Mr. Coney also asked for more pedestrian lighting to improve safety in the area, noting that the proposal area was the number one area for vandalism in the neighborhood. No other public comments were received at the meeting.

Board comments and deliberation

The Board agreed with the shift in emphasis away from any elaborate treatment of the roof as a separate façade, backing off from what had been one of their expressed priorities at the first Early Design Guidance meeting. They thanked the presenters for the clear demonstration of the lack of perceptual benefit from extensive rooftop greening. They expressed their support for more green area within the realm of the pedestrian experience instead of the addition of green roofs.

The Board also agreed with the project team's approach on the street-related units. It was suggested by the Board members that DPD coordinate with SDOT and attempt to reduce the amount of right-of-way required to be dedicated on W. Barrett Street, to allow for a deeper sidewalk and more landscape plantings to create more private and usable patios. The Board noted that this approach is common and very successful in Vancouver B.C., where low lying, but dense landscaping (such as Barbary hedge) is used to shield patios from the street from a safety perspective, but allow for eyes on the street. The goal in landscaping depth near the patios would be something exceeding at least an arm's length in depth from the sidewalk. It was suggested that a reduction in the required right-of-way width, on W. Barrett Street, a street with little traffic, would help create an excellent and more livable street. The Board also supported the addition of more planting material in the alley facades to screen blank walls.

The Board requested additional exploration of the lobby area facing 17th Avenue W. Currently the lobby is designed to pull back approximately 3-4 feet from W. Barrett St. The Board members suggested that reducing the setback would allow more visibility of the lobby from W. Dravus Street should the Red Mill or Kozber properties ever redevelop to the street property lines in the area north of the 17th Avenue W. entry to the building. The reduction in setback would allow for an extended entrance canopy that would mark a more obvious the residential point of entry. The Board responded positively to the general design of the lobby space, including the perceived double-height glass entry.

Board members stated that the perception of the building's mass has been effectively reduced, and the project team answered its concerns regarding the building massing as well as views of the roof. Board members responded favorably to the detailing of the elevations, including the variation in units with balconies and different levels, and the different materials chosen to break down the massing.

Board members had some questions regarding materials, and suggested that the gray/white material on the north and west facing interior (alley facing) façades be reconsidered, since the impression given in renderings shown made the façade treatments too stark. Board members suggested maintaining the playfulness shown elsewhere in the choice of materials at this location, as well as providing greater articulation and sense of depth to these interior facades.

The Board members also suggested using a more sturdy material than hardy board at levels where people or cars could damage the material. Panelized masonry or a brick-like material might provide a solution in these areas. The Board supported the notion of bringing the material at the base of the 16th Avenue W. and W. Barrett Street corner up a bit, but in a manner that still emphasized the "groundedness" of that portion of the structure.

The Board supported the project's moving forward to a Master Use Permit application and noted that they looked forward to a future recommendation meeting on the project after it had undergone even further refinement.

RECOMMENDATION MEETING –May 18, 2011

APPLICANT'S PRESENTATION

The presentation team consisted of Bryan Fish and Don Mackay from FishMackay Architects LLC, and Scott Woodcock from Windrose Landscape Architects.

The architects presented the project to the Board and outlined the design development the proposal had undergone in response to the Board's Early Design Guidance.

The architects first highlighted the enhanced community space at the corner of 16th and Dravus. The façade design of this space was developed to focus on opening up the retail corner both to make the retail more visible to the street and to create more interaction with the street. The height of the retail area is 16 feet, with a canopy for weather protection at between 11 feet and 13 feet above sidewalk. The design was changed in this location to make the façade lighter and less heavy. The materials at the corner have been chosen—the materials will be hardy panel with painted reveals in a rust and mahogany color. The hardy panel will be placed in a plank pattern to create a woody feel. The upper level setbacks in this location will be metal panels.

The architects reviewed the streetscape improvements proposed for this corner. The tree wells have been enlarged and will be planted with enhanced landscaping. Away from the development site, the existing sickly trees in front of Red Mill and Pandasia will also be replaced. Wayfinding elements for bus stop, ballfields, and the bike route to downtown will be provided on the corner. Benches for seating will be provided, and the building will be held back 3'8" from the property line at the corner to provide a wider sidewalk. The result will be a widened pedestrian zone that is screened from the heavy traffic on W. Dravus Street.

The architects next presented proposed street improvements of the area extending from W. Dravus Street down 17th Avenue W. as far as the entrance to the reconfigured alley. A reconfigured sidewalk, curb, street trees and plantings are proposed to provide a pedestrian link between the activity at the ballfields at W. Barrett Street and 17th Avenue W. and the existing businesses to the east along W. Dravus Street.

The Board's guidance was to break up the long blank facades along the existing and proposed reconfigured alley. The project has responded to that guidance by softening the lower walls along the alley with green screen/vines and architectural concrete reveals. The concrete reveals will be cast in a pattern to break up the scale of the facade, and the greenscreen vines will be irrigated to ensure their survival. Six-foot wide planters, located at approximately every 20' above the concrete base, will be planted with vines to cascade down the greenscreens at the concrete walls. The recessed portions of the upper level alley facades will be finished with vinyl material, lapped to create a reveal and to bring some depth to the façade.

The Board had asked at the last meeting how people would be directed to the lobby along 17th Avenue W. were the property to the north of the project ever to be developed. In response, the design team described the entrance to the building located at the intersection of the reconfigured alley and 17th Avenue W. as distinguished by stamped and colored concrete, proposed both to alert pedestrians of the presence of the alley and to provide a sense of entry. An extended canopy would be placed above the lobby entrance and the lobby area itself would be characterized by a glassy double-height space that would create a lantern look. The rain garden feature along 17th Avenue W. also starts just south of the lobby, creating a distinctive focal point. Places for informal public seating outside the lobby and at the corner of 17th Avenue W. and W. Barrett Street, in the form of precast concrete cubes, are intended to provide a sense of an outdoor room. Additionally, the materials along this frontage were changed to convey a sense of greater durability—previously hardy panel was proposed for the bottom and now the base would be of architectural concrete, with hardy panel above the base.

The architects presented the ground-level open space along 16th Avenue W., with potential morning sun exposure, as a place for people to enjoy drinking their coffee before waiting for the bus along 15th Avenue W, one block to the east. The space is approximately 12-15' deep, and is intended to meet part of the residential amenity space requirement. As such it would be accessible to all building residents.

The architects then explained the lighting and signage plan for the property. Blade signs are proposed for the W. Dravus Street retail and lobby entries. These would be suspended from the canopy above the sidewalk. LED light fixtures are proposed under the canopies at the Dravus retail frontage and at the building entrances. Building-mounted LED fixtures are proposed in the alley to increase safety and security there, but will be within cutoff fixtures to reduce glare and light spillage. Along W. Barrett Street, three pedestrian light standards are proposed for safety and security.

PUBLIC COMMENT

No public comment was offered at the meeting.

BOARD DELIBERATIONS

The Board began deliberations by discussing the alley façade of the building. One member of the Board stated that the previous guidance of the Board was intended to ensure that the view of the building from W. Drives Street looking south would not appear to be a single plane. The Board determined that the project had done a good job of making changes in materials and increasing the modulation to obviate that planer effect and to generally break up the building mass and façade.

The Board noted their concerns that the greenscreen/vine elements in the alley should be done in a manner that actually works so that the “green” remains green. The Board commented that it would be nice to include evergreen plantings in the alley and other places in the project to ensure year-round green.

The Board liked the changes made to the corner of 16th Avenue W. and W. Dravus Street, noting that the new material proposed reads more like wood. The Board also thought the expanded recess buffered with landscaping elements created a much stronger corner.

The Board members indicated that they remained concerned regarding the closeness of the ground related units to the sidewalk along W. Barrett Street. The Board recommended that the design team continue to explore and to find workable ways to buffer the private areas of the units from the sidewalk, either through landscaping, fencing, or screening.

The Board was concerned that the proposed outdoor amenity space at street-level on 16th Avenue W. would not function as an amenity space that was truly accessible for all residents. The Board felt that having adjacent residential units open directly onto the terrace would in effect create a private terrace, not welcoming to any residents not living immediately adjacent. The Board was also concerned that the proposed terrace was intended to be accessed only by a secure gate at the sidewalk, requiring residents to leave the building to re-enter the amenity terrace.

Departures from Development Standards

The Applicant requested the following departures from development standards:

- The reduction of total and indoor/outdoor proportion of residential amenity area (SMC 23.48.020). The project is providing 2822 s.f. of outdoor residential amenity space and 5691 s.f. of total amenity space; the project believes that the enhanced streetscapes proposed for the project and the proximity to two large parks justifies the reduction in amenity area.
- That the setbacks at retail frontage and residential entries not be required to be landscaped (SMC 23.48.014). The project is voluntarily setting the project back from the right-of-way to increase the pedestrian spaces. To make these areas vibrant pedestrian spaces the applicant requests that these areas not have to meet the landscape requirements of SMC 23.48.014.
- Increase of maximum setback of building from right-of-way (SMC 23.48.014), or reduction in minimum horizontal dimension for residential amenity spaces (SMC 23.48.020)
- Sight triangle not meeting requirements departure for the Barrett garage entry (SMC 23.54.030)
- Departure from Transparency and Blank Facades requirements (SMC 23.48.018) and Screening and Landscaping requirements (SMC 23.48.024.B3). These two related requirements apply to the portion of street level parking garage at Barrett east of the garage entry and at 16th, near the intersection with Barrett. Because of the way the sidewalk raises with the grade, the garage extends above grade from a height of between 2' and 9', creating blank walls of varying height.

The Board recommended granting all the requested departures and recommended conditions be attached. The Board was particularly concerned with the design and workability of the “morning terrace” concept. One major concern was that the area would become an extension of the patios for the units fronting the terrace. The Board wanted to ensure that there was separation between the patios and the terrace such that the patios would be private and the terrace would be usable by all residents. It should be a place all the residents would feel comfortable using. The Board stated it would grant the departure to reduce the amount of outdoor residential amenity space if the applicant worked with DPD to increase screening from adjacent individual unit patios in this area. *The MUP plans were changed to show an amenity terrace for all residence of the building, a space not shared with residents of units facing onto the terrace.)*

The Board also directed that the applicant explore and find a way to create a direct connection from the 16th Street lobby area to the morning terrace so that the area became a natural extension of an already-public area. *(The MUP plans were changed to show an entry onto the terrace from within the building, connecting directly to a circulation area accessible to all residents of the building.)*

The Board noted the inherent conflict between the 15' minimum dimension for amenity areas and the 12' maximum setback along street level, and granted the departure from either of those requirements, depending on the solution the design team provides to the Board's concerns.

The Board also asked that the garage entrance on Barrett include signage and mirrors, and shifts in paving textures if warranted, to increase pedestrian safety. The Board strongly encouraged that that no warning lights, or only unobtrusive warning lights, and no enunciators or other noisemakers should be used at this location.

The Board recommended granting the departures from standards for blank parking garage facades, noting that these areas should be provided with viable landscape screening to mitigate the blank facades.

Subsequent refinement and separation of elements within the above list of requested departures resulted in the following enumeration of eight departures from development standards recommended for the project:

1. SMC 23.48.014 D: Allow street level setbacks at the northeast corner of the proposed structure, along both W. Dravus Street and 16th Avenue W., not to be landscaped;
2. SMC 23.48.014 D: Allow portions of the street-level façade along 16th Avenue W. to exceed the 12-foot maximum setback—15'-1" is proposed;
3. SMC 23.48.018 A1,b: Allow less than required transparency along W. Barrett Street—64.8 sq. ft. required, none provided;
4. SMC 23.48.018 B3: Allow greater than allowed blank façade segments—25 feet allowed;
5. SMC 23.48.020 A: Allow less than required amount of residential amenity area—9,879 sq. ft. required, 5,691 sq. ft. provided;
6. SMC 23.48.020B: Allow more than 50% of amenity space to be enclosed—50.4% (2,869 sq. ft. enclosed);
7. SMC 23.48.024 B3: Allow parking at street level without an intervening use—along portions of W. Barrett Street and 16th Avenue W.;
8. SMC 23.54.030: Allow a site triangle that does not meet standards—at W. Barrett Street garage entry/exit.

Additionally, the applicant has requested to allow a blank façade width of 60 feet along both W. Barrett Street and 16th Avenue W., where the facades enclose the parking garage at the southeast corner of the structure. This the Director grants (per SMC 23.48.018 3a), provided that the construction application show facades that are liberally enhanced by architectural detailing, artwork, landscaping or other features having strong visual interest that shall be approved by the Land Use Planner doing zoning review of the project.

ANALYSIS AND DECISION - DESIGN REVIEW

The Director of DPD has reviewed the recommendations of the Design Review Board and finds that the proposal is consistent with the *City of Seattle Design Review Guidelines for Multifamily & Commercial Buildings Design Guidelines*. The Director **APPROVES** the subject design and those departures from development standards recommended for approval by the Board, as well as those conditions recommended by the Board which are noted at the end of the overall decision.

This decision is based on the Design Review Board's final recommendations, on the plans, drawings and other materials presented at the public meeting on May 18, 2011 and the plans on file at DPD. The design, siting, and architectural details of the project are expected to remain

substantially as presented at the recommendation meeting except for those alterations made in response to the recommendations of the Board or in response to correction notices and incorporated into the plan sets subsequently submitted to DPD.

ANALYSIS - STATE ENVIRONMENTAL POLICY ACT (SEPA)

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant (March 29, 2011). The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision. This decision also makes reference to and incorporates the project plans submitted with the project application.

The Seattle SEPA Ordinance provides substantive authority to require mitigation of adverse impacts resulting from a proposed project (SMC 25.05.655 and 25.06.660). Mitigation, when required, must be related to specific environmental impacts identified in an environmental document and may be imposed to the extent that an impact is attributable to the proposal, and only to the extent the mitigation is reasonable and capable of being accomplished. Additionally, mitigation may be required when based on policies, plans and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675 inclusive (SEPA Overview Policy, SEPA Cumulative Impacts Policy, SEPA Specific Environmental Policies). In some instances, local, state or federal regulatory requirements will provide sufficient mitigation of an impact and additional mitigation imposed through SEPA may be limited or unnecessary.

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 pertinent part that “where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation.” Under specific circumstances, mitigation may be required even when the Overview Policy is applicable SMC 25.05.665(D).

ENVIRONMENTAL IMPACTS

The information provided by the applicant and its consultants, the public comments received, and the experience of DPD with the review of similar proposals form the basis for conditioning the project. The potential environmental impacts disclosed by the environmental checklist are discussed below. Where necessary, mitigation is called for under Seattle’s SEPA Ordinance (SMC 25.05).

Short - Term Impacts

Anticipated short-term impacts that could occur during demolition excavation and construction include; increased noise from construction/demolition activities and equipment; decreased air quality due to suspended particulates from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during grading, excavation, and general site work; increased traffic and demand for parking from construction equipment and personnel; conflicts with normal pedestrian and vehicular movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC 25.05.794).

Many of these impacts are mitigated or partially mitigated by compliance to existing codes and ordinances; specifically these are: Storm-water, Grading and Drainage Control Code (grading, site excavation and soil erosion); Street Use Ordinance (watering streets to suppress dust, removal of debris, and obstruction of the pedestrian right-of-way); the Building Code (construction measures in general); and the Noise Ordinance (construction noise). The Department finds, however, that certain construction-related impacts may not be adequately mitigated by existing ordinances. Further discussion is set forth below.

Earth

The site is located within 1,000 feet of a closed landfill located due south of the site. It also lies within a mapped liquefaction zone. Construction of the parking/retail levels will require excavations up to about 18 feet below existing grades along the eastern portion of the site. The *Geotechnical Master Use Permit Report* of the site prepared by GeoEngineers, January 18, 2011, reported that measurements conducted for the report suggest a water table that lies approximately 10 to 15 feet below the ground surface. Since perched groundwater is expected to be encountered during the excavation required for the project construction dewatering will be handled with ditching and sumps within the excavation. The Seattle Stormwater Grading and Drainage Control Code requires that water released from the site be clean and limits the amount of suspended particles therein. Specifically, the ordinance provides for Best Management Practices to be in place to prevent any of the water or spoil resulting from excavation or grading to leave the site inadvertently. No further SEPA policy based conditioning of earth impacts during construction is necessary.

Traffic and Parking

Traffic during some phases of construction, such as excavation and concrete pouring, will be expected to be great enough to warrant special consideration in order to control impacts on surrounding streets. Seattle Department of Transportation will require a construction phase truck transportation plan to deal with these impacts. The applicant(s) will be required to submit a Truck Trip Plan to be approved by SDOT prior to issuance of any demolition or building permit. The Truck Trip Plan shall delineate the routes of trucks carrying project-related materials.

Noise-Related Impacts

Both commercial and residential uses in the vicinity of the proposal will experience increased noise impacts during the different phases of construction. Compliance with the Noise Ordinance (SMC 22.08) is required and will limit the use of loud equipment registering 60 dBA or more at the receiving property line or 50 feet to the hours between 7:00 a.m. and 10:00 p.m. on weekdays, and between 9:00 a.m. and 10:00 p.m. on weekends and holidays.

Although compliance with the Noise Ordinance is required, additional measures to mitigate the anticipated noise impacts may be necessary. The SEPA Policies at SMC 25.05.675.B and 25.05.665 allow the Director to require additional mitigating measures to further address adverse noise impacts during construction. Pursuant to these policies, it is Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance may be necessary. In addition, therefore, as a condition of approval, the proponent will be required to limit the hours of construction activity not conducted entirely within an enclosed structure to non-holiday weekdays between 7:00 a.m. and 6:00 p.m.

Air Quality Impacts

Demolition and construction activities could result in the following temporary or construction-related adverse impacts:

- Erosion from excavation and storm water impacts from ground clearing,
- Increased noise levels,
- Decreased air quality due to suspended particulates (dust) from excavation and construction, hydrocarbon emissions and greenhouse gas emissions from construction vehicles, equipment, and the manufacture of the construction materials,

Construction will create dust, leading to an increase in the level of suspended air particulates, which could be carried by wind out of the construction area. Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations will require activities, which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne. The Street Use Ordinance also requires the use of tarps to cover the excavation material while in transit, and the clean up of adjacent roadways and sidewalks periodically. Construction traffic and equipment are likely to produce carbon monoxide and other exhaust fumes. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency (“PSCAA”) prior to any demolition on site. If any asbestos is present on the site, PSCAA, the Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos.

Construction activities themselves will generate minimal direct impacts. However the indirect impact of construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No potential short term adverse impact to air is anticipated and therefore air quality mitigation is not necessary.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased carbon dioxide and other greenhouse gas emissions primarily from increased vehicle trips but also the projects energy consumption, increased demand for public services and utilities; increased height, bulk, and scale on the site; and increased area traffic and demand for parking. Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: 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, parking requirements, shielding of light and glare reduction, and contains other development and use regulations to assure compatible development.

Air Quality

The number of vehicular trips associated with the project will increase the quantities of carbon dioxide and other greenhouse gas emissions in the area. Additionally, the project will create a level of electrical energy demand and natural gas consumption that does not currently exist on the site. Together these changes will result in ambient increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project over its life-cycle.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's 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. While these impacts are adverse, they are not expected to be significant.

Height, Bulk, and Scale

The proposal does not exceed the height of development (75 feet) allowed in the Seattle Mixed (SM/R 55/75) zone. The height, bulk and scale measures were addressed during the Design Review process. Pursuant to the Height, Bulk and Scale Policy of SMC 25.05.675 a project that is approved pursuant to the design review process shall be presumed to comply with the height, bulk and scale policies. The proposed structures have been endorsed by the Design Review Board as appropriate in height, bulk and scale for the project.

Historic Preservation

In accordance with City policies and interdepartmental agreements involving structures which are not yet designated as historical landmarks but which are fifty years in age or older and may be so designated, information for review, including historic and contemporary photos and assessments prepared by Krafft & Krafft Architects, were submitted by DPD to the Historic Preservation Program Manager at the Department of Neighborhoods (DON). DON has determined that the six structures located on site and scheduled for demolition, although older than fifty years, were unlikely, due in part to loss of integrity, to meet the standards for designation as individual landmarks.

Traffic and Parking Impacts

Primary arterial access for the development proposal is provided by W. Dravus Street which provides connections between Magnolia and Queen Anne neighborhoods and, via 15th Avenue W., connections north to the Ballard neighborhood and south to Downtown. A *Transportation Impact Analysis* was prepared for the Unico Properties project by Heffron Transportation, Inc. (dated March 8, 2011).

The City of Seattle has a project package in place to make improvements along the W. Dravus Street corridor that could improve the future operations at the study intersections of the Heffron analysis. These improvements include an installed traffic signal at the W. Dravus Street/17th Avenue W. intersection, left-turn lanes on 17th Avenue W. at this location, restricted left-turns from

16th Avenue W. to W. Dravus Street, and signal modifications to the W. Dravus Street/15th Avenue W. interchange intersections. The project proposes to contribute funding to signal enhancements at the W. Dravus Street/15th Avenue W. interchange and to improvements along W. Dravus Street from 16th to 17th Avenue W., including a new traffic signal at 17th Avenue W.

The *Transportation Impact Analysis* (March 8,2011), p.28, contains the proposed project's intended contributions to the W. Dravus Street improvements which are based on its pro-rata share compared to traffic generated by potential growth in the Interbay area and which has been applied to several other development projects in the area. The proposed project's share cost, as identified in the *Transportation Impact Analysis* total \$113 120, and include \$26,395 to improve the W. Dravus Street/15th Avenue W. interchange and \$86,725 for other specified improvements to the W. Dravus Street corridor, including the pro-rata share of installation of a traffic signal at W. Dravus Street and 17th Avenue W. It is DPD's expectation that these payments will be made at the time of the issuance of construction permits for the project. Given these proposed payments, no further mitigation through SEPA is warranted.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of DPD as the lead agency of the completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).

CONDITIONS-SEPA

Based upon the above analysis, the Director has determined that the following conditions are reasonable and shall be imposed pursuant to SEPA and SMC Chapter 25.05 (Environmental Policies and Procedures).

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

During Construction

1. 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. 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:

The hours of construction activity not conducted entirely within an enclosed structure shall be limited to non-holiday weekdays between 7:00 a.m. and 10:00 p.m., and between 9:00 a.m. and 10:00p.m. on weekends and legal holidays, except that construction activities in the alley shall be allowed to be performed from 5:00 a.m. to 11:00 a.m. on all Wednesdays through Saturdays in order to accommodate the Red Mill business. All construction activities remain subject to the construction noise ordinance (SMC 25.08.425). This restriction may be modified on a case by case basis by a written request submitted to DPD and approved at least one week before any extension in hours is contemplated.

Conditions-Design Review

Prior to Issuance of a Certificate of Occupancy

2. The design, siting, and architectural details of the project shall remain substantially as presented at the Design Review recommendation meeting of May 18, 2011, except for any alterations that may be made in response to the recommendations of the Board and incorporated into the plan sets re-submitted to DPD prior to issuance of the Master Use Permit. Compliance with the approved design features and elements, including exterior materials, architectural detail, facade colors, and landscaping, shall be verified by the DPD Planner assigned to this project. Inspection appointments with the Planner shall be made at least five (5) working days in advance of the inspection.

Signature: _____ (signature on file) _____ Date: September 22, 2011
Michael Dorcy, Senior Land Use Planner

MD:bg

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