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: 3013561

Applicant Name: Bradley Khouri

Address of Proposal: 1623 14th Avenue

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a three story, 6-unit townhouse structure with parking for four vehicles located below grade. Existing single family residence to be demolished.

The following approvals are required:

Administrative Design Review – SMC Chapter 23.41, including departures from development standards:

Development Standard Departure to allow more than the maximum permitted façade length. (SMC 23.45.527 B)

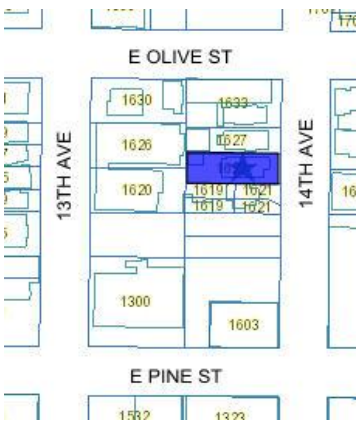
Development Standard Departure to allow less than the required side setback along the north and south property lines. (SMC 23.45.518)

Development Standard Departure to allow less than the minimum driveway width (SMC 23.54.030 D1a)

Development Standard Departure to allow less than the required site triangle (SMC 23.54.030 G4)

Current Development:

The proposed development is located on the west side of 14th Avenue E between E Olive Street and E Pine Street. The site is situated between two existing multifamily structures on the north and a two-building townhouse development to the south. A large four-story apartment building is directly west of the subject lot. A variety of two and three story apartment buildings are located along 14th Avenue across from the subject lot. The subject lot is flat with little slope across the lot depth. Adjacent lots are located at the same grade level as the subject lot.



Access:

Existing vehicular and pedestrian access is via 14th Avenue.

Surrounding Development and Neighborhood Character:

The neighborhood consists of multifamily structures and commercial structures. The primary commercial corridor is along E Pine Street, E Pike Street and E Madison Street to the south. A variety of architectural styles exist in the immediate vicinity. Along 14th Avenue the predominant architecture is newer townhouse and apartment developments, an older early twentieth century brick apartment and new mixed use development along the commercial street.

The area offers frequent transit service.

ECAs:

No Environmentally Critical Areas are on or adjacent to the property.

Proposal:

The proposed development consists of one six-unit townhouse structure with underground parking. One residential unit has a primary entry facing 14th Avenue. The remaining units will be accessed via a shared pedestrian pathway along the north property line. Vehicles will access the shared underground parking garage by a driveway along the south property line connecting to 14th Avenue. Pedestrian access from the garage to a shared courtyard space between the units will be provided at the center of the site. The five townhouse units are connected by a two-story massing section containing one unit above the courtyard and garage stairway, referred to as the 'bridge.' The courtyard area will also provide a shared amenity space for residents of the development. Private rooftop decks will be provided for each unit.

Landscaping is proposed along the north, south, east and west property line, within the shared courtyard space and front setback. The existing mature street tree will be maintained in the planting strip.

Territorial view exists at grade, while rooftop decks may have access to downtown views.

ADMINISTRATIVE EARLY DESIGN GUIDANCE: August 15, 2012

The EDG packet includes materials presented is available online by entering the project number(s) (3013561) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The EDG packet is also available to view in the 3013561 file, by contacting the Public Resource Center at DPD:

Mailing Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

DPD received written comments and phone calls during the public comment period ending on August 8, 2012. The primary concerns included the following:

- Concerned the new structures will be too close to the townhouse structure to the south.
- Development should respect privacy of adjacent residential uses.
- Granting of façade length departure will negatively affect light exposure to adjacent residential uses.
- Would like to see a four-story development which complies with zoning standards.
- Access location is unclear from information provided.
- Mitigate construction noise and parking impacts of contractors during construction.
- Support for the proposed townhouse development.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Planner provides the following siting and design guidance. The Design Review Planner also identified the following Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

EARLY DESIGN GUIDANCE (AUGUST 1, 2012):

1. **Massing Compatibility.** Location and massing of adjacent residential structures should inform the context for this development.
    a. Continue use of vertical massing element to define residential entry facing 14th Avenue (A-2, A-3, C-3).
    b. Maintain use of varied texture, color and plane change to divide front and side façades into multiple massing sections, creating visual interest and breaking the uniformity of those wall sections (C-4, D-2).
    c. Provide more information on structure massing, modulation and treatment along the south and west façades (B-1).
    d. Provide plan and section views showing the proposed north and south side setback departures in relationship to adjacent structures (A-5).
    e. Demonstrate that the two-story massing above the courtyard will not have more adverse impacts on light reaching adjacent residential structures in the proposed location versus a conforming location (A-5, B-1).

f. Show how the structure location along the front will achieve a successful transition between the larger front setbacks on either side of site and the smaller setback proposed (A-2, A-5, A-6).

2. **Clarify Driveway Access and Structure Location.** Provide details of the relationship between the driveway, grade change, structure and open space location along the south property line.

    a. Maintain location of driveway along the south property line consistent with driveway location for adjacent townhouse structure (A-1).

    b. Provide site plan, elevation section and perspective drawings showing the proposed grade change, use of retaining walls and structure location along the south property line (A-8, B-1, C-5).

    c. Design driveway, garage and building massing to minimize visual impacts for adjacent residential structures, maintain safe transition in grade with adjacent lots and maximize opportunities for open space along the south property line (A-1, A-5, A-7, A-8, C-5, D-2, D-7, E-2).

    d. Utilize projection of townhouse unit into side setback to frame garage entry (A-8, B-1, C-5)

    e. Clarify location of garage entry to front property line and specify if entrance will be open or screened by a door (C-5).

    f. Consider use of visual detailing or falling/climbing landscaping for retaining walls provided within the driveway area to add visual interest to the expanse of wall. (A-8, D-2, E-2)

    g. Work with SDOT to relocate pole in location of garage access (A-1).

    h. Utilize lighting, and other techniques promoted by Crime Prevention through Environmental Design (CPTED) for the driveway security and pedestrian stair access location in the garage and courtyard spaces (A-4, A-7, D-7).

3. **Further Treatment of Setbacks.** Setbacks provided at the perimeter of the site should provide usable outdoor rooms for residents while also providing a transition area to adjacent uses.

    a. Utilize window location, cut-off lighting and low level buffer landscaping within the setback areas to create a private defensible space (D-7, E-2).

    b. Consider increased setback, landscaping, and raised planting buffer along the north property line to differentiate the subject lot from the adjacent pedestrian pathway (D-7, E-1, E-2).

    c. Develop the south, west and north setbacks with landscaping and screening to act as a transition space between subject units and adjacent residential units (A-1, A-5, E-1, E-2).

4. **Develop Courtyard Amenity Space.** The courtyard space near the center of the site is a desirable feature that should be enhanced.

    a. Supply more information showing how the courtyard will be activated with architectural, landscaping, paving, lighting and other treatments (A-4, A-7, D-7 and E-2).

b. Minimize blank walls facing the courtyard or design these walls with material changes, texture, imprints or landscaping to add visual interest to the space (A-7, D-2).

c. Demonstrate how the two-story massing above the courtyard space will not detract from the usability of the amenity area and sun exposure to the courtyard open space (A-4, A-7, C-3).

d. Utilize low level cut-off lighting and window location to provide a safe defensible space while also maximizing privacy of units and courtyard users (A-5, A-7, D-7).

5. **Maximize Privacy.** The development should provide privacy for the adjacent structures.

a. Use location of existing windows on adjacent residential structure on the north, south and west facades of the abutting structures to inform location of proposed windows, to ensure that proposed windows do not directly face neighbor's windows. (A-5)

b. Locate windows with high use living spaces in areas which obscure direct line of site into adjacent structures window and private yards (A-5).

c. Treat walls facing residential units to maximize privacy while avoiding large blank untreated walls (A-5, D-2).

6. **Identifiable Residential Entries.** The residential entries are an introduction to the site for residents and visitors and should be gracious and inviting.

a. Entries should be easily identifiable and create moments of pause, transitioning users from public spaces to private homes (A-3).

b. Maintain a primary entry along 14th Avenue E with the proposed wood framing (A-3).

c. Provide paving between sidewalk and residential entry facing 14th Avenue (A-6).

d. Provide clear signage along the street for residential units at the rear of the site (A-3).

e. Continue use of canopy on front entry transitioning to rear entries along the side facade (A-3, C-2).

f. Maintain common entry pathway along north lot line consistent with adjacent pathway (A-1).

g. Utilize architectural detailing, material or plane change so that entries on the north facade are easily identifiable (A-6, C-3).

h. Provide more detail on use of lighting, pavers and landscaping to frame and guide residents and visitors from the street to individual units (A-4, A-6).

7. **Develop Material Palette.** The Pike Pine Overlay Design Guidelines provide direction on choosing materials to enhance and incorporate buildings into the neighborhood context.

a. Provide additional detail on the proposed material palette (C-4).

b. Utilize materials that compliment the light-industrial history of the neighborhood while also providing finer grain detailing complementary to the residential character of the street (C-1, C-4).

8. **Placement and Screening of Solid Waste and Recycling.** Limited street frontage coupled with the location of driveway access and pedestrian pathway limits space for solid waste and recycling.
    a. Provide more information on location and screening for solid waste and recycling storage spaces (D-6).
    b. Locate solid waste and recycling space to minimize visual impacts to existing and proposed residential units (D-6).

ADMINISTRATIVE DESIGN REVIEW:

The packet includes materials presented during the Master Use Permit review, and is available online by entering the project number (3013561) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

or contacting the Public Resource Center at DPD:

Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
Seattle, WA 98124

Email: PRC@seattle.gov

PUBLIC COMMENT

One additional comment was received during the Master Use Permit review comment period ending on October 3, 2012. The following comments, issues and concerns were raised:

- Concerned only 4 parking spaces are provided for 6 units.
- Concerned proposed development will create shadows on adjacent lots.
- Concerned about noise and fire safety impact if structure is located within the required setback.
- Note historic value of existing structure located on site.

PRIORITIES & BOARD RECOMMENDATIONS

After receiving the Early Design Guidance the applicant has submitted a Mater Use Permit demonstrating how early design guidance and identified priority Citywide Design Guidelines & Neighborhood specific guidelines have been incorporated to provide the approved project.

1. **Massing Compatibility.** The provided Master Use Permit submitted modified the massing of the structure to respond to specific EDG guidance provided. The revised proposal decreases overall structure depth by increasing the front and rear setbacks. The ‘bridge’ massing at the center of the site was relocated to a conforming location. The wall projections on the north and south facades were lowered to decrease the overall height of the structure.

The recommendation analysis is completed on the revised project submittal documented through the Master Use Permit plan set and recommendation package dated February 5, 2013 available online.

- The front façade includes three part modulation with contrasting materials. The street facing entry is defined by use of wood material at entrance wall, a colored doorway, pavers leading from the street, a steel canopy and vertical modulation above the entrance.
- Front, side and rear facades utilize a material combination of natural wood, dark grey ship-lap siding, light grey and green rectangular cementious panels to divide structure massing into smaller residential scale wall sections. The plans also incorporate green walls, and steel canopy projections as horizontal architectural features along the vertical wall massing.
- The Master use permit plans include information on location of north and south façade setback departure requests in relationship to adjacent residential structures.
- The two-story massing provided at the center of the site has been located to a code conforming location. The unit provided within the 'bridge' is located 15 feet from each side property line.
- The revised massing proposal provides a 46 foot setback along the south portion of the site transitioning to an 8 foot front setback at the front façade. The provided setback is greater than that required by code, minimum of 5 feet, allowing for a better transition between the proposed front setback and the substantial setback on either side to the proposed structure. The front setback will include a green wall along the south façade, street trees in the front setback and a canopy over the residential walkway on the north façade.

2. **Clarify Driveway Access and Structure Location.** Submitted Master Use Drawings and the Design Review Recommendation Package clarify the relationship between the driveway, driveway slope, structure and open space location along the south property line.

- The project proposal will maintain the driveway along the south property line consistent with the location of the adjacent driveway. From the street property to a distance 15 feet interior to the site the driveway will be mostly flat and provided as drivable grass paver. The flat driveway and adjacent driveway location provide visibility of pedestrian walking on the sidewalk for vehicles exiting the site.
- At the point the driveway descends into the underground parking, retaining walls will be utilized to maintain existing grade at the south property line. Open railings at the top of the retaining walls will ensure pedestrian and vehicular safety between the two driveways.
- To mitigate the walls on either side of the driveway a natural wood material will be used along the south retaining wall. The opposite wall will include a south-facing multi-story green wall.
- The townhouse projection into the south setback and a proposed landscape planter between the projection and the south property line will frame the vehicular entry to the underground garage.

- Garage doors will be located at the subterranean entrance to the garage to provide a secure parking facility.
- The applicant has obtained approval from SDOT stating the pole within the driveway approach may be relocated.
- A lighting plan locates cut-off lighting in the driveway and strip lighting under the courtyard 'bridge' where pedestrian access will be provided to the garage. Site lighting and secure entries have been designed with techniques promoted by Crime Prevention through Environmental Design (CPTED).

3. **Further Treatment of Setbacks.** Provided Master Use Permit plans include lighting and landscape plans demonstrating all features proposed within the setback.
    - A fence will be provided along the entire length of north property line.
    - Pockets of landscaping have been provided in each setback softening the transition between the proposed structure and adjacent residential structures lots.
4. **Develop Courtyard Amenity Space.** The common courtyard amenity space includes a number of features to activate the space and encourage use by residents.
    - All residential mailboxes will be located within the courtyard promoting regular visits by residents.
    - A pedestrian connection to the underground garage will be provided from the courtyard. A glass canopy is provided from the 'bridge' to visually identify the stair connection.
    - Under the 'bridge' a wood soffit will be provided, adding texture and a warm natural tactile material to the courtyard area. Within the 'bridge' soffit low level strip lighting wills supply ambient light avoiding dark spaces. The 'bridge' unit is accessed from a unique circular stair case visible from the courtyard by large windows.
    - Seat walls have been included in the raised landscape planters throughout the courtyard. The planters have been strategically located within the courtyard and at the perimeter of the site to provide privacy for both ground-level residential windows and screening for adjacent residential uses.
    - Walls facing the courtyard space will be provided as natural wood, a finer grain grey ship lap siding and colorful cementious siding. The variety of material and use of color will enliven the interior space.
    - The revised massing proposal locates amenity space to better relate to the massing location of adjacent structures. The courtyard area partial overlaps the open auto court directly south allowing for increased sun exposure. To the north the courtyard also partially aligns with the separation between the two existing residential structure allow for increased light for all structures.
5. **Maximize Privacy.** The Master Use Permit drawings including window overlay diagrams showing the location of windows on adjacent residential structures to the north, south and west in relationship to proposed windows.
    - Where possible the project has located window to avoid overlap and direct line-of-site into adjacent structures.

- Each façade includes a variety in modulation, materials and textures to avoid large expanse of blank untreated walls and add visual interest for adjacent uses.

6. **Identifiable Residential Entries.** Residential units will be visually identifiable from the street property.
    - A steel canopy projection will provide residential signage visible from the street sidewalk.
    - Each units is accessible from common pathway long the north property line connecting to the street sidewalk.
    - Wood siding provided on the street-facing façade wraps the northern corner which also includes steel canopy framing the pedestrian pathway.
    - Each residential entry will be identified by a colorful door, signage, pedestrian pathway and jelly-jar lighting.
    - The entries are distinguished by either use of nature wood siding, vertical modulation on the upper levels or ground level canopy.
7. **Develop Material Palette.** The proposed development will include a variety of materials complementary to the light industrial character of the Pike Pine Overlay. The material palette also incorporates a number of finer grain tactile materials.
    - The primary materials utilized will include darker grey ship lap siding, light cool grey rectangular cementious panel, natural wood.
    - Steel is included for railing and canopy projections.
    - The development will also include focused use of color in the 'bridge' and entry doors to enliven the neutral material palette.
    - Natural wood will be included along the front façade, at specific entry points, within the courtyard wall, courtyard soffit and for fencing providing a complementary juxtaposition to the more modern industrial grey tones.
8. **Placement and Screening of Solid Waste and Recycling.** Solid waste and recycling storage space will be provided within the underground parking garage minimizing impact to adjacent residential uses.

DESIGN REVIEW GUIDELINES

The Design Review Planner identified the following Citywide Design Guidelines of highest priority for this project. The full text of the guidelines is available on the City of Seattle Department of Planning and Development website.

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.** **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-5 **Respect for Adjacent Sites.** **Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.**

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.**

Pike/Pine: Residential entry ways that feature heavy or contrasting trim, distinctive materials and a link to the surrounding streetscape are encouraged.

A-7 **Residential Open Space.** **Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.**

Pike/Pine: Locating a significant amount of open space on rooftops is discouraged. Open space at street level that is compatible with established development patterns and does not detract from desired, active street frontages is encouraged. While not characteristic of the historic warehouse, commercial, or apartment development in the area, usable balconies may be appropriate on streets where a more residential character is intended, to provide both open space and visual relief on building facades. In other areas, if balconies are provided, it is preferable that they not be located on street-facing facades, but rather on facades facing the side or rear of the lot, or internal courtyards.

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.**

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 anticipated development potential of the adjacent zones.**

B-2 **Pike/Pine: Neighborhood Scale and Proportion**

New buildings should, in general, appear similar in height, mass, and scale to other buildings to maintain the area's visual integrity and unique character. Although current zoning permits structures to exceed the prevailing height and width of existing buildings in the area, structures that introduce increased heights, width and scale should be designed so their perceived scale is compatible with the existing neighborhood character. The following guidelines address scale and proportion for new structures.

- ***a. Design the structure to be compatible in scale and form with surrounding structures.***
- ***b. Relate the scale and proportions of architectural features and elements to existing structures on the block face to maintain block face rhythm and continuity.***

c. Address conditions of wide or long structures.
d. For structures that exceed the prevailing height, reduce the appearance of bulk on upper stories to maintain the established block face rhythm.
e. Design the first floor façade to encourage a small-scale, pedestrian-oriented character.

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

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

Pike/Pine: In order to achieve good human scale, the existing neighborhood context encourages building entrances in proportion with neighboring storefront developments.

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.**

Pike/Pine: New developments should respond to the neighborhood's light-industrial vernacular through type and arrangement of exterior building materials. Preferred materials include: brick, masonry, textured or patterned concrete, true stucco (DryVit is discouraged) with wood and metal as secondary, or accent materials.

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.**

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-3 **Retaining Walls. Retaining walls near a public sidewalk that extend higher than eye level should be avoided where possible. Where higher retaining walls are unavoidable, they should be designed to reduce their impact on pedestrian comfort and to increase the visual interest along the streetscapes.**

Pike/Pine: Where retaining walls are unavoidable near a public sidewalk, a textured surface or inlaid material is encouraged.

D-6 **Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.**

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.**

Pike/Pine: Lighting installed for pedestrians should be hooded or directed to pathways leading towards buildings.

E-1 **<u>Landscaping to Reinforce Design Continuity with Adjacent Sites.</u> Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.**

E-2 **<u>Landscaping to Enhance the Building and/or Site.</u> 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.**

Pike/Pine: The creation of small gardens and art within the street right-of-way is encouraged to activate and enliven the public realm. Vertical landscaping, trellises or window boxes for plants is also desirable. Please see the Design Guidelines document for specific streets along which such treatment is emphasized.

DEVELOPMENT STANDARD DEPARTURES

The Design Review Planner's recommendation on the requested departures is based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departures.

1. Façade Length **(**23.45.527 B**):** The Code requires all portions of facades within 15 feet of a lot line to not exceed 65% the length of that lot line. The applicant proposes a façade length of 67% along the north lot line and south lot line.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-2, A-7, A-8, B-1 and C-5. Staff is favorable towards the proposed departure request. The proposed massing is located to provide greater than the allowed front and rear setback allowing a better transition between the subject lot and the adjacent residential structure setbacks according to Guideline A-2. The site configuration locates the courtyard amenity space to compliment to the location of structures on both the north and south according to the guidance provided in A-5, A-7, and B-1. The proposed project locates the parking underground, with access located adjacent to existing access directly south minimizing location of parking and access on both residential structures A-8. The structure provides a substantial setback at the location of the driveway providing respect for the adjacent residential structure to the south according the Design Guidelines A-8 and A-5. Cumulatively the site programming and distribution of massing and structure bulk, necessitating the departure for maximum façade length, better meets the intent of multiple design guidelines as detailed.

The Design Review Planner grants the departure.

2. Side Setback (23.45.518 Table A): The Code requires a 7 foot average, 5 foot minimum side setback. The applicant proposes reduced setbacks on both the north and south facade. The building proposed will have a 3 foot minimum and 6'-3" foot average setback along the north property line and a 3 foot minimum, 7'-4" foot average south side setback.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-3, A-8, B-1 and C-1. The project proposes a localized reduction in the minimum setback for two modulation projections 11'-4" and 13'-8" wide along the north setback and two modulation projections 15'-9" and 6'-9" wide on the south façade. The provided modulations serve a number of functions. Along the south façade the modulation closest to the street is used to frame the underground garage entry according to guideline A-8. The two modulations on the north façade are utilities to both identify the residential entries per Design Guideline A-3. All of the proposed modulation functions to divide the bulk of the uniform façade into smaller scales sections according to provision of B-1. As utilized the modulated projections have become a primary element of the Architectural concept as shows on the front, rear and side facades. The modulations are localized and windows placed on the projections have been minimized and located to avoid negative impacts on adjacent residential windows.

The Design Review Planner grants the departure.

3. Minimum Driveway Width (SMC 23.54.030 D1a**):** The Code requires a minimum driveway width of 10 feet. The applicant proposes a 9'-3" driveway.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-8. The plans demonstrate that a 9'-3" driveway is sufficient for four parking spaces while minimizing the presence of vehicular approach on the sidewalk continuity. The proposed driveway would minimum impact of automobile parking and driveway on pedestrian environment, adjacent properties and pedestrian safety.

The Design Review Planner grants the departure.

4. Site Triangle (SMC 23.54.030 G4**):** The Code requires a site triangle to be provided on either side of the proposed driveway. The applicant proposes a 10' by 10' site triangle on the north and no site triangle on the south.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-8. The plans demonstrate that the adjacent driveway location is sufficient for providing visible line of site from the driveway to the sidewalk. By utilizing the existing driveway for purposes of visibility the driveway approach will minimize additional presence on the sidewalk. The proposed driveway and site triangle would minimum impact of automobile parking and driveway on pedestrian environment, adjacent properties and pedestrian safety.

The Design Review Planner grants the departure.

DECISION – DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED** subject to the conditions listed below.

DESIGN REVIEW - CONDITIONS OF APPROVAL

Prior to Certificate of Occupancy

1. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any

change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Lindsay King 206-684-9218 or lindsay.king@seattle.gov).

2. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Lindsay King 206-684-9218 or lindsay.king@seattle.gov).

For the Life of the Project

3. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Lindsay King 206-684-9218 or lindsay.king@seattle.gov).

Signature: (signature on file) Date: March 21, 2013
Lindsay King, LEED AP
Senior Land Use Planner
Department of Planning and Development

LK:drm

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