



City of Seattle
Edward B. Murray, Mayor

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

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

Application Number: 3014162
Applicant Name: Marsha Mawer-Olson with Caron Architecture
Address of Proposal: 1113 E John Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a four-story structure containing 47 residential units. No parking proposed. Existing two single family residences (1113 and 1119 East John Street) to be demolished.*

*Note – The project description has been revised from the original notice of application: “Land Use Application to allow a 4-story structure containing 47 residential units. No parking proposed. Existing (2) single family residences to be demolished”.

The following approvals are required:

Design Review – Seattle Municipal Code (SMC) Chapter 23.41 with no Development Standard Departures:

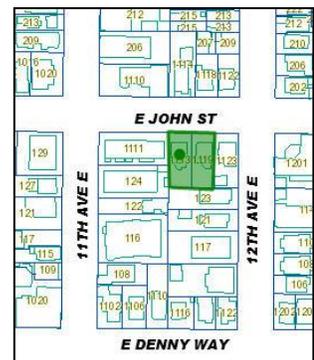
SEPA - Environmental Determination (SMC Chapter 25.05).

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

BACKGROUND INFORMATION

Site and Vicinity Description

This approximately 8,400 square foot (sq. ft.) proposal site is a consolidation of two tax parcels in the Capitol Hill neighborhood of Seattle bounded by East John Street to the north and residentially-zoned property to the east, west and south. This rectangular-shaped site is zoned Lowrise 3 (LR3) in both the Capitol Hill Urban Center Village and Capitol Hill Station Area Overlay District. Existing development on the site consists of two single family residences (addressed as 1113 and 1119 East John Street respectively).



Vehicular access to the existing informal onsite accessory parking areas at the rear of the existing residences is via an existing central shared driveway from East John Street. East John Street is classified as a Minor Arterial street pursuant to SMC Chapter 23.53. This street is improved with sidewalks, curbs and gutters.

The property topography is characterized with grades sloping gradually from east to west with about 4 to 6 feet of fall across the site. The subject site is not located within any identified or designated Environmentally Critical Areas (ECAs).

A mix of groundcover, plantings, shrubs and mature trees (9) are located at the four corners of the site. One tree has been determined by an arborist (Andrew Lyon, ISA Certified Arborist) as meeting the “Exceptional Tree” designation per Director’s Rule (DR) 16-2008.

Surrounding property north, south, east and west are also zoned LR3. Surrounding development includes a mix of single family homes, low and mid-rise apartments, and small businesses. The site abuts a three-story apartment building to the west, a two-story single family residence to the east, and a two-story single family residence to the south. There are also several commercial uses (retail, restaurants, etc.) in the immediate vicinity of the project along Broadway/Broadway East. The new Sound Transit light rail station is currently under construction two blocks west of the site. Cal Anderson Park, a City of Seattle Parks and Recreation (DOPAR) property, is one block southwest of the development site. The Seattle Central Community College campus is in near vicinity.

Proposal Description

The proposed project is for the design and construction of a four-story, with basement, apartment building with 47 residential units. The existing residences addressed as 1113 and 1119 East John Street will be demolished. No parking is proposed to be provided onsite.

Grading of approximately 1,700 cubic yards (cu. yds.) of material is anticipated to occur during the removal of material and the construction of the structure’s foundation.

Construction of the building and poor health status determinations necessitates the removal of the two mature trees inclusive of the exceptional tree (27” Weeping Willow, *Salix sepulcralis*). Landscaping enhancements inclusive of a green roof, planters, trees, plantings, shrubs and groundcover are also proposed.

Public Comments

Numerous members of the public attended the Early Design Guidance (EDG) meeting held on January 23, 2013. The following comments, issues and concerns were raised:

- Questioned the definition of the term “massing” which was utilized throughout the architect’s presentation.
- Would like to see a development that was more consistent with the existing neighborhood character of smaller scale, less dense residential developments.
- Residents from the neighboring condominium development (1111 East John Street) west of the project site:
 - Commented that interior living spaces observable through large windows/sunroofs and skylights (bathroom), decks, balconies and patio areas of the easternmost condo units will be highly visible to future tenants residing in the upper level units and at the

- proposed rooftop deck areas. Concerned that those residents' existing private areas will be negatively impacted.
- Explained that the existing fence that surrounds the condo property and is situated along the subject site's western boundary line will remain and may negatively impact the proposed development's ground-level units.
 - Concerned about negative light and glare impacts associated with the proposal site.
 - Mentioned that the condo property has experienced a long-standing water intrusion issue in its basement parking garage area and had been advised by several contractors that this water issue was associated with an existing underground spring. Advised that this may also become a potential issue at the subject site.
 - Inquired who would be the appropriate person to discuss parking issues, noise and construction impacts.
- Commented that the building should use the surrounding neighboring properties for context as its measure of how consistent it is with neighborhood context-not the modern buildings provided.
 - Predicted that, due to sun angles and prevailing wind directions, the proposed interior spaces between the four buildings would not receive much light and air ventilation.
 - Questioned the architect's statement that glazing would encourage pedestrian activity on the street.
 - Stated that, in terms of massing, the proposal does not provide a sensitive transition to nearby less-intensively developed homes and because of its bulkiness it looks out of scale.
 - Concerned the proposal creates a jarring transition with its neighborhood that would not enhance the existing fabric but it would disrupt it.
 - Asked that information about proposed street furniture be provided in future design materials.
 - Suggested any exterior lighting be sound activated rather than continually activated (always on).
 - Concerned that the submitted shadow studies are deceptive and commented that the shadow studies were incorrect.
 - Suspected the exterior stairs are required to make up for the loss caused by the separation and the setback of the building which ultimately allows rental square footage to be regained.
 - Observed that the fenestration pattern does not resemble the characteristic fenestration pattern of the neighborhood.
 - Commented positively on the preferred design's solar orientation.
 - Believed access to the basement trash and recycling area would be problematic.
 - Encouraged a design that would include varied roof forms-flat and pitched roofs.
 - Commented that the pull-apart design adds more interest to the massing but it is still resembles a dark box pushed to the maximum height. Encouraged a design that is more inviting and less impactful to the surrounding historic smaller scale residential buildings.
 - Concerned that no onsite parking or loading/unloading areas were included with the design options.
 - Concerned with the lack of information shared pertaining to the designs' "green" features (sustainability).

Several members of the public attended the Initial Recommendation (REC) meeting held on January 15, 2014. The following comments were offered:

- Appreciated the columnar structures and the staircase.
- Commented that the building design is consistent with some of the mid-century modern buildings in the neighborhood.
- Commented that the rooftop elevator shaft is an “eyesore”; concerned about the presence of the elevator shaft on the roof; and concerned that it would not enhance the roof deck area.
- Appreciated that the proposal did not include any code departure requests.
- Commented positively on the preferred design’s setbacks from the street and neighboring property lines; and stated the building’s siting is an indicator that the development will be respectful to adjacent properties.
- Supported a design that would take cues from the mid-century buildings as opposed to the moderate and contemporary buildings in the neighborhood.
- Commented that the distribution of materials seemed unbalanced. Encouraged a design that was more simplified in design and inclusive of natural materials (wood).
- Appreciated the graphic artwork on the stair and commented that this design element adds interest and character to the building.
- Concerned that the proposed outdoor rooftop deck design would generate nuisances (smoke, noise, etc.) in the neighborhood.
- Concerned that the residents’ existing private areas at the neighboring residential property to the west will be negatively impacted by the proposed development.
- Encouraged a design that would include quality indoor and outdoor amenity areas onsite for residents and guests to gather in a manner that would be respectful to adjacent residential properties.

Some members of the public attended the Final Recommendation meeting held on April 9, 2014 but no public comment was offered at this meeting.

The SEPA public comment period for this project ended August 21, 2013. DPD received few written comments from the public during this comment period. The neighbors voiced concerns regarding the proposed design of the development. This feedback was directed to the East Board for their consideration. Concerns about parking impacts in the immediate neighborhood were also expressed. (See discussion regarding parking impacts in the SEPA analysis, below.)

DESIGN REVIEW ANALYSIS

EARLY DESIGN GUIDANCE MEETING: January 23, 2013

Three alternative design schemes were presented to the Board. All three options included a four-story structure with 47 residential units. The options also include residential lobby area primarily accessed from East John Street and residential amenity areas at the roof level and at grade. The basement is proposed to accommodate the building functions (mechanical room, resident storage, bicycle storage, etc.). No onsite parking was proposed with any of the presented schemes.

The first scheme (Optional A) showed a “U-shaped” building mass with a deep courtyard accessed from grade along East John Street and a generous rear yard. The architect explained that this was a code compliant option and the structure depth departure noted in the design packet was incorrect.

The second scheme (Option B) illustrated an “L-shaped” building mass with the majority of the structure’s front façade situated near the site’s street front property line. This design would require a structure depth departure request.

The third and applicant preferred scheme (Option C) demonstrated a building mass divided into four rectangular elements connected by open air corridors for wall plates to allow for cross-ventilation and light into the interior building volume. This design would also necessitate a design departure request for structure depth.

INITIAL RECOMMENDATION MEETING: January 15, 2014

The building design included massing that was distributed into four smaller elements connected by an internal corridor. Accessibility to the main residential lobby, basement, upper floors and roof deck amenity area had been addressed in the proposed design. A screened front stair corridor, partially-screened exterior rear stairwell, exterior ramps and elevator had been added to the building. Utilities, trash and recycling, and bicycle storage were presented in the building’s basement level. Residential open spaces included ground-level rear yard patio area and an outdoor rooftop common amenity space. The presentation included proposed landscaping design details at the structure’s rooftop; and, within the public and private realm. No development standard departures were requested.

FINAL RECOMMENDATION MEETING: April 9, 2014

The design massing scheme presented to the Board remained based on the preferred scheme (Option C) offered at the EDG phase. A design packet supplement was provided at the Recommendation meeting that was not included in the design packets initially provided to the Board. The preferred massing design had further evolved to include a simplification of colors, materials, fenestration and architectural detailing. Feedback pertaining to the proposed artwork was offered to the Board. The applicant’s presentation included discussion concerning materials and color. No development standard departures were requested.

Meeting Materials:

The design packets submitted to the DPD Land Use Planner prior to each Design Review meeting included materials presented at the EDG, Initial Recommendation, and Final Recommendation meetings. They are available online by entering the project number (3013912) at this website: http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp or by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

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 Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE: January 23, 2013

1. Design Concept and Massing: The design of the new residential building should be compatible with the scale of development, respectful of adjacent properties and complement the architectural character and siting pattern of the neighboring buildings. (A-5, B-1, C-1)

- a. The Board expressed support of a new bold modern design and noted precedence in this neighborhood. However, the Board agreed that the presented design schemes and supporting materials didn't inform how the design schemes related to the existing architectural character and siting pattern of the neighboring historical and modern structures. The Board stated that thorough analysis of the neighborhood patterns—specifically focused on massing, proportion, fenestration and entries should be examined. The Board expects to review an enhanced design that incorporates these key elements and directs the applicant to demonstrate how these elements and cues from the surrounding architectural character informed their design at the Recommendation meeting. (B-1, C-1, C-2, C-4)
- b. The Board suggested the preferred design scheme Option 3 should move forward to Master Use Permit (MUP) submittal with the following guidance:
 - i. It is imperative that the design be respectful to adjacent properties, particularly the neighboring residential development to the west. The Board commented that detailed analysis of the adjacent properties and their functionality needs to be explored further. The Board expects the applicant to explain and demonstrate how the new building will respond to those adjacency pressures (i.e. privacy, light, outdoor activities, etc.). Providing a cross elevation to the overlay of the condo's elevation with the proposed design to illustrate how they juxtapose was noted by the Board as one method to illustrate how the design meets this guidance. (A-5, A-7)
 - ii. The Board agreed that Option 3 is a strong concept and supported the basic direction of the design development. However, the Board emphasized that more design refinement is necessary to address outstanding concerns noted in this report. The Board expects the addition of new architectural elements that may manipulate the manner in which the building is shaped (elevator installation, incorporation of exterior stairwell, ramp access, etc.). The Board cautioned a second Recommendation meeting may be necessary. (B-1, C-1, C-2)

2. Access:

- a. The Board questioned the lack of internal elevator access throughout the proposed four-story residential structure, particularly the proposed rooftop deck and basement area, and believes that elevator access may be required to meet ADA requirements per the accessibility code. The Board directed the applicant to clarify all accessibility requirements pertaining to this development and the Board expects the applicant to demonstrate that this concern has been addressed at the Recommendation meeting. (A-7, B-1)

- b. The Board supported a design that screened the trash/recycling, utilities and services within the structure and away from the pedestrian right-of-way. However, the Board voiced several concerns pertaining to the absence of information explaining how direct access to the aforementioned areas, as well as, to the dedicated bicycle parking/storage areas would occur. The Board commented that sole access via stairs would potentially be problematic and the external ramp access proposed by the applicant at the meeting may not be the optimal solution. The Board stated further analysis of the basement access by residents and non-residents (trash collection, utility personnel) and review of best practices in terms of trash/recycling removal and bicycle access is necessary. The Board expects a diagrammatic demonstration on the circulation concept for trash, service, move-in/move-out, and bicycle storage/parking access at the Recommendation meeting. (C-2, D-6)
- c. The Board recognized that, due to the residential properties at the street, there is both the linear access along East John Street and the layered access from the street to the building entrance that requires further refinement. Also, the Board acknowledged that the site planning needs to be further developed. At the Recommendation meeting, the Board expects to review details related to the proposed main residential entrances (signage) and maneuverability around the site (pathways, building stairwell entrances and exits). (A-2, A-3, A-6, C-2, D-1)

3. Streetscape Continuity and Landscaping:

- a. The Board stated it was very supportive of a design that incorporates landscaping; that reinforces the character of the neighboring properties and abutting streetscape; and illustrates the manner in which pedestrian access circulates on the site. The Board noted additional information describing existing streetscape conditions hadn't been provided with the EDG materials. Therefore, the Board directs the applicant to explain in detail at the Recommendation meeting surrounding streetscape environment in terms of protection of the residential units at grade; in terms of continuing a sense of street circulation at grade; identifying cues taken from existing environment conditions. (A-2, E-1)
- b. At the Recommendation meeting, the Board expects to review a landscape plan that includes the following key elements:
 - Reiterates street continuity;
 - Screens residential units within the site;
 - Reinforces adjacent site characteristics; and
 - Enhances onsite residential open spaces. (A-2, A-5, A-7, E-1, E-2)

INITIAL RECOMMENDATIONS: January 15, 2014

- 1. Design Concept, Consistency and Massing:** The design of the new residential building should be compatible with the scale of development, respectful of adjacent properties and complement the architectural character and siting pattern of the neighboring buildings. (A-5, B-1, C-1)
 - a. The Board agreed that the preferred design scheme identified at the prior EDG meeting (Option 3) was still considered a good concept and expressed continued support of the direction of a modern design development. However, the Board had several concerns related to architectural concept, consistency and exterior materials/colors.

- i. The Board reiterated that the presented design didn't demonstrate how it related to the existing architectural character and siting pattern of the neighboring historical and modern structures. The Board restated that thorough analysis of the neighborhood patterns, specifically focused on scale, proportion and fenestration should be examined. The Board expects to review a design that incorporates those key elements and directs the applicant to demonstrate how those elements and cues from the surrounding architectural character informed their design at the next Recommendation meeting. The Board requested that this information be provided on the drawings rather than as an explanation. (See EDG 1.a) (B-1, C-1, C-2, C-4)
 - ii. The Board discussed the addition of new architectural elements to the massing form and stated support for the inclusion of the exterior stairwells and elevator tower. The Board had concerns with the eyebrow sunshades and the manner in which the proposed materials and colors detracted from the bold geometric art pattern affixed to the front exterior stairwell. The Board expects that those concerns will be resolved at the next Recommendation meeting. (See EDG 1.b.ii) (B-1, C-1, C-2)
 - iii. The Board was very confused about the distribution of exterior materials and colors. The Board stated that the color palette and materials should be simplified. At the next Recommendation meeting, the Board expects to see simplification of the materials and colors on the building facades. The Board stated support for the simplistic monochromatic massing design illustrated in the EDG design package and looks forward to the development of details that support human scale and are fitting with the neighborhood. The Board offered an example of an existing development in the vicinity (Agnes Lofts) that demonstrate this design successfully. (C-1, C-2, C-3, C-4)
 - iv. At the Recommendation meeting, the Board voiced strong support for the graphic geometric pattern artwork applied to the front exterior stairwell in the context of a simplistic subdued design. The Board stated that, due to the artwork's size and visible location, it required a higher level of scrutiny by the Board. The Board realized that it was important that more information related to the art piece be provided to better understand the mechanical aspects of how the art could be successful. Therefore, the Board expects to review key details regarding this art piece (installation, material, durability, samples, etc.) at the next Recommendation meeting. (C-2, C-3, C-4, D-2)
- b. The Board reviewed the rooftop deck amenity area design and fenestration applied to the easterly wall facades. The Board was pleased with how the development responded to specified adjacency pressures (privacy, light, outdoor activities), particularly to the neighboring residential development to the west. (A-5, A-7)

2. Access:

- a. The Board reviewed the internal access (elevator, stairwells) within the design and external maneuverability around the site (pathways, building stairwell entrances and exits). The Board acknowledged that past concerns and ambiguity related to access have been resolved. (A-2, A-3, A-6, C-2, D-1)
- b. The Board commented that the centralized placement of the elevator shaft/core was appropriate. (A-7, B-1)

- c. The Board stated past concerns pertaining to trash/recycling, utilities, service and bicycle storage/parking access has been resolved. (C-2, D-6)
- d. The Board was pleased with the refinements made to the linear access along East John Street and the layered access from the street to the building's entrances. The Board supported the revisions to the external stairs and residential entry (signage) which now allowed for direct access from the street. (A-2, A-3, A-6, C-2, D-1)

3. Streetscape Continuity and Landscaping:

- a. The Board reviewed the proposed landscape design and stated appreciation that the design had evolved to include elements that reinforce street continuity; screens residential units within the site; reinforces adjacent site characteristics, and enhances the private and public open spaces. (A-2, A-5, A-7, E-1, E-2)

FINAL RECOMMENDATIONS: April 9, 2014

1. Design Concept, Consistency and Massing: The design of the new residential building should be compatible with the scale of development, respectful of adjacent properties and complement the architectural character and siting pattern of the neighboring buildings. (A-5, B-1, C-1)

- a. The Board was satisfied with the applicant's written and graphic demonstration of how elements and cues from the surrounding architectural character informed their design. (B-1, C-1, C-2, C-4)
- b. The Board reviewed and discussed the differences between the two rear yard view options for the building's south-facing facades identified in the design packet (pg. 27) and on the supplemental document submitted to the Board at the Final Recommendation meeting. The Board offered the following comments.
 - i. The Board supported a design without the sunshades as shown on the supplemental document.
 - ii. The Board acknowledged that the rear exterior steel stairs identified in the design packet differed from the wood-constructed rear exterior stairs illustrated on the supplemental document. The Board felt that the steel stair system complemented other building design elements (entry canopy, guard rails). The Board stated that the inclusion of another material element (wood) went against the design intent to simplify exterior materials and was apprehensive about the longevity of the wood in contrast with all of the durable materials being added. Consequently, the Board recommended a condition that rear exterior staircase at the south façade remain a metal (steel) material. (B-1, C-1, C-2, C-4)
- c. The Board reviewed the proposed material and color palette and commended the design team for creating a more refined monochromatic massing design inclusive of simplified materials and colors on the building's exterior. The Board discussed the proposed design coloration in detail and debated the merits of supporting the proposed vibrant coloration (orange tones) versus directing the applicant to explore a more subdued coloration (green, yellow tones were offered). Ultimately, the Board supported the color palette offered in the design packet and voiced that it was in keeping with past Board direction and is fitting with recent development in the neighborhood. (C-1, C-2, C-3, C-4)
- d. At the Recommendation meeting, the Board questioned the applicant about key details regarding the artwork (installation, material, durability, texture, finish etc.) and

reviewed a physical sample. The Board recognized that, in order for the art piece to be successful and complementary, further scrutiny of the material and the installation methods by a technical expert will be necessary. The Board also noted that the artwork material (Dibond) has not been available for more than the twenty year life cycle that it's guaranteed for. As a result, the Board questioned the longevity of the material. The Board recommended a condition that the applicant and the City closely scrutinize the artwork materials and its life cycle warranty to ensure the success of the artwork's installation and permanence. (C-2, C-3, C-4, D-2)

2. Access:

- a. The Board reviewed the conceptual lighting design for the entire project and recognized that the lighting design didn't completely address potential pedestrian/resident security issues at the following areas: exterior ramp corridor and rear building entrances. The Board stated that the site should be well-lit to assist in preventing unsafe areas onsite. Therefore, the Board recommended a condition that the lighting plan for the site should be enhanced to provide additional illumination at the exterior ramp corridor and rear building entrances to ensure comfort and security for pedestrians and residents. (A-6, D-1, D-7)

3. Landscaping:

- a. The Board closely scrutinized the proposed landscape design and identified the following concerns:
 - The placement of tall hedging (Ilex C., Sky Pencil-15' height maximum) adjacent to the building façade and in planters may minimize views onto the street.
 - It appeared that the design included the placement of quite a few perennials at the front which would require continual maintenance.
 - The growth/establishment of the proposed green screens affixed to the rooftop stair penthouse facades may not be successful and thus not complement the overall building design.

The Board commented that the proposed landscape design is not in keeping with the applicant's design guideline responses pertaining to site planning, pedestrian environment and landscaping (pgs. 12-13). The Board stated that the landscape design presented in the design packet needed further refinement. Therefore, the Board recommended the following conditions:

- i. Further refine the landscape plan to ensure implementation of a plan that is realistic in terms of maintenance and durability and is in support of building design and design guideline goals pertaining to site planning, pedestrian environment and landscaping. The Board encouraged the design team to install low maintenance plants (evergreens) and low height hedges on the street front. (A-7, D-1, D-7, E-1, E-2)
- ii. The green screens affixed to the rooftop stair penthouse facades should be removed if the landscaping requirement can be achieved in an alternative method that better complements the overall building design. (A-7, E-2)

DESIGN REVIEW GUIDELINES

The Board identified the following Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project. The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

A. Site Planning

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

Capitol Hill - specific supplemental guidance:

- Retain or increase the width of sidewalks.
- Provide street trees with tree grates or in planter strips, using appropriate species to provide summer shade, winter light and year-round visual interest.
- Vehicle entrances to buildings should not dominate the streetscape.
- Orient townhouse structures to provide pedestrian entrances to the sidewalk.
- For buildings that span a block and “front” on two streets, each street frontage should receive individual and detailed site planning and architectural design treatments to complement the established streetscape character.
- New development in commercial zones should be sensitive to neighboring residential zones. Examples include lots on Broadway that extend to streets with residential character, such as Nagle Place or 10th or Harvard Avenues East. While a design with a commercial character is appropriate along Broadway, compatibility with residential character should be emphasized along the other streets.

A-3 **Entrances Visible from the Street.** Entries should be clearly identifiable and visible from 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.

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

Capitol Hill - specific supplemental guidance:

- Incorporate quasi-public open space with new residential development or redevelopment, with special focus on corner landscape treatments and courtyard entries.
- Create substantial courtyard-style open space that is visually accessible to the public view.
- Set back development where appropriate to preserve a view corridor.
- Set back upper floors to provide solar access to the sidewalk and/or neighboring properties.

- Mature street trees have a high value to the neighborhood and departures from development standards that an arborist determines would impair the health of a mature tree are discouraged.
- Use landscape materials that are sustainable, requiring minimal irrigation or fertilizer.
- Use porous paving materials to minimize stormwater run-off.

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 anticipated development potential of the adjacent zones.

Capitol Hill - specific supplemental guidance:

- Break up building mass by incorporating different façade treatments to give the impression of multiple, small-scale buildings, in keeping with the established development pattern.
- Consider existing views to downtown Seattle, the Space Needle, Elliott Bay and the Olympic Mountains, and incorporate site and building design features that may help to preserve those views from public rights-of-way.
- Design new buildings to maximize the amount of sunshine on adjacent sidewalks throughout the year.

C. Architectural Elements and Materials

C-1 Architectural Context. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

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

Capitol Hill - specific supplemental guidance:

- Incorporate signage that is consistent with the existing or intended character of the building and the neighborhood.
- Solid canopies or fabric awnings over the sidewalk are preferred.
- Avoid using vinyl awnings that also serve as big, illuminated signs.
- Use materials and design that is compatible with the structures in the vicinity if those represent the desired neighborhood character.

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

Capitol Hill - specific supplemental guidance:

- Incorporate building entry treatments that are arched or framed in a manner that welcomes people and protects them from the elements and emphasizes the building's architecture.
- Improve and support pedestrian-orientation by using components such as: non-reflective storefront windows and transoms; pedestrian-scaled awnings; architectural detailing on the first floor; and detailing at the roof line.

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.

Capitol Hill - specific supplemental guidance:

- Use wood shingles or board and batten siding on residential structures.
- Avoid wood or metal siding materials on commercial structures.
- Provide operable windows, especially on storefronts.
- Use materials that are consistent with the existing or intended neighborhood character, including brick, cast stone, architectural stone, terracotta details, and concrete that incorporates texture and color.
- Consider each building as a high-quality, long-term addition to the neighborhood; exterior design and materials should exhibit permanence and quality appropriate to the Capitol Hill neighborhood.
- The use of applied foam ornamentation and EIFS (Exterior Insulation & Finish System) is discouraged, especially on ground level locations.

D. Pedestrian Environment

D-1 Pedestrian Open Spaces 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 space should be considered.

Capitol Hill - specific supplemental guidance:

- Provide entryways that link the building to the surrounding landscape.
- Create open spaces at street level that link to the open space of the sidewalk.
- Building entrances should emphasize pedestrian ingress and egress as opposed to accommodating vehicles.
- Minimize the number of residential entrances on commercial streets where non-residential uses are required. Where residential entries and lobbies on commercial streets are unavoidable, minimize their impact to the retail vitality commercial streetscape.

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.

Capitol Hill - specific supplemental guidance:

- **Consolidate and screen dumpsters to preserve and enhance the pedestrian environment.**

E. Landscaping

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

DEVELOPMENT STANDARD DEPARTURES

No development standard departures were requested at the Final Recommendation meeting.

BOARD RECOMMENDATION

The recommendation summarized below was based on the design review packet dated April 9, 2014 and the materials shown and verbally described by the applicant at the April 9, 2014 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the six Design Review Board members recommended APPROVAL of the subject design, with the following conditions:

1. The rear exterior staircases at the south façade should remain a metal (steel) material. (B-1, C-1, C-2, C-4)
2. The applicant and the City closely scrutinize the artwork materials and its life cycle warranty to ensure the success of the artwork's installation and permanence. (C-2, C-3, C-4, D-2)
3. The lighting plan for the site should be enhanced to provide additional illumination at the exterior ramp corridor and rear building entrances to ensure comfort and security for pedestrians and residents. (A-6, D-1, D-7)
4. Further refine the landscape plan to ensure implementation of a plan that is realistic in terms of maintenance and durability and is in support of building design and design guideline goals pertaining to site planning, pedestrian environment and landscaping. (A-7, D-1, D-7, E-1, E-2)
5. The green screens affixed to the rooftop stair penthouse facades should be removed if the landscaping requirement can be achieved in an alternative method that better complements the overall building design. (A-7, E-2)

Subsequent to the April 9, 2014 meeting, the applicant has worked with DPD staff to respond to the Design Review Board Recommended Conditions as follows:

1. The applicant's plans illustrate the south exterior staircase to be constructed of metal (steel) material. This recommended design review condition in response to condition #1 has been satisfied.

2. The applicant's materials include details pertaining to the installation of the proposed artwork (graphic design) to the building's north façade. The applicant commits to addressing and resolving Board concerns related to the artwork's installation and permanence with City staff during the technical review of the applicant's construction application plans/materials. This recommended design review condition in response to condition #2 has been satisfied.
3. The applicant documents on plan the inclusion of additional illumination at the exterior ramp corridor and rear building entrances in response to recommended condition #3. This recommended design review condition has been satisfied.
4. The applicant has modified the landscape drawings in response to conditions #4 and #5 (green screens). These recommended design review conditions has been satisfied.

The plans on file reflect the updated design and will be included in the issued MUP plan set.

ANALYSIS & DECISION – DESIGN REVIEW

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the DPD Director's decision reads in part as follows:

The Director's decision shall consider the recommendation of the Design Review Board. Except for projects accepted in the Living Building Pilot Program established in Section 23.40.060, if four or more members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision that makes compliance with the recommendation of the Design Review Board a condition of permit approval, unless the Director concludes that the recommendation of the Design Review Board:

- a. *Reflects inconsistent application of the design review guidelines; or*
- b. *Exceeds the authority of the Design Review Board; or*
- c. *Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or*
- d. *Conflicts with the requirements of state or federal law.*

Director's Analysis:

Six members of the East Design Review Board were in attendance and provided recommendations to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

Following the Recommendation meetings, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the six members present at the decision meetings and finds that they are consistent with the Citywide Design Guidelines and City of Seattle Design Review Guidelines for Capitol Hill. The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board. The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met.

Director's Decision:

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the six members present at the decision meetings, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines for Capitol Hill. The Design Review Board agreed that the proposed design, along with the conditions listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design with the conditions summarized at the end of this Decision.

SEPA ANALYSIS

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated July 8, 2013. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file and any pertinent comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between the City's codes, policies and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part: "*Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. Additional discussion of short and long term impacts is found below.

Short – term Impacts

The following temporary or construction-related impacts are expected: temporary soil erosion; decreased air quality due to increased dust and other suspended air particulates during demolition, excavation, filling and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment.

Noise

The site abuts one street (East John Street). Residential properties surround and are located in the same zone as the project site. Surrounding construction and typical residential sounds are identified as existing noise sources. The applicant asserts on the SEPA checklist that construction activity will be confined to the following construction hours: 7:30 a.m. to 5:30 p.m. No specific days are noted on the checklist.

Short-term noise and vibration from construction equipment and construction activity (e.g., backhoes, trucks, concrete mixers, generators, pneumatic hand tools, engine noise, back-up alarms, etc.); demolition of the existing structures; and construction vehicles entering and exiting the site would occur as a result of construction and construction-related traffic. Compliance with the Noise Ordinance (SMC 25.08) is required.

The Noise Ordinance states construction activities within 50' of occupied multifamily and neighborhood commercial zones (Lowrise, Midrise, Highrise, Residential-Commercial and Neighborhood Commercial) shall be limited to non-holiday weekdays from 7:00 a.m. - 7:00 p.m. and 9:00 a.m. - 7:00 p.m. on weekends and legal holidays. Impact construction work (pile driving, jackhammers, vactor trucks, etc.) is further limited (8:00 a.m. – 5:00 p.m. weekdays and 9:00 a.m. – 5:00 p.m. weekends and legal holidays). It is the Department's conclusion that limiting hours of construction beyond the requirements of the Noise Ordinance is not justified for this project on this specific site. No further conditioning or mitigation is warranted.

Air Quality

Demolition of the existing structures, grading and construction activities will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the air quality in the vicinity. Demolition/construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). 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 requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency ("PSCAA") prior to demolition. 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.

There is no indication of unusual short term adverse impacts related to air quality. Current codes are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Air Quality Policy (SMC Section 25.05.675A). Therefore, no further mitigation is warranted.

Construction-Related Streets Parking and Pedestrian Circulation

Demolition of the existing structures and grading is proposed. This material would be trucked from the site. The applicant explains that construction vehicles would enter and exit the project site from a temporary construction entrance situated at the north side of the site via East John Street. The applicant states the following information regarding staging and sidewalk closures, "*Project site to be used for material lay down and storage. Security fencing [is proposed] around the jobsite. Proper signage to be installed during sidewalk closures.*" The sidewalks along East John Street are heavily traveled by pedestrians due to the project site being in the

vicinity of several institutions (Group Health Hospital, Seattle Central Community College) and pedestrian-oriented commercial uses (retail, restaurants, etc.); and across the street from a King County Metro Transit bus stop. Alternatives which allow for this pedestrian route to be kept open to the greatest extent possible should be considered.

Construction of the project is proposed to last for several months. The applicant estimates that a maximum of 16 construction workers will be onsite throughout the construction process. The applicant indicates on an enhanced aerial map that construction worker carpool parking will be provided at an existing surface parking lot four blocks from the project site and utilization of public transportation will be strongly encouraged. The amount of on-street parking available to construction workers appears limited due to time restrictions on several of the nearby block fronts. The demand for parking by construction workers during construction is anticipated to further reduce the supply of parking in the vicinity.

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The immediate area is subject to traffic congestion during the peak hours on nearby arterials in association with construction activity at nearby sites and the new Sound Transit light rail station. Large trucks turning from and onto nearby arterial streets would be expected to further exacerbate the flow of traffic. There are no City codes or ordinances to address the impact of large vehicles on highly congested streets. As a result, mitigation is warranted as described below.

It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R). The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Department of Transportation (SDOT). Due to construction related demand affected by construction worker parking, staging, and deliveries; additional mitigation is warranted pursuant to the Construction Impacts Policy (SMC 25.05.675.B). Pursuant to this policy, a Construction Management Plan (CMP) addressing construction worker parking, street/sidewalk closures, truck haul routes and hours of truck traffic, will be required to mitigate identified impacts. This plan should include elements that will reduce construction worker parking demand on surrounding streets. It should also consider methods to minimize construction impacts along East John Street to the greatest extent possible. The approved plan will be required prior to the issuance of any future demolition, grading and/or building permit.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacturing 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 the project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long - term Impacts

Long term or use-related impacts are also anticipated as a result of this proposal, including: increased bulk and scale on the site; increased ambient noise associated with increased human activity; increased traffic in the area and increased demand for parking; increased demand for

public services and utilities; loss of plant habitat; increased airborne emissions resulting from additional traffic; increased energy consumption; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Historic Preservation

Section 25.05.675.H of the SEPA code describes the City's policies for protecting historical sites. *"It is the City's policy to maintain and preserve significant historic sites and structures and to provide opportunity for analysis of archeological sites.....For projects involving structures or sites which are not yet designated as historical landmarks but which appear to meet the criteria for designation, the decisionmaker or any interested person may refer the site or structure to the Landmarks Preservation Board for consideration.....On sites with potential archaeological significance, the decisionmaker may require an assessment of the archaeological potential of the site."*

SEPA provides authority to mitigate impacts to historic buildings (SMC 25.05.675.H.2.c). In this instance, the existing two residential structures addressed as 1113 and 1119 East John Street respectively are not designated as historical landmarks. However, because this proposal involves the demolition of two buildings which are more than 50 years old, historical information concerning these properties (prepared by the applicant) was referred to the Department of Neighborhoods (DON) for review. The DON Historic Preservation Staff reviewed the information and stated, "Based on the review of this information, as well as information from the City's Historic Resources Survey database, we have determined that it is unlikely that the subject buildings would meet the standards for designation as an individual landmark." Therefore, no further conditioning is warranted by SEPA.

Plants

Per SMC 25.05.675.N, Seattle's SEPA Plants policy aims to "*minimize or prevent the loss of wildlife habitat and other vegetation which have substantial aesthetic, educational, ecological, and/or economic value. A high priority shall be given to the preservation and protection of special habitat types...A high priority shall also be given to meeting the needs of state and federal threatened, endangered, and sensitive species of both plants and animals.*" Additionally, SEPA policy suggests mitigation or denial of a project if it is found, "*...that a proposed project would reduce or damage rare, uncommon, unique or exceptional plant...or habitat diversity for species (plants or animals)....*" In this instance, two existing mature trees have the potential to be affected by the proposed project. The tree species affected include Weeping Willow (*Salix sepulcralis*), Sweet Cherry (*Prunus avium*), Leyland Cypress (*Cupressocyparis leylandii*), Red Maple (*Acer rubrum*), Western Red Cedar (*Thuja plicata*) and Flowering Plumb (*Prunus serasifera*). Therefore, further discussion of the ecological value of these trees is warranted.

The applicant provided an arborist report prepared by Andrew Lyon, ISA Certified Arborist, dated August 29, 2013. The summary of the Arborist report findings is the following: "*Weeping Willow Salix sepulcralis DBH is 27", height is 30', dripline is 15'. This is an exceptional tree. This tree is in fair health but has serious structural problems is a hazard....There is not enough foliage to create enough energy for the tree to maintain its structure and it will continue to decline in the next several years. This tree would be further stressed by the proposed construction and could easily fail during or immediately following the project. It earns 10 out of 12 hazard points and is a hazardous tree. I recommend that this tree be removed.*" The submitted report, which is located in the project file, further details the tree identifications, names, conditions, testing results, assessments and recommended actions.

SMC 25.05.675.N.2.b states in part that projects which are proposed within an identified plant habitat shall be assessed to determine the extent of the adverse impact and need for mitigation. As noted above, out of the aforementioned tree species, the 27" *Weeping Willow* is the only mature tree existing onsite that meets the exceptional status criteria outlined in Director's Rule (DR) 16-2008. Per the MUP site plans and landscape plans, two of the nine trees will be removed inclusive of the identified exceptional tree situated near the property's southwestern corner. The DPD expert has reviewed the identified report/landscape plans and concurs with the Arborist's findings. The DPD Land Use Planner in consultation with the DPD Tree Expert concurs with his determination. Therefore, no conditioning or mitigation pursuant to SEPA is warranted.

Parking

The proposal site is situated within a multifamily zone (LR3), the Capitol Hill Urban Center Village, frequent transit service corridor and the Capitol Hill Station Area Overlay District. No parking is required for the project per the Land Use Code (SMC 23.54). The submitted MUP plans indicate no parking will be provided onsite.

Based on experience, the DPD Transportation Planner advised that the most suitable tool to estimate the parking demand for this project is the King County Right Size Parking Calculator. This method, which estimates parking demand taking number of units, project location and unit size (300 sq. ft. studios) into account, results in a parking demand rate of .38 vehicles per unit. Using this rate, the project is expected to generate a parking demand of 15 vehicles during peak (overnight) hours. The project is proposing no parking, indicating that parking spillover will be 15 vehicles. It is anticipated that these vehicles will seek parking on nearby streets on which parking is allowed, resulting in a modest impact to on-street parking availability.

Although SEPA Policy 25.05.675.M recognizes that increased parking demand associated with development projects may adversely affect the availability of parking in an area, Policy 25.05.675.M.2.b states no SEPA authority is provided for the decision maker to mitigate the impact of development on parking availability for residential uses located within urban villages, a frequent transit corridor and within the Station Overlay District, as in this case. Therefore no mitigation is required.

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 due to the relatively minor contribution of greenhouse gas emissions from this project.

No further conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

DECISION - SEPA

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

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

SEPA CONDITIONS

Prior to Issuance of Any Demolition, Grading and Building Permit:

1. In order to address construction related transportation and parking impacts, the responsible party shall submit a Construction Management Plan (CMP) to be reviewed and approved by Seattle Department of Transportation (SDOT) in consultation with DPD. A construction transportation plan for workers and truck deliveries/routes shall be prepared to minimize disruption to traffic flow on adjacent streets and roadways. This plan shall include a requirement that truck trips be scheduled to avoid peak periods of 7:00-9:00 a.m. and 4:00-6:00 p.m., Monday through Friday. The plan shall consider the need for special signage; flaggers; haul route definitions; street cleaning; identification of potential street and/or sidewalk closures; vehicle, bicycle and pedestrian circulation and safety; and identification of construction-worker parking. This plan should include elements that will reduce construction worker parking demand on surrounding streets. It should also consider methods to minimize construction impacts along East John Street to the greatest extent possible.

During Construction

2. The owner(s) and/or responsible party(s) shall comply with the Construction Management Plan. A copy of that plan must be kept onsite.

DESIGN REVIEW CONDITIONS

Prior to Issuance of the Building Permit:

3. The owner(s) and/or responsible party(s) shall demonstrate to the Land Use Planner that concerns related to the installation and materials associated with the proposed artwork (graphic design) have been resolved and complies with applicable City codes.

During Construction

4. Any revisions to the artwork, design, building exterior or landscape plan shall be submitted to DPD for review and approval.

Prior to Certificate of Occupancy

5. Proposed artwork (graphic design) must be installed prior to issuance of the certificate of occupancy.
6. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown in the Master Use Plan (MUP) set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).
7. 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 (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).

For the Life of the Project

8. 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 (Tami Garrett 206-233-7182 or tami.garrett@seattle.gov).

Signature: _____ (signature on file) Date: July 14, 2014
Tami Garrett, Senior Land Use Planner
Department of Planning and Development

TYG:drm

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