City of Seattle
Edward B. Murray, Mayor

Department of Planning and Development
Diane M. Sugimura, Director

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

Application Number: 3014957

Applicant Name: Jay Janette, Janette Architecture

Address of Proposal: 2249 NE 46th St

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 4 to 5 story, 20 unit residential building in an environmentally critical area. Parking for seven vehicles will be located at and below grade beneath the structure.

The following approvals are required:

Design Review – Seattle Municipal Code 23.41 (SMC) with Development Standard Departures:

1. Structure Width and Façade Length Limits (SMC 23.45.527)

SEPA Environmental Determination – SMC 25.05

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

[X] DNS with conditions

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

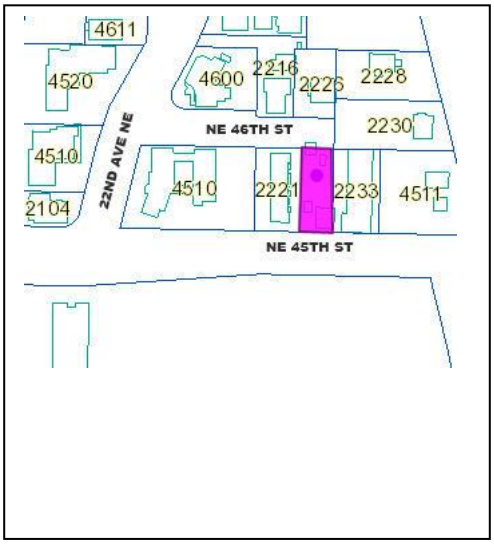
BACKGROUND INFORMATION:

SITE & VICINITY

Site Zone: LR3, Lowrise Multi-family 3.

Nearby Zones: (North) LR3
(South) MR
(East) LR1
(West) LR3

Lot Area: 6,837 square feet



Current Development:	Vacant Lot
Access:	Pedestrian/Vehicle access is proposed from NE 46th Street.
Surrounding Development:	An existing four-story apartment building is to the east and a six-story apartment building is adjacent to the northeast. A single residential structure converted to office space to the northwest of the project site. A one-story retail/commercial use is across the street to the west and to the south.
ECAs:	Steep Slope, Potential Landfill
Neighborhood Character:	The neighborhood is an eclectic mix of multi-family, single-family, and student housing. Serving as strong anchors to these residential components. The University of Washington and the U-village help to provide plenty of amenities and bring vibrancy to the neighborhood. While not immediate, these urban features are still walkable and easily accessed. The does not seem to be on prominent or dominant architectural category, so the aesthetics will be informed by the function of the building, as well as the characteristics of the site. Striving towards a refined, elegant aesthetic.

Public Comments

Public comment was invited at the initial Master Use Permit applications and at the Design Review public meetings. Comments from the Design Review meetings are noted within the Design Review process summaries which follow below.

ANALYSIS – DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: October 21, 2013

DESIGN PROPOSAL

The EDG Design Proposal booklet includes materials presented at the meeting, and is available online by entering the project number 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:

Address: **Public Resource Center**
700 Fifth Ave., Suite 2000
Seattle, WA 98124-4019

Email: PRC@seattle.gov

PUBLIC COMMENT

Several members of the public attending this Early Design Review (EDG) meeting offered the following comments, issues and concerns:

- Concerned with the design of the north façade and the scale of the structure, as well as the concept of the stair/elevator tower being a dominate feature of the façade.
- Concerned with the proposed surface location of the van accessible stall in the front setback along NE 46th St and would prefer this area be used for landscaping.
- Surprised at the scale of the proposal.
- Concerned that the context information presented did not give consideration to the adjacent properties, landmark structures in the area, or the Tudor brick buildings within the area, all of these which have an aesthetic relevance that needs to considered.
- Concerned with the scale and the concept of the stair/elevator tower being a dominate feature of the façade.
- Concerned that the shadow/shading impacts for the proposal will have negative influence on properties to the north.

FINAL RECOMMENDATION MEETING: September 8, 2014

The Design Proposal presented at the meeting is available online by entering the project number 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:

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PUBLIC COMMENT

Two members of the public attended the meeting and expressed appreciation of the changes made since the earlier meeting, stating the new design provided a better North façade and better entry, and appreciated the move of the elevator to the South end of the building.

DESIGN PRESENTATION

The applicant summarized the guidance provided at the Early Design Guidance meeting, such as exploring a fourth scheme that moved circulation from the north end to the south end, creating a front yard that forms a sense of entry and celebrates landscape, and consider moving the originally proposed accessible van location near the north property line. In consideration of the difficult topography of the site and zoning requirements, the Board would consider a departure if it resulted in moving the massing further south on the site. The applicant presented a fourth scheme in response to the Board's guidance:

1. A southern shift of the building mass, creating a 22' front yard or entry court that is heavily landscaped.
2. The elevator tower was moved from the north to the south end.

3. Bike storage, garbage and recycling, and 4 parking stalls, (a reduction from the original 7 proposed), including van accessible parking, were located on the garage level.
4. A 10 foot easement on the east property lines was provided to allow parking access, while allowing the building mass to largely avoid the steep slope on the west side of the property.
5. The corridor on the west side of the building was modulated to allow for a larger corridor at unit entries and provide interest to the west façade.
6. The north elevation was broken up and reduced in scale to a townhouse or brownstone scale and largely fenestrated (37% over the code minimum) to create a residential expression.
7. The east façade was composed of recessed decks and projecting bays, clad in metal, a metal stair to provide interest and texture, and decks that extend from the east façade and provide southeast views to Lake Washington. A circulation tower, with two proposed cladding options, was intended to create bookend or anchors for the west façade with the circulation on the north.
8. A bench at the front entry was provided as an amenity for residents and the area is heavily landscaped, creating an entry sequence for residents.
9. The materials used are relatively ordinary construction materials, but used in unique ways to create an interesting and visually interesting architectural expression.

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 (the Board) provided the following siting and design guidance. The Board identified the following **Citywide Design Guidelines** of **highest priority** for this project.

The guidelines are summarized below. For the full text of all guidelines please visit the Design Review website.

Site Planning

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

At the Early Design Guidance Meeting, The Board as a whole was concerned with the treatment of the north façade. The stair/elevator portion of the structure needs to be carefully designed.

More than one Board member noted that they were also concerned with the southern façade. Balconies may not be the right treatment for the façade. It may be more desirable to use this area as added floor area for the units. Or remove the balconies and move the structure further south on the site and provide more of a northern setback.

One Board member suggested that the design be flipped — placing the stair/elevator tower on the southern façade.

The eastern/western facades as viewed from NE 45th St should be carefully designed.

At the Final Recommendation Meeting, the Board reviewed the applicant's 4th scheme and confirmed that the shifted massing responded well to the early design guidance given.

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

At the Early Design Guidance Meeting, The Board noted that at the NE 46th St ground level, the residential entry needs to be carefully designed with human activity/scale features. The board expects to see detailed ground level perspectives for NE 46th St.

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design diagrams showing the residential entry and ground level features.

A-4 ***Human Activity.*** *New development should be sited and designed to encourage human activity on the street.*

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design diagrams showing ground level residential entry, and the hardscape and landscaping treatments shown at the entry area.

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.*

At the Early Design Guidance Meeting, the Board noted that the exterior façades should carefully compose windows and balconies to not overly encroach on the privacy of the adjacent properties. The Board stated that windows and balconies should maximize privacy for both the existing neighbors and the tenants of the proposed building.

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design diagrams showing the building setback from the street, windows and balcony features and their relationship with the buildings east and west.

The Board requested clarification about the texture, size and purpose of the CMU site wall at the Northeast corner of the project. The applicant responded that it would be ground face (smooth) CMUs, ranging from 4-8 feet tall, and it holds the grade of the entry court. This resulted in a discussion on a way to treat the scale of the retaining wall along the vehicle driveway and how to discourage vandalism/graffiti to the wall. The Board recommended applying a sealant or having trailing vines cascade over the wall.

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.*

See A-1 above.

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.*

See A-5 above. At the Early Design Guidance Meeting, the Board chair noted that the applicant will need to provide shade/shadow diagrams at the future design review meetings for the bulk/scale of the structure being proposed.

At the Final Recommendation Meeting, the Board approved of the proposed massing and modulated facades. The circulation tower has been moved from the northern portion of the site to the southern portion the site. The west side of the building was modulated to provide interest to the west façade and allow for a larger corridor at the unit entries. The north elevation was broken up and reduced in scale to a townhouse or brownstone scale and largely fenestrated (37% over the code minimum) to create a residential expression. The east façade was composed of recessed decks and projecting bays, a metal stair was added provide interest and texture, and decks that extend from the east façade.

C. Architectural Elements and Materials

C-2 ***Architectural Concept and Consistency.*** *Building design elements, details and massing should create a well-proportioned and unified building 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 fa*cade walls.

At the Early Design Guidance Meeting, the Board supported the basically contemporary architectural character presented. See A-1 above.

At the Final Recommendation Meeting, the Board supported the proposed contemporary architectural character and the exterior colors/materials shown. The Board approved the frame element that encloses the exterior stair and elevator tower on the southwest façade. The Board wanted to ensure that adequate stairway access security is provided from the ground floor. The Board approved of the two-tone paneling option provided for the elevator column by the applicant. They agreed it provided identity and interest to the building. The Board noted that the yellow/gold in the printed renderings provided more interest than the materials board sample provided and the color should be adjusted to reflect what was shown in the recommendation packet.

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

At the Final Recommendation Meeting, the Board indicated they were satisfied with the architectural features, elements, and details shown for the ground level hardscapes, landscaping, and lighting.

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.*

At the Final Recommendation Meeting, the Board discussed the color and material palette. The Board was generally favorable towards the material changes and the coloration presented. The Board recommended that the applicant and Planner to work

on the final color for stair/elevator element of the structure, for approval by the DPD Land Use Planner. See comments under C-2 above.

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.*

See A-1 and A-3 above.

At the Final Recommendation Meeting, the Board indicated they were satisfied with the design diagrams showing the pedestrian open spaces and entrances.

The Board questioned the proposed pavers in the entry court. The applicant stated that they would be a complementary color to the proposed CMU site wall materials, but not matching.

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.*

At the Early Design Guidance Meeting, the Board supported the applicant stated locations of all trash and dumpsters to be internal to the building and that no bins or dumpsters will be located outside of the on the building.

At the Final Recommendation Meeting, the Board indicated they were satisfied with the internal trash and dumpster location.

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

At The Early Design Guidance Meeting, the Board noted that the proposal must demonstrate the need for the 'van accessible' parking location within the front setback and why an option within or under the structure cannot be provided.

The future presentation to the design review Board needs to show the 'max bicycle parking' that can be provide and the route/location from the right-of-way to within/under the structure.

The future presentation to the design review board needs to show a lighting plan.

At The Recommendation Meeting, the design presented a route/location from the right-of-way to the van accessible parking that will be located within/under the structure and that max bicycle parking has been provided within/under the structure.

The Board requested clarification on the lighting plan. The applicant outlined that lower level lighting would be provided in the front court area to provide some light for safety and security, but respect the neighbor's by minimizing the effect on them. Sconces are provided at the utility entry, garage entry, and the south stair. The Board recommended that additional lighting be included at the bike entry on the east façade.

The Board discussed the public comment regarding access of residents to nearby amenities via trespassing on private property, but acknowledged it is outside their purview and the design review process. DPD staff confirmed it is beyond the scope, but DPD can assist the adjacent property owners with their conversation with Seattle's Department of Transportation on the issue.

E. Landscaping

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

At the Final Recommendation Meeting, the Board expressed concern about the location of shrubs greater than 40" in height, and they suggested that those shrubs be located on the south or west portions of the site, not in the entry court.

They also suggested that the plants located on west slope are hearty, as conditions could be difficult.

DEVELOPMENT STANDARD DEPARTURES

At the time of the Final Recommendation meeting, the following departure was requested:

1. **Structure Façade Length Limits (SMC 23.45.527):** The maximum combined length of all portions of facades within 15 feet of a lot line that is neither a rear lot line nor a street or alley lot line shall not exceed 65 percent of the length of that lot line, except as specified in subsection 23.45.527.B.2. The lot line is 136.75, therefore 136.75 x 65% equals a maximum combined length of 88.89'. Due to the restraints of the site, and the guidance and suggestion of the board, the East and West facades are proposed to exceed the allowable percentage and increase the length to 104'.

   Based on discussion and suggestion of the Board at the Early Design Guidance meeting the applicant sought relief from this requirement as a means of altering the original massing. The Board encouraged the applicant to move the stair and elevator massing from the northern façade to the southern façade, resulting in a larger setback from NE 46th St. By allowing a longer west facing façade it allowed the applicant to move the entire massing, including the elevator tower, creating a larger buffer of landscaped amenity are to the north along NE 46th St. This provides a design that better meets the intent of guidelines: A-1, A-3, A-4, A-5, A-6, B-1, C-3, D-1, D-7 and E-2.

   At the Final Recommendation meeting, the Board unanimously recommended approval of the departure as the design better meets the intent of guidelines noted above.

BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Monday, September 08, 2014, and the materials shown and verbally described by the applicant at the Monday, September 08, 2014 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, three Design Review Board members recommended **conditional approval**.

DECISION – DESIGN REVIEW

After considering the proposed design and design solutions presented in relation to previously prioritized design guidelines and after having heard public comments on the project's design, the three Design Review Board members present unanimously recommended conditional approval of the subject design with conditions noted below and unanimously recommended conditional approval of the requested design departures[1].

The Director of DPD has reviewed the recommendations of the Design Board members present at the final Design Review recommendation meeting and finds that the Board acted within its authority and the Board's recommendations are consistent with the ***City of Seattle Design Review: Guidelines*** and do not conflict with regulatory requirements.

Therefore, the proposed design is conditionally approved as presented at the September 8, 2014 Design Review Board meeting.

CONDITIONS

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

ANALYSIS – SEPA

This analysis relies on the ***Environmental (SEPA) Checklist*** for the proposed development submitted by the applicant which discloses the potential impacts from this project. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The Seattle SEPA ordinance provides substantive authority to require mitigation of adverse impacts resulting from a project (SMC 25.05.655 and 25.05.660). Mitigation, when required, must be related to specific adverse environmental impacts identified in an environmental document and may be imposed only to the extent that an impact is attributable to the proposal. Additionally, mitigation may be required only when based on policies, plans, and regulations as enunciated in SMC 25.05.665 to SMC 25.05.675, inclusive, (SEPA Overview Policy, SEPA Cumulative Impacts Policy, and SEPA Specific Environmental Policies). In some instances, local, state, or federal requirements will provide sufficient mitigation of a significant impact and the decision maker is required to consider the applicable requirement(s) and their effect on the impacts of the proposal.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood

[1] Martine Zettle (Chair), Ivan Begley, and Julia Levitt

plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*," subject to some limitations. Under specific circumstances (SMC 25.05.665 D 1-7) mitigation can be required.

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

Short-Term Impacts

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

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

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition. The applicant will take the following precautions to reduce or control emissions or other air impacts during construction:

- During demolition, excavation and construction, debris and exposed areas will be sprinkled as necessary to control dust and truck loads and routes will be monitored to minimize dust-related impacts.
- Using well-maintained equipment and avoiding prolonged periods of vehicle idling will reduce emissions from construction equipment and construction-related trucks.
- Using electrically operated small tools in place of gas powered small tools wherever feasible.
- Trucking building materials to and from the project site will be scheduled and coordinated to minimize congestion during peak travel times associated with adjacent roadways.

These and other construction and noise management techniques shall be included in the Construction Impact/ Noise Impact Management Plan to be submitted for approval prior to issuance of construction permits.

Traffic and Circulation

Site preparation would involve the removal of the existing on-site buildings and asphalt pavement; and excavation for the foundation of the proposed building and lower level parking garage. Approximately 230 cubic yards of material would be excavated and removed from the site.

Existing City code (SMC 11.62) requires truck activities to use arterial streets to every extent possible. Traffic impacts resulting from the truck traffic associated with the removal of the existing building and excavation for the foundation of the proposed building will be of short duration and mitigated in part by enforcement of SMC 11.62. This immediate area is subject to traffic congestion during the PM peak hours, and large trucks turning onto arterial streets would further exacerbate the flow of traffic. Pursuant to SMC 25.05.675 B (Construction Impacts Policy) and SMC 25.05.675 R (Traffic and Transportation) additional mitigation is warranted.

The construction activities will require the export/import of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other building materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations. Assuming contractors use double loaded trucks to export/import grade/file material, with each truck holding approximately 20 cubic yards of material, thus requiring approximately 12 truckloads (24 trips) to remove the estimated 230 cubic yards of excavated material.

For the duration of the grading activity, the applicant(s) and/or responsible party(ies) shall cause truck trips to cease during the hours between 4 PM and 6 PM on weekdays. This condition will assure that truck trips do not interfere with daily PM peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of SMC 11.62.

City code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of "freeboard" (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

Long-Term Impacts – Use-Related Impacts

Transportation Concurrency

The City of Seattle has implemented a Transportation Concurrency system to comply with one of the requirements of the Washington State Growth Management Act (GMA). The system, described in DPD's Director's Rule 5-2009 and the City's Land Use Code is designed to provide a mechanism that determines whether adequate transportation facilities would be available "concurrent" with proposed development projects. The evaluated screen-lines included in the TIA would all continue to operate below the concurrency threshold with construction of the project. As a result, no concurrency-related mitigation is warranted or required for the project.

Height, Bulk, and Scale

The design guidelines are intended to mitigate height, bulk and scale impacts under SEPA. A project that is approved pursuant to the design review process is presumed to comply with the City's SEPA policies regarding height, bulk, and scale. Through the design and environmental review process, DPD has found no evidence that height, bulk or scale was not adequately addressed through the design review process and compliance with the design guidelines. As such, no additional mitigation regarding height, bulk and scale is warranted or 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.

DECISION – STATE ENVIRONMENTAL POLICY ACT (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. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public 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).

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

CONDITIONS — SEPA

During Demolition, Excavation, and Construction

1. For the duration of the removal of the existing building, excavation of materials, and delivery of construction materials; the owner(s) and/or responsible party(ies) shall cause truck trips to and from the project site to cease during the hours between 4 PM and 6 PM on weekdays.

2. Debris and exposed areas shall be sprinkled as necessary to control dust; a truck wash and quarry spall areas shall be provided on-site prior to the construction vehicles exiting the site if scoop and dump excavation is not used; and truck loads and routes shall be monitored to minimize dust-related impacts.

CONDITIONS — DESIGN REVIEW

Prior to Certificate of Occupancy

3. The color of the circulation tower shall enhance the overall design concept. Therefore, the applicant shall present a "2 toned" yellow/gold color option as depicted in the recommendation packet rendering for approval by the DPD Land Use Planner.

4. Provide additional exterior lighting at the bike entry shall be added to the east façade.

5. Provide adequate security for south stair by fencing or gating the structure.

6. 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 (Colin R. Vasquez, 206/684-5639 or colin.vasquez@seattle.gov).

7. Shrubs 40 inches or taller shall be limited to the south or west portions of the site. The applicant shall also 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 (Colin R. Vasquez, 206/684-5639 or colin.vasquez@seattle.gov).

For the Life of the Project

8. To reduce vandalism opportunities and address the blank wall near the entry court, the wall should be sealed and the height reduced (if possible) or additional draping landscaping should be provided from above.

9. 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 (Colin R. Vasquez, 206/684-5639 or colin.vasquez@seattle.gov).

Signature: (signature on file) Date: November 10, 2014
Colin R. Vasquez, Senior Land Use Planner
Department of Planning and Development

CV:drm

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