



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: 3016188
Applicant Name: Andy Paroline at Paroline and Associates
Address of Proposal: 414 NE Ravenna Blvd

SUMMARY OF PROPOSED ACTIONS

Land Use Application to allow a four-story, mixed-use building with 62 residential units, 2,245 square feet of retail at ground level and ten parking spaces in a below-grade garage. The existing surface parking lot to be removed.

The following approvals are required:

Design Review - Seattle Municipal Code (SMC) Section 23.41

SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions*

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

* Notice of the Early Determination of Non-significance was published on May 1, 2014.

PROJECT DESCRIPTION

The applicant proposes to design and construct a four-story mixed use building with 62 residential units, 2,245 sq. ft. of commercial space at ground level and a ten space parking garage below-grade.

The applicant illustrated nine variations for the building footprint. In each of the three massing scenarios presented at the EDG meeting, three floors of residences rest on a plinth housing commercial space, a live work unit, and access to a below grade garage. If one imagines a mostly cubic form placed on the site, Scheme One removes the northeast and southwest corners above the first level creating two open terraces at the second floor. The northeast terrace would be nearly contiguous with the Florera courtyard. A double loaded corridor with a dog leg allows residential units to face east and west. Circulation towers occur at the north and edges of the building. A more traditional courtyard scheme, Scheme Two has a central open space or large light well at the second level with stairs and elevators situated at the north and south ends.

The third proposal carves an entry plaza off Ravenna Boulevard with wings of the building flanking it. The schematic site plan illustrates an eight foot setback from the west property line and a five foot setback at the south end. On the north, the façade setback varies from the south wall of the Florera. The central court congregates entries for the lobby of the residential units, the commercial space and the live/work unit.

By the Recommendation meeting, the applicant had refined the third option based on the Board guidance. The live/work unit has been replaced with the residential entry and lobby space and the spaces flanking the courtyard are designated for retail use. The transit-orientated nature of the proposed development has been refined to include ten parking spaces, all of which will be occupied by building owned electric vehicles available for tenant use.

SITE & VICINITY

Located within the Green Lake Residential Urban Village, the 11,000 sq. ft. nearly square site fronting onto Ravenna Blvd. has a slight declension of six feet occurring mostly on its southern portion. The property does not contain a mapped environmental critical area.

The site's neighbors include apartment and condominium dwellings, mixed-use structures and commercial buildings. To the north, the Florera, a four-story condominium, contains 59 units and street level retail including a Key Bank and smaller retail tenants. The Florera wraps around the northeast corner of the subject site. Directly south lies an eight unit apartment building followed by a mixed-use condominium with 13 units and street level commercial space. To the east lies a one-story wood frame apartment building. Across Ravenna Blvd. sits a retail strip building containing a Thai restaurant, dry cleaners and a small pharmacy.

Recently built projects in the neighborhood include the predominantly metal clad Circa Green Lake, the Green Lake with its concave plaza and the recently completed the mixed use Green Lake Village housing a new PCC grocery.

Ravenna Boulevard forms a gracious tree lined entry into the heart of the Green Lake neighborhood. It joins Woodlawn Ave N and Green Lake Dr. which partially circles the lake.

The site possesses a zoning classification of Neighborhood Commercial Two with a 40 foot height limit (NC2 40). The site lies within a NC2 and NC3 with 40' and 60' height limits designated area that forms the Green Lake commercial district, an area within the Green Lake Residential Urban Village. To the east and south, the zoning transitions to multi-family Lowrise (LR3) zoning which extends to I-5

ANALYSIS - DESIGN REVIEW

Public Comments

Seven members of the public affixed their names to the EDG sign-in sheet. Speakers raised the following issues:

Massing

- The project will have a significant and unacceptable impact on the Florera's courtyard. There needs to be a massing study showing the proposal pulled back from the courtyard.
- Shift all of the building mass to the street to eliminate the impact on the Florera.
- Additionally, shift the building to the south away from the Florera.
- The structure should have more modulation.
- The eight foot setback is too little.
- The proposal annihilates solar access.

Materials

- The design doesn't fit the Green Lake area. Prefer the use of stone, brick and warm colors. Don't use metal. The fire station is stone.
- Create a warm building. Use brick.
- This is an exciting project. The generous amount of glass and the modern appearance are positive.

Parking

- The proposal does not have adequate parking for the number of units.

Programming

- Retail has difficulty surviving in this area.
- Live/work units do not encourage pedestrian activity.
- 60 dwelling units are too many.
- Live/work unit is de facto housing. Don't allow it.
- The building has too much density. This should be a 25 unit project.

Safety

- Safety is an issue. There is a school and a PCC opening nearby.
- Pedestrian safety is important.

Other

- When the building on the subject site was torn down for the parking, the grade was significantly raised with fill.
- More analysis is needed.
- Where will the ventilation of the garage and potential restaurant cooking occur?
- The building has too small of scale to provide adequate pedestrian amenities.
- Homeless people will sleep in the open plaza. Due to the nearby bus stop, the area attracts transients.

DPD also received a letter concerning the lack of parking in the Green Lake and Roosevelt neighborhoods. The author urged increased amounts of parking in the proposed building.

GUIDELINES

After visiting the site, considering the analysis of the site and context provided by the proponent, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified highest priority by letter and number from the guidelines found in the City of Seattle’s “Design Review: Guidelines for Multi-family and Commercial Buildings”.

PRIORITIES

A	Site Planning
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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.

Green Lake-specific supplemental guidance:

- **Lakefront Orientation:** In areas adjacent to Green Lake Park the building should be sited to acknowledge and orient to the lake and park.
- **Views of Lake:** Numerous streets offer views of, and pedestrian access to, the lake. Consider siting the building to take advantage of these views and to enhance views from the public right-of-way. Methods to accomplish this include setting the building back from lake views, placing landscape elements and street trees to frame views rather than block them, and providing pedestrian spaces with views of the lake.
- **Curved and Discontinuous Streets:** The community’s street pattern responds to the lake by breaking with the city’s standard north-south and east-west grid pattern. This creates numerous discontinuous streets, street offsets, and curved streets, which are an aspect of the community character. New development can take advantage of such street patterns by providing special features that complement these unique spaces.
- **Entry Locations:** Within the Green Lake Planning Area, certain locations serve as entry points into neighborhood and commercial areas. Development of properties at these “Entry Locations” should include elements suggesting an entry or gateway. Examples include a clock tower, turret or other architectural features, kiosks, benches, signage, landscaping, public art or other features that contribute to the demarcation of the area.
- **Heart Locations:** Several important intersections have been identified as “Heart Locations”. Heart Locations differ from Entry Locations in that they are intersections that serve as the perceived center of commercial and social activity. Development at Heart Locations should enhance their central character through appropriate site planning and architecture. In addition to promoting pedestrian activity, these sites have a high priority for improvements to the public realm. A building’s primary entry and facade should face the intersection. Other amenities to consider are: special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. Developers should review programmed public improvements listed in the Green Lake 20/20 Plan.

The discrete forecourt flanked by building wall along Ravenna Boulevard has the potential of creating a gracious sense of entry and a recognition of the boulevard's significance.

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

Green Lake-specific supplemental guidance:

A continuous street wall is an important design consideration within Green Lake's commercial and mixed-use, pedestrian-oriented areas.

- **Aurora Avenue North:** A continuous street wall is less of a consideration on Aurora Avenue N, where numerous parking lots punctuate the streetscape. In this area, a more pleasant and consistent streetscape can be achieved by reinforcing the rhythm of alternating buildings and well-landscaped vehicle access areas. Parking lots should be placed at the rear and to the sides of buildings, and the buildings should be located near the street. Parking lot landscaping and screening are particularly important in improving the appearance of the Aurora Avenue North corridor.
- **Multifamily Residential Areas:** Landscaping in the required front setbacks of new multifamily development is an important siting and design consideration to help reinforce desirable streetscape continuity.

As illustrated on p. 19 of the EDG booklet (elevation study), the architect intends to create a nearly continuous street wall aligned with the Florera in accordance with the guideline. The Board agreed with this aspiration.

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

Review the lobby's location as directed in the guidance for A-4.

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

Green Lake-specific supplemental guidance:

Pedestrian activity is a high priority in the Green Lake business areas. It is recognized, however, that within commercial zones, the appropriateness of traditional storefronts may depend upon location, adjacent properties and the type of street on which the development fronts. In the case of a mixed-use building, for example, at the intersection of an arterial and a residential street, it might be more appropriate to place non-storefront commercial facades on the quieter residential street. In such cases, the following can contribute to a commercial facade that exhibits a character and presence that achieves a sensitive transition from commercial to residential uses:

- slightly less transparency than a standard storefront window;
- recessed entries;
- landscaping along the building base and entry; and
- minimized glare from exterior lighting.

The Board urged the applicant to maximize the amount of commercial space directly along the street frontage. Consider the following changes: reducing the garage width, locating the lobby at the back of the plaza and eliminating the live/work unit for added commercial space.

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.

After reviewing the site and vicinity zoning, the adjacent buildings and the proposed massing, the Board requested that the applicant modify the proposed structure at the northeast corner to ensure relief for the adjacent Florera courtyard. See guidance for B-1.

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.

Green Lake-specific supplemental guidance:

- **Residential Buildings:** Residences on the ground floor should be raised for residents' privacy, if allowed by site conditions. Well landscaped, shallow front yard setbacks are also typical and appropriate.
- **Mixed-Use Buildings:** For mixed-use buildings with residential units over commercial ground floor uses, consider locating the primary residential entry on the side street rather than in the main commercial area. This maintains a continuous commercial storefront while increasing privacy for the residential units.

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

Green Lake-specific supplemental guidance:

The Design Review Board may reduce the amount of open space required by the Land Use Code if the project substantially contributes to the objectives of the guideline by:

- **Creating a substantial courtyard-style open space (see sketch below) that is visually accessible to the public and that extends to the public realm.**
- **Setting back development to improve a view corridor.**
- **Setting upper stories of buildings back to provide solar access and/or to reduce impacts on neighboring single-family residences.**
- **Providing open space within the streetscape or other public rights-of-way contiguous with the site. Such public spaces should be large enough to include streetscape amenities that encourage gathering. For example, a curb bulb with outdoor seating adjacent to active retail would be acceptable.**

Scheme Three appears to meet bullet points one through three. The entry courtyard allows additional units to face Ravenna Boulevard. In general, the entry plaza concept received an endorsement.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

In order to maximize commercial use presence on Ravenna Boulevard, the Board encouraged the applicant to reduce the width of the driveway and garage opening to accommodate more retail or office space. A reduction in width requires a departure request from the land use code.

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.

Green Lake-specific supplemental guidance:

Some properties adjacent to Green Lake’s Neighborhood Commercial areas are zoned single-family, but have a small portion zoned Neighborhood Commercial. In general, these properties can only be developed with single-family houses. In such cases where a property with more-intensive zoning is adjacent to a property that contains such split zoning, the following design techniques are encouraged to improve the transition to the split-zoned lot:

- **Building setbacks similar to those specified in the Land Use Code for zone edges where a proposed development project within a more intensive zone abuts a lower intensive zone.**
- **Techniques specified in the Citywide Design Guidelines A-5 and B-1.**

Along a zone edge without an alley, consider additional methods that help reduce the potential ‘looming’ effect of a much larger structure in proximity to smaller, existing buildings.

- **One possibility is allowing the proposed structure’s ground floor to be built to the property line and significantly stepping back the upper levels from the adjacent building (see sketch below). The building wall at the property line should be designed in a manner sympathetic to the existing structure(s), particularly regarding privacy and aesthetic issues.**

The Board discussed at length the relationships of the proposed setbacks and building mass to the Florera and the smaller apartment building to the rear. The Florera courtyard and its building mass wrap around the subject site’s northeast corner. Satisfied with the overall parti or building organization, the Board requested that the applicant adjust or modify the massing as it approaches the Florera courtyard.

The elevation study (p. 19 of the EDG booklet) conveys common datum lines aligned with the Florera project. Common heights for the first floor plinths and the overall structure should provide a unified street wall and complementary massing.

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.

Green Lake-specific supplemental guidance:

- **Distinct Architectural Themes and Styles: Aurora Avenue North Corridor -** Recognize Aurora's 1920-1950 commercial character while making the area more friendly to the pedestrian. **Residential Urban Village: -** Build on the core's classical architectural styles (e.g., community center, library, Marshall School, VFW building). **Tangletown (55th/56th Street corridor and Meridian) and 65th/Latona –** Build on both commercial areas' human scale elements, particularly the traditional storefront details and proportions of early 1900s vernacular commercial buildings.
- **Signage:** The design and placement of signs plays an important role in the visual character and identity of the community. While regulatory sign review is not in the purview of design review, integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations. Franchises should not be given exceptions to these guidelines. Except within the Aurora Avenue North corridor, signage should be oriented to pedestrians.
- **Facade Articulation: Multi-family residential structures -** The façade articulation of new multifamily residential buildings (notably in Lowrise zones) should be compatible with the surrounding single-family architectural context. **Neighborhood commercial structures -** Modulation in the street-fronting façade of a mixed-use structure is less important when an appropriate level of details is present to break up the facade.

See the Board guidance for C-4.

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

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

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.

Green Lake-specific supplemental guidance:

- **Building Materials in Green Lake's Individual Districts**
 1. Green Lake Residential Urban Village
 2. Tangletown (55th/56th Corridor and Meridian)
 3. 65th at Latona
- **Special material requirements and recommendations**
 1. Metal siding
 2. Masonry units

3. Wood siding and shingles

- **Discouraged Materials**
 1. **Mirrored glass**
 2. **Sprayed-on finish**

The initial concept sketches of the façade with primarily storefront glazing and a heavier upper level of wood and perhaps stone or concrete above the lighter base received praise. Although many of the newer mixed use structures in this portion of Green Lake commercial district possess brick facades, including the adjacent Florera, the Board did not urge its use. The Board requested high quality materials at the Ravenna façade. Members of the Board discouraged the use of cementitious board on the elevation and within the entry court.

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

The Board encouraged the applicant to narrow the driveway and garage width to increase the amount of linear feet for commercial uses along Ravenna Boulevard, indicating its willingness to recommend a departure from the governing width of driveways in the Land Use Code.

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.

Green Lake-specific supplemental guidance:

- **Streetscape amenities:** New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm. The Board would be willing to consider a departure in open space requirements if the project proponent provides an acceptable plan from, but not limited to: curb bulbs adjacent to active retail spaces, pedestrian-oriented street lighting, and street furniture.

The design of the forecourt represents a paramount concern for the Board. See guidance for D-7, D-10 and E-3.

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.

Show the location of the solid waste storage area and diagram how transference occurs. Where will moving vans park? How will tenants access their bikes?

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

The Board briefly discussed the necessity of ensuring a safe entry plaza. Design the plaza with security concerns in mind. Provide good sight lines and adequate lighting.

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

Provide a concept signage plan by the Recommendation meeting.

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

Ensure that the Recommendation meeting booklet has a concept lighting plan with specification of outdoor fixtures. The front entry plaza should have attractive lighting with the goal of achieving a safe context.

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

The Board commended the architect's intention of provide extensive glazing at the storefront level.

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.**

Continue to refine the landscape design of the roof deck. In the Recommendation booklet, provide the type of materials (hardscape and plantings) as well as the type of planters.

- E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.**

Green Lake-specific supplemental guidance:

- **Celebrate the Olmsted heritage: Green Lake Park, Ravenna Boulevard and Lower Woodland Park are visible and accessible examples of the Olmsted brothers' design. New development should build on this character by employing informal groupings of large and small trees and shrubs. A mix of deciduous, evergreen, and ornamental plant materials is appropriate. Continuous rows of street trees contrasting with the informal, asymmetric landscaping of open spaces are also typical.**

Given the proposed entry plaza's adjacency to the Olmsted Brothers' designed Ravenna Boulevard, the landscape architect should ensure a high quality design and materials that reflect the site's importance.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a Design Review and SEPA components on April 24, 2014.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on August 18, 2014 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meetings, site plans, elevations, floor plans, landscaping plans, and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comment

Several members of the public affixed their names to the Recommendation meeting sign-in sheet. Speakers raised the following issues:

- Clarified that the units are apartments, not condos.
- Would like security awareness for the courtyard space and vehicle access. In particular, the garage should be gated at the bottom the driveway.
- Concerned about the noise levels of future retail uses during evening hours.
- Excited about the design that is a higher quality precedent compared to other recent development. Liked the clean, modern lines, location of the retail at the sidewalk, expansive glass storefront design, and reduced driveway width.
- Pleased that courtyard concerns have all been addressed and liked potential rooftop trellis feature.
- The Green Lake Community Council stated they are supportive of the design, the transit-oriented design and efforts to get people out of cars; however, they remain concerned with the lack of parking in the project. Also like the potential rooftop trellis feature. Would like to see permanent wood benches in the courtyard. Supported the overhead canopies along the sidewalk.

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.

Green Lake-specific supplemental guidance:

- **Lakefront Orientation:** In areas adjacent to Green Lake Park the building should be sited to acknowledge and orient to the lake and park.

- **Views of Lake:** Numerous streets offer views of, and pedestrian access to, the lake. Consider siting the building to take advantage of these views and to enhance views from the public right-of-way. Methods to accomplish this include **setting the building back from lake views, placing landscape elements and street trees to frame views rather than block them, and providing pedestrian spaces with views of the lake.**
- **Curved and Discontinuous Streets:** The community’s street pattern responds to the lake by breaking with the city’s standard north-south and east-west grid pattern. This creates numerous discontinuous streets, street offsets, and curved streets, which are an aspect of the community character. New development can take advantage of such street patterns by providing special features that complement these unique spaces.
- **Entry Locations:** Within the Green Lake Planning Area, certain locations serve as entry points into neighborhood and commercial areas. Development of properties at these “Entry Locations” should include elements suggesting an entry or gateway. Examples include a clock tower, turret or other architectural features, kiosks, benches, signage, landscaping, public art or other features that contribute to the demarcation of the area.
- **Heart Locations:** Several important intersections have been identified as “Heart Locations”. Heart Locations differ from Entry Locations in that they are intersections that serve as the perceived center of commercial and social activity. Development at Heart Locations should enhance their central character through appropriate site planning and architecture. In addition to promoting pedestrian activity, these sites have a high priority for improvements to the public realm. A building’s primary entry and facade should face the intersection. Other amenities to consider are: special paving, landscaping, additional public open space provided by curb bulbs and entry plazas. Developers should review programmed public improvements listed in the Green Lake 20/20 Plan.

The Board was satisfied with the continued provision and further development of this entry courtyard space.

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

Green Lake-specific supplemental guidance:

A continuous street wall is an important design consideration within Green Lake’s commercial and mixed-use, pedestrian-oriented areas.

- **Aurora Avenue North:** A continuous street wall is less of a consideration on Aurora Avenue N, where numerous parking lots punctuate the streetscape. In this area, a more pleasant and consistent streetscape can be achieved by reinforcing the rhythm of alternating buildings and well-landscaped vehicle access areas. Parking lots should be placed at the rear and to the sides of buildings, and the buildings should be located near the street. Parking lot landscaping and screening are particularly important in improving the appearance of the Aurora Avenue North corridor.
- **Multifamily Residential Areas:** Landscaping in the required front setbacks of new multifamily development is an important siting and design consideration to help reinforce desirable streetscape continuity.

The Board was pleased with the continued design development that responds to and reflects the street wall established by the abutting building.

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

The Board was very pleased with the lobby relocation to anchor the back wall of the entry courtyard.

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

Green Lake-specific supplemental guidance:

Pedestrian activity is a high priority in the Green Lake business areas. It is recognized, however, that within commercial zones, the appropriateness of traditional storefronts may depend upon location, adjacent properties and the type of street on which the development fronts. In the case of a mixed-use building, for example, at the intersection of an arterial and a residential street, it might be more appropriate to place non-storefront commercial facades on the quieter residential street. In such cases, the following can contribute to a commercial facade that exhibits a character and presence that achieves a sensitive transition from commercial to residential uses:

- slightly less transparency than a standard storefront window;
- recessed entries;
- landscaping along the building base and entry; and
- minimized glare from exterior lighting.

The Board was very pleased that the earlier guidance was adhered to, thus enhancing the courtyard as a more activated space as the forecourt will be lined with active uses.

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.

Recommendation Meeting: The Board greatly supported the moves to increase the setbacks on the rear and side yards from the previous proposal to respond to and respect the adjacent neighbors.

The Board agreed that the proposed trellis at the rooftop supports the design aesthetic of the building and screens the rooftop equipment. If such a trellis is permitted by the building code, then it would be a positive feature for the building.

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.

Green Lake-specific supplemental guidance:

- **Residential Buildings:** Residences on the ground floor should be raised for residents' privacy, if allowed by site conditions. Well landscaped, shallow front yard setbacks are also typical and appropriate.
- **Mixed-Use Buildings:** For mixed-use buildings with residential units over commercial ground floor uses, consider locating the primary residential entry on the

side street rather than in the main commercial area. This maintains a continuous commercial storefront while increasing privacy for the residential units.

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

Green Lake-specific supplemental guidance:

The Design Review Board may reduce the amount of open space required by the Land Use Code if the project substantially contributes to the objectives of the guideline by:

- Creating a substantial courtyard-style open space (see sketch below) that is visually accessible to the public and that extends to the public realm.
- Setting back development to improve a view corridor.
- Setting upper stories of buildings back to provide solar access and/or to reduce impacts on neighboring single-family residences.
- Providing open space within the streetscape or other public rights-of-way contiguous with the site. Such public spaces should be large enough to include streetscape amenities that encourage gathering. For example, a curb bulb with outdoor seating adjacent to active retail would be acceptable.

Recommendation Meeting: The Board was pleased with the continued provision of this courtyard space and further development of the design details.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Recommendation Meeting: The Board wholeheartedly supported the reduced driveway width from the previous design to minimize intrusion on the pedestrian environment. See also C-5.

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.

Green Lake-specific supplemental guidance:

Some properties adjacent to Green Lake's Neighborhood Commercial areas are zoned single-family, but have a small portion zoned Neighborhood Commercial. In general, these properties can only be developed with single-family houses. In such cases where a property with more-intensive zoning is adjacent to a property that contains such split zoning, the following design techniques are encouraged to improve the transition to the split-zoned lot:

- Building setbacks similar to those specified in the Land Use Code for zone edges where a proposed development project within a more intensive zone abuts a lower intensive zone.
- Techniques specified in the Citywide Design Guidelines A-5 and B-1.

Along a zone edge without an alley, consider additional methods that help reduce the potential ‘looming’ effect of a much larger structure in proximity to smaller, existing buildings.

- One possibility is allowing the proposed structure’s ground floor to be built to the property line and significantly stepping back the upper levels from the adjacent building (see sketch below). The building wall at the property line should be designed in a manner sympathetic to the existing structure(s), particularly regarding privacy and aesthetic issues.

The Board greatly supported the moves to increase the setbacks on all of the rear and side yards from the previous proposal to respond to and respect the adjacent neighbors. The northwest corner that faces the Florera was also further recessed to reduce the impact on the Florera courtyard open space (see page 11 of the packet for specific dimensions). The more detailed shadow analysis illustrated the reduced impacts from the increased setbacks on the neighboring buildings.

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.

Green Lake-specific supplemental guidance:

- **Distinct Architectural Themes and Styles:** Aurora Avenue North Corridor - Recognize Aurora’s 1920-1950 commercial character while making the area more friendly to the pedestrian. Residential Urban Village - Build on the core’s classical architectural styles (e.g., community center, library, Marshall School, VFW building). Tangletown (55th/56th Street corridor and Meridian) and 65th/Latona – Build on both commercial areas’ human scale elements, particularly the traditional storefront details and proportions of early 1900s vernacular commercial buildings.
- **Signage:** The design and placement of signs plays an important role in the visual character and identity of the community. While regulatory sign review is not in the purview of design review, integration with the overall architectural expression of a building and appropriate scale and orientation are important design considerations. Franchises should not be given exceptions to these guidelines. Except within the Aurora Avenue North corridor, signage should be oriented to pedestrians.
- **Facade Articulation:** Multi-family residential structures - The façade articulation of new multifamily residential buildings (notably in Lowrise zones) should be compatible with the surrounding single-family architectural context. Neighborhood commercial structures - Modulation in the street-fronting façade of a mixed-use structure is less important when an appropriate level of details is present to break up the facade.

- C-2 **Architectural Concept and Consistency.** Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.
- C-3 **Human Scale.** The design of new buildings should incorporate architectural features, elements, and details to achieve a good human scale.
- 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.

Green Lake-specific supplemental guidance:

- **Building Materials in Green Lake's Individual Districts**
 4. **Green Lake Residential Urban Village**
 5. **Tangletown (55th/56th Corridor and Meridian**
 6. **65th at Latona**
- **Special material requirements and recommendations**
 4. **Metal siding**
 5. **Masonry units**
 6. **Wood siding and shingles**
- **Discouraged Materials**
 3. **Mirrored glass**
 4. **Sprayed-on finish**

The Board wholeheartedly supported the proposed material and color palette of this handsome design. Specifically, the Board noted the contrasting color choice of darker along the edges with the light cream-colored porcelain tiles in the courtyard to reflect light and open up that space. The ombre arrangement of the dark grey colored hardiplank siding dimensions to create a striated effect creates an interesting and unusual pattern. The Board suggested that instead of the wood grain print of the proposed hardiplank, that a flat (artisan) panel be used.

The Board also noted that the color scheme shown on the packet renderings and elevation was warmer than the actual material samples. The Board recommended a condition that the exterior hardiplank color palette be altered to more closely reflect the color scheme depicted in the presentation packet of a warmer dark grey than the material board samples.

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

The Board unanimously supported the narrowing of the driveway width to minimize the impact on the pedestrian environment.

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.

Green Lake-specific supplemental guidance:

- **Streetscape amenities:** New developments are encouraged to work with the Design Review Board and interested citizens to provide features that enhance the public realm. The Board would be willing to consider a departure in open space requirements if the project proponent provides an acceptable plan from, but not limited to: curb bulbs adjacent to active retail spaces, pedestrian-oriented street lighting, and street furniture.

The Board was very pleased with the configurations, materiality and activation of the courtyard design presented. Since much of the courtyard activation is dependent on a future retail tenant embracing the space, the Board did agree, however, on a condition that the planters and seating shown in the packet be provided and at the time of the Certificate of Occupancy to ensure that there is not a gap in time between the building opening and the time that potential future tenants add their own furniture and plantings to the space.

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.

The Board was satisfied that the solid waste would be stored internally at grade, bike storage will be accommodated in the garage and loading would occur from a designated space on the street.

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

The Board discussed the security concerns of the driveway and was pleased with the inclusion of a gate at the garage entrance. The Board did recommend a camera be installed at the driveway entrance for further security protection. See also D-10.

The Board was satisfied that the entry courtyard had been design to preserve clear sight lines, lighting and activating uses.

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

The Board did not discuss the signage specifically, but appeared to be satisfied with the concept signage plan contained on page 28 of the presentation packet.

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

The Board was pleased with the well integrated and design light fixture palette and locations. The Board discussed at length the addition of overhead cable lighting above the courtyard to create a gentle sense of containment or enclosure of this urban room. The Board declined to make this a condition of the project, but strongly encouraged the applicant to explore this lighting feature, which would also further the safety and security of the courtyard as identified under D-7.

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

The Board was very enthusiastic with the proposed expansive storefront glazing system that extends close to the ground providing a greater sense of interaction between the retail uses and pedestrian activity at the sidewalk.

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.**

The Board was pleased with the design of the ground level courtyard space – see also A-4, A-7 and D-1.

The Board was supportive of the well programmed and designed rooftop open space and amenities. One concern arose, however, regarding design measures to prevent the bocce ball from inadvertently going over the top of the building. The Board recommended a condition that additional measures are taken to prevent bocce balls from going beyond the rooftop, such as closer spacing of the cable rails or solid posts along the roof deck perimeter.

The Board also suggested that the tree species identified at the courtyard be a less dark (purple colored) species and more of a columnar green tree type to keep the courtyard light and airy.

- E-3 Landscape Design to Address Special Site Conditions. The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.**

Green Lake-specific supplemental guidance:

- **Celebrate the Olmsted heritage: Green Lake Park, Ravenna Boulevard and Lower Woodland Park are visible and accessible examples of the Olmsted brothers' design. New development should build on this character by employing informal groupings of large and small trees and shrubs. A mix of deciduous, evergreen, and ornamental**

plant materials is appropriate. Continuous rows of street trees contrasting with the informal, asymmetric landscaping of open spaces are also typical.

The Board was satisfied that the proposed design responded to this earlier guidance.

Board Recommendations: The recommendations summarized below were based on the plans submitted at the August 18th, 2014 meeting. Design, siting or architectural details not specifically identified or altered in these recommendations are expected to remain as presented in the plans and other drawings available at the August 18th public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the five Design Review Board members present unanimously recommended approval of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below).

STANDARD	REQUIREMENT	REQUEST	JUSTIFICATION	RECOMMENDATION
1. Street Level Facing Facades SMC 23.47A.008A.3	Street-level, street-facing facades shall be located within 10' of the structure lot line unless wider sidewalks, plazas or other approved landscaped or open spaces are provided.	Proposed a portion of the street-level, street-facing facades to be 25' from the lot line to allow for a plaza space.	Creates an urban amenity at street level that engages with the pedestrian streetscape, as well as allows for retail spillover to activate the space in conjunction with the building entry. (A-4, D-1)	Approved

The Board recommended the following **CONDITIONS** for the project. (Authority referenced in the letter and number in parenthesis):

- 1) The planters and seating shown in the packet shall be provided and at the time of the Certificate of Occupancy. (A-2, D-1,C-1,)
- 2) The exterior hardiplank color palette shall be altered to more closely reflect the color scheme depicted in the presentation packet of a warmer dark grey than the material board samples shown at the meeting. (C-4)
- 3) Additional measures are taken to prevent bocce balls from going beyond the rooftop, such as closer spacing of the cable rails or solid posts along the roof deck perimeter. (D-7, E-2)

DIRECTOR’S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the City-wide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. The Director agrees with the conditions recommended by the five Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated April 23, 2014. The information in the checklist, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in 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 certain limitations and/or circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. The following is an analysis of construction-related noise, air quality, earth, grading, construction impacts, traffic and parking impacts as well as its mitigation.

Noise

Noise associated with construction of the mixed use building and future phases could affect surrounding uses in the area, which include residential and commercial uses. Surrounding uses are likely to be adversely impacted by noise throughout the duration of construction activities. Although there is adjacency to residential uses, the Noise Ordinance is found to be adequate to mitigate the potential noise impacts.

Air Quality

Construction for this project is expected to add temporarily particulates to the air that will result in a slight increase in auto-generated air contaminants from construction activities, equipment and worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). To mitigate impacts of exhaust fumes on the directly adjacent residential uses, trucks hauling materials to and from the project site will not be allowed to queue on streets under windows of the nearby residential buildings.

Earth

The Stormwater, Grading and Drainage Control Code requires preparation of a soils report to evaluate the site conditions and provide recommendations for safe construction on sites where grading will involve cuts or fills of greater than three feet in height or grading greater than 100 cubic yards of material.

The soils report, construction plans, and shoring of excavations as needed, will be reviewed by the DPD Geo-technical Engineer and Building Plans Examiner who will require any additional soils-related information, recommendations, declarations, covenants and bonds as necessary to assure safe grading and excavation. This project constitutes a "large project" under the terms of the SGDCC (SMC 22.802.015 D). As such, there are many additional requirements for erosion control including a provision for implementation of best management practices and a requirement for incorporation of an engineered erosion control plan which will be reviewed jointly by the DPD building plans examiner and geo-technical engineer prior to issuance of the permit.

The Stormwater, Grading and Drainage Control Code provides extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Grading

Excavation to construct the mixed use structure will be necessary. The maximum depth of the excavation is approximately six feet and will consist of an estimated 1,200 cubic yards of material. The soil removed will not be reused on the site and will need to be disposed off-site by trucks. 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 enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Construction Impacts

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.

Traffic and Parking

Duration of construction of the apartment building may last approximately 16 months. During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities and parking (SMC 25.05.675 B and M). Parking utilization along streets in the vicinity is near capacity and the demand for parking by construction workers during construction could reduce the supply of parking in the vicinity. Due to the large scale of the project, this temporary demand on the on-street parking in the vicinity due to construction workers' vehicles may be adverse. In order to minimize adverse impacts, the applicant will need to provide a construction worker parking plan to reduce on-street parking until the new garage is constructed and safe to use. The authority to impose this condition is found in Section 25.05.675B2g of the Seattle SEPA Ordinance.

The construction of the project also will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Approximately 1,200 cubic yards of soil are expected to be excavated from the project site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site. Excavation and fill activity will require approximately 120 round trips with 10-yard hauling trucks or 60 round trips with 20-yard hauling trucks. Considering the large volumes of truck trips anticipated during construction, it is reasonable that truck traffic avoid the afternoon peak hours. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Compliance with Seattle's Street Use Ordinance is expected to mitigate any additional adverse impacts to traffic which would be generated during construction of this proposal.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area; increased demand for parking; demolition of older structures, and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: The Stormwater, Grading and Drainage Control Code which requires on site collection of stormwater with provisions for controlled tightline release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, green house gas emissions, traffic, parking impacts and public view protection warrant further analysis.

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.

Traffic and Transportation

The applicant submitted a traffic and parking study by Transportation Engineering Northwest (TENW) documenting the likely transportation and parking impacts from the project. The project is forecast to generate approximately 403 daily vehicle trips, with 26 trips occurring during the morning peak hour and 40 in the afternoon peak hour. Vehicle access is proposed directly onto NE Ravenna Boulevard. DPD does not anticipate that the impacts to level of service on nearby streets would be significant. No SEPA mitigation of traffic impacts to the nearby intersections is warranted.

Parking

Based on the planned mix of 55 studio units and seven one-bedroom units and a monthly parking price of about \$125 per stall, the estimated parking demand rate was determined to be .68 stalls per unit. The parking demand for the retail space (2,245 sq. ft.) is anticipated to be approximately three vehicles based on 50 percent auto-mode-split and 2.55 peak parking demand for retail use. Based on these calculations, the proposed development would generate an estimated demand of 45 vehicles on a weekday. The proposed parking supply is ten vehicles on the site for residents. As a result, parking spillover onto neighborhood streets is anticipated. The neighborhood streets would accommodate the parking demand generated by the proposal. The project would create a 103 percent parking utilization from the area within 800 feet of the development site. This would create adverse parking impacts; the likely result will be persons seeking on-street parking somewhat further away for available spaces or parking more tightly. As the project site lies within an residential urban village and has frequent transit service, the city cannot place conditions on the project due to parking impacts. No SEPA mitigation of parking impacts is warranted.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are anticipated to be non-significant. The conditions imposed below are intended to mitigate construction impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances, per adopted City policies.

DECISION - SEPA

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

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

CONDITIONS – DESIGN REVIEW

Prior to MUP Issuance

Revise plans sets to show:

1. The exterior hardiplank color palette shall be altered to more closely reflect the color scheme depicted in the presentation packet of a warmer dark grey than the material board samples shown at the meeting.
2. Additional measures are taken to prevent bocce balls from going beyond the rooftop, such as closer spacing of the cable rails or solid posts along the roof deck perimeter.

Prior to Commencement of Construction

3. Arrange a pre-construction meeting with the building contractor, building inspector, and land use planner to discuss expectations and details of the Design Review component of the project.

Prior to Issuance of a Certificate of Occupancy

4. The planters and seating shown in the packet shall be provided at the time of the Certificate of Occupancy.
5. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Bruce P. Rips, 206.615-1392). An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

For the Life of the Project

6. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Bruce Rips, 206.615-1392). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

CONDITIONS – SEPA

Prior to Issuance of a Demolition, Grading, or Building Permit

7. Provide a construction worker parking plan to reduce on-street parking.

During Construction

8. Large (greater than two-axle) trucks will be prohibited from entering or exiting the site after 3:30 PM.

Compliance with all applicable conditions must be verified and approved by the Land Use Planner, Bruce Rips, (206-615-1392) at the specified development stage, as required by the Director's decision. The Land Use Planner shall determine whether the condition requires submission of additional documentation or field verification to assure that compliance has been achieved.

Signature: _____ (signature on file) Date: October 23, 2014
Bruce P. Rips, AAIA, AICP
Department of Planning and Development

BPR:drm

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