



City of Tukwila

Department of Community Development

Jim Haggerton, Mayor

Jack Pace, Director

**STAFF REPORT TO
THE BOARD OF ARCHITECTURAL REVIEW
PREPARED August 14, 2013**

HEARING DATE: August 22, 1013

FILE NUMBER: PL13-011 – Parent File for:
L13-011 -- Red Lobster Restaurant
L13-012 -- Seasons 52 Restaurant

APPLICANT: Pari Holiday for Darden

OWNER: Macy's West Stores, Inc.

REQUEST: L13-011: Design Review approval for a new 5,880 sf Red Lobster restaurant with associated parking, site improvements and landscaping; and
L13-012: Design Review approval for a new 9,054 sf Seasons 52 restaurant with associated parking, site improvements and landscaping.

LOCATION: The site is located at the north end of Southcenter Mall site adjacent to Tukwila Parkway, parcel number 3597000245

NOTIFICATION: Notice of Application and Notice of Public Hearing for this Type 4 permit was mailed to surrounding property owners, interested parties, affected agencies and posted on the site on August 8, 2013. Notice of Public Hearing was also published in the Seattle Times on August 8, 2013.

ZONING/COMPREHENSIVE PLAN DESIGNATION: Tukwila Urban Center

SEPA DETERMINATION: A SEPA Addendum to the EIS was added to the file on July 31, 2013.

DECISION: Approval with Conditions

STAFF: Stacy MacGregor

ATTACHMENTS: **PL13-011—Parent File**
A. Site Development Plan

L13-011 --Red Lobster Packet
A. Applicant's Response to Design Review Criteria
B. Colored Renderings (4 pages)
C. Exterior Lighting and Benches (3 pages)
D. Site Plans, Sheet C3.1
E. Landscape Plan. Sheet L3.0

- F. Exterior Elevations, sheets A5.1, A5.2
- G. Roof Equipment Site Line Study, Sheet A5.3

L13-012--Seasons 52 Packet

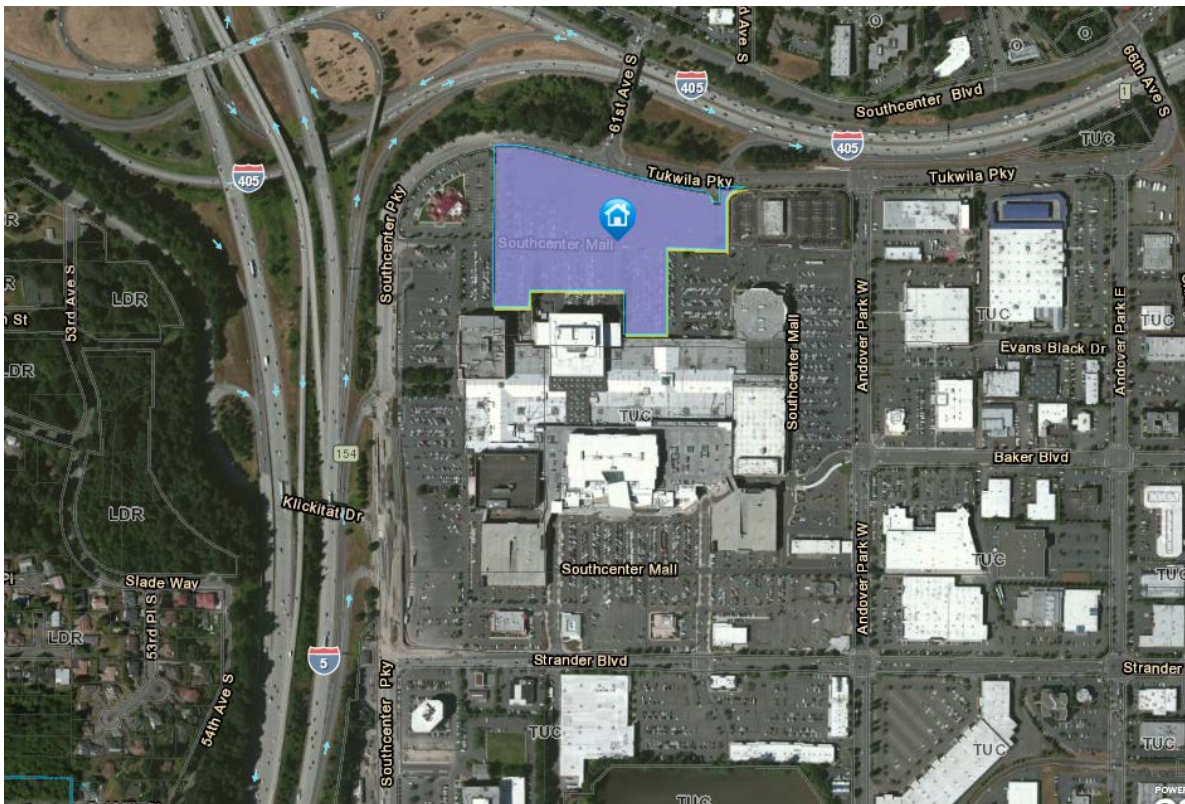
- A. Applicant's Response to Design Review Criteria
- B. Colored Renderings (4 pages)
- C. Digital Colors and Materials Board (2 pages)
- D. Exterior lighting (1 page)
- E. Site Plans, Sheet C3.1
- F. Landscape Plan. Sheet L3.0
- G. Exterior Elevations, sheets A5.1, A5.2
- H. Exterior Elevations HVAC Views, Sheet "Elev"

FINDINGS

VICINITY INFORMATION

The site for this two restaurant proposal is bounded on the north by Tukwila Parkway and the Macy's department store on the south. Bahama Breeze lies to the west and a new restaurant, Buffalo Wild Wings, to the east. The parcel is known as the Macy's parking lot as it is owned by Macy's and is currently solely devoted to parking. The entire Mall site, in addition to the Mall building, includes a number of outparcel development. There are three existing freestanding restaurants, one proposed restaurant, two banks, a financial center, a post office and a tire store. Surrounding the site is a mix of retail, entertainment, and restaurant uses.

The two new restaurant pads will be subject to a Binding Site Improvement Plan (BSIP) that will create tax parcels for the pad sites. A BSIP allows for the creation of individual tax parcels that may not meet code for lot area or setbacks while requiring compliance for the parent parcel. The entire Mall site is subject to a parking agreement (file L04-055) that establishes a parking ratio for all uses at the Mall.



PROJECT INFORMATION

The proposal is to develop two new freestanding restaurants as outparcels to the main Mall building. The restaurants will be owned and developed by the same company and a parent file was created which includes the two restaurants and a joint SEPA addendum and Binding Site Improvement Plan. The site work and site design is coordinated between the two new buildings and for these reasons this staff report includes both restaurants.

A parcel will be created to the east for a new Red Lobster restaurant. The Red Lobster will be a 5,880 square foot building surrounded by foundation landscaping and 42 parking stalls. The parking is not new but is re-created around the new building. To the west of Red Lobster, a 9,052 square foot Seasons 52 restaurant is proposed. This will be the first Seasons 52 restaurant in Washington. In addition to these two restaurants, the Darden family of restaurants also developed and owns the Bahama Breeze and the Olive Garden at the Westfield's Southcenter Mall.

PUBLIC COMMENT

No public comments have been received.

DESIGN REVIEW CRITERIA

The project is subject to a Public Hearing Design Review under Tukwila Municipal Code (TMC) Chapter 18.28.070. The Board of Architectural Review evaluates the project under the criteria established in TMC 18.60.050 C. The design criteria explain requirements for development proposals. They are the decision criteria from which the Board will evaluate whether to approve, condition, or deny this project.

The applicant's response to the design review criteria is Attachment A in each packet. Below is the staff analysis and response.

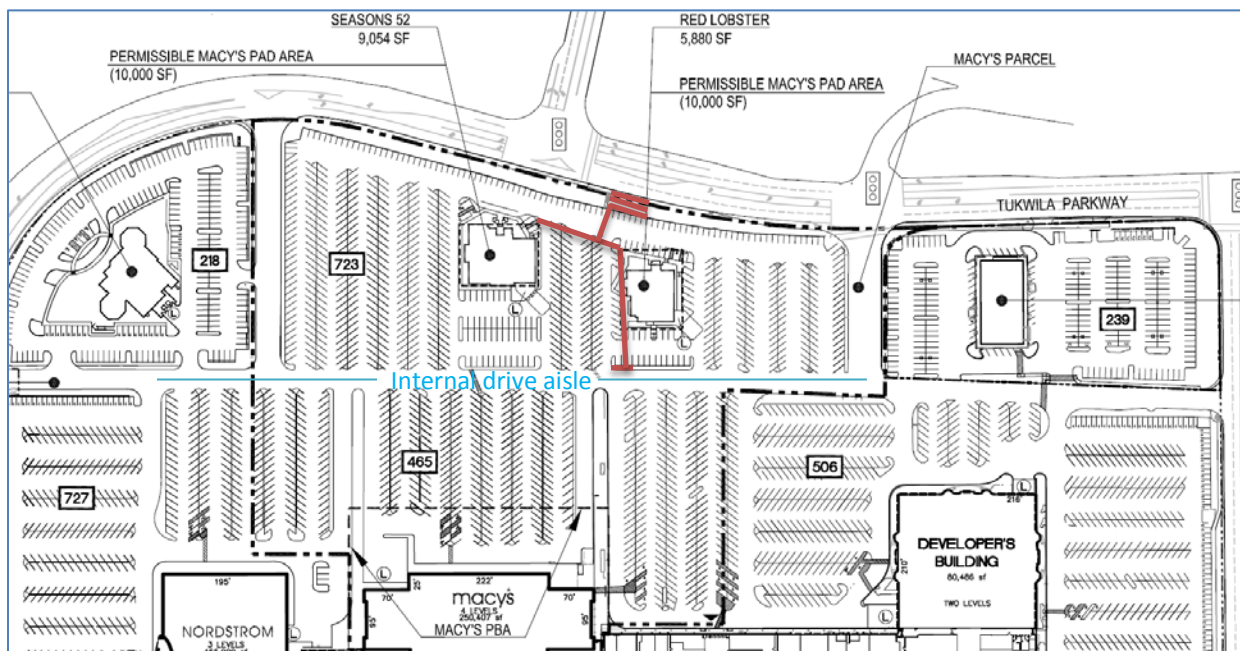
1. Relationship of Structure to Site.

- a) *The site should be planned to accomplish a desirable transition with streetscape and to provide for adequate landscaping and pedestrian movement;*

The site design includes a new ADA-accessible, pedestrian ramp from Tukwila Parkway to the parking area. The ramp will connect to a pedestrian path that will continue to the south, split to access each restaurant after crossing the north drive aisle of the parking area and then continue along the west side of the Red Lobster building across the south parking area and to a sidewalk along the main access drive to the south. It connects to an existing crosswalk which leads to the wide, paved sidewalk along the east side of Macy's and to the main Mall entrance on the north side. The applicant has indicated concrete will be the material for the pedestrian path across its entire length. This material change will visually draw attention to the pedestrian route of travel where it crosses the asphalt parking lot. (Where the pedestrian route is also the Red Lobster building perimeter sidewalk, this distinction will be lost.)

The project starts to create a more defined internal drive aisle, or the appearance of a street, along the internal Mall lane between parking and the main Mall buildings. Landscape improvements continue from the south of each new building to this internal drive aisle. Landscape strips will front this drive aisle and separate the parking area.

The plans provided show the pedestrian path on each restaurant site but the overall site development plan does not show the proposed pedestrian path. The following drawing roughly depicts in red the location of the pedestrian path as proposed and the internal drive aisle that is referred to throughout this report:



Graphic 1

- b) *Parking and service areas should be located, designed and screened to moderate the visual impact of large paved areas;*

The current parking areas have no landscaping and do not meet current landscape code. The parking areas that are newly created (adjacent to the buildings and to the south of the buildings) have added landscaping which meets code. The resulting numbers of stalls that are code compliant for landscaping exceed the number of parking stalls required for this project. The two aisles of parking stalls between the two buildings remain unchanged and do not show any new landscaping.

The service areas are attached to the buildings and the screening is an integral part of the structures.

- c) *The height and scale of each building should be considered in relation to the site.*

The buildings are positioned about 80-100 feet from Tukwila Parkway and 50-140 feet from the internal drive aisle, along the north end of the Mall. Negotiations between the developer and Macy's proceeded for years in advance of a formal application to the City and precluded the ability for the City to negotiate locating the buildings either closer to the Parkway or adjacent to the internal drive aisle. However, Tukwila Parkway is about ten feet above the parking area. The proposed 80-100 foot building setback from Tukwila Parkway setback affords visual access to the buildings that the grade change would disallow if the buildings were placed closer to the street edge. Locating the buildings adjacent to the internal drive aisle could help define an internal street within the Mall campus but would also necessitate buildings with their "back" to the public right of way.

The Seasons 52 building is twenty-six feet tall at its highest tower and the Red Lobster is twenty-seven feet at the peak of its highest gable. While the Tukwila Urban Center zone currently allows buildings up to 115 feet, the neighboring buildings are all one and two story buildings of comparable height and scale.

2. Relationship of Structure and Site to Adjoining Area.

- a) *Harmony in texture, lines and masses is encouraged;*

The restaurants that surround the Mall building are all architecturally unique. The Bahama Breeze and Olive Garden restaurants (also both owned and developed by Darden Restaurants which also owns the Red Lobster and Seasons 52 brands) have architecture that reflects the menu offerings of their respective restaurants. The Red Lobster has an architectural style defined by the developer as "Bar Harbor Maine" as a homage to the lobster industry. Seasons 52 has a Frank Lloyd Wright-inspired style with strong horizontal elements with the planes of the roof and wall projecting from the structure.

- b) *Appropriate landscape transition to adjoining properties should be provided;*

The site is part of the Westfield Southcenter Mall. The entire site is surrounded by public right of way. The landscape perimeter is unchanged. An onsite transition from the proposed restaurants to the main Mall building is created. The plant palette called out in the landscaping plans use many of the same plants used in the Mall plant palette. The landscape strips along the internal drive aisle are coordinated with identical planting plans.

- c) *Public buildings and structures should be consistent with the established neighborhood character;*

The project does not involve public buildings.

- d) *Compatibility of vehicular pedestrian circulation patterns and loading facilities in terms of safety, efficiency and convenience should be encouraged;*

Loading facilities are located at the rear of each building. Sidewalks do not surround the refuse collection areas. Building entrances are on the north side of the building and include sidewalks from the adjacent parking. Seasons

52 includes valet parking in its service and provides a passenger loading and unloading area at the front of the restaurant. The loading area is inset from the drive aisle and shielded from vehicles through the addition of landscape islands at the front and rear.

- e) *Compatibility of on-site vehicular circulation with street circulation should be encouraged.*

The project is accessed from private property. There is no change to the adjacent public vehicular entrances.

3. Landscaping and Site Treatment.

- a) *Where existing topographic patterns contribute to beauty and utility of a development, they should be recognized, preserved and enhanced;*

There is a significant grade change down from Tukwila Parkway to the site. The existing public sidewalk is about ten feet higher than the adjacent parking lot. The grade does not contribute to the beauty or utility of the development but complicates it.

- b) *Grades of walks, parking spaces, terraces and other paved areas should promote safety and provide an inviting and stable appearance;*

An ADA-accessible pedestrian ramp is required from the street to the site to accommodate the grade change. Roof plans are provided (L13-011 Attachment G and L13-012 Attachment H) that show the view of the buildings from the sidewalk. The building and parapet walls screen the rooftop mechanicals from view when viewed from the elevated public sidewalk. The possibility of a sidewalk along the internal drive aisle was explored but the grade change from east to west made an ADA-compliant sidewalk impossible to construct.

- c) *Landscape treatment should enhance architectural features, strengthen vistas and important axis, and provide shade;*

There are two aisles of preexisting head-in angled parking between the two new buildings. No landscaping or drive-aisle defining is proposed at these areas.

- d) *In locations where plants will be susceptible to injury by pedestrian or motor traffic, mitigating steps should be taken;*

There are mature trees along the site perimeter where the ramp is proposed. Some, but not all, of the trees are shown on the plans provided which makes it difficult to determine if the trees may be impacted.

- e) *Where building sites limit planting, the placement of trees or shrubs in paved areas is encouraged;*

The parking surrounding the buildings and to the south of the buildings have added landscaping islands and landscape strips. The existing two double rows of angled parking between the two buildings do not have any preexisting or proposed landscaping.

- f) *Screening of service yards, and other places that tend to be unsightly, should be accomplished by use of walls, fencing, planting or a combination;*

The service yards of both buildings are integrated into the building and screened fully from view.

- g) *In areas where general planting will not prosper, other materials such as fences, walls and paving of wood, brick, stone or gravel may be used;*

Landscape boulders are added to some of the landscape islands. They help to deter vehicles from driving over the curbs and damaging the landscaping or curbs.

- h) Exterior lighting, when used, should enhance the building design and the adjoining landscape. Lighting standards and fixtures should be of a design and size compatible with the building and adjacent area. Lighting should be shielded, and restrained in design. Excessive brightness and brilliant colors should be avoided.*

Parking lot lighting already exists in this area. Two light poles will be relocated a short distance to the south of their current locations. Building mounted lighting is a part of each structure.

4. Building Design.

- a) Architectural style is not restricted, evaluation of a project should be based on quality of its design and relationship to its surroundings;*

Both buildings are designed with a specific architectural style. The Red Lobster is reminiscent of the architecture that invokes the harbor towns of the north Atlantic where the lobster industry exists. The Seasons 52 restaurant is reminiscent of Frank Lloyd Wright's style with horizontal elements, projecting planes of roof and wall, a flat roof and a cantilevered roof element. Both buildings have changes in material, texture, color and detailing to create visually interesting buildings.

They each are in scale with their surroundings and maintain the previously established trend of loosely reflecting the menu offerings through the architecture style of the building. (The Olive Garden is reminiscent of a Tuscan villa; the Bahama Breeze has Caribbean-flavored architecture.)

- b) Buildings should be to appropriate scale and in harmony with permanent neighboring developments;*

The two new restaurants are one story structures, 5,880 square feet and 9,054 square feet in size. The surrounding restaurants are also one story buildings and range in size from the Olive Garden's 7,400 square feet to The Cheesecake Factory at 10,000 square feet.

- c) Building components such as windows, doors, eaves, and parapets should have good proportions and relationship to one another. Building components and ancillary parts shall be consistent with anticipated life of the structure;*

The buildings were designed to maximize the signage allowed under the sign code. Code allows signs on walls with exterior public entrances. For both buildings, this is the north side. The other sides may qualify for incentive signage provided certain architectural features are met. The intent being to incentivize better design with additional signage allowances. Architectural interest was added to the Red Lobster façade by the addition of a tower to the south (rear) façade and the addition of spandrel (faux) windows to the south ends of the east and west façade. The windows on the Red Lobster include six over one divided glass, shutters, a projecting shingled roof and wall-mounted lanterns over the windows.

To qualify for incentive signage, the Seasons 52 building has over fifty percent glazing across the rear (south) of the building. The west facing façade added a stone base to the footing of the building and includes a projecting wall section and projecting overhang around the top. The east facing façade does not include signage.

- d) Colors should be harmonious, with bright or brilliant colors used only for accent;*

Neither building has bright or brilliant colors. The entire Red Lobster building is a deep red and the color is part of their brand identity.

- e) Mechanical equipment or other utility hardware on roof, ground or buildings should be screened from view;*

The mechanical equipment is mounted on the roof. The design of the buildings, even accounting for the elevated grade to the north, shields the rooftop mechanicals from view.

- f) *Exterior lighting should be part of the architectural concept. Fixtures, standards, and all exposed accessories should be harmonious with building design;*

The Red Lobster has fixtures reminiscent of hanging gas or oil lanterns. Seasons 52 have wall-mounted sconces with darkened glass with a pattern emulating stained glass. Samples of fixtures are included as Attachments L13-011 C and L13-012 D.

- g) *Monotony of design in single or multiple buildings projects should be avoided. Variety of detail, form and siting should be used to provide visual interest.*

Each building is unique and each façade of each building is unique.

5. Miscellaneous Structures and Street Furniture.

- a) *Miscellaneous structures and street furniture should be designed to be part of the architectural concept of design and landscape. Materials should be compatible with buildings, scale should be appropriate, colors should be in harmony with buildings and surroundings, and proportions should be to scale.*

The Red Lobster includes white Adirondack benches to the outside entrance area. The Adirondack style originally from upstate New York, reflects the north Atlantic area that inspired the Red Lobster building architecture. There are no other miscellaneous structures.

- b) *Lighting in connection with miscellaneous structures and street furniture should meet the guidelines applicable to site, landscape and buildings.*

There is no lighting in conjunction with the Adirondack chairs.

COMPREHENSIVE PLAN POLICIES

- 1. Commercial Areas - Goal 1.7: "Commercial districts that are visually attractive and add value to the community, are visitor and pedestrian friendly, are designed with pride and constructed with quality workmanship, are secure and safe with adequate lighting and convenient access, are uncongested with smooth-flowing traffic patterns, are well-maintained with adequate streetscape landscaping, and are wholesome and in harmony with adjacent uses".**

- a) *This significant commercial development requires design review (1.7.1).*
b) *This development requires sidewalks (1.7.2).*
c) *The development provides adequate parking and lighting (1.7.3).*

This project is being presented to the Board of Architectural Review for review.

Sidewalks and lighting are preexisting.

The parking provided on the site will not provide adequate parking after the addition of these two restaurants. The required parking quantity was determined in a 2004 parking decision (L04-055). Based on the information provided by Westfield, the development of these restaurants will result in a parking deficit of 45 stalls. Westfield has provided a parking development and restriping plan that could create the necessary parking without the need to build structured parking (See PL13-011 Attachment A). The parking at the Mall at this time is as follows:

Table 1:

Parking Required

TMC Figure 18-7 (5 stalls per 1,000 sf) 7,140 stalls

Parking Reduction (4.5% Per L-04-055) 321 stalls

Total Required Parking 6,818 stalls (per the 2004 parking determination)

Parking Provided

Level 1 parking (including garages) 5,971 stalls
Level 2 (Cascade and Olympic Garages) 373 stalls
Level 3 (Cascade and Olympic Garages and Roof) 584 stalls
Total parking provided before Seasons 52/Red Lobster 6,928 stalls
Assumed Loss of Parking for Seasons 52/Red Lobster 155 stalls
Total parking provided after Seasons 52/Red Lobster 6,773
Surplus/(deficit) (45) stalls

Westfield has created a plan that demonstrates that by restriping the existing parking stalls on the site, they are able to meet the total number of parking stalls required by code. A parking lot restriping approval is required before the building permit can be issued.

2. Tukwila Urban Center (TUC) - Goal 10.2 “Encourage and allow a central focus for the Tukwila Urban Center, with natural and built environments that are attractive, functional, and distinctive, and supports a range of mixed uses promoting business, shopping, recreation, entertainment, and mixed use residential opportunities:”

- a) *This development shall achieve a high-quality design; contribute to the creation of hospitable pedestrian environments through site design techniques, such as integration of architectural/site design/landscape elements and co-existence of auto/transit/pedestrian traffic; should be designed to maximize pedestrian safety and convenience; and should incorporate physical and natural elements that enhance the area's overall aesthetic, including street orientation (10.2.3).*
- b) *This development is designed with an appropriate scale and proportion; pedestrian-oriented features and street front activity areas, such as ground floor windows, modulated facades, rich details in materials and signage; quality landscaping; an appropriate relationship to adjacent sites; an overall building quality; and with sensitivity to important features such as Green River and Tukwila Pond. (10.2.7)*

The architecture of these buildings is the corporate prototype but each building exhibits a high degree of architectural interest by using a variety of materials and details; additionally the buildings are oriented towards Tukwila Parkway. The street presence could be more enhanced by moving the buildings all the way to the street but the grade changes prohibit building at back of sidewalk. The pedestrian environment includes the addition of a north-south pedestrian path from Tukwila parkway to a connection along the main Mall building. Planting strips are added along the internal drive aisle to define and direct vehicle routes. To maximize pedestrian safety and to further integrate the co-existence of auto and pedestrian traffic, landscape islands could be added to the north and south ends of the two rows of existing parking between the two buildings. This could be done without eliminating parking stalls and could further define the internal street, increase the sense of high-quality design, and break up expanses of paved area.

CONCLUSIONS

DESIGN REVIEW CRITERIA

1. Relationship of Structure to Site

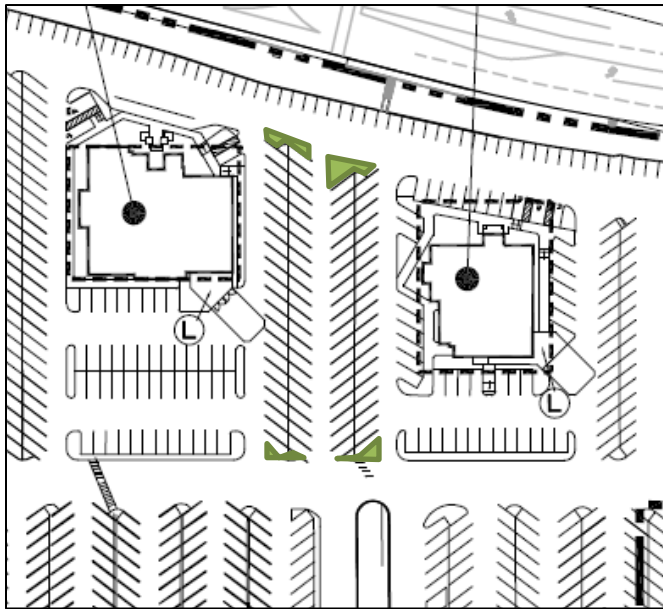
The site will be developed from what is solely a parking lot into two restaurants on the north side of Southcenter Mall. Similar sized restaurant pads are located or proposed to the east and west of these new buildings.

The buildings, located midway between the public street and the internal street does nothing to further an active pedestrian presence, but it preserves the existing development pattern. Locating the buildings at the edge of Tukwila Parkway is not possible due to the grade change. Visual access from Tukwila Parkway is created by setting the buildings back from the street edge and an internal drive aisle is created through landscaping along the edge of the internal drive aisle. The landscape palette used along the internal drive aisle is the same for both restaurants which, through cohesion, may create a sense of place.

The pedestrian path from the north to the south will be paved in concrete. The material change (from asphalt) will distinguish the pedestrian way. To further clarify the pedestrian way where it simultaneously functions as the concrete sidewalk around the Red Lobster, color could be added to the concrete to distinguish the pedestrian route from the building perimeter sidewalk.

The site could be further enhanced through the addition of landscape islands at the north and south ends of the angled parking between the two buildings. This would further define the internal drive aisle as well as shield the pedestrian crossing along the north.

Graphic 1 on page 4 of this report shows the area of colored concrete in red. Graphic 2, below, shows the location of additional landscape islands that are recommended as a condition of approval of this design review application:



Graphic 2

2. Relationship of Structure and Site to Adjoining Area.

The freestanding restaurants on the Mall site are all of similar area and height and they each have architecture unique to the menu of their respective restaurants.

3. Landscape and Site treatment

Existing mature trees in the landscape perimeter are not entirely shown in the plans submitted. These are the only existing trees and vegetation in the vicinity of the project; the design review criteria requires preservation of existing significant vegetation. The ADA-accessible ramp from Tukwila Parkway to the Mall site could impact one or more of these trees and should be located to minimize impacts and preserve the trees.

4. Building Design

The building designs are high-quality with architectural features that add visual interest. The materials are high-quality with architectural features added to the facades to qualify for incentive signage. The buildings are of a similar scale of the other pad development that surrounds the Mall. The mechanicals and trash collection areas are screened via architecture.

5. Miscellaneous Structures and Street Furniture

Miscellaneous structures consist of lighting on both buildings and benches at the Red Lobster. They all reflect the architectural style of their respective buildings.

COMPREHENSIVE PLAN GUIDELINES.

1. Commercial Areas Goal 1.7

The project is going through design review. Sidewalks and lighting are preexisting. The parking does not meet code and the applicant (or the Mall) will need to apply for a parking lot restriping plan in advance of issuance of the building permit application and make up the deficit of at least 45 parking stalls. The parking restriping permit shall include an updated stall count (update of Table 1 in this staff report) with the development of the new restaurants.

2. Tukwila Urban Center Goal 10.2

The project includes high-quality design. The pedestrian environment and pedestrian safety are improved with the addition of an ADA-ramp and a north-south connection from the right of way to the main Mall building. The addition of a landscaped edge along the internal drive aisle starts to create an internal “street” and channels traffic on this “street” rather than through the parking lot. The addition of landscape islands along the north and south ends of the two rows of existing angled parking would maximize pedestrian safety and contribute to further defining auto routes by preventing vehicles from crossing the parking areas outside the drive aisles.

RECOMMENDATION

Staff recommends that the BAR adopt the Findings and Conclusions of the staff report and approve the request subject to the following conditions.

1. The pedestrian path, as shown in Graphic 1 of this report, from the ADA-ramp to the landscaping on the south limits of the parcel, shall be in colored concrete. The intent of the color will be to draw attention to the pedestrian route and to distinguish it from the building perimeter sidewalk on the Red Lobster site. The color may be determined at the building permit stage.
2. Landscape islands to be added at to north and south ends of the two drive-aisles running north-south between the two restaurants as shown in Graphic 2 of this report.
3. The ADA-accessible ramp from Tukwila Parkway to the surface parking area shall be designed and located to preserve the existing mature trees in the landscaped site perimeter.
4. Based on the numbers provided by Westfield, a total of 6,818 parking stalls are required at the Mall per the parking determination (L04-055). The applicant shall apply for parking lot restriping approval before the building permits are issued. Complete the parking lot improvements to eliminate the parking deficit prior to final building inspection.

Informational Items

1. The proposed signs have neither been reviewed nor approved. A sign permit shall be applied for and issued for any new signs on the site including building mounted signs.
2. This Design Review is subject to a 14 day appeal period. Commencing construction prior to expiration of the appeal period is at the applicant’s risk.
3. The following notes shall be added to the landscape plans submitted with the development permit:

- a. Plant selection requirements:
 - i. Plants shall meet the current American Standard for Nursery Stock and shall be healthy, vigorous and well-formed, with well-developed, fibrous root systems, free from dead branches or roots. Plants shall be free from damage caused by temperature extremes, lack of or excess moisture, insects, disease, and mechanical injury. Plants in leaf shall be well foliated and of good color. Plants shall be habituated to outdoor environmental conditions (hardened-off).
 - ii. All landscaped areas shall be planted with a plant density to achieve 90% cover within 3 years.
 - iii. Irrigation: All landscape areas shall be served by an automatic irrigation system. Water conservation features such as moisture sensors with automatic rain shut-off devices, automatic timers, pressure regulating devices, backflow prevention devices, separate irrigation zones for grass and planting beds, and sprinkler heads matched to site and plant conditions shall be installed. Irrigation water shall be applied with goals of avoiding runoff and overspray onto adjacent property, no-irrigated areas and impervious surfaces. An irrigation plan shall be included as part of a future building permit
 - iv. Installation of the landscaping and screening shall be completed and a Landscaping Declaration submitted by the owner or owner's agent prior to issuance of the certificate of occupancy. If necessary due to weather conditions or construction scheduling the installation may be postponed to the next planting season if approved by the Community Development Director and stated on the building permit. A performance assurance device equal to 150% of the cost of the labor and materials must be provided to the City before the deferral is approved. The property owner shall keep all planting areas free of weeds and trash and replace any unhealthy or dead plant materials for the life of the project in conformance with the intent of the approved landscape plan and TMC 8.28.180.
- b. Planting Notes:
 - i. Site preparation and planting of vegetation shall be in accordance with best management practices for ensuring the vegetation's long-term health and survival and shall include incorporation and tilling in of organic material to a depth of 18 inches and mulching.
 - ii. Root balls of potted and balled and burlapped (B&B) plants must be loosened and pruned as necessary to ensure there are no encircling roots prior to planting. At least the top half of burlap and any wire straps are to be removed from B&B plants prior to planting. The plant should be completely vertical. The top of the root flare, where the roots and the trunk begins, should be about one inch from the surrounding soil.

4. The following standard conditions will be added to the future building permit:

- a. No changes to the Design Review approved plans and conditions will be allowed without prior approval of the Planning Department, these include changes to the exterior finishes of the building, landscaping (both design and plant species), site plan, and site finishes. If you wish to make any changes you must submit a written request along with a justification for the requested change and an explanation as to why the issue was not addressed as part of the design review process.
- b. All design elements on the building and the site, including landscaping must be completed prior to final occupancy. The city will not allow the design elements to be deferred; all items must be completed before final inspection. It is highly unlikely that the city will consider financial guarantee in lieu of completing the work.
- c. A soils inspection will be required after amending the soil, but before any plants are installed.

- d. An inspection to approve the exterior finishes (materials and colors) is required before doing any exterior finish work, to ensure that the finishes approved as part of the design review process are being used.
- e. Prior to requesting a landscaping inspection the applicant shall provide an affidavit from the landscape architect, stating that the landscaping was installed per approved plans. As part of the landscaping inspection you will need to verify that the irrigation system is working properly.

5. Inspections:

- a. After approval by the City's Board of Architectural Review, no changes are allowed without prior approval of the Planning Department, these include no changes to the landscaping (both design and plant species). If you wish to make any changes you must submit a written request along with a justification for the requested change and an explanation as to why the issue was not addressed as part of the design review process.
- b. A soils inspection is required after amending the soil, but before any plants.
- c. Prior to requesting a landscaping inspection please provide a landscaping affidavit from the landscape architect, stating that the landscaping was installed per approved plans. Landscape inspection can occur any time after the plants are planted. You do not need to wait until the end of the project to schedule the landscaping inspection. As part of the landscaping inspection you will need to verify that the irrigation system is working properly.
- d. Final inspection requires a signed Landscape Declaration.