City of Seattle

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

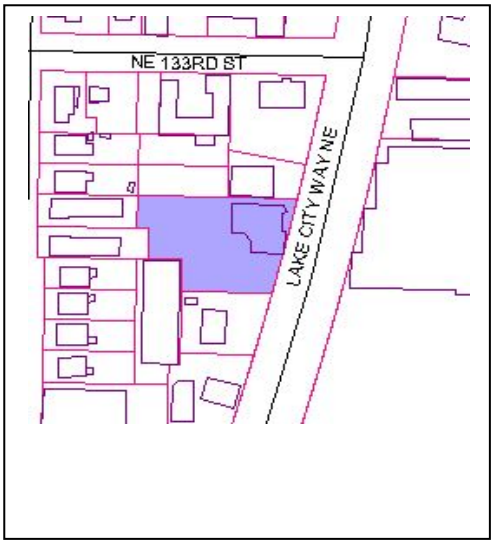
FINAL RECOMMENDATION OF THE
NORTHEAST DESIGN REVIEW BOARD

Project Number:	3010429
Address:	13035 Lake City Way Northeast
Applicant:	Ariel Valli
Date of Meeting:	Monday, December 05, 2011
Board Members Present:	Joseph Hurley Craig Parsons (substitute) Martine Zettle
Board Members Absent:	Salone Habibuddin Christina Pizana
DPD Staff Present:	Bruce Rips

SITE & VICINITY

Site Zone: Commercial One with a 40' height limit (C1 40).

Nearby Zones: North: C1-40 along Lake City Way corridor.
South: C1-40 and C1-65along Lake City Way. Zoning changes to Neighborhood Commercial 65' and 85' approaching NE 125th St.
East: Lowrise 2 (LR2) on west side of 35th Ave. NE and Single Family 7200 to the east of 35th Ave. NE.
West: SF 7200.



Lot Area:	The 29,040 square foot site is located on the west side of Lake City Way NE midblock between NE 130th and NE 133rd Streets. The west property line adjoins a large Single Family 7200 zone to the west. The site is relatively flat.
Current Development:	A small, commercial building currently occupies the parcel.
Access:	Lake City Way NE
Surrounding Development:	A dog day care and boarding business adjoins the lot to the north and a Jack in the Box one parcel further to the north. The lot to the south is a Jiffy Lube and a Chevron service station is south of that. The adjoining lots to the west front on 31st Avenue NE are zoned Single Family 7200 with single family structures. Single family residences occupy the other lots fronting on 31st Avenue NE with the exception of the Lake City Mini Storage building which is located on the northeast corner of 31st and NE 130th Street. A Fred Meyer store and surface parking occupy most of the block on the east side of Lake City Way NE. An auto body shop is located north of the Fred Meyer store. Lake City Way NE is a heavily travelled north/south arterial and is also Washington State Highway Route 522.
ECAs:	A mapped riparian corridor is displayed in the city GIS. The stream currently lies within a culvert.

PROJECT DESCRIPTION

The applicant proposes to construct a three-story structure containing 40,000 square feet of self-storage area and an operationally separate warehouse facility (9,079 sq. ft) at the rear of the first floor. Surface parking for 24 vehicles will be provided. The existing structure will be demolished.

DESIGN DEVELOPMENT

The applicant proposes a large rectangular box to house a self storage and warehouse facility. The significant design elements occur on the east and south facades. The 205 foot length of the proposed structure extends east to west from Lake City Way toward the single family neighborhood to the west. A parking lot and loading area would occupy the site's southern-most precinct. In order to reduce the structure's scale, the architect has divided the Lake City Way elevation into four vertical segments with serrated or stepped back facades that mimic the

Fred Meyer's mostly blank street facade. A canopy augments the entrance facing Lake City Way and wraps around to the south to indicate an entry adjacent to the parking lot. Fronting Lake City Way at street level, storefront windows and transoms provide definition to the three story facade. Although the container has three floors, the composition of the east elevation resembles just two floors with large, glass panels above the ground level that serve as vitrines. The treatment of the east facade wraps the corner to the north by one bay (providing additional glazing) and to the south by one bay. All of the remaining north elevation is a massive blank wall. The blank wall continues to the west side where it faces the back yard of several homes. The south façade shelters parking and entrances to the two separate operating facilities to be housed in the proposal. Materials include smooth, red and silver metal panels at the most visible facades, a corrugated beige, metal panel above a beige concrete masonry unit.

PUBLIC COMMENT

One person signed-in at the Recommendation meeting. The speaker noted that he liked the relationship of the structure to the street. He commented on safety issues, urging the installation of exterior lighting.

PRIORITIES & BOARD RECOMMENDATIONS

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

A. Site Planning

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

Based on the Board guidance from the previous meeting, the applicant added a landscaped setback between the sidewalk and the front façade of the building. See E-2 below.

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

The applicant added a planting strip between the sidewalk and the roadway to meet the Board's earlier guidance.

A-5 <u>Respect for Adjacent Sites</u>. 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.

The presentation drawings included the adjacent structures in the cross sections. The Board did not expand upon its previous comments.

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

The revised landscape drawings included an increased amount of plantings between the parking lot and the street.

B. Height, Bulk and Scale

B-1 **<u>Height, Bulk, and Scale Compatibility</u>. 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.**

Although the architect staggered the east façade similar to the Fred Meyer across Lake City Way, the design has glazing and an entrance fronting the commercial corridor.

C. Architectural Elements and Materials

C-1 **<u>Architectural Context</u>. 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.**

The applicant met the Board's earlier requests under this guideline.

C-2 **<u>Architectural Concept and Consistency</u>. 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.**

Revisions to the design eliminated the green roof and the CMU on the east elevation.

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

An addition of a canopy at the east entrance met with the Board's tacit approval. The entrance will be lit from the canopy's soffit.

C-4 **<u>Exterior Finish Materials</u>. 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.**

The materials and color selection met with the Board's approval.

D. Pedestrian Environment

D-5 **<u>Visual Impacts of Parking Structures</u>. The visibility of all at-grade parking structures or accessory parking garages should be minimized. The parking portion of a structure should be architecturally compatible with the rest of the structure and streetscape. Open parking spaces and carports should be screened from the street and adjacent properties.**

The applicant increased the amount of landscaping near the parking lot. This met with the Board's approval.

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

The Board recommended added lighting and a security gate at the walkway from the west exit stair along the south portion of the building to the parking lot.

D-10 **<u>Commercial Lighting</u>. 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 recommended the following changes to the lighting plan: lower the lighting fixtures on the west elevation in order to avoid being in the line of sight of the adjacent neighbors and add illumination at the west exit door and the path from the exit to the parking lot. See D-7. The lighting for the parking lot should be on 24 hours but not necessarily brightly lit.

D-11 **<u>Commercial Transparency</u>. 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 amount of storefront glazing met with the Board's approval.

E. Landscaping

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

The Board recommended installing more mature trees between the property line and the building as well as for the trees in the right of way. The trees planted between the sidewalk and the front of the building should be one-half the height of the building at

installation. The planner will contact SDOT to determine whether the street trees can be more mature at planting.

Recommendations: The recommendations summarized below were based on the plans submitted at the December 5, 2011 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 December 5th, 2011 public meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities, and reviewing the plans and renderings, the Design Review Board members recommended APPROVAL of the subject design and the requested development standard departures from the requirements of the Land Use Code (listed below). The Board recommends the following CONDITIONS for the project. (Authority referred in the letter and number in parenthesis):

1. Add lighting and a security gate at the walkway from the west exit stair along the south portion of the building to the parking lot to ensure a more secure environment. (D-7, D-10)

2. Lower the lighting fixtures on the west elevation in order to avoid light spillage being in the line of sight of the adjacent neighbors. (D-10)

3. Designate more mature trees between the property line and the building. The trees planted between the sidewalk and the front of the building should be one-half the height of the building at installation. (E-2)

4. Designate larger trees in the right of way. The planner will contact SDOT to determine whether the street trees can be more mature at planting. (E-2)

DEVELOPMENT STANDARD DEPARTURES

No departures from the Land Use Code were requested.

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