



City of Seattle

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

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

Application Number: 3010429
Applicant Name: Ariel Valli
Address of Proposal: 13035 Lake City Way NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a three story structure containing 49,079 sq. ft. of self-storage above 9,079 sq. ft. of warehouse at-grade. Surface parking for 24 vehicles to be provided. Existing structure to be demolished.

The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05 SMC.

Design Review – Chapter 23.41 SMC.

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

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

*Early DNS Notice published May 19, 2011.

BACKGROUND DATA

Project Description

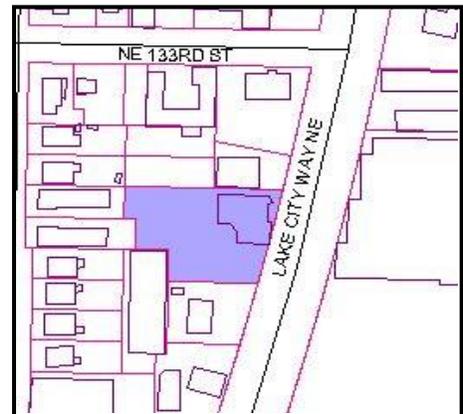
The applicant proposes a large rectangular box to house a self storage and warehouse facility. The significant design elements occur on the east and south facades. The 205 foot length of the proposed structure extends east to west from Lake City Way toward the single family neighborhood to the west. 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 a sense of scale to the three story facade. The two upper levels have large, glass windows 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 facade shelters parking and entrances to the two separate operating facilities to be housed in the structure. Materials include smooth, red and silver metal panels at the most visible facades, a corrugated beige, metal panel above a beige concrete masonry unit.

Site and Vicinity Description

The 29,040 square foot site, located on the west side of Lake City Way NE midblock between NE 130th and NE 133rd Streets, lies within a Commercial One with a 40' height limit (C1 40) zone. It shares a property line with a Single Family 7200 zone to the west. The relatively flat sits within a mapped riparian corridor displayed in the city GIS. The stream currently lies within a culvert and is not considered an environmentally critical area. The only vehicular access to the site occurs from Lake City Way NE.

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 lies further south. 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 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.



A heavily travelled north/south arterial, Lake City Way NE is also Washington State Highway Route 522.

ANALYSIS-DESIGN REVIEW

Public Comments

One member of the public attended the meeting who represented a masonry company and expressed his support for the project.

Design Guideline Priorities

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 and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily and Commercial Buildings*" of highest priority to this project. In addition, specific supplemental guidance is provided to address the Design Guidelines for the North District /Lake City neighborhood.

A-2 Streetscape Compatibility

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

North District Neighborhoods specific supplemental guidance: Auto dealerships are encouraged to provide low vegetated landscaped edges or borders, with an appropriate width from the street to property along the front of their properties to provide pedestrian safety and defined pathways. Pathways can be curbed with plantings to provide additional interest and seating is encouraged to be provided near bus stops.

The only street level use proposed is the self storage operating office. The Board requested a setback between the sidewalk and the front façade of the building to allow trees and landscaping to soften the façade.

A-4 Human Activity

New development should be sited and designed to encourage human activity on the street.

The Board said that human activity on the sidewalk should be protected from Lake City Way traffic. The Board looks forward to seeing how the architect resolves how the proposal abuts the right of way.

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.

North District Neighborhoods specific supplemental guidance: Provide thick vegetative buffers of sufficient height to screen on-site lighting from contiguous and nearby residential areas or residential areas sharing the same collector streets. Glare-free lighting should be provided and directed downward to be sensitive to nearby residential areas.

The Board would like to see sections of the adjacent residences in order to evaluate the impact of the new. The east/west cross section is the most essential for a comparison of heights. The Board would also like to see the impact on the dog daycare building by dotting in the profile on the cross sections.

B-1 Height, Bulk and Scale

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 nearby, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

North District Neighborhoods-specific supplemental guidance: Buildings along Lake City Way from Northeast 95th Street to Northeast 123rd Street and Northeast 130th Street to Northeast 145th Street should reduce potential “canyon effects”. For example, this can be accomplished by setting back upper level floors at least 5 feet above the 30 foot height; and additional 10 feet above the 50 foot height in NC 65’ zones; and an additional 5 feet above the 65 foot height in 85 foot zones. These stepped-back buildings can add design features to reduce the appearance of height, such as bay windows, overhangs, decks, solar screens and other appendages at different heights along the building façade.

The Board said the design of the self storage building should not mirror the Fred Meyer store across the street which appears ominous and oppressive due to the blank facades on such a large structure. The proposal, combined with the Fred Meyer should avoid creating a tunnel of blank walls along Lake City Way.

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.

North District Neighborhoods specific supplemental guidance: Monument-style signage, with vegetated beds around them, is encouraged-particularly as a gateway feature. Mid-century modern, or 50s style, and neon is encouraged for signage in the auto row to recall the area’s history. Such signs, however, are encouraged to be placed on buildings closer to the street, rather than mounted on poles in large parking lots. Flashing or continuous changing images that may be distracting to motorists on Lake City Way or to nearby residences are discouraged.

The Board requested a materials board including the color palette and signage at the Recommendation meeting. In addition, the Board asked for the following: easy to understand elevations that show the architect thought through the design solutions in a responsible way; a connection between the sidewalk and building defining the pedestrian entry; see cross sections (east/west from the apartments to the Fred Meyer store and north/south through the dog boarding building); separate plans of the site, landscaping, lighting, and signage; exterior elevations of all four sides of the building, the streetscape of the front elevation, and the green compliance checklist. Particular attention should be paid to producing the following: a quality pedestrian transition from the public sidewalk to the entry of the building and transparency of the street façade (60 percent between 2 and 12 feet above grade); a landscape buffer between the apartments and the project, and a landscape screen between the parking lot and Lake City Way NE. The proposed design should have little or no reliance on vertical landscape elements like green walls or blank facades. Presentation drawings should allow the Board to compare the building scale of the proposed structure with the neighboring Fred Meyer and self-storage buildings.

C-2 Architectural Concept and Consistency

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

North District Neighborhoods-specific supplemental guidance: New structures built for auto sales are encouraged to depart from the conventional “box retail” approach to building design in order to create the look of multiple storefronts that would provide the design character desired or break up storefronts with architectural features such as a varied roof line.

The Board liked the proposed use of burnished sandblasted block masonry with reveals painted to articulate the wall. The use of windows at the storefront and at the upper levels could be used to make a pedestrian friendly environment. The Board also agreed with the proposed green roof with a one-way pitch from north to south with deeper than normal insulation. A metal roof is the least absorbent roof type.

C-3 Human Scale

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

A clearly identified entry with a trellis or a canopy will accentuate the sense of the human scale from the sidewalk to the entry.

D-4 Design of Parking Lots Near Sidewalks

Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.

D-5 Visual Impacts of Parking Structures

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 Board said a vertical trellis would be in character with the new building. The Board would like to see landscaping buffering the surface parking from the loading area. The Board would like to see landscaping mitigate the impacts of the hardscape of the parking area. The Board advised the applicant to use a variety of heights in the landscaping rather than only low vegetation. The landscape should reflect well on the project and mature nicely.

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 said transparency must be provided along the street façade for the front office of the self storage operation. The storefront glazing for the front office and entrances should allow passersby to see beyond the first pane of glass into the office space. The Board encouraged the architect to incorporate transom windows.

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.

North District Neighborhoods-specific supplemental guidance: As auto dealerships relocate to other areas, and new mixed use developments occur within this area, consider incorporating front yard setbacks in the commercial area for a “green gateway” design feature. This setback and landscaping should coordinate and combine street plantings in the public right-of-way with landscaping elements on private front yard setbacks to increase the gateway affect. For example, one row of large street trees may occur on the public right-of-way and two rows of smaller trees and/or flowering shrubs may occur in the private front yard setback, creating a deep visual gateway and a pedestrian promenade effect.

The Board stated that a green screen is not the best way to address the facades of the self-storage building. The Board supports the architect’s suggestion to plant columnar trees within the jogs of the sawtooth façade to soften and enhance the streetscape appearance of the building. The depth of the planting area should allow for a robust planting area for trees. The Board would also like to see a dense landscape on the northwest corner slope and along the parking and loading area. The Board requested to see more detail on the landscape lighting.

MASTER USE PERMIT APPLICATION

The applicant revised the design and applied for a Master Use Permit with a design review component on May 6, 2011.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a Final Recommendation Meeting on December 5, 2011 to review the applicant’s formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans, models, and computer renderings of the proposed exterior materials were presented for the Board members’ consideration.

Public Comments

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.

DPD received one comment letter concerned about the stream within the culvert.

Development Standard Departures

The applicant did not request departures from the Land Use Code:

A Site Planning

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

North District Neighborhoods specific supplemental guidance: Auto dealerships are encouraged to provide low vegetated landscaped edges or borders, with an appropriate width from the street to property along the front of their properties to provide pedestrian safety and defined pathways. Pathways can be curbed with plantings to provide additional interest and seating is encouraged to be provided near bus stops.

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 Human Activity. 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 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.

North District Neighborhoods specific supplemental guidance: Provide thick vegetative buffers of sufficient height to screen on-site lighting from contiguous and nearby residential areas or residential areas sharing the same collector streets. Glare-free lighting should be provided and directed downward to be sensitive to nearby residential areas.

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

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.

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

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.

North District Neighborhoods-specific supplemental guidance: Buildings along Lake City Way from Northeast 95th Street to Northeast 123rd Street and Northeast 130th Street to Northeast 145th Street should reduce potential “canyon effects”. For example, this can be accomplished by setting back upper level floors at least 5 feet above the 30 foot height; and additional 10 feet above the 50 foot height in NC 65’ zones; and an additional 5 feet above the 65 foot height in 85 foot zones. These stepped-back buildings can add design features to reduce the appearance of height, such as bay windows, overhangs, decks, solar screens and other appendages at different heights along the building façade.

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 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.

North District Neighborhoods specific supplemental guidance: Monument-style signage, with vegetated beds around them, is encouraged-particularly as a gateway feature. Mid-century modern, or 50s style, and neon is encouraged for signage in the auto row to recall the area’s history. Such signs, however, are encouraged to be placed on buildings closer to the street, rather than mounted on poles in large parking lots. Flashing or continuous changing images that may be distracting to motorists on Lake City Way or to nearby residences are discouraged.

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

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.

North District Neighborhoods-specific supplemental guidance: New structures built for auto sales are encouraged to depart from the conventional “box retail” approach to building design in order to create the look of multiple storefronts that would provide the design character desired or break up storefronts with architectural features such as a varied roof line.

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

C-3 Human Scale. 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 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.

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

D. Pedestrian Environment

D-5 Visual Impacts of Parking Structures. 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 Personal Safety and Security. 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 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 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 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 amount of storefront glazing met with the Board's approval.

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.

North District Neighborhoods-specific supplemental guidance: As auto dealerships relocate to other areas, and new mixed use developments occur within this area, consider incorporating front yard setbacks in the commercial area for a “green gateway” design feature. This setback and landscaping should coordinate and combine street plantings in the public right-of-way with landscaping elements on private front yard setbacks to increase the gateway affect. For example, one row of large street trees may occur on the public right-of-way and two rows of smaller trees and/or flowering shrubs may occur in the private front yard setback, creating a deep visual gateway and a pedestrian promenade effect.

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 site. (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 four inch caliper trees in the right of way. SDOT will allow a larger tree than typical to be installed. (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 four 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's agent (dated December 9, 2009) and annotated by the Land Use Planner. The information in the checklist, the supplemental information submitted by the applicant, 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 25.05.665D) 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 such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

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, and a small increase in traffic and parking impacts due to construction related vehicles. 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 mitigation.

Noise

Noise associated with construction of the building could adversely 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. Due to the proximity of the project site to these residential uses, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted.

Prior to issuance of demolition, grading and building permits, the applicant will submit a construction noise mitigation plan. This plan will include steps 1) to limit noise decibel levels and duration and 2) procedures for advanced notice to surrounding properties. The plan will be

subject to review and approval by DPD. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:

- 1) non-holiday weekdays between 7:00 A.M and 6:00 P.M.
- 2) non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 3) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- 4) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Air Quality

Construction is expected to temporarily add particulates to the air and 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 on the east side of the parcel's slope is approximately three to four feet for footings

and will require only the redistribution of soil on the site. 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

Construction of the project is proposed to last approximately 12 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).

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. Only a minimum amount of soil is expected to be excavated and this will be redistributed on the site. The soil removed for the garage structure will not be reused on the site and will need to be disposed off-site.

Truck access to and from the site shall be documented in a construction traffic management plan, to be submitted to DPD and SDOT prior to the beginning of construction. This plan also shall indicate how pedestrian connections around the site will be maintained during the construction period, with particular consideration given to maintaining pedestrian access along Lake City Way NE. 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 and increased demand for parking; 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, height, bulk and scale, traffic, parking and noise impacts warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the projects' 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

Additional AM and PM peak hour vehicular trips, accounting for current trips produced by the existing warehouse facility, amount to seven and 11 trips respectively. The project would produce a total of 102 new vehicular trips. While these impacts are adverse, they are not expected to be significant.

Parking

The proposed surface parking lot accommodates 24 vehicles. The parking supply should accommodate the proposed storage use.

Summary

In conclusion, several adverse effects on the environment are anticipated resulting from the proposal, which are non-significant. The conditions imposed below are intended to mitigate specific 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 requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

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

- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 (2) (C).

CONDITIONS-DESIGN REVIEW

Prior to Issuance of a Master Use Permit

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 site.
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.
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.
4. Designate four inch caliper trees in the right of way. SDOT will allow a larger tree than typical to be installed.

During Construction

5. 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 all Construction Permits

6. Embed the MUP conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings.

Prior to Issuance of a Certificate of Occupancy

7. 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

8. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval. 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

9. Submit a construction traffic management plan to be reviewed and approved by SDOT and DPD. The plan shall, at a minimum, identify truck access to and from the site, pedestrian accommodations, sidewalk closures. Large trucks (greater than two-axle) shall be prohibited from entering or exiting the site after 3:30 p.m.

During Construction

10. Condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other weatherproofing material and shall remain in place for the duration of construction.
11. Grading, delivery and pouring of concrete and similar noisy activities will be prohibited on Saturdays and Sundays. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby residences, only the low noise impact work such as that listed below, will be permitted on Saturdays from 9:00 A.M. to 6:00 P.M.:
 - A. Surveying and layout.
 - B. Testing and tensioning P. T. (post tensioned) cables, requiring only hydraulic equipment (no cable cutting allowed).
 - C. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.
12. In addition to the Noise Ordinance requirements to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to the following:
 - a) non-holiday weekdays between 7:00 A.M and 6:00 P.M.
 - b) non-holiday weekdays between 6:00 P.M. and 8:00 P.M limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

- c) Saturdays between 9:00 A.M. and 6:00 P.M. limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.
- d) Emergencies or work which must be done to coincide with street closures, utility interruptions or other similar necessary events, limited to quieter activities based on a DPD approved mitigation plan and public notice program outlined in the plan.

Non-noisy activities, such as site security, monitoring, weather protection shall not be limited by this condition.

Signature: (Signature on File)
Bruce P. Rips, AICP
Department of Planning and Development

Date: February 9, 2012

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