



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: 3011169

Applicant Name: Marilyn Brockman, Bassetti Architects for Public Storage

Address of Proposal: 700 Fairview Avenue N

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 5-story building containing 131,000 sq. ft. of storage (Public Storage). Project includes street improvements to Minor and Roy Streets and the addition of 22 surface parking spaces for a total of 44 spaces. Existing 30,000 sq. ft. storage building to be demolished, except the brick façade will be preserved. The north storage building is to remain.

The following Master Use Permit components are required:

Design Review – Seattle Municipal Code Section 23.41

SEPA Environmental Review - Seattle Municipal Code Section 25.05

Certificate of Approval – Landmarks Preservation Board (SMC 23.66)

SEPA DETERMINATION: Exempt DNS MDNS EIS

MDNS with conditions

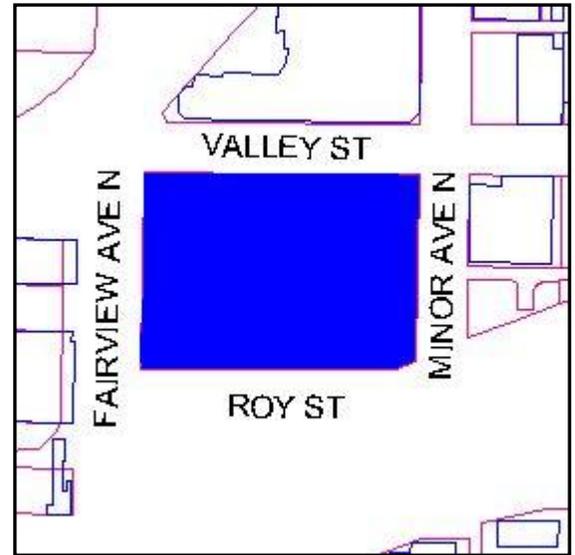
DNS involving non-exempt grading, or demolition,
or involving another agency with jurisdiction.

SITE AND VICINITY

The 92,160 square feet site occupies a full block in the South Lake Union neighborhood, and is bounded by Valley Street to the north, Minor Avenue N to the east, Roy Street to the south, and Fairview Avenue N to the west. The site is zoned Commercial 2 with a height limit of 65 feet (C2-65). The development site has been designated a historic landmark because of the existing Ford

Assembly Plant building located on the north portion of the subject site. A steep slope exists on the southeast corner of the site, and a mapped liquefaction area is on the northwest corner. Additionally, the site is within an identified archeological buffer area.

The site is fully developed, with two buildings, surface parking and perimeter landscaping. The five-story building on the site's north half is a designated landmark building. The building to the south is a one-story structure; both buildings are used for mini-storage by Public Storage. Loading and surface parking occupy the area between the two structures. Primary vehicle access for both structures is taken from Fairview Avenue N, with secondary access provided at Valley Street, and would remain the same with the proposed project.



The development site is cut into a moderate slope, with the lowest point at the northwest corner of the site and the highest at the southeast corner. The abutting streets are fully-developed rights-of-way with curbs, gutters, and sidewalks.

The site is located within a small band of C2-65 zoning that fronts the east side of Fairview Avenue N. To the west the zoning is Seattle Mixed, with a height limit of 40 (SM-40) south of Valley Street. To the south across the Interstate 5 ramps the height limit increases to 75 feet within the SM zone (SMC-75). The Fred Hutchinson Cancer Research Center (FHCRC) is located to the east, within a C2-85 zone. As well as the FHCRC, office, storage, and hotel uses are located near the project site. Primary access to the site occurs on Fairview Avenue N and Mercer Street, to the southwest of the site. Interstate 5, the I-5 on- and off-ramps at Mercer Street, and Fairview Avenue N are designated Scenic Routes that provide views of the downtown skyline, the Space Needle, and Lake Union. The site is located within the South Lake Union Urban Center.

PROJECT DESCRIPTION

The proposed development is for a 5-story structure containing 131,000 square feet of storage. The project includes street improvements to Minor and Roy Streets and the addition of 22 surface parking spaces for a total of 44 spaces. The existing 30,000 sq. ft. storage building on the south side of the site will be demolished, except the brick façade will be preserved. The north storage building will remain, and will not be altered.

PUBLIC COMMENTS

Approximately 11 members from the public attended the Early Design Review meeting on September 1, 2010. The following comments, issues and concerns were raised:

- What is the time frame to develop the project?
- Special attention must be placed on the existing historic front façade (Fuller Paint Building), it should not be discarded.

- The site is a significant gateway to South Lake Union and Seattle Center, even more so with the Mercer Street improvements, and should be treated accordingly.
- The addition to the existing landmark building does not contribute to the landmark status, was there consideration to remove that portion and reorient the proposed building?
- The topography seems challenging in determining height, how was height determined at the development site?
- How the south façade is treated is absolutely critical to the overall success of the proposal.
- Saving the existing historic front façade is appealing. Would like to see developer retain the historic façade in Option C.
- The existing lighthouse sculpture is fun and should be saved or transported to another location in the area.
- Are there any trucks, RV's or other large vehicles programmed to be stored at the development site?
- A representative from South Lake Union Committee Council shared with the assembled group that Public Storage has been a good corporate neighbor.
- How many additional square feet will be added to the public storage facility?

The applicant applied for a Master Use Permit on September 27, 2011. Notice of Application was published on November 17, 2011, with a 14-day comment period ending on November 30. One comment letter was received, expressing concern that the historic Ford Assembly Plant not be demolished.

No members of the public attended the Final Recommendation meeting on September 19, 2012.

ANALYSIS - DESIGN REVIEW

At the Early Design Guidance (EDG) meeting, the design team presented three alternative design schemes. The Mercer Street realignment project was presented to provide context to the proposal and how the improvements have been incorporated into the proposed schemes. The existing one-story building on the lot's south half would be demolished to allow for new development to occur. The south half of the development site would host a five- to six-story mini warehouse use (in the approximate location of the existing structure) that would increase Public Storage's gross floor area by approximately 125,000 square feet. The schemes include a small retail storefront use along Fairview Avenue. All options maintained the two existing vehicle access to surface parking set between the existing building to north and the proposed new structure to the south. With nearly 360 feet of street frontage along Roy Street, vertical landscaping elements are proposed to soften the proposed structure's south facade. Each scheme would incorporate design characteristics to respect the historic design of the existing Ford Assembly Plant (landmark) building. The architect stated that exterior building materials and color palette will be influenced by buildings in the greater South Lake Union area with greater sensitivity to the adjacent building. Where possible sustainable features will be incorporated including materials and design program to reduce the building's carbon footprint. Under all schemes no development departures are being sought at this time.

The first scheme (Option “A”) proposes a five-story, rectangular-shaped building that maximizes available square footage. The brick façade of the existing (Fuller Paint Building) would be retained and integrated into the proposed building to maintain design continuity along Fairview. Along the building’s south façade (approximately 360 feet in length) a terraced vertical green wall following the contours of the abutting the right-of-way (Roy Street) would be featured to soften edge conditions. In Option B, the building would be similarly designed to the previous option, except in two areas. Above the historic brick façade, the upper three levels would be stepped back by 20 feet to allow a greater portion of the historic building to be visible from the south. The green wall would be deemphasized with a less dramatic terrace. Five large colorful panels/banners would be introduced on the upper level’s south façade to provide opportunities to advertise local events. Under Option C (applicant’s preferred scheme) the historic brick façade would be eliminated, the proposed structure would provide a generous setback (60 feet) along Fairview to reveal more of the landmark building’s corner facade. An additional story would be added to compensate for the smaller footprint. As viewed from the south the top floor of the landmark building would be lost under this scheme. A two stepped green wall would be featured along the south façade at street level. In addition, a landscaped plaza is proposed between the building and Fairview Avenue to the west.

The applicant team also has met with the Architectural Review Committee (ARC) of the Landmarks Board on six occasions. The ARC supported Option B which would be sympathetic to the existing historic character of the development site. It also noted that if the amounts of blank walls are allowed to move forward they must be designed in a way that respects the adjacent landmark building.

At the Final Recommendation meeting, several modifications to the design were presented to the Board, including:

- A greater upper-level setback along Fairview Avenue N;
- Large windows at the Fairview Avenue N façade, the top floor of the Roy Street façade, and two stories at both the southwest and northwest corners;
- Finishes including brick with green metal framed windows (to match those at the Ford Assembly Plant) at the retail space, ribbed metal siding, and aluminum color storefront windows for the taller portion of the building;
- Horizontal reveals and vertical breaks on the metal siding;
- Increased pedestrian signage;
- Street trees and ground cover along Roy Street and Minor Avenue.

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 of highest priority for this project. For the full text please visit the [Design Review website](#).

Site Planning

A-1 RESPONDING TO SITE CHARACTERISTICS

The siting of buildings should respond to specific site conditions and opportunities such as nonrectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

A-3 ENTRANCES VISIBLE FROM THE STREET

Entries should be clearly identifiable and visible from the street.

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.

A-10 CORNER LOTS

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Both pedestrian and vehicle traffic should be considered in establishing readable entries. The design program should anticipate how easily one can navigate points of access from the surrounding street system once the Mercer Street realignment is completed.

The Board would like the developer to preserve the existing historic (Fuller Paint Building) front façade.

The Board supported pulling back the upper level massing of Option B to allow a portion of the landmark building's corner to be visible from the south. This option allows street level engagement in the public realm while respecting the adjacent building.

The Board would like to see a high-quality right-of-way design and a landscape plan that endeavors to enhance the pedestrian streetscape, especially along Roy Street. See also E-2.

To design something special on the upper level's southwest corner is an important opportunity.

At the Final Recommendation Meeting, the Board encouraged the project team to increase the size caliper of trees adjacent to the south façade along Roy Street beyond the 2" shown in the landscape plan.

Height, Bulk and Scale

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 near-by , less-intensive zones.

Projects on zone edges should be developed in a manner that created a step in perceived height, bulk, and scale between the anticipated developments potential of the adjacent zones.

The Board acknowledged that the five-story option allowed a portion of the top floor of the adjacent landmark structure to be visible from the south. With a highly visible frontage along Roy Street (approximately 360 feet in length) it's important to reduce the scale wherever the opportunity presents itself. The upper level setback along Fairview Avenue provides an appropriate transition in acknowledgement of the landmark structure to the north with views to Lake Union.

At the Final Recommendation Meeting, the Board recommended that the scale and bulk of the south façade continue to be broken down; see C (Architectural Elements and Materials) for specific recommendations.

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 patterns of neighboring buildings.

C-2 ARCHITECTURAL CONCEPT & 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 forms and features identifying the functions within the building.

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 area encouraged.

The Board encouraged the design team to pick-up on architectural themes found in the surrounding South Lake Union area to inform the design language. The proposed structures should be designed to gracefully fit within a development site that is sympathetic to the existing landmark building to the north and FHCRC campus to the northeast.

The Board emphasized the need to design the proposed building in a manner that reduces the amount of blank walls. The ability to read the building's program behind large windows would add value to the proposal. All facades should have transparent elements to create a visually the building. See also D-2.

At the next meeting, the applicant should provide well-detailed materials and color palette. Use of high quality, durable and well-detailed materials is critical elements to the overall success of the project. The Board suggested the design should enhance the Fairview and Roy frontages by emphasizing the pedestrian experience. This will determine its overall success at street level.

The Board would like to see a detailed design of the floor plan and building section detail to better understand adaptability of future uses.

At the Final Recommendation Meeting, the Board recommended that the project look for opportunities to interrupt the horizontal banding, on both the west and the south façades; this could be achieved by expressing the pilasters more directly. On the south façade, the project should consider adding slightly more cornice detail from the west edge of the building to the second main pilaster, to give more rhythm to the building mass and break up the horizontal plane. The Board also suggested that the south façade parapet height might be different in the middle two-thirds than at the east and west ends. The use of color such as a lighter shade of warm gray might be used for the horizontal recessed bands and at the cornices, to reinforce a base/middle/top construction.

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.

D-2 BLANK WALLS

Building should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.

D-7 PEDESTRIAN SAFETY

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

D-9 COMMERCIAL SIGNAGE

Signs should add interest to the street from environment and should be appropriate for the scale and character.

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 evening hours.

D-11 COMMERCIAL TRANSPARENCY

Commercial store-fronts 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 discussed the importance of the sidewalk street experience along the rights-of-way. Though Roy Street and Minor Avenue North are not particularly heavily used streets, emphasis should be directed towards enhancing the quality of the pedestrian experience. Will pedestrians feel safe walking along these two streets? Integrating architectural elements and landscaping at the street edge is an important design facet in the overall design composition and should be treated as such with an eye on detail.

As previously mentioned, the Board would like the design team to reduce the amount of blank walls on all facades in order to increase upper level readability and visibility. The Board stressed the importance of establishing greater transparency at this gateway location. The applicant should show this is achieved at the next meeting.

The articulation of pedestrian entries should be visually announced. Emphasis should be directed towards making the building readable, so that visitors can easily find the appropriate entries.

At the Final Recommendation Meeting, the Board recommended that the blank wall on the south façade continue to be broken down; see C (Architectural Elements and Materials) for specific recommendations.

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.

E-3 LANDSCAPE DESIGN TO ADDRESS SPECIAL SITE CONDITIONS

The landscape 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.

The Board looks forward to reviewing a well-detailed landscape plan that emphasizes using green elements on the south elevation. A maintenance plan must be included to assure the green spaces remain vibrant and attractive over the years.

Vertical landscaping found in Option A provided a more refined scale allowing the structure's presence to clearly be articulated along the south façade.

At the Final Recommendation Meeting, the Board encouraged the project team to increase the size caliper of trees along Roy Street and the south façade beyond the 2" shown in the landscape plan (see A, Site Planning).

ANALYSIS & DECISION – DESIGN REVIEW

Director's Analysis

The design review process prescribed in Section 23.41.014.F of the Seattle Municipal Code describing the content of the DPD Director's decision reads in part as follows:

(If four or more members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision that makes compliance with the recommendation of the Design Review Board a condition of permit approval, unless the Director concludes that the recommendation of the Design Review Board:

- a. Reflects inconsistent application of the design review guidelines; or*
- b. Exceeds the authority of the Design Review Board; or*
- c. Conflicts with SEPA conditions or other regulatory requirements applicable to the site; or*
- d. Conflicts with the requirements of state or federal law.*

Three members of the West Area Design Review Board were in attendance and provided recommendations (listed above) to the Director based on key elements of the Design Guidelines.

Following the Recommendation meeting, DPD staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board. Subsequent to the Recommendation meeting, the project presented the revised plans to the ARC and described the modifications to the project based on the Board's recommendations. The ARC expressed reservations regarding two of the recommendations; specifically, raising the parapet on the eastern and western bays at the south façade and using color to emphasize the horizontal recessed bands on the south façade. As the Committee indicated that the Landmarks Board would not approve the project with these recommendations, they will not be required as Design Review conditions pursuant to SMC 23.41.014 F3c. With these exceptions, the Director agrees with and accepts the recommendations offered by the Board that further augment the selected Guidelines, and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings.

Director's Decision

The design review process is prescribed in Section 23.41.014 of the Seattle Municipal Code. Subject to the above-proposed conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines. The Director of DPD has reviewed the decision and recommendations of the Design Review Board made by the members present at the decision meeting, provided additional review and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily and Commercial Buildings. The Design Review Board agreed that the proposed design, along with the recommendations listed, meets each of the Design Guideline Priorities as previously identified. Therefore, the Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design with the conditions noted above and summarized at the end of this Decision.

DIRECTOR'S ANALYSIS—SEPA

The applicant provided the initial disclosure of this development's potential impacts in an environmental checklist dated September 19, 2011. The Department of Planning and Development has analyzed the environmental checklist submitted by the project applicant, reviewed the project plans, considered pertinent public comment; and forms the basis of this analysis and decision based on its experience as lead agency with review of similar projects.

As indicated in this analysis, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

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, 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. Adverse impacts are anticipated from the proposal. Thus, a more detailed discussion of impacts is appropriate and is provided below.

Short -Term Impacts

The following temporary construction-related impacts are expected: temporarily decreased air quality due to dust and other suspended air particulates during construction and demolition; increased noise from construction operations and equipment; increased traffic and parking demand from construction personnel; tracking of mud onto adjacent streets by construction vehicles; and consumption of renewable and nonrenewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant (SMC Section [25.05.794](#)). Although not significant, these impacts may be adverse, and in some cases, mitigation is warranted.

City codes and/or ordinances apply to the proposal and will provide adequate mitigation for the identified impacts. Specifically these are: 1) Grading and Drainage Control Ordinance, SMC [22.800](#) (storm water runoff, temporary soil erosion, and site excavation); 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of rights-of-way during construction); and 3) Noise Ordinance (both construction and general noise impacts). Other agencies will provide adequate mitigation for the identified impacts, such as the Puget Sound Clean Air Agency (dust/air impacts during construction and demolition) and the Department of Ecology (environmental cleanup).

Drainage

Soil disturbing activities during site excavation for foundation purposes could result in erosion and transport of sediment. The Stormwater, Grading and Drainage Control Code provides for extensive review and conditioning of the project prior to issuance of building permits. Therefore, no further conditioning is warranted pursuant to SEPA policies.

Earth – Grading

All construction plans will be reviewed by DPD. Preliminary construction review has indicated that a temporary excavation and shoring plan will be required to protect existing development and adjacent properties; this will be reviewed during the construction permit process. Any additional information showing conformance with applicable ordinances and codes will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are used; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Construction: Traffic

Impacts to traffic and roads are expected from truck trips during demolition and construction activities. The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate impacts associated with transportation during construction. The construction activities will require the removal of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other materials to the site will generate truck trips. As a result of these truck trips, adverse impacts to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations.

The immediate area is subject to considerable traffic congestion during both the morning and afternoon peak periods, and large construction trucks would further exacerbate the flow of traffic. Therefore, additional mitigation is warranted. For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 7:00 a.m. and 9:00 a.m. and between 3:30 p.m. and 6:00 p.m. on weekdays.

For the removal and disposal of the spoil materials, the Code (SMC 11.74) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site.

The Street Use Ordinance requires sweeping or watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. This ordinance provides adequate mitigation for transportation impacts; therefore, no additional conditioning is warranted pursuant to SEPA policies.

Long-Term Impacts

Potential long-term impacts anticipated by the proposal include increased height, bulk and scale of the building; public views; light and glare; increased traffic on adjacent streets; impacts to the historic landmark on the north side of the site; increased noise; and increased energy consumption. These long-term impacts are not considered significant because they are minor in scope, but some warrant further discussion (noted below).

Height, Bulk, and Scale

The SEPA Height, Bulk, and Scale Policy (SMC 25.05.675.G) states that:

...the height, bulk and scale of development projects should be reasonably compatible with the general character of development anticipated by the goals and policies for the area in which they are located, and to provide for a reasonable transition between areas of less intensive zoning and more intensive zoning.

In addition, the policy states that:

A project that is approved pursuant to the Design Review Process shall be presumed to comply with these Height, Bulk, and Scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk, and scale impacts documented through environmental review have not been adequately mitigated.

The proposed project has been approved by the Design Review Board, with several recommended conditions (see below). The Board thoroughly considered issues of height, bulk and scale in its review of this project and recommended approval of the project design. The structure conforms to zoning requirements, including those intended to specifically mitigate height and bulk. DPD finds that height, bulk, and scale impacts of the project have been fully mitigated through the design review process and no additional mitigation is required.

Historic Landmarks

The Ford Assembly Plant, a designated Historic Landmark, is located on the northern half of the site. On May 20, 2010, an Application for Certificate of Approval was submitted to the Historic Preservation Program Coordinator to demolish the non-historic building on the southern half of the site that is the subject of this Master Use Permit application. The proposal has been reviewed at several meetings with the Architectural Review Committee. The full Landmarks Board will decide whether to issue a Certificate of Approval to allow demolition and construction on the southern half of the site.

Transportation and Parking

A transportation and parking analysis for this project was submitted by the Transpo Group. The analysis estimated the amount of additional vehicle traffic that the project would generate, and documented the likely impacts of this additional traffic at nearby intersections. It also compared likely project parking demand with the parking supply.

The project is estimated to generate approximately 182 net new vehicle trips during a typical weekday, taking into account trips that no longer would be made to the building being demolished. About 12 of these would be during the AM peak hour, and about 20 during the PM peak hour. Two nearby intersections function poorly at peak times: the Mercer St/Fairview Ave N intersection is forecast to operate at Level of Service (LOS) F during both the AM and PM peak hours in 2015, and Republican St/Fairview Ave N is forecast to operate at LOS F during the PM peak hour. However, the small volumes of additional traffic from the Public Storage project through these intersections would not cause a noticeable increase in delay or degradation of LOS at these intersections.

The transportation analysis also studied the exit-only driveway onto Valley Street, and suggested several potential measures to reduce the potential for conflicts between the driveway and the Valley Street/Minor Avenue N intersection. Given the small forecast increase in exiting volumes (10 vehicles in the PM peak hour, some of which might use the Fairview Ave N exit), mitigation at this location is not necessary, and will not be required.

The City of Seattle has implemented a program by which development occurring in and around the South Lake Union neighborhood would contribute a mitigation payment towards the planned improvements identified in the South Lake Union Transportation Plan. The Plan identifies multi-modal improvements through a combination of auto, bicycle, pedestrian, and transit projects. DPD's Client Assistance Memo (CAM) 243, *Transportation Mitigation Payments*, provides a fee schedule based on general use categories for calculation of required mitigation. Using this fee schedule, and accounting for the removal of the existing use, the required transportation mitigation payment for the proposed project is \$55,200. No additional mitigation for transportation impacts is required pursuant to SMC 25.05.675 R.

The analysis also estimated the likely peak parking demand of the overall site, and compared this demand to the total proposed site parking supply. The analysis utilizes data for mini-warehouses from the Institute of Transportation Engineers Parking Generation manual (4th edition). Based on the overall size of the two buildings on the site, the total peak parking demand is estimated to be 30 vehicles. This demand would be accommodated by the total site parking supply of 44 spaces. No parking impacts are anticipated from this project.

Public View Protection/Aesthetics

SEPA public view protection policy is stated in SMC 25.05.675 P. It is the City's policy to protect public views of significant natural and human-made features, including Lake Union and historic landmarks designated by the Landmarks Preservation Board which, because of their prominence of location or contrasts of siting, age, or scale, are easily identifiable visual features of their neighborhood or the City and contribute to the distinctive quality or identity of their neighborhood or the City. In the vicinity of the project site, Interstate 5, the I-5 on- and off-ramps at Mercer Street, and Fairview Avenue N are designated Scenic Routes that provide views of the downtown skyline, the Space Needle, and Lake Union.

Certain views of the Ford Assembly Plant building from Fairview Avenue N just south of the project site would be blocked by the new building. Design of the new building partially mitigates this impact by developing to only five stories (allowing views of the upper floor of the historic structure), and setting back the upper level massing to allow a portion of the landmark building's southwest corner to be visible. The new building also is expected to block views of the historic structure from the I-5 ramps, but to a lesser extent than views from Fairview Avenue N, as vehicles on the ramps typically are at higher elevations than on Fairview Avenue N. A small segment of Lake Union that currently is visible from the I-5 ramps may be blocked by the new building, but much of the Lake is not visible from the ramps due to the Ford Assembly Plant structure. No views of significant natural and human-made features are expected to be blocked from I-5.

While the project results in some adverse impacts upon views, the view impacts are not significant and have been partially mitigated by the project's design. No further mitigation is warranted.

Light and Glare

Construction of the project may result in light and glare impacts on surrounding properties, particularly as light reflects off the west building face in summer afternoon and evening conditions. To minimize reflected glare, the project will utilize clear non-mirrored glass with a maximum reflectance value of 11%. Potential for night-time light and glare will be reduced by installing individual back-lit perforated metal letter signs instead of illuminated box-signs. No mitigation for light and glare impacts pursuant to SMC 25.05.675 K is warranted.

DECISION – STATE ENVIRONMENTAL POLICY ACT (SEPA)

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

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

CONDITIONS – SEPA

The following condition(s) to be enforced during demolition/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. If more than one street abuts the site, conditions shall be posted at each street. 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 waterproofing material and shall remain posted on-site for the duration of the construction.

The owner applicant/responsible party shall:

During Construction (including Demolition)

1. For the duration of the construction activity, the applicant/responsible party shall cause construction truck trips to cease during the hours between 7:00 and 9:00 a.m. and between 3:30 p.m. and 6:00 p.m. on weekdays.

Prior to the Issuance of Building Permit

2. The applicant shall pay a transportation mitigation fee of \$55,200.

CONDITIONS-DESIGN REVIEW

The owner applicant/responsible party shall:

