



City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Application Number: 3019569
Applicant Name: Casey Kispert
Address of Proposal: 9309 Aurora Avenue N

SUMMARY OF PROPOSAL

Land Use Application to allow a four-story self-storage mini-warehouse structure (Green Lake Self Storage). Surface parking for 16 vehicles to be provided. Existing structures to be demolished.

The following approvals are required:

Design Review pursuant to Chapter 23.41, Seattle Municipal Code

SEPA – Environmental Determination – Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION:

Determination of Non-Significance

Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

Exempt DNS MDNS EIS

DNS with conditions

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

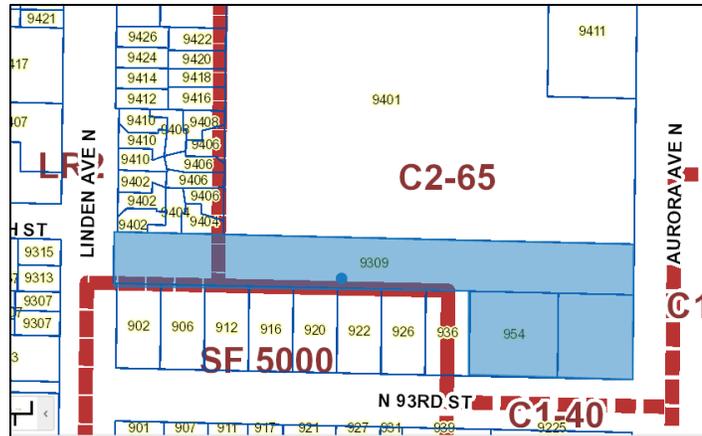
BACKGROUND

Zoning: Commercial (C2-65) and
Lowrise (LR2)

Nearby Zones: (North) C2-65
(South) C1-40
(East) C1-65
(West) LR2; SF 500

Site Development

The site is L-shaped, located at the corner Aurora Ave N and N 93rd Street; the northern portion of the site is long and narrow, fronting both Aurora Ave N and Linden Ave N. The southern portion of the site contains an auto wrecking yard, consisting of a single one-story commercial building and surface parking. The northern portion of the site contains a motel, consisting of five one-story structures and surface parking. The site is accessed by two curb cuts on Aurora Ave N, and four curb cuts along N 93rd Street. There is no alley adjacent to the site.



Surrounding Development and Neighborhood Character

In this area, Aurora Ave. N is a six-lane commercial corridor characterized by one- to two-story buildings with varying setbacks and numerous surface parking lots. Immediately to the north of the site are two large two-story warehouse structures with blank facades facing the site and a surface parking lot. A row of single-family homes abut the site to the south, along N 93rd Street. To the south of the site across N 93rd Street is an auto wrecking yard, consisting of two commercial structures and surface parking. To the east across Aurora is a lumberyard, with two commercial structures located along Aurora Ave N. The immediate area is served by numerous bus routes on Aurora Ave N.

Environmentally Critical Areas

None.

PUBLIC COMMENT:

The public comment period ended on September 16, 2015. In addition to the comments received through the Design Review process, other comments were received and carefully considered, to the extent that they raised issues within the scope of this review. These areas of public comment related to traffic, zoning, shadow impacts, proposed uses, height, bulk and scale, and construction impacts. Comments were also received that are beyond the scope of this review and analysis per SMC 23.41 and 25.05.

I. ANALYSIS – DESIGN REVIEW

DESIGN PROPOSAL

The Early Design Guidance (EDG) Design Proposal and Design Recommendation booklets include materials presented at the meeting, and are available online by entering the project number at this website:

<http://www.seattle.gov/dpd/aboutus/news/events/DesignReview/SearchPastReviews/default.aspx>

The booklets are also available to view in the Seattle DCI file, by contacting the Public Resource Center at Seattle DCI:

Mailing Public Resource Center
Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

EARLY DESIGN GUIDANCE MEETING: June 15, 2015

Design Development

The applicant provided context for the project, noting the zone transition to the adjacent single family homes, Exceptional Trees, and the lack of desirable design cues in the immediate context. The applicant presented a study on successful commercial and self-storage building typologies, noting that a goal of the project is to set a precedent in transplanting design cues to enhance the Aurora Ave corridor. The design intent for the project included appropriate treatment of the corner location, displaying the building use through design, and using high-quality and durable materials to make the building an asset to the neighborhood. The applicant explained the zoning envelope with the required 10' setback above 13' adjacent to the SF zoned sites. The applicant also noted the generally low-volume of traffic generated by self-storage uses.

The applicant presented three massing options at EDG. All three options utilize a drive aisle along the north end of the site, under the upper stories of the structure. Option 1 utilizes a 65' foot structure and minimal modulation. The first two stories pull back at the northeast corner of the site at the vehicle entry. Surface parking is located in between the structure and Aurora Avenue. Option 2 is a four-story structure, which pulls the entire first floor back from Aurora Ave to create an overhang with the upper stories. This option features a transparent corner and surface parking along Aurora. The south wall is modulated with three indentations that correspond to tree protection areas. Option 3, the preferred option, is a four story structure, broken into two distinct masses along Aurora, demarcated by a vertical recess. The structure is located closer to the street, and all parking is internalized. The façade is highly transparent along the street-level.

All three options do not propose any structure to be located on the portion of the site zoned LR2. In addition, all three options do not propose any transparency on the south wall facing the single family homes. The applicant proposes to explore options for a large green wall, and/or interest with materiality along this façade.

Public Comment Summary

Members of the public attended this Early Design Review meeting. The following comments, issues and concerns were raised:

- Concerned over the design and treatment of the LR2 zoned portion of the site in regards to security, egress, and fire access.
- Supported the massing presented in Option 3 as the preferred option.
- Noted the opportunity to capitalize on views and frequent transit.
- Supported new use as an overall improvement, but would like to see a mixed-use development.
- Concerned about height and proximity of south wall to single family homes.
- Appreciated that the applicant is proposing four stories, as opposed to the full 65' allowed by zoning.
- Noted safety issues in the area and encouraged thoughtful sensitivity of how the project is designed.
- Encouraged the applicant to consider curb bulbs to slow traffic on 93rd.
- Opposed to location of curb cut on 93rd, stating that customers may use residential driveways as turn-arounds.
- Supported a greenwall and upper level planting terrace for improved air quality and visual relief.
- Preferred upper levels to be set back rather than modulated for reducing perceived height and bulk.
- Concerned about traffic impacts to 93rd, especially in regards to large trucks.
- Would like to see some transparency on south façade.

Priorities and Board Recommendations

1. Massing and Context Response:

- a. The Board generally preferred Option 3, noting the composition of the eastern façade showing two portions with distinct design languages and a slight step in height. (CS2-D, CS3-A, DC2-A)
- b. The massing should remain pushed towards the Aurora, with internalized parking, to establish a connection with the street. (CS2-D, CS3-A, DC1-B, DC1-C)
- c. The massing and architectural composition should provide clear wayfinding to direct traffic towards the entry at the north end of the site, away from the single family residences. (PL2-D, PL3-A, DC1-B, DC1-C)
- d. The Board supported the intended treatment of the north façade with no modulation and minimal emphasis, due to the adjacent structures and underlying zoning. The Board felt this façade would not be highly visible, and that more emphasis should be placed on the south and east facades. (CS2-D, DC2-A, DC2-B,)
- e. The western portion of the site (the area zoned LR2) should be designed with sensitivity to safety and security concerns. The Board was concerned that this portion of the site would be “empty”, and requested additional information regarding how this area will be considered in the overall site layout, façade composition, and any interim use or design. (CS2-D, PL2-B)

2. Architectural Composition:

- a. The Board supported the contrasting relationship between the traditional and modern design languages, expressed in materials and composition of the eastern façade. The design concept is appropriate to the site context and proposed programming. However, the Board noted that the design of the façade should not mimic the precedent studies presented, but draw cues from them to establish a unique expression. (CS3-A, DC2-A, DC2-B, DC2-E)
- b. The structure should not be designed to appear historic, but should interpret historic elements into a contemporary design language. (CS3-A, DC2-B)
- c. Materials will be crucial to achieving the intended design language, and the Board requested more detail regarding the proposed materials for each façade treatment and design language. (DC2-B, DC4-A)
- d. The Board discussed an appropriate corner treatment, and noted that the treatment of the east façade should turn the corner to the south façade. The Board agreed that while some emphasis of the corner location may be expressed, it does not necessarily need to be a focal point. (CS2-A, D2-A)
- e. The location of the office should be carefully considered and the architectural composition should be designed for wayfinding purposes, so that the entry point is easily discernable. The Board was concerned that if the office is moved to the corner, it may misdirect traffic onto the side street. (PL2-D, PL3-A, DC2-A)

3. South Façade and Zone Transition:

- a. The Board was concerned over the impacts on the single-family residences to the south, and encouraged the applicant to reduce the perceived bulk of the south wall. The Board supported modulating the wall as an appropriate response. (CS2-A, CS2-D, DC2-A, DC2-B)
- b. The concept of a green wall was supported, but the Board expressed concern over the viability and effectiveness of this strategy. The Board was concerned about the potential impacts of the wall as the plants grow in, and if the plants do not survive. The Board requested more information regarding the plant choice, maintenance, and seasonal appearance. (DC2-B, DC2-A, DC4-D)
- c. The Board requested more information regarding the to the west façade facing a single family home, and encouraged the applicant to apply the same treatment as the south façade. (CS2-D, DC2-A, DC2-B)
- d. The Board appreciated the proposal to retain the existing exceptional and non-exceptional trees to help lessen the impact on the adjacent residences. (CS1-D, DC2-A, DC4-D)

FIRST RECOMMENDATION MEETING: March 21, 2016

Public Comment Summary

Members of the public attended this meeting. The following comments, issues and concerns were raised:

- Concerned about livability issues for the adjacent properties.
- Felt the mix of modern and traditional styling was not aesthetically pleasing.
- Would prefer less landscaping along Aurora to provide a wider sidewalk with awnings.
- Felt that the design of the north façade was lacking.

- Felt the proposal was not adequately addressing the LR2 zoned area at the west of the site, and requested a use such as a garden or usable green space.
- Did not support the large signage, and felt that they were larger than necessary.
- Supported the use of a blade sign, noting that it should be more directional.
- Would like to see sidewalk planting between the sidewalk and Aurora Ave.
- Would like to see mixed-use project developed on site.
- Supported the breaking up of the east façade into two distinct masses.
- Did not support the blank wall on the north façade, noting that it may be visible for some time.
- Emphasized the importance of intentionally designing the LR2-zoned area to prevent security issues.
- Encouraged moving the emergency egress walkway and easement to the south side of the LR2-zoned area to put a buffer in between the future new development and the single-family residences.

Priorities and Board Recommendations

The Board noted that the packet had some discrepancies from the presentation, and that overall there was not enough detail to convey the solutions to the issues raised at EDG. The Board indicated that the proposal needs refinement to execute the intended concepts and design intent, and provided guidance for improving the response to context.

1. Streetscape Design & Pedestrian Experience.

- a. The Board expressed concern about the sunken entry as it does not establish a strong relationship with the street, and appears to be creating security issues. The entry should be relocated if necessary to provide an entry at grade, and make any ramping internal to the building. (PL2.B, PL2.D, PL3.A)
- b. The Board expressed concern with the proposed location of the monument sign that appears to block views to the entry from the sidewalk, and recommended relocating it to provide adequate sightlines. The Board also noted that the sign could be smaller, as noted by the public, but was not as concerned as it appears to be appropriately scaled for the traffic conditions on Aurora. (PL2.B, PL2.D)
- c. The Board acknowledged the public comment regarding the location of the landscape buffer, and would prefer to see a planting strip abutting the street, to provide a buffer from Aurora and enhance the pedestrian experience. The Board also noted that switching the locations of the sidewalk and planting strip would then allow the sidewalk to utilize the overhead weather protection. (CS3.A, PL2.B)
- d. The garbage entry should be revised to use the garage door, as opposed to having a separate door to the street, to minimize the impact of service uses on the pedestrian experience. (DC1.C)

2. Architectural Composition & Design Concept. While the Board supported the overall quality and selection of the proposed material palette, the application and composition of the materials as it relates to the design concept and reducing the bulk and scale of the structure requires further refinement. (CS3.A, DC2.A, DC2.B)

- a. The Board supported the composition and proportions of the brick corner mass.
- b. The expression and scale of the “hovering box” mass facing Aurora is appropriate for the context and design intent. The Board discussed the design approach of

using varied fenestration and panels, and agreed that a subtle randomness in the façade would not disrupt the unity of the façade to read as a cohesive elevation.

3. North Façade.

- a. The Board agreed with public comment regarding the lengthy, unbroken north façade, and recommended additional vertical modulation or vertical expressions to reduce the bulk and break up the mass. The Board suggested that the north and south facades adopt a similar approach of using vertical modules, or “hinges”, to further unite the overall expression. (CS2.D, CS3.A, DC2.A, DC2.B)
- b. The modern expression of the north mass facing Aurora should turn the corner to resolve the mass at the north façade. (DC2.A, DC2.B)
- c. The Board supported the use of CMU at the base. (DC2.B, DC4.A)

4. LR2 Zone. More information is required regarding the plans for the western portion of the lot zoned LR2, including any lighting, landscaping, fencing, etc. The Board repeated their previous concerns and echoed public sentiment regarding security and safety, and noted that “future development” is not an appropriate solution for the current proposal. After hearing comment from the public the Board suggested moving the access pathway (emergency egress) to the south edge of the site, therefore providing a more permanent buffer to the south at the SF zone transition. (CS2.D, PL2.B, DC4.C, DC4.D)

5. Southern West Façade. The Board agreed with the public comment that the proposed development could better transition to the neighboring properties and questioned the minimal setback of the southwest corner of the east mass, noting that this is the point which will cast shadows on the adjacent property. The Board recommended the corner be pulled in to match the rest of the faced and provide some relief to the adjacent site. (CS2.D, DC2.A)

6. Context Response & Architectural Composition, South Façade. The Board expressed concerns regarding the detailing of this façade and the design choices that impact adjacent single-family homes, as was noted by public comment. Overall, the Board recommended exploration of the strategies used to break down the façade and provide relief to the massing, and requested more detailed information and perspectives that illustrate the modulation and relationship to adjacencies and the vegetation retained on site. (CS1.D, CS2.D, CS3.A, DC2.A, DC2.B, DC4.A, DC4.C, DC4.D)

- a. The Board noted that recessing the green wall areas resulted in the top floor to appear as a looming mass, as opposed to reducing the perceive height, bulk and scale.
- b. Overall, the Board was concerned with the viability of the vegetation on the proposed green wall, and felt that the relief from massing at this façade should be integrated into the architecture and composition, as opposed to treatment affixed afterwards.
- c. The parapet height should be the minimal height possible to reduce the overall height of the structure.
- d. The Board questioned bringing the metal panel to the ground as it did not appear to be at an appropriate scale or texture for interfacing with the single-family residences to the south, and suggested the use of CMU or masonry.

- e. The Board questioned the use of metal siding behind the green wall, and was especially concerned about how this material might impact the growing environment.
- f. The Board supported the intention to reuse storm water collected from the use for irrigation of the green wall.
- g. Provide more details regarding the green wall that ensure its success and longevity, including the structural component of the green wall and including a detailed planting plan.

FINAL RECOMMENDATION MEETING: May 16, 2016

Public Comment Summary

The following issues, concerns, and comments were raised at the meeting:

- Encouraged minimum of 5 gallon pots for green wall vines.
- Concerned about the size and brightness of signage. Supported lighting on the upper, horizontal signage, but not the blade sign.
- Encouraged considering the design of the roof, as it will be visible from future development.
- Noted that the packet was not available online until several days before the meeting.
- Concerned about the time for garbage pick-up. Appreciated the relocating of the door to face away from the sidewalk.
- Supported the vertical design elements, including the columns and gaskets.
- Felt that even though the height was below the maximum allowed, the structure appears large and bulky.
- Supported the use of vegetation on the walls, but concerned about plants surviving. Finds the green walls are a nice way to handle a difficult zone transition.
- Concerned about crime impacts to the LR2 zoned area, and felt the fencing and lighting should be more aggressive, including motion lights and razor wire.
- Encouraged hiring security until the LR2 portion is redeveloped.
- Suggested moving walkway to south side of site, to help with buffer to the SF zone.
- Noted that the amount of green wall is less towards the west end of the south façade, and would like to see more to lessen the impact to the SF residences.

Board Priorities & Recommendations

1. Streetscape Design & Pedestrian Experience.

- a. The Board appreciated the relocation of the pedestrian entry to the south, and that the sunken entry had been raised to grade. The Board felt the security concerns have been largely resolved, and that the widened paved area and on-grade entry improved wayfinding. (PL2.B, PL2.D, PL3.A)
- b. The Board supported the revision to the trash entry at the southwest corner that faces the door away from the sidewalk. (DC1.C)
- c. The Board appreciated the amount and variety of landscaping along Aurora, and noted that it improves the pedestrian experience. (CS3.A, DC4.D)
- d. The Board noted that the defined base expression and pedestrian scale is lost at the southwest corner, along N 93rd Street, where the modern expression is carried

to the ground. The Board recommended a condition that the design be revised to wrap the pedestrian-scale expression around the corner to improve the transition to the SF zone. The Board suggested either carrying the CMU from the west façade around to the south facade, or continuing the gasket expression from the south façade to the west façade. (CS2.D, DC2.B)

2. **Architectural Composition & Design Concept.**

- a. The Board supported the location and size of the proposed signage, and encouraged that no lighting be used for signage located on N 93rd Street. (DC4.B)
- b. The Board noted that the single center window on the north portion of the east façade appears awkward and unbalanced. The Board recommended a condition for additional transparency to be incorporated on this portion of the façade in a manner that works within the established grid and relates to the design language. (DC2.B, DC4.A)

3. **North Façade.** The Board supported the revisions to the north façade, including the vertical elements that break down the bulk, and the wrapping of the design language of the “modern box” from Aurora. (CS2.D, CS3.A, DC2.A, DC2.B)

4. **LR2 Zone.** The Board agreed with public comments that security is a major concern with this portion of the lot, and that the design be revised to proactively address future development. (CS2.D, PL2.B, DC2.A)

- a. The Board recommended a condition that additional lighting be incorporated at the west end.
- b. The Board agreed with public comment, and recommended a condition that the emergency egress easement be located at the south boundary of the LR2 zoned portion of the site, as to encourage a sensitive transition to the SF zone at this edge. The Board discussed that this may require relocating the stairs. The Board requested additional transparency in the stair tower to provide additional security to the LR2 zone.
- c. The Board encouraged the applicant to work with the neighbors to provide fencing and security as appropriate.

5. **Southern West Façade.** The Board appreciated the setting back of the corner to minimize the shadow-casting edge, but expressed some concern that the mitigation and transition could still be improved. The Board encouraged further exploration of mitigating the shadow and bulk impacts of the façade by notching the upper level or pulling the whole façade back at the upper levels. (CS2.D, DC2.A)

6. **Context Response & Architectural Composition, South Façade.** Overall, the Board supported the intent and design concept of the green wall as being loosely defined by the vertical screens, and being framed within the inset portions of the façade. (CS2.D, CS3.A, DC2.A, DC2.B, DC4.A, DC4.D)

- a. The Board recommended refining the design of the planter screens to achieve the design intent desired. The Board noted that the differing width of the vertical gaps and the top horizontal gap may end up looking uneven, and recommended the upper width be reduced to let the plants fill the void.
- b. The Board appreciated the more detailed information regarding the planting design and viability of the green wall.

- c. The Board agreed with public comments related to the health and size of the proposed vegetation and recommended a condition that 5 gallon plants (vines) be installed for the green wall, to provide maximum coverage as quickly as possible.
- d. The Board agreed with the public comment provided and recommended revising the design to incorporate more green wall at the west end of the south façade, acknowledging that the location of the existing trees should be taken into consideration.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE

CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-D Plants and Habitat

CS1-D-1. On-Site Features: Incorporate on-site natural habitats and landscape elements into project design and connect those features to existing networks of open spaces and natural habitats wherever possible. Consider relocating significant trees and vegetation if retention is not feasible.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-A Location in the City and Neighborhood

CS2-A-2. Architectural Presence: Evaluate the degree of visibility or architectural presence that is appropriate or desired given the context, and design accordingly.

CS2-D Height, Bulk, and Scale

CS2-D-1. Existing Development and Zoning: Review the height, bulk, and scale of neighboring buildings as well as the scale of development anticipated by zoning for the area to determine an appropriate complement and/or transition.

CS2-D-2. Existing Site Features: Use changes in topography, site shape, and vegetation or structures to help make a successful fit with adjacent properties.

CS2-D-3. Zone Transitions: For projects located at the edge of different zones, provide an appropriate transition or complement to the adjacent zone(s). Projects should create a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zone and the proposed development.

CS2-D-4. Massing Choices: Strive for a successful transition between zones where a project abuts a less intense zone.

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-1. Fitting Old and New Together: Create compatibility between new projects, and existing architectural context, including historic and modern designs, through

building articulation, scale and proportion, roof forms, detailing, fenestration, and/or the use of complementary materials.

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-4. Evolving Neighborhoods: In neighborhoods where architectural character is evolving or otherwise in transition, explore ways for new development to establish a positive and desirable context for others to build upon in the future.

PUBLIC LIFE

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-B Safety and Security

PL2-B-1. Eyes on the Street: Create a safe environment by providing lines of sight and encouraging natural surveillance.

PL2-B-2. Lighting for Safety: Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

PL2-D Wayfinding

PL2-D-1. Design as Wayfinding: Use design features as a means of wayfinding wherever possible.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-1. Design Objectives: Design primary entries to be obvious, identifiable, and distinctive with clear lines of sight and lobbies visually connected to the street.

PL3-A-4. Ensemble of Elements: Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Façade Composition

DC2-B-1. Façade Composition: Design all building façades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all façades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage façades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-E Form and Function

DC2-E-1. Legibility and Flexibility: Strive for a balance between building use legibility and flexibility. Design buildings such that their primary functions and uses can be readily determined from the exterior, making the building easy to access and understand. At the same time, design flexibility into the building so that it may remain useful over time even as specific programmatic needs evolve.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. 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.

DC4-B Signage

DC4-B-1. Scale and Character: Add interest to the streetscape with exterior signs and attachments that are appropriate in scale and character to the project and its environs.

DC4-B-2. Coordination with Project Design: Develop a signage plan within the context of architectural and open space concepts, and coordinate the details with façade design, lighting, and other project features to complement the project as a whole, in addition to the surrounding context.

DC4-C Lighting

DC4-C-1. Functions: Use lighting both to increase site safety in all locations used by pedestrians and to highlight architectural or landscape details and features such as entries, signs, canopies, plantings, and art.

DC4-C-2. Avoiding Glare: Design project lighting based upon the uses on and off site, taking care to provide illumination to serve building needs while avoiding off-site night glare and light pollution.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-3. Long Range Planning: Select plants that upon maturity will be of appropriate size, scale, and shape to contribute to the site as intended.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Recommendation no departures were requested.

BOARD RECOMMENDATION

The recommendation summarized above was based on the design review packet dated March 21, 2016 and the materials shown and verbally described by the applicant at the March 21, 2016 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the three Design Review Board members recommended APPROVAL of the project design with conditions, listed below.

1. Revise the design of the southwest corner along N 93rd Street to wrap the pedestrian-scaled expression around the corner to improve the transition to the SF zone.
2. Incorporate additional transparency into the north portion of the east façade in a manner that works within the established grid and relates to the design language.
3. Incorporate additional lighting at the west portion of the site (LR2 zone).
4. Locate the emergency egress to the south boundary abutting the SF zone. Relocate the stairs at the west end to the south if necessary.
5. A minimum of 5 gallon plants (vines) shall be used for the green wall planting areas.

ANALYSIS & DECISION – DESIGN REVIEW

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

The Director's decision shall consider the recommendation of the Design Review Board, provided that, if four (4) members of the Design Review Board are in agreement in their recommendation to the Director, the Director shall issue a decision which incorporates the full substance of the recommendation of the Design Review Board, unless the Director concludes 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.

Subject to the following conditions, the design of the proposed project was found by the Design Review Board to adequately conform to the applicable Design Guidelines.

At the conclusion of the Recommendation meeting held on May 16, 2016, the Board recommended approval of the project with the conditions described in the summary of the Recommendation meeting above.

Four members of the Northwest Design Review Board were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project's overall success. The Director must provide additional analysis of the Board's recommendations and then accept, deny or revise the Board's recommendations (SMC 23.41.014.F.3).

The Director agrees with the Design Review Board's conclusion that the proposed project and conditions imposed result in a design that best meets the intent of the Design Review Guidelines and accepts the recommendations noted by the Board.

Following the Recommendation meeting, Seattle DCI staff worked with the applicant to update the submitted plans to include the recommendations of the Design Review Board.

Applicant response to Recommended Design Review Conditions:

1. The charcoal metal siding has been wrapped around the southwest corner along N. 93rd St to improve the transition to the SF zone.
2. Additional transparency has been added to the east elevation.
3. Additional lighting was added to the west portion of the site.
4. The emergency egress pathway has been moved to the south boundary abutting the SF zone.
5. Five gallon plants (vines) are to be used for the green wall planting area.

The Director of Seattle DCI has reviewed the decision and recommendations of the Design Review Board made by the three members present at the decision meeting and finds that they are consistent with the City of Seattle Design Review Guidelines. The Director is satisfied that all of the recommendations imposed by the Design Review Board have been met.

DIRECTOR'S DECISION

The Director accepts the Design Review Board's recommendations and **CONDITIONALLY APPROVES** the proposed design and the requested departures with the conditions summarized at the end of this Decision.

II. ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code (SMC) Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 8/14/2015. The Seattle Department of Construction and Inspections (Seattle DCI) has annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the project file submitted

by the applicant or agents; and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and 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, mitigation can be considered. Thus, a more detailed discussion of some of the impacts in appropriate.

PUBLIC COMMENT:

The SEPA public comment period ended September 16, 2015. Several SEPA comments were received.

ENVIRONMENTAL CRITICAL AREA REVIEW

The northeast portion of the site is mapped as an Environmentally Critical Area (ECA) Steep Slope. The site qualified for a Limited Steep Slope Exemption as described in SMC 25.09.180 B2b, (Exemption provided under Seattle DCI Project #6471544), so that it is exempt from the development standards for steep slopes. However, the ECA General and Landslide-Hazard Development Standards and criteria still apply.

A. SHORT-TERM IMPACTS

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The following analyzes greenhouse gas, and construction impacts.

Greenhouse Gas Emissions

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.

Construction Impacts – Noise

The project is expected to generate loud noise during demolition, grading and construction. The Seattle Noise Ordinance (SMC 25.08.425) permits increases in permissible sound levels associated with private development construction and equipment between the hours of 7:00 AM and 7:00 PM on weekdays and 9:00 AM and 7:00 PM on weekends and legal holidays in Lowrise, zones and between 7:00 AM and 10:00 PM on weekdays and 9:00 AM and 10:00 PM in commercial zones.

A Construction Management Plan will be required, including contact information in the event of complaints about construction noise, and measures to reduce or prevent noise impacts. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>. The limitations stipulated in the *Noise Ordinance* and the CMP are sufficient to mitigate noise impacts; therefore no additional SEPA conditioning is necessary to mitigation noise impacts per SMC 25.05.675.B.

Construction Parking & Traffic

Increased trip generation is expected during the proposed grading and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

B. LONG –TERM IMPACTS

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; possible increased traffic in the area. Compliance with 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, greenhouse gas emissions; height, bulk and scale; traffic and transportation; and parking impacts warrant further discussion.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global

warming. While these impacts are adverse, they are not expected to be significant, therefore, no further mitigation is warranted.

Historic Preservation

The existing structures on site are more than 50 years old. These structures were reviewed for potential to meet historic landmark status. The Department of Neighborhoods reviewed the proposal for compliance with the Landmarks Preservation requirements of SMC 25.12 and indicated the structures on site are unlikely to qualify for historic landmark status (Landmarks Preservation Board letters, LPB 147/16). Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations to mitigate impacts to historic resources are presumed to be sufficient, and no further conditioning is warranted per SMC 25.05.675.H.

Height, Bulk & Scale

The project went through a Design Review process which addressed the issue of Height, Bulk & Scale; see the above Design Review Analysis for details of the process and design changes.

Pursuant to SEPA Policy 25.05.675.G.2.c: Height, Bulk and Scale, “the Citywide Design Guidelines (and any Council-approved, neighborhood Design Guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review process is presumed to comply with the 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. Any additional mitigation imposed by the decision maker pursuant to these height, bulk and scale policies that have undergone design review shall comply with the design guidelines applicable to the project.”

The height, bulk and scale of the proposed development and relationship to nearby context have been addressed during the Design Review process for any new project proposed on the site. Per the Overview policies in SMC 25.05.665.D, the existing City Codes and regulations are presumed to be sufficient, and additional mitigation is not warranted under SMC 25.05.675.G.

Parking

The traffic and parking analysis (*Updated Traffic and Parking Assessment for the proposed Greenlake Self-Storage*, Transportation Engineering Northwest, November 18, 2015) noted that the peak parking demand for this development is 14 vehicles. The number of proposed parking spaces accommodates all of the anticipated parking demand, and no additional mitigation is warranted per SMC 25.05.675.M.

Plants and Animals

Mature vegetation is located on the site, including several trees and two exceptional trees, located near the south property line, abutting the Single-Family zoned lots. The applicant submitted an arborist report (*Arborist Report for Nickerson Properties, LLC*, Kyle Henegar, ISA Certified Arborist. Submitted January 15, 2016) and identified the exceptional trees (one Atlas cedar with a DBH of 31-inches; one Western hemlock with a DBH of 27-inches on the MUP plan set. Seattle DCI’s Arborist has reviewed the information.

The proposal includes retention of the Exceptional Trees. A condition for a tree preservation plan is warranted, to ensure that impacts to the Exceptional Trees are sufficiently mitigated under SMC 25.05.675.N. The tree preservation plan shown in the arborist report will be required on any demolition, excavation, shoring, and construction permit plans.

Transportation

The Traffic Impact Analysis (*Updated Traffic and Parking Assessment for the proposed Greenlake Self-Storage*, Transportation Engineering Northwest, November 18, 2015) indicated that the project is expected to generate a net total of 321 daily vehicle trips, with 26 net new PM Peak Hour trips and 26 AM Peak hour trips.

The additional trips would have minimal impact on levels of service at nearby intersection and on the overall transportation system. Concurrency analysis was conducted for nearby identified areas. That analysis showed that the project is expected to be well within the adopted standards for the identified areas. The Seattle DCI Transportation Planner reviewed the information and determined that while these impacts are adverse, they are not expected to be significant; therefore, no further mitigation is warranted per SMC 25.05.675.R.

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 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.

- 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 43.21.030(2) (c).

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW [43.21C.030](#) (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the optional DNS process in WAC [197-11-355](#) and Early Review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

CONDITIONS – DESIGN REVIEW

Prior to Certificate of Occupancy

1. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Carly Guillory, carly.guillory@seattle.gov).

For the Life of the Project

2. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Carly Guillory, carly.guillory@seattle.gov).
3. Storefront windows at the staircase near the garage entry shall remain transparent.

SEPA - CONDITIONS OF APPROVAL

Prior to Issuance of a Demolition, Excavation/Shoring, or Construction Permit

4. Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.
5. The plans shall show the tree preservation plan, consistent with the arborist report on file with Seattle DCI.

Carly Guillory, Land Use Planner
Seattle Department of Construction and Inspections

Date: August 1, 2016

CG:drm

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by Seattle DCI within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.