



City of Seattle
Office of the City Clerk
206.684.8344
Clerk Filing, MS CH-03-10

FILED
CITY OF SEATTLE
Please leave blank for
2016 AUG 26 PM 3:38
Clerk's Office date stamp
CITY CLERK

STANDARD TRANSMITTAL FORM

Sender's Name: Moira Gray Phone Number / Extension: 684-8272

Department: SDOT Date of Transmittal: 8/26/16

Division / Workgroup: Street Use Date Executed: _____

Title of Document:	Street Vacation Petition for West Coast Self-Storage & General Steel Services of Washington LLC
Document Number:	
Authorizing or Related Legislation:	
For Council Consideration?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
SMC or other statute / policy requiring filing with the City Clerk See chart on InWeb 'What to File' page: http://inweb/legislative_dep/WhatToFile.htm #AllDepartments	SMC 15.62.020
Other identifying Numbers: (Related projects, permits, etc.)	
Street address and abbreviated legal description:	a portion of 29 th Avenue Southwest east of Southwest City View Street and a portion of Southwest City View Street between Harbor Avenue Southwest and 29 th Avenue Southwest
Actions to be taken by the City Clerk's Office:	Assign a Clerk File number, introduce and refer the petition to committee



City of Seattle
Edward B. Murray, Mayor

Department of Transportation
Scott Kubly, Director

MEMORANDUM

DATE: August 26, 2016
TO: Monica Martinez Simmons, City Clerk
FROM: Moira Gray, Seattle Department of Transportation, Street Vacations
SUBJECT: Street Vacation Petition for West Coast Self-Storage & General Steel Services of Washington

The Seattle Department of Transportation has received a street vacation petition from West Coast Self-Storage and General Steel Services of Washington LLC for a portion of 29th Avenue Southwest and a portion of Southwest City View Street in the West Seattle neighborhood of Seattle. Our office has verified that the petition meets the filing requirements for the vacation as generally described:

- 29th Avenue Southwest, east of Southwest City View Street, and
- Southwest City View Street between Harbor Avenue Southwest and 29th Avenue Southwest

Please assign a clerk file number and forward the petition to the City Council for introduction and referral to the Transportation Committee. I can be reached at 684-8272. Thank you for your assistance.

Attachment

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

We, the undersigned, being the owners of more than two-thirds of the property abutting on:

Southwest City View Street and 29th Avenue Southwest

herein sought to be vacated, petition the City to vacate:

That portion of City View Street within the north half of the Northwest Quarter of Section 13, Township 24 North, Range 3 East, W.M., lying southerly of the south line of Lot 11 in Block 1, Read's First Addition to the City of Seattle as recorded under recording No. 548455 in Volume 16 of Plats, page 88 in King County, Washington and lying northerly of the north line of Lot 1 in Block 1, Plat of Steel Works Addition to West Seattle as recorded in Volume 12 of Plats, page 5, in King County Washington; except that portion lying westerly of the easterly margin of Harbor Avenue Southwest; also except that portion lying easterly of the northerly line prolongation of said Lot 1 of Lot 1 in Block 1, Plat of Steel Works Addition to West Seattle; and

That portion of 29th Avenue Southwest as shown on Seattle Tide Lands, according to the maps on file in the Office of the Commissioner of Public Lands in Olympia, Washington, within the Northeast Quarter of the Northwest Quarter of Section 13, Township 24 North, Range 3 East, W.M., lying southerly of the easterly prolongation of the north line of Lot 10 in Block 1, Read's First Addition to the City of Seattle as recorded under Recording No. 548455 in Volume 16 of Plats, page 88, in King County, Washington and lying northerly of the easterly prolongation of the south line of Lot 5 in Block, 1, Plat of Steel Works Addition to West Seattle as recorded in Volume 12 of Plats, page 5, in King County, Washington.

OR in the alternative, to vacate any portion of said right-of-way so particularly described;

RESERVING to the City of Seattle the right to make all necessary slopes for cuts or fills upon the above described property in the reasonable original grading of any right-of-way abutting upon said property after said vacation; and further,

RESERVING to the City of Seattle the right to reconstruct, maintain and operate any existing overhead or underground utilities in said rights-of-way until the beneficiaries of said vacation arrange with the owner or owners thereof for their removal.

SIGNATURE OF PETITIONERS:

I hereby declare that I am the owner of property that abuts the particular right-of-way described in the petition to the City Council for the above noted right-of-way. I understand the discretionary nature of the City Council decision and I have been informed of the vacation review process and all fees and costs and time frame involved. **For corporately held property, provide documentation of signatory authority.**

VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE CITY OF SEATTLE

Southwest City View Street and 29th Avenue Southwest

ACKNOWLEDGEMENT:

I/we Ed Richter acknowledge that:

a any expense that may be incurred in preparing, applying or obtaining any land use or construction permits in contemplation of such vacation is the sole risk of the petitioners;

a the City Council decision is at the end of the review process;

a the City Council decision on the vacation is discretionary, and will be based on the City's Street Vacation Policies contained in Clerk File 310078 and other adopted policies; and

a a Council decision to grant the vacation request does not exempt the property from the requirements of the City's Land Use Code or from conditioning of development pursuant to the State Environmental Policy Act (SEPA).

a I/we have been informed of the cost, obligations, petition requirements, Street Vacation Policies, the time frame involved in the review of a vacation petition.

a I/we understand that property owners abutting the vacation area are obligated to pay a vacation fee in the amount of the appraised value of the right-of-way. State, federal or city agencies are not required to pay a vacation fee but are required to pay for all other fees and processing costs.

Walter Reese 12/23/15

Walter Reese

Petitioner

Date

Ed Richter

12-17-15

Ed Richter

Petitioner

Date

CONTACT INFORMATION:

Petitioners:

General Steel Services of Washington LLC, 2424 SW Andover St, Seattle, WA 98106

Ed Richter, 5025 California Ave SW #106, Seattle WA 98136

Contact:

Steve Tangney, West Coast Self Storage, 408-836-4543, stangney@wcselfstorage.com

**VACATION PETITION TO THE HONORABLE CITY COUNCIL OF THE
CITY OF SEATTLE**

Southwest City View Street and 29th Avenue Southwest

OWNER(S)

(Printed Name, Signature and Title)

PROPERTY:

By: 

Ed Richter

12-17-15

7192800050; 7987400005

OWNER

DATE

Parcel No. etc.

By: 

General Steel Services of
Washington, LLC

12/23/15

7666704040

OWNER

DATE



Parcel No. etc.

GENERAL STEEL SERVICES OF WASHINGTON, LLC

Secretary's Certificate

The undersigned, A. Rae Eagle, Secretary of General Steel Services of Washington, LLC, a Delaware limited liability company (the "Company"), hereby certifies as follows:

The following persons are/were as of the date hereof a duly elected or appointed officer of the Company, holding the offices set forth opposite his name and having full power and authority to execute documents and instruments on behalf of the Company, and the signature set forth opposite his name is his true and genuine signature:

<u>Name</u>	<u>Title</u>	<u>Signature</u>
Matthew J. Lyons	Vice President	
Walter Reese	Assistant Secretary	

[Signature Appears on Following Page]

IN WITNESS WHEREOF, the undersigned has executed this certificate as of the 12th
day of October, 2015.

GENERAL STEEL SERVICES OF WASHINGTON, LLC

By: A. Rae Eagle
Name: A. Rae Eagle
Title: Secretary



Corporations



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Corporations Division - Registration Data Search

WOGSLAND FAMILY LLC

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UBI Number	602035538
Category	LLC
Active/Inactive	Active
State Of Incorporation	WA
WA Filing Date	05/08/2000
Expiration Date	05/31/2015
Inactive Date	
Duration	Perpetual

Registered Agent Information

Agent Name RONALD E BRALEY
Address 601 UNION ST #2600
City SEATTLE
State WA
ZIP 981014000

Special Address Information

Address

City

State

Zip

Governing Persons

Title	Name	Address
Manager	RICHTER , EDDIE M	SEATTLE , WA
Manager	RICHTER , LARRY J	SEATTLE , WA

[Purchase Documents for this Corporation »](#)

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Disclaimer

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All documents filed with the Corporations Division are considered public record.



Washington Secretary of State
Corporations Division
801 Capitol Way South
PO Box 40234
Olympia, WA 98504-0234
(360) 725-0377

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SDOT 29TH & CITY VIEW STREET VACATION

WEST COAST SELF-STORAGE/ NUCOR JOINT PETITION

AUGUST 2016



JOINT PETITION AND SUPPORTING DOCUMENTATION

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Summary of Proposed Joint Petition Request

WEST COAST SELF STORAGE - CITY VIEW & NUCOR - 29TH

This joint petition is for a street vacation of the unimproved **City View Street** and the unimproved **29th Ave.** right-of-way (ROW) located east of Harbor Ave. The subject portion of ROW is in the greater Duwamish neighborhood.

The **City View** ROW proposed for vacation, while irregular in shape, is approximately 20' wide by 125' long at its longest point and contains 2,029 SF. The **29th Ave** ROW proposed for vacation is also irregular in shape and is roughly 85' x 295' and contains 25,175 SF. The combined areas proposed for vacation are 27,204 sq ft

The street vacation is a component to a development being proposal by West Coast Self-Storage. The development proposal consists of two development sites located at 3252 Harbor Avenue and 3310 Harbor Avenue. The unimproved **City View Street** ROW runs east west between the two development sites and the unimproved **29th Ave** runs north south and borders the two development sites to the east. The development proposal is for a single 4-story commercial building spanning across the ROW to be vacated should this petition be successful. The development proposal also includes Public Benefit in form of improvements to the Alki Trail along the project frontage and the installation of commissioned, "pedestrian scale", art panels at street level facing Alki Trail (Harbor Avenue). The overall development proposal consists of approximately 103,000 SF, including 77,466 SF of climate controlled self storage. and 1,050 SF of leasing office space. The development proposal has approximately 850 storage units of various sizes. Structure heights are 56 feet to the top of the roof (Zone IG2 U/85 allows 85 feet height limit). It should be noted that the IG2 zoning does not require its buildings to have windows, or pedestrian amenities, etc., however, WCSS is providing a new building with windows and art panels to enhance Alki Trail and the Greater Duwamish neighborhood.

Two parcels abut the City View ROW and the westerly side of **29th Ave** ROW proposed for vacation. Richter owns these two parcels, (and West Coast Self Storage is under contract for purchase).

On the east side of **29th Ave** Nucor Steel owns the one parcel that abuts the area proposed for vacation.

West Coast and Nucor have agreed to work together on this street vacation and have executed an agreement outlining their commitment to this application and to participate in the process including the cost to purchase the ROW and the Public Benefit. Additionally the partnership has agreed on a lot line adjustment that would occur after the street vacation that will better serve the two properties by placing the adjusted line on what is already the functional boundary between the two.

West Coast and Nucor each have an interest in the street vacation of **29th Ave** and have had several meetings to share information, site plans, surveys, and review proposed project etc. Nucor supports West Coast's proposed self storage as a compatible land use next to its operations. Joint meetings will be ongoing with West Coast and Nucor during the vacation process as this is a collaborative effort. West Coast has agreed to take the lead in the process, Nucor will participate and attend as needed in future City meetings.

Summary of Proposed Joint Petition Request cont.*WEST COAST SELF STORAGE - CITY VIEW & NUCOR - 29TH*

For Nucor, the street vacation and the subsequent lot line adjustment allows Nucor to correct a condition where their active rail lines, haul road and security fencing are currently constructed in the ROW of **29th Ave**. These lines predated Nucor's purchase of the property and were originally placed by the Port of Seattle as part of a 1995 Port expansion. A component of the Port expansion initially included an application to vacate **29th Ave** but was never completed. Nucor's interest is to eliminate this encroachment in the ROW and to own the land that their facilities are placed upon and essentially complete the process that the Port did not. Currently, Nucor has no plans to develop the proposed vacated portion of **29th Ave** ROW and will maintain the existing conditions.

For West Coast, the street vacation and subsequent lot line adjustment allows the merger of two small irregular parcels into one larger parcel with better development potential. Although West Coast has developed site plans that work with the existing parcels and the surrounding ROW, this scenario is less efficient and causes a number of unusual conditions that would require exceptions and variances to complete. Equally important, the vacation allows the grading of the parcels to be leveled without the need for retaining walls to protect the ROW. Currently, there is about 10' of grade difference between the two properties and **29th Ave** ROW. **City View** is a sloping street with about 10' of fall from Harbor Ave to the intersection with **29th Ave**. The proposed project will import fill to level up the properties and ROW to be roughly level with the surrounding neighboring property and with Harbor Ave.

The lot line adjustment that will take place after the street vacation is the final step in the process of establishing the new boundary between West Coast and Nucor in what is already the functional and common sense boundary between the two. The final boundary will align along a retaining wall and security fence currently separating the Nucor rail lines from the private land and the **29th Ave** ROW, (see site plans and proposed lot line exhibits in section 5 and 15).

Accompanying this application are informational graphics prepared by the design team. Graphics include the 9-block urban context maps, site plans, lot and building dimensions, lot ownership, illustrations of street vacation and schematic building elevations, and studies of public benefit.

Filing Fees

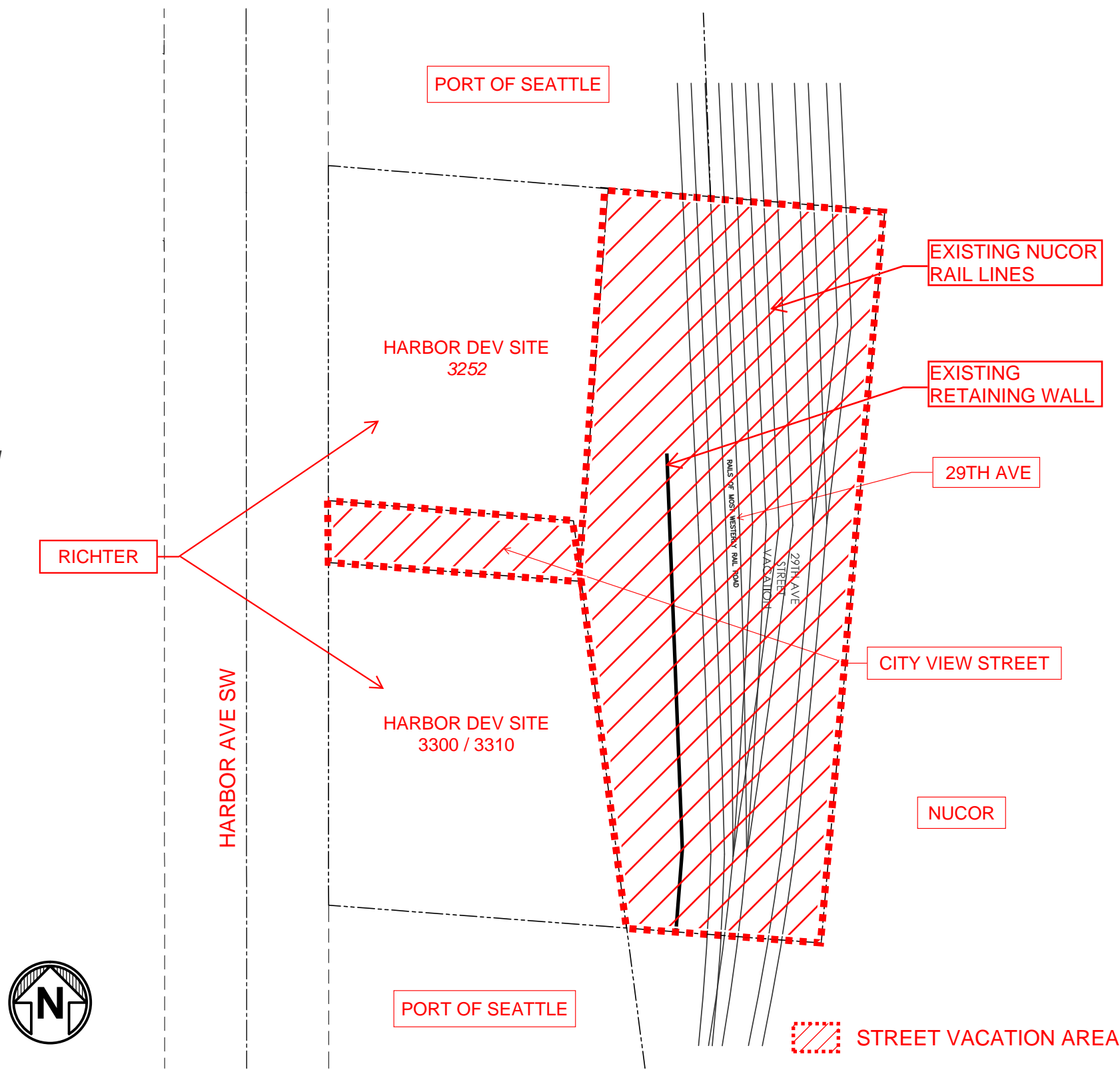
A payment of \$450 has been included with the application.

Required Signatures

Please refer to Appendix A for required signatures and signatory authority. The figure below shows the parcels that abuts the subject portion of ROW proposed for vacation. The Richter's own the two parcels that directly abut the **City View Street** ROW and subject portion of **29th Ave** ROW. One parcel, owned by Nucor, abuts the **29th Ave** to the east of the area proposed for vacation.

The vacation petition request has been previously filed and has the required signatures of abutting owners, Nucor is the owner to the east & the Richter's are the current Owners to the west (West Coast Self Storage is buying the property for the project).

Note: 3252 Harbor Ave, and 3310 Harbor Ave will be combined into a single development site as part of the development proposal. The new address will be 3252 Harbor Ave.



Community Meeting

SDOT Street Vacation Policies require community notification prior to beginning the vacation review process. List the community or neighborhood organizations and business groups that were provided information about the project, and include contact names, addresses, phone numbers, and e-mail addresses.

The West Coast Self Storage development team has reached out to and met with the Alki Community Council. At the meeting, January 21, 2016, about 14 people attended at the Alki Congregational Church (6115 SW Hinds St) and the team presented information about the proposed project and street vacation by West Coast Self Storage and Nucor. Two concerns were brought up during the meeting: (1) "how it would affect traffic on the route to and from the beach during spring and summer," and (2) "whether it would create sidewalk congestion incompatible with the bike trail that goes by right in front of the site." These concerns have been addressed through careful consideration of the local community: (1) traffic will be reduced through the proposed type of use (see p. 30 for traffic analysis); (2) the proposal will include maintaining and enhancing Alki Trail by adding pedestrian alarms and mirrors around the exit door of the building. Also, a curb extension will provide a space for incoming cars to queue and will help with pedestrian safety as cars enter the building. A writer for the West Seattle Blog was present at the meeting and published a follow up blog article about the presentation. Photos, contact information for the Alki Community Council, copies of the sign up sheets and a copy of the blog article are included with this submittal.

Contact info for Alki CC:

Tony Fragada, President
tfragada@yahoo.com
(206) 330-1617

Information about the project was also made public through the Early Design Guidance process.

Please refer to pg 6 for the blog post and pictures of the community meeting about the ROW.



AGENDA

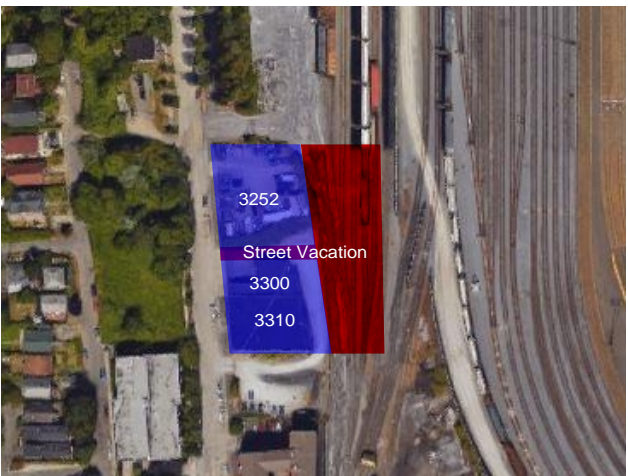
Alki Community Council Meeting
January 21, 2016
Alki United Church of Christ
6115 SW Hinds St
Seattle WA 98116

Tony Fragada, President
Randie Stone, Vice-President
Kathy Olson, Secretary/Treasurer
Jim Borrow, Trustee
Will Winter, Trustee

6:30 pm **Call to Order**

- **Introductions**
- **Approval of November minutes**
- **Steve Tangney, West Coast Self-Storage**
- **Statue of Liberty MOA**
- **Discussion of ACC Board vacancy**

8:00 pm **Adjourn**



View from South on Harbor Ave SW



TEL 425-885-4300
FAX 425-885-4303
8083 158th Ave. NE, #200
Redmond, WA 98052
magellanarchitects.com

NEIGHBORHOOD INFORMATION MEETING - SIGN IN SHEET

Project: WEST COAST SELF STORAGE Date: 21-Jan-2016
3252 Harbor Ave. Seattle, WA
Ma Proj. # 15-068

Thank you for joining us for this Neighborhood Informational Meeting. Please sign in below

Name (please print legibly)	Telephone No. and/or Email Address (please print legibly)
JOHN KAY	425 885-4300 john@magellanarchitects.com
Roberta Feenler	
STEVE TANGNEY	408-836-4543 STANGNEY@WCSELFSTORAGE.COM
LONNY BOENDER	206/932-7754 lonnyboender@hotmail.com
Kathy Olson	206-933-3261 leeolson@comcast.net
LARRY CARPENTER	206-938-0887 starving@comcast.net
TONY FRAGADA	206 935-7727 tfragada@yahoo.com
Jim Borrow	206-697-7862 jim@jimborrow.com
BINDI BINDS	206 340 7260 fwang98@yahoo.com
Fang Wang	206 340 7260
RON SMITH	RONALD.SMITH@seattle.gov
KATHY DUNN	dunkathy@gmail.com

Developer

West Coast Self Storage (*Petitioner*)
4012 148th St. SE, Upper Office
Mill Creek, WA 98012
Contact: Steve Tangney
Phone: 206.501.2234
Email: stangney@wcselfstorage.com

Architect

Magellan Architects
8383 158th Ave. NE #280
Redmond, WA 98052
Contact: John Kay
Phone: 425.885.4300
Email: john@magellanarchitects.com

Civil Engineer

DCI
818 Stewart St. #1000
Seattle, WA 98101
Contact: Darren Simpson
Phone: 206.332.1900
Email: dsimpson@dc-engineers.com

Traffic Engineer

Gibson Traffic Consultants, Inc.
2802 Wetmore Ave. #220
Everett, WA 98201
Contact: Matthew Palmer, P.E.
Phone: 425.339.8266
Email: mattp@gibsontraffic.com

Surveyor

Mead Gilman and Assoc.
17625 130th Ave. NE #104
Woodinville, WA 98072
Contact: Ed Anderson, PLS
Phone: 425.486.1252
Email: ed@meadgilman.com

Adjacent Ownership

Nucor (*Petitioner*)
2424 Andover St.
Seattle, WA 98106
Contact: Walter Reese
Phone: 206.933.2222
Email: Walter.Reese@nucor.com

Port of Seattle
2203 Alaskan Way,
Seattle, WA 98121
Contact:
Phone: 206.787.3952
Email:

Richter (*Petitioner*)
8302 46th Ave. SW
Seattle, WA 98136
Contact: Ed Richter
Phone: 206-938-6088 (cell)
Email: Edmrch@aol.com

Right of Way Proposed for Vacation

Identify the public right-of-way proposed for vacation. Provide a legal description of the right-of-way proposed to be vacated; survey and title work may be required.

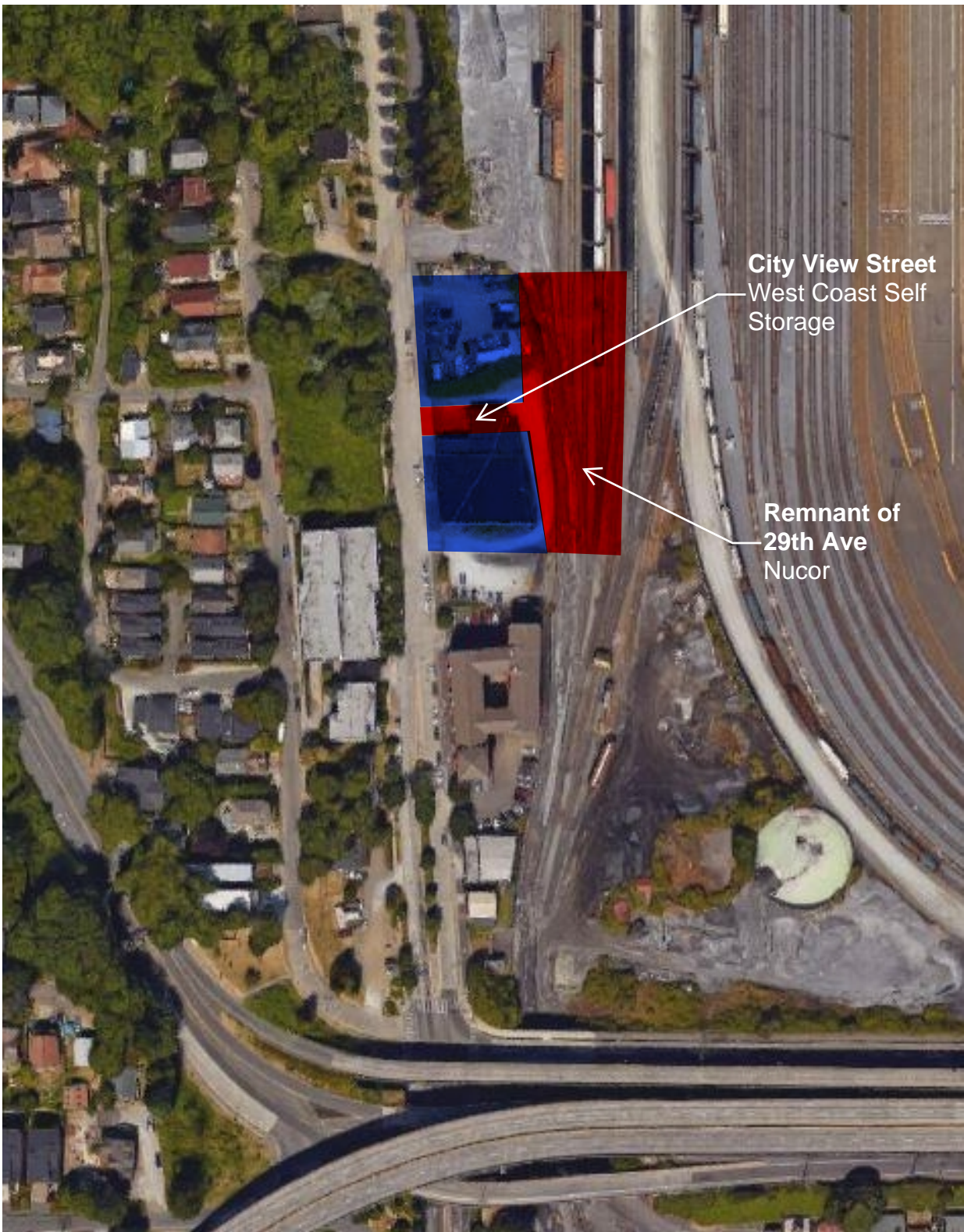
City View ROW Legal Description

That portion of City View Street within the north half of the northwest quarter of Section 13, Township 24 North, Range 3 East, W.M., lying southerly of the south line of Lot 11 in Block 1, Read's first addition to the City of Seattle as recorded under recording No. 548455 in Vol. 16 of plats, pages 88 in King County, Washington and lying northerly of the north line of Lot1 in Block 1, plat of steel works addition to West Seattle as recorded in Vol. 12 of plats, page 5 in King County, Washington; Except that portion lying westerly of the easterly margin of Harbor Ave SW. Also except that portion lying easterly of the northerly line prolongation of said Lot 1 of Lot 1 in Block 1, plat of steel works addition to West Seattle.

29th Ave SW ROW Legal Description

That portion of 29th Ave SW as shown on Seattle Tide Lands, according to the maps on file in the office of the Commissioner of Public Lands in Olympia, Washington, within the northeast quarter of the northwest quarter of Section 13, Township 24 North, Range 3 East, W.M., lying southerly of the easterly prolongation of the north line of Lot 10 in Block 1, Read's first addition to the City of Seattle as recorded under recording No. 548455 in Volume 16 of plats, pages 88 in King County, Washington and lying northerly of the easterly prolongation of the south line of Lot 5 in Block 1, plat of steel works addition to West Seattle as recorded in Volume 12 of plats, page 5 in King County, Washington.

Please refer to the parcel plan (page 3), neighborhood map provided for overall orientation (right), figure illustrating the proposed right-of-way (ROW) to be vacated below grade (page 8) and legal description of the ROW to be vacated (pages 9 and 10).



- Street Vacation
- Development Site

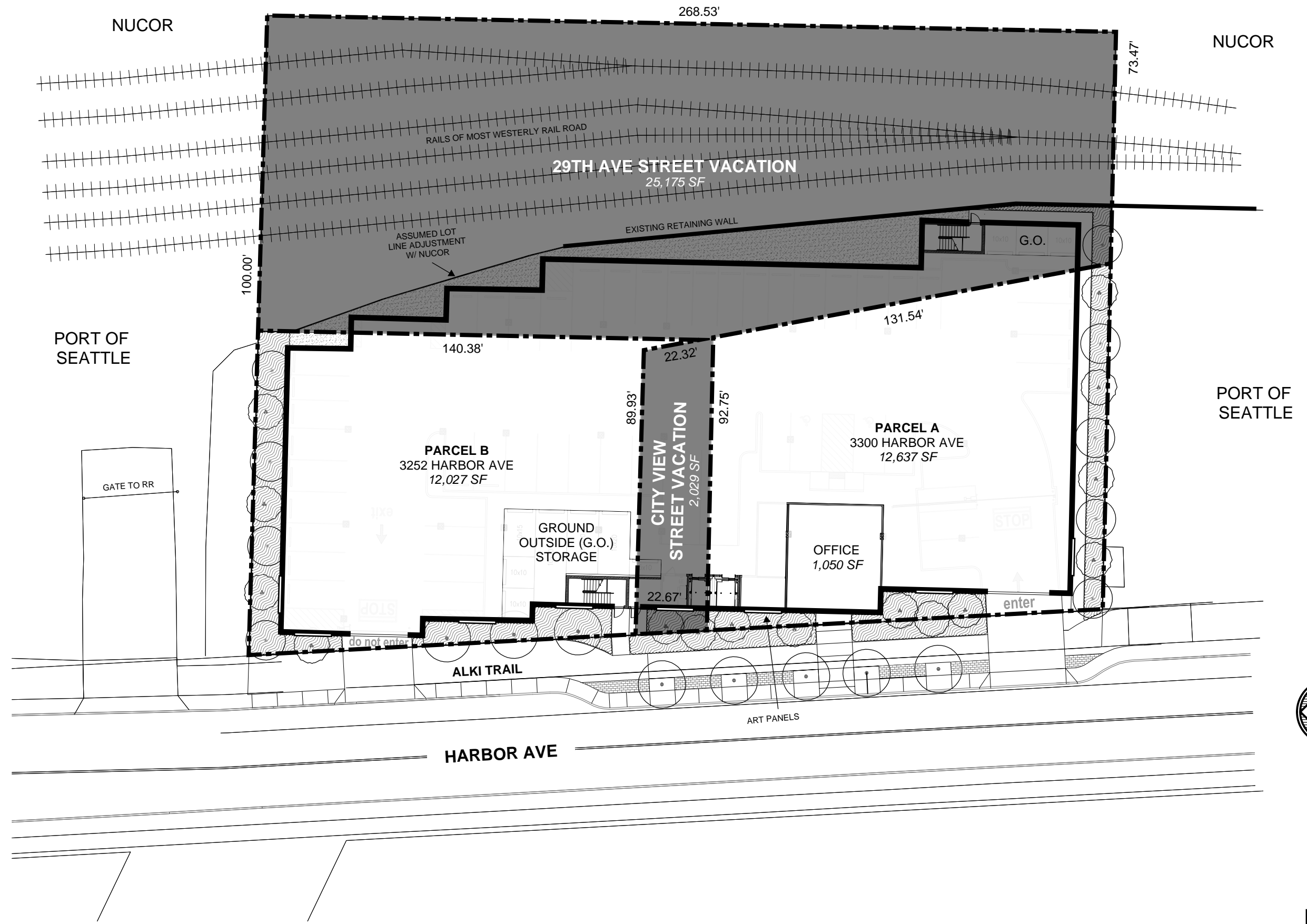
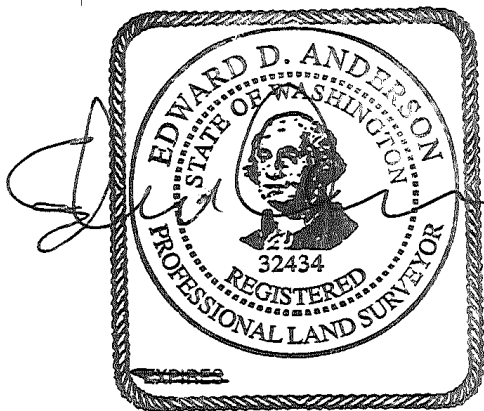


EXHIBIT
CITY VIEW ROW LEGAL DESCRIPTION

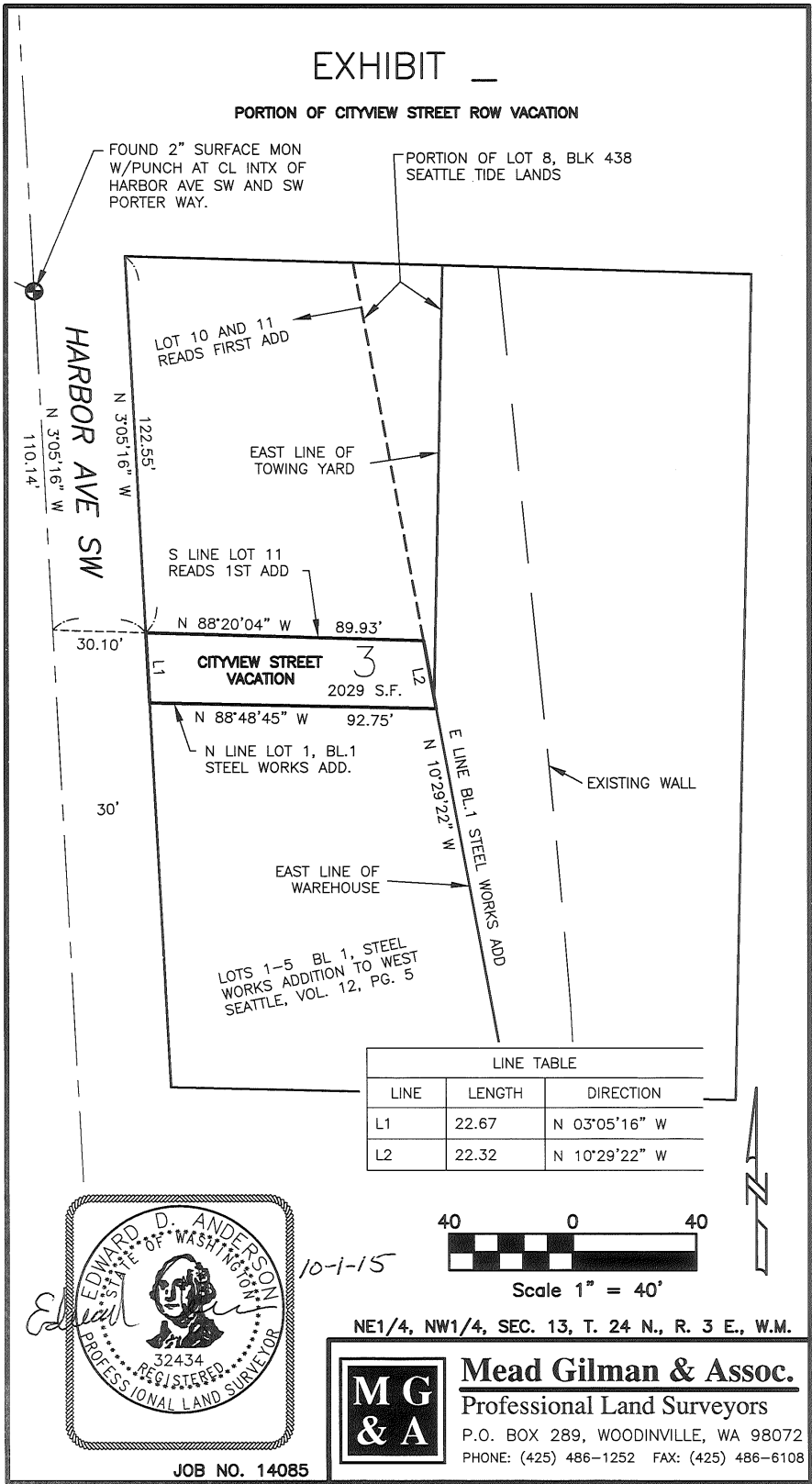
THAT PORTION OF CITYVIEW STREET WITHIN THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 24 NORTH, RANGE 3 EAST, W.M., LYING SOUTHERLY OF THE SOUTH LINE OF LOT 11 IN BLOCK 1, READ'S FIRST ADDITION TO THE CITY OF SEATTLE AS RECORDED UNDER RECORDING NO. 548455 IN VOLUME 16 OF PLATS, PAGES 88 IN KING COUNTY, WASHINGTON AND LYING NORTHERLY OF THE NORTH LINE OF LOT 1 IN BLOCK 1, PLAT OF STEEL WORKS ADDITION TO WEST SEATTLE AS RECORDED IN VOLUME 12 OF PLATS, PAGE 5 IN KING COUNTY, WASHINGTON;

EXCEPT THAT PORTION LYING WESTERLY OF THE EASTERLY MARGIN OF HARBOR AVE SW;

ALSO EXCEPT THAT PORTION LYING EASTERLY OF THE NORTHERLY LINE PROLONGATION OF SAID LOT 1 OF LOT 1 IN BLOCK 1, PLAT OF STEEL WORKS ADDITION TO WEST SEATTLE.



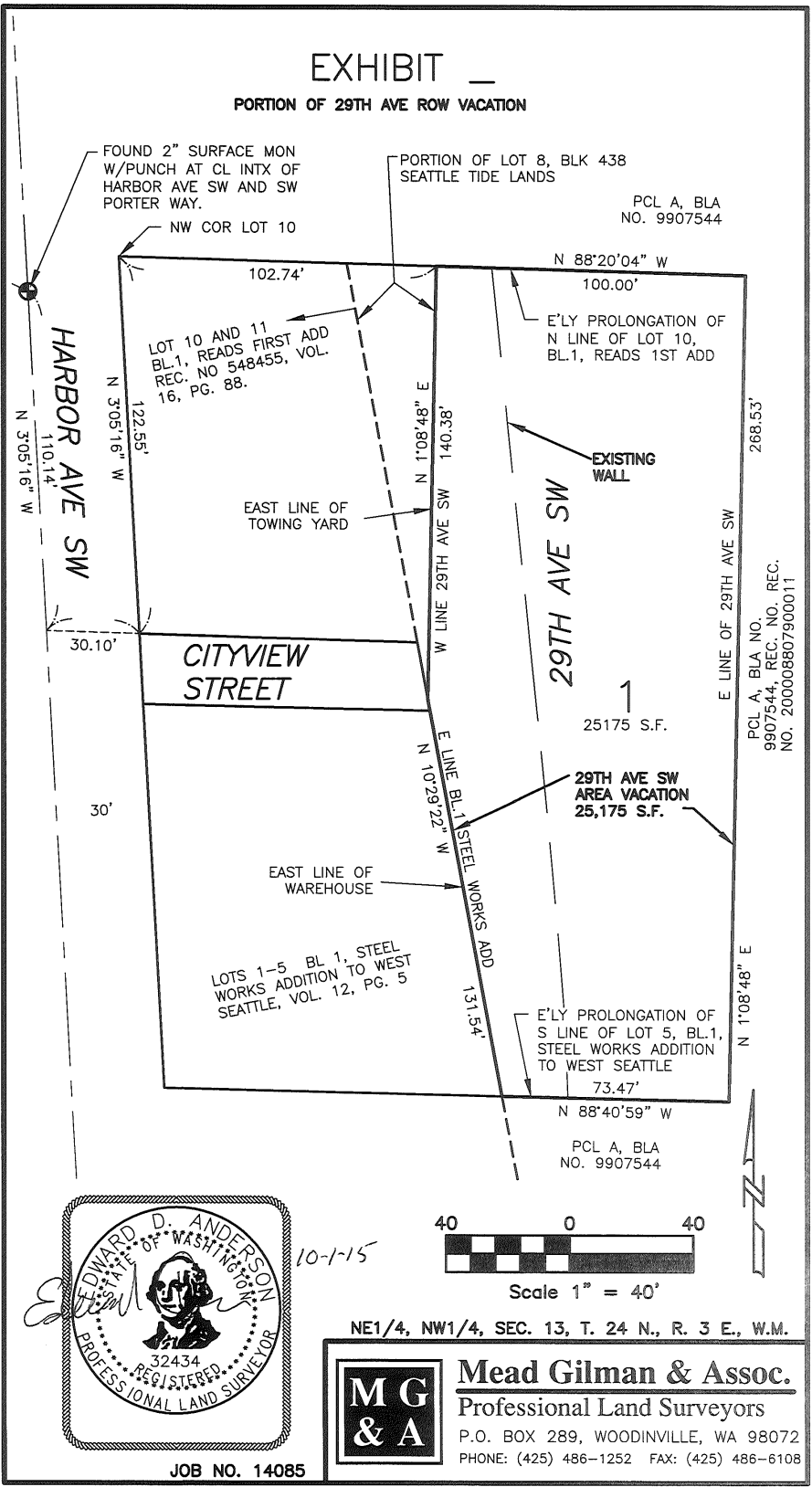
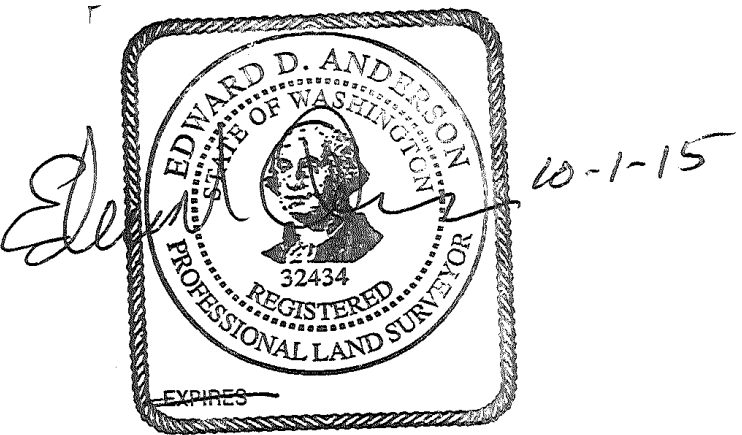
10-1-15



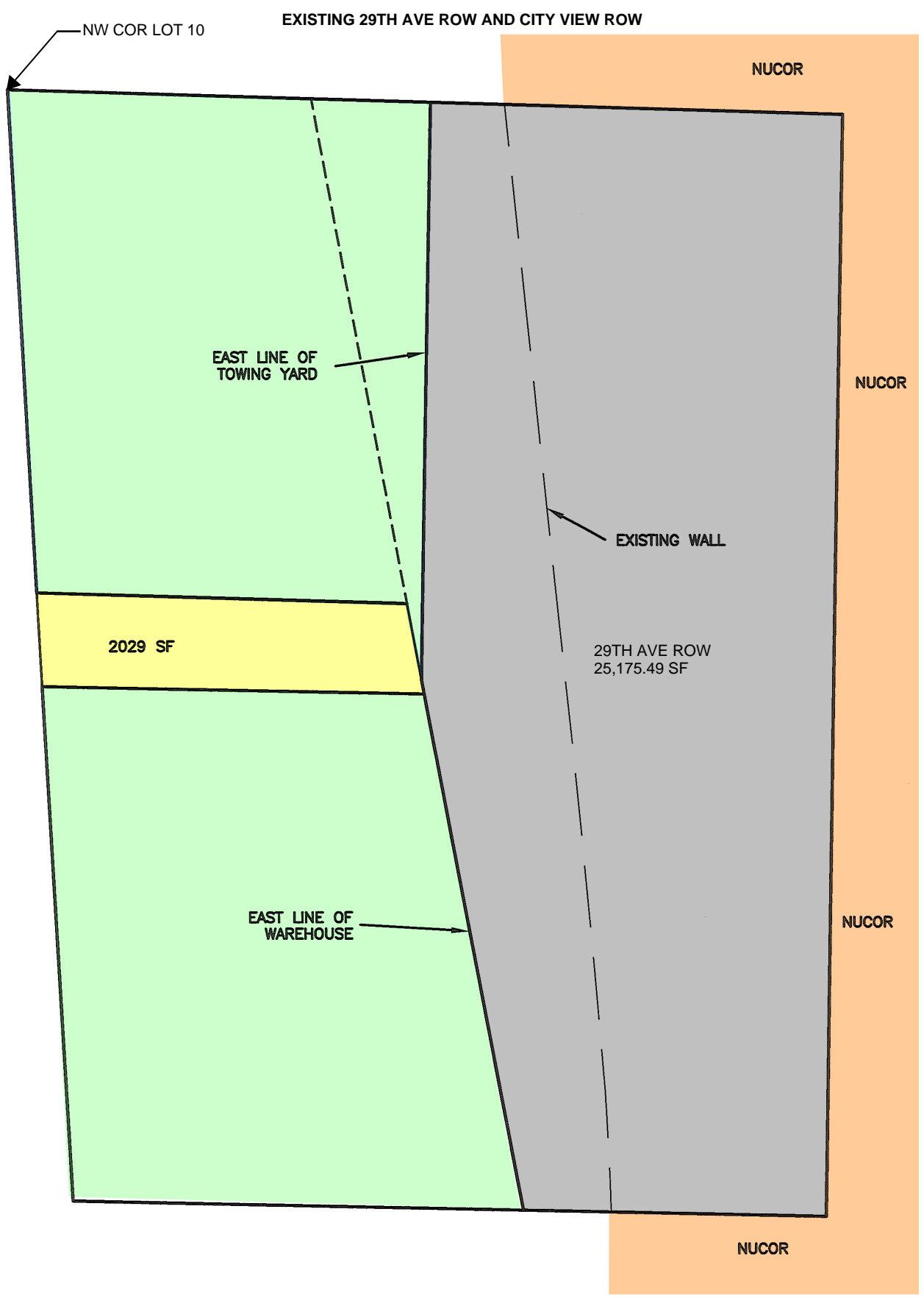
EXHIBIT

29TH AVE SW ROW LEGAL DESCRIPTION

THAT PORTION OF 29TH AVE SW AS SHOWN ON SEATTLE TIDE LANDS, ACCORDING TO THE MAPS ON FILE IN THE OFFICE OF THE COMMISSIONER OF PUBLIC LANDS IN OLYMPIA, WASHINGTON, WITHIN THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 13, TOWNSHIP 24 NORTH, RANGE 3 EAST, W.M., LYING SOUTHERLY OF THE EASTERLY PROLONGATION OF THE NORTH LINE OF LOT 10 IN BLOCK 1, READ'S FIRST ADDITION TO THE CITY OF SEATTLE AS RECORDED UNDER RECORDING NO. 548455 IN VOLUME 16 OF PLATS, PAGES 88 IN KING COUNTY, WASHINGTON AND LYING NORTHERLY OF THE EASTERLY PROLONGATION OF THE SOUTH LINE OF LOT 5 IN BLOCK 1, PLAT OF STEEL WORKS ADDITION TO WEST SEATTLE AS RECORDED IN VOLUME 12 OF PLATS, PAGE 5 IN KING COUNTY, WASHINGTON.

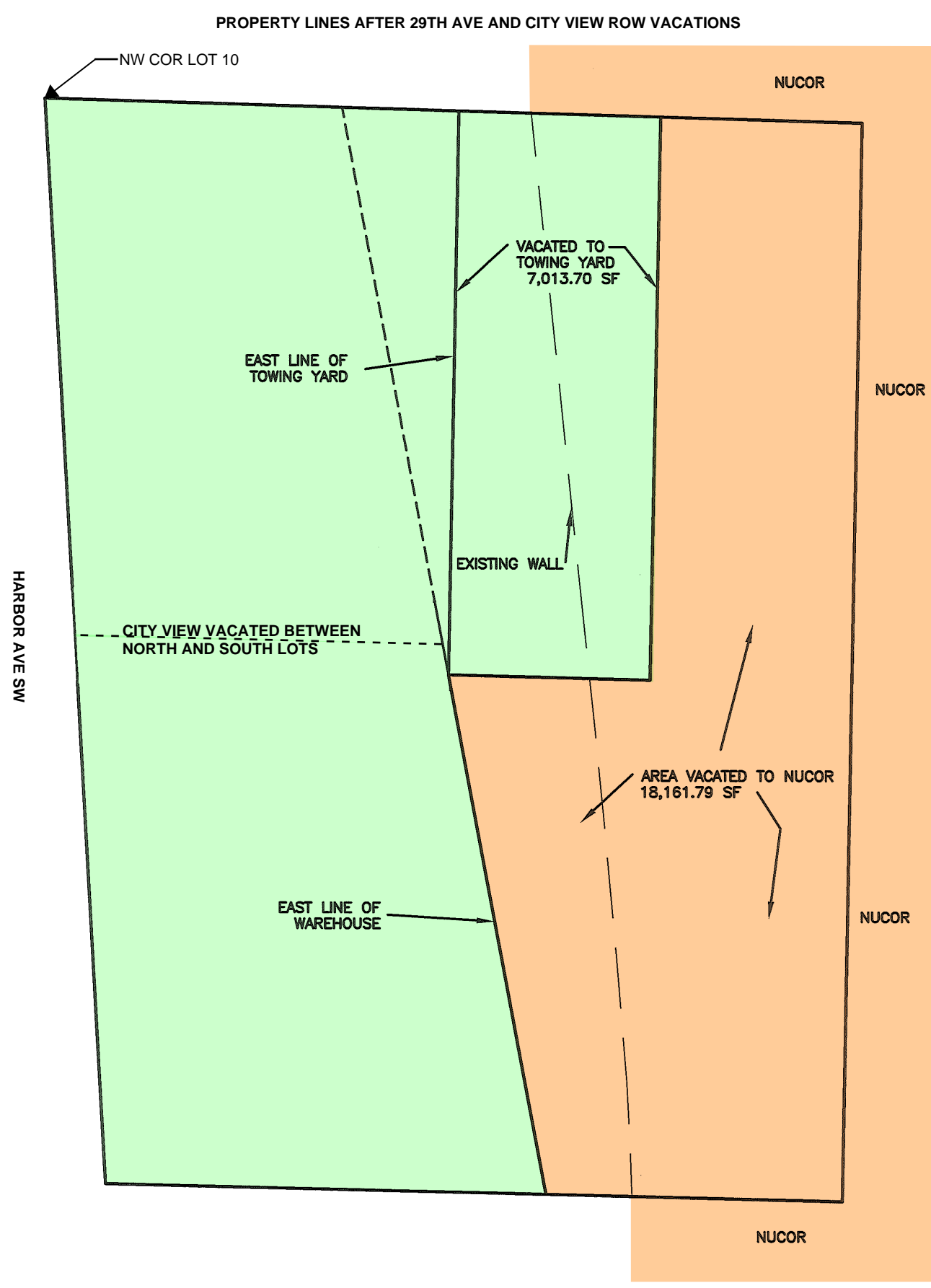


HARBOR AVE SW



**EXISTING LOT LINES
RICHTER & NUCOR**

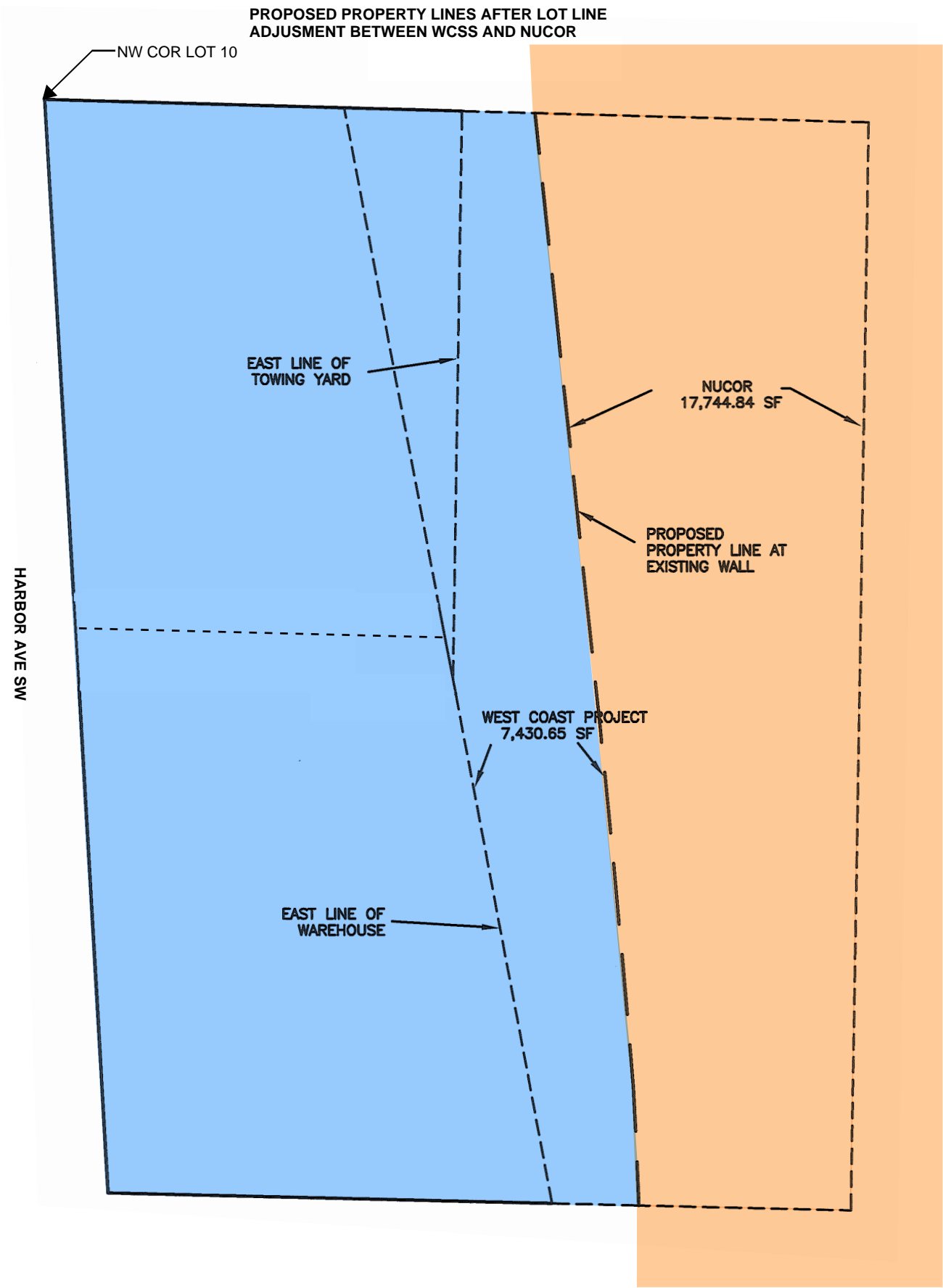
- 29th Avenue ROW
25,175.49 SF
- City View ROW
2,029 SF
- Nucor Property
- The Richter's Property



POST STREET VACATION LOT LINES
RICHTER & NUCOR

- 29th Avenue ROW
25,175.49 SF
- City View ROW
2,029 SF
- Nucor Property
- The Richter's Property





**PROPOSED LINE ADJUSTMENT POST STREET VACATION
NUCOR & WEST COAST SELF STORAGE**

- 29th Avenue ROW
25,175.49 SF
- City View ROW
2,029 SF
- Nucor Property 17,744.84 SF
- West Coast Self-Storage 9,459.65 SF



Project Location

Provide the project address; the boundaries of the block where the project is located; the neighborhood or area of the City; the Neighborhood Planning Area; the current zoning for the area and any zoning overlays or special review districts.

Project Address:

Richter (to be West Coast Self Storage):
3252 Harbor Ave SW and
3300/3310 Harbor Ave SW

Nucor:

2900 SW Spokane Street

Streets Bordering Project Site:

Harbor Ave to the West. Unimproved remnant of 29th Ave. to the East.

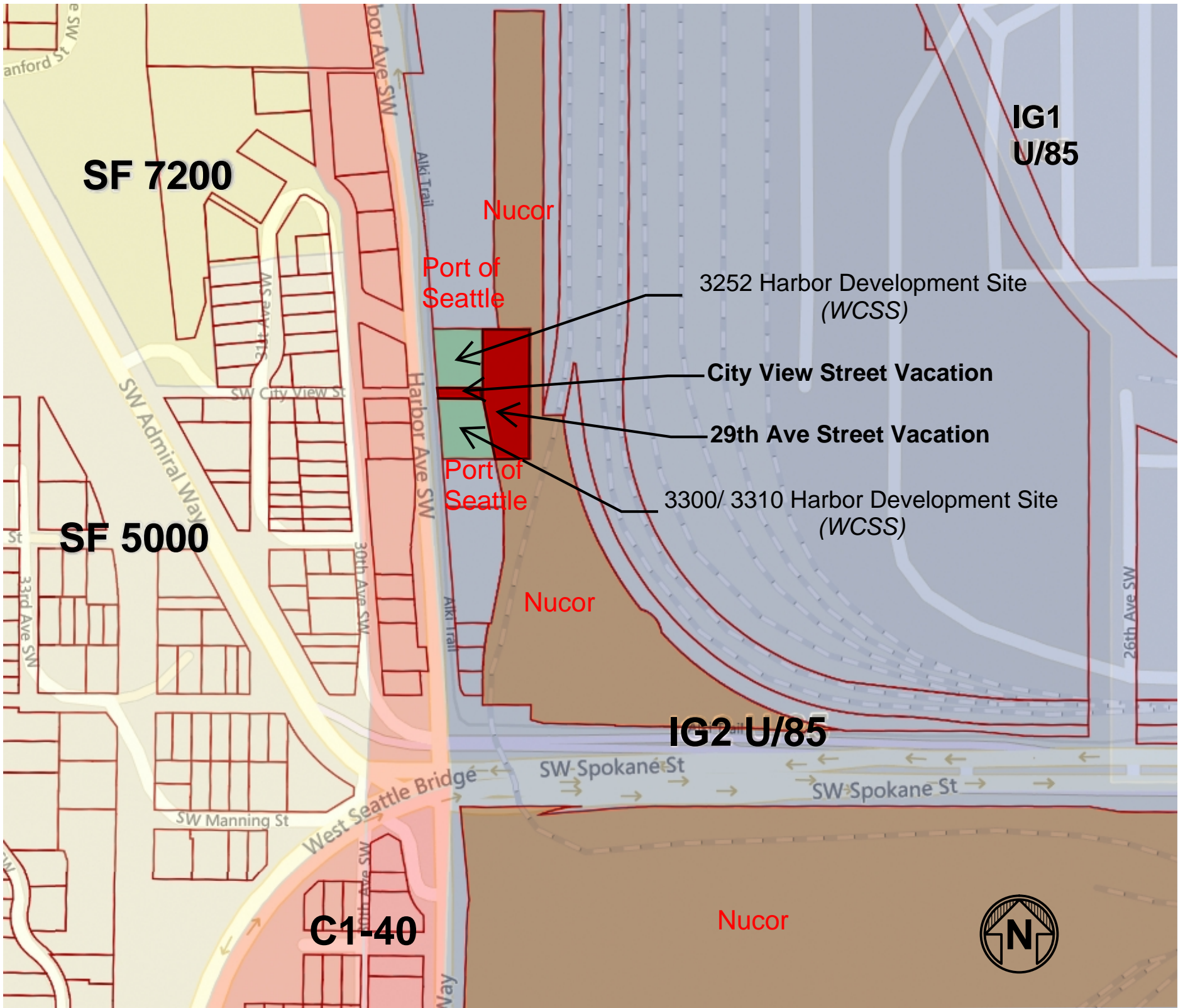
Zoning:

IG1 U/85

Neighborhood Planning Area:

Greater Duwamish

See Section 6 for a 9-Block diagram of the project site neighborhood and the project vicinity



9-Block Diagram

Project Location

The development site is located in the northwest area of the Greater Duwamish neighborhood. The site does not reside within a typical "9-Block" street grid. North of the site, building heights are primarily one to four stories; at the project site, they are one to four stories and south of the site, one to five stories. The development site parallels Alki Trail and Harbor Avenue Southwest. The trail runs along the Puget Sound shoreline, extending from the site North and West to Alki Beach. The Trail is frequently used by cyclists, runners, skaters, and walkers.

The land to the north of the site is owned by the Port of Seattle. This land is leased to Nucor Steel for their use in stockpiling and handling slag material from their steel mill operations to the south. To the south is an undeveloped lot of approximately 11,000 sq ft also owned by the Port of Seattle. To the west is Harbor Ave SW with a four story condominium development on the west side of Harbor Ave SW. The development team has contacted and met with both Nucor and the Port about the proposed street vacation and the proposed project.

Harbor Ave SW

Harbor Ave is an arterial with frequent transit and heavy vehicular traffic. Harbor Ave is also an established scenic route. South on Harbor Ave are 4-story condominiums and mixed-use structures (Harbor Place Condos, 3400 Harbor Ave SW)

City View Street ROW

The unimproved **City View Street** ROW extends from Harbor Ave to **29th Ave**. Currently it is used to access the existing warehouse from the rear.

29th Avenue SW ROW

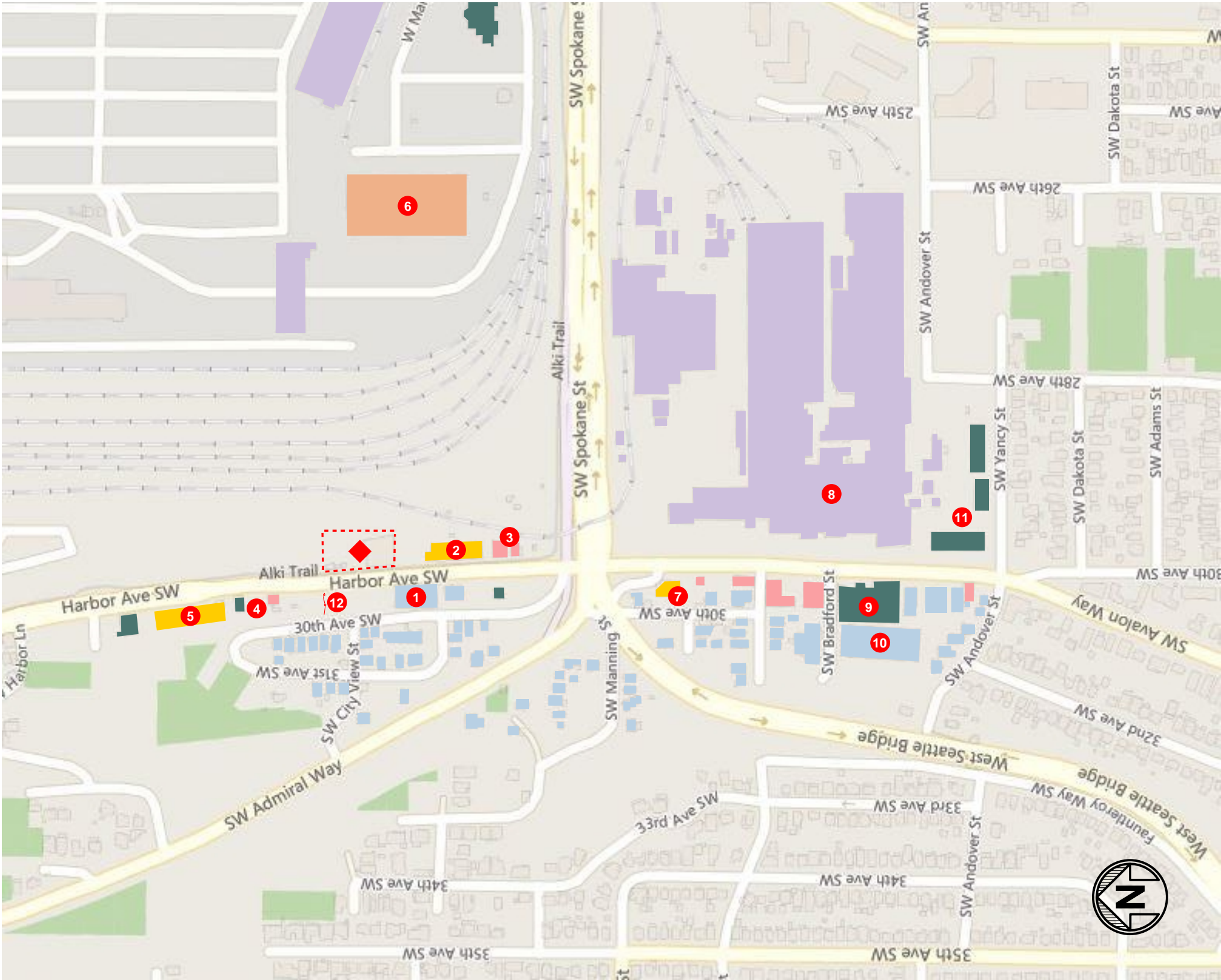
The unimproved **29th Avenue** SW ROW parallels Harbor Ave east of the site. Currently, it's primary uses are rail lines owned by Nucor Steel and a gravel parking area adjacent to the warehouse.

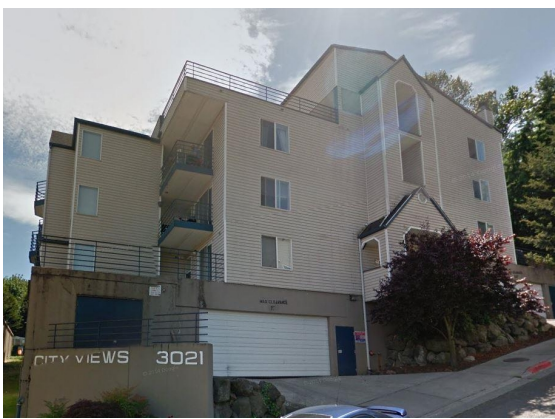
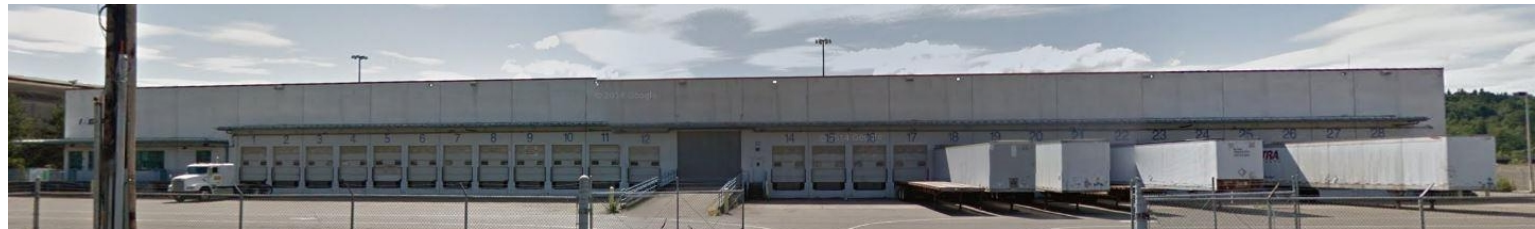
The rail lines & the existing retaining wall were constructed by the Port of Seattle in the mid 1990's as part of their previous street vacation application of **29th Ave SW**.

Project Location

- ◆ Project Site
- 1 Harbor Place Condos
- 2 Active Space Project
- 3 + 4 small retail buildings (Cycle University, Kitty Harbour, 5D Scuba, and Recycle Center).
- 5 Verge Condos + X Gym. The parcel directly North and South of the site are currently undeveloped (owned by Port of Seattle).
- 6 Port of Seattle Truck Registration
- 7 Boysen Apts and Luna Park Cafe
- 8 Nucor Steel (*Petitioner*)
- 9 Public Storage
- 10 City Views Apts
- 11 Stor-More
- 12 Stairway from adjacent residential area toward to site.

- Site
- Commercial
- Mixed-Use
- Retail
- Residential
- Industrial
- Government





1 Harbor Place Condos, 2 Active Space Project, 3 + 4 small retail buildings (Cycle University, Kitty Harbour, 5D Scuba, and Recycle Center). 5 Verge Condos + X Gym. The parcel directly North and South of the site are currently undeveloped (owned by Port of Seattle).

6 Port of Seattle Truck Registration, 7 Boysen Apts and Luna Park Cafe, 8 Nucor Steel, 9 Public Storage, 10 City View Apts, 11 Stor-More, 12 Stairway from adjacent residential area to site.

(1-6) North of W Seattle Bridge, (7-11) South of W Seattle Bridge, (12) Access from residential area west of site

Reason for vacation

Describe why the vacation is being sought and list specifically what the vacation contributes to the development of the project. Provide a “no vacation” alternative that describes what could be built on the site without a vacation. Include existing conditions and any constraints, such as the topography that impact the potential development of the site.

Current Site Conditions and Use

The development site currently consists of two lots, one to the north of City View Street and one to the south. The lot to the north (3252 Harbor Ave) is undeveloped and was being used by GT Towing as an auto towing yard until the end of 2015 when GT Towing closed its business at this location. Currently there are no uses on this property other than a billboard sign that will be removed and a few stored cars that remain from GT Towing.

The lot to the south (3310 Harbor Ave) is improved with an older wood frame warehouse building (see photos included). The warehouse has been heavily remodeled over time and is in poor repair. It currently has three tenants. The primary tenant is a wine distributor on the main floor. The other two tenants occupy a small daylight basement portion which is accessed only from 29th Ave on the east side.

Site Constraints

The development sites have several constraints in their existing configuration. The existing two lots are small and irregular in shape, containing slightly over 12,000 sq ft each. The small size and irregular shape limit their redevelopment potential.

A second constraint is the adjacent Nucor Steel site and the Port of Seattle site further to the east. Activities of Nucor Steel and to a lesser extent the Port of Seattle east of the site consist of trains, semi trucks and tractor-trailers moving and hauling steel byproducts and slag. This operation often occurs throughout the day adjacent to the site and is typically noisy and dusty. This heavy industrial activity limits the redevelopment potential of both sites.

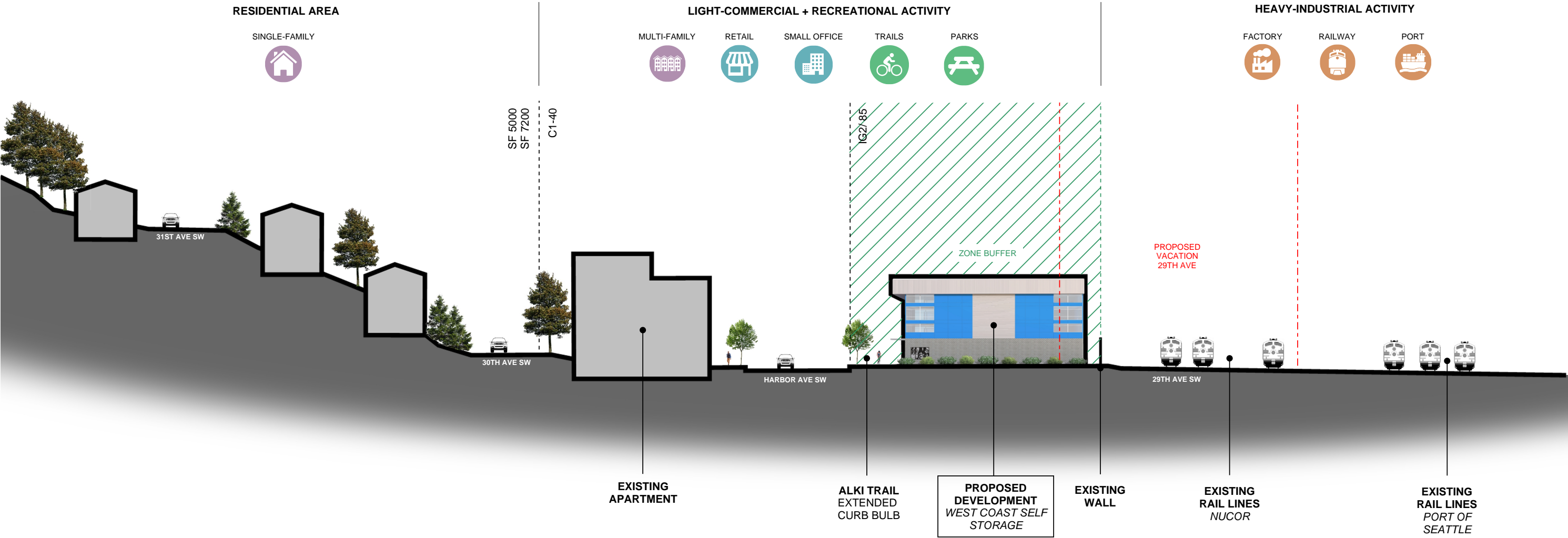
A third constraint is the grades. There is about 10' of grade separation from Harbor Ave to the 29th Ave ROW. In the existing conditions the Richter parcels would require significant retaining walls and street exceptions to be developed.

The use being proposed for this project is fully enclosed, secure self storage. Since a self storage building is not occupied in the traditional sense, this use on the sites fits well adjacent to the industrial activities described above. The use is supported by Nucor Steel for the same reason as it provides a transitional buffer to the more residential character of the neighborhood to the west of Harbor. See site section on page 21.

Why is the vacation requested

The project goal is to reconfigure the existing constrained sites into a more develop-able parcel and to provide Nucor Steel with the opportunity to own the land up to which their rail lines already extend. These sections of **City View St** and Harbor Ave were part of a prior street vacation request filed by the Port of Seattle in 1995/96. The vacation was approved by City Council but the conditions of approval were never fully satisfied before the Port withdrew their application. At that time the Port did, however, construct the rail lines for Bethlehem Steel as part of a larger Port expansion project at the time. Bethlehem Steel was the predecessor to Nucor Steel.

Reason for Vacation

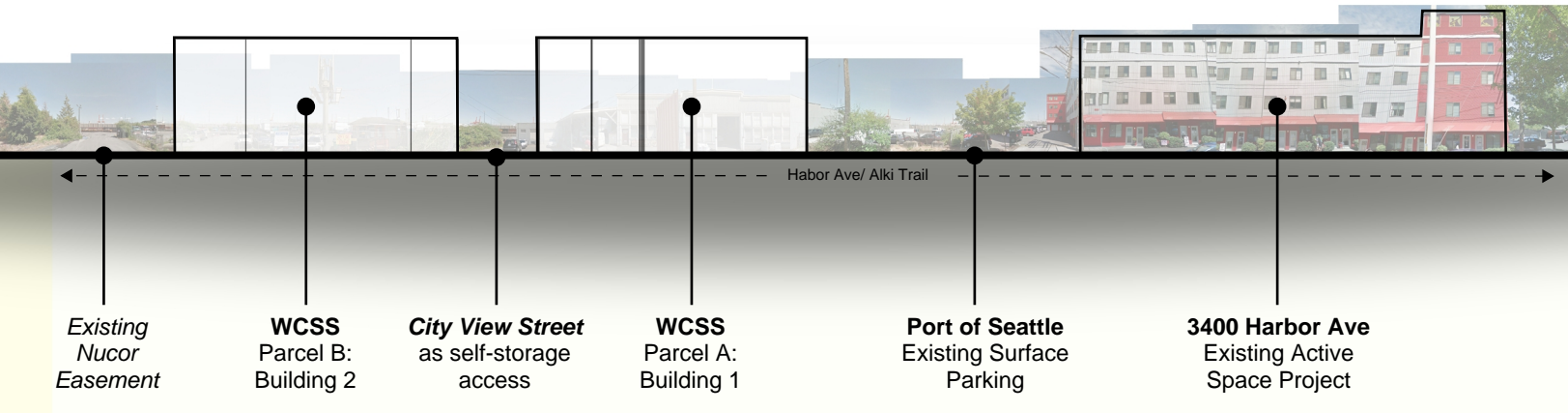


Reason for Vacation cont.

If there were no vacation

Without the vacation, these two small parcels will remain difficult to develop and might ultimately be developed with two smaller separate buildings. Due to the grades, inadequate drainage in **29th Ave** and the adjacent sloping ROW of **City View St**, a number of SDOT exceptions or variances would likely be requested in order to make future development feasible. The development being proposed is self storage. Alternative site plans have been explored for self storage on the separate private parcels under the assumption the street vacation did not occur. The two separated lot self storage concepts are considerably less appealing from a development perspective. A single building spanning across the street vacation would provide a better buffer between the heavy industrial use to the East and the quiet residential and commercial areas to the West, enhancing the local community, pedestrian experience along Alki Trail, and commercial activities. *Refer to figures to the left and site plan on pg 24.*

Without the vacation, the existing rail lines would remain and current operations would continue, given Nucor is able to secure permits to use ROW for rail lines. As previously mentioned, Nucor's interest is to correct the encroachment off their rail lines, hauling road, and fencing in the ROW and to own the land that their facilities are placed and essentially complete the process that the Port did not.

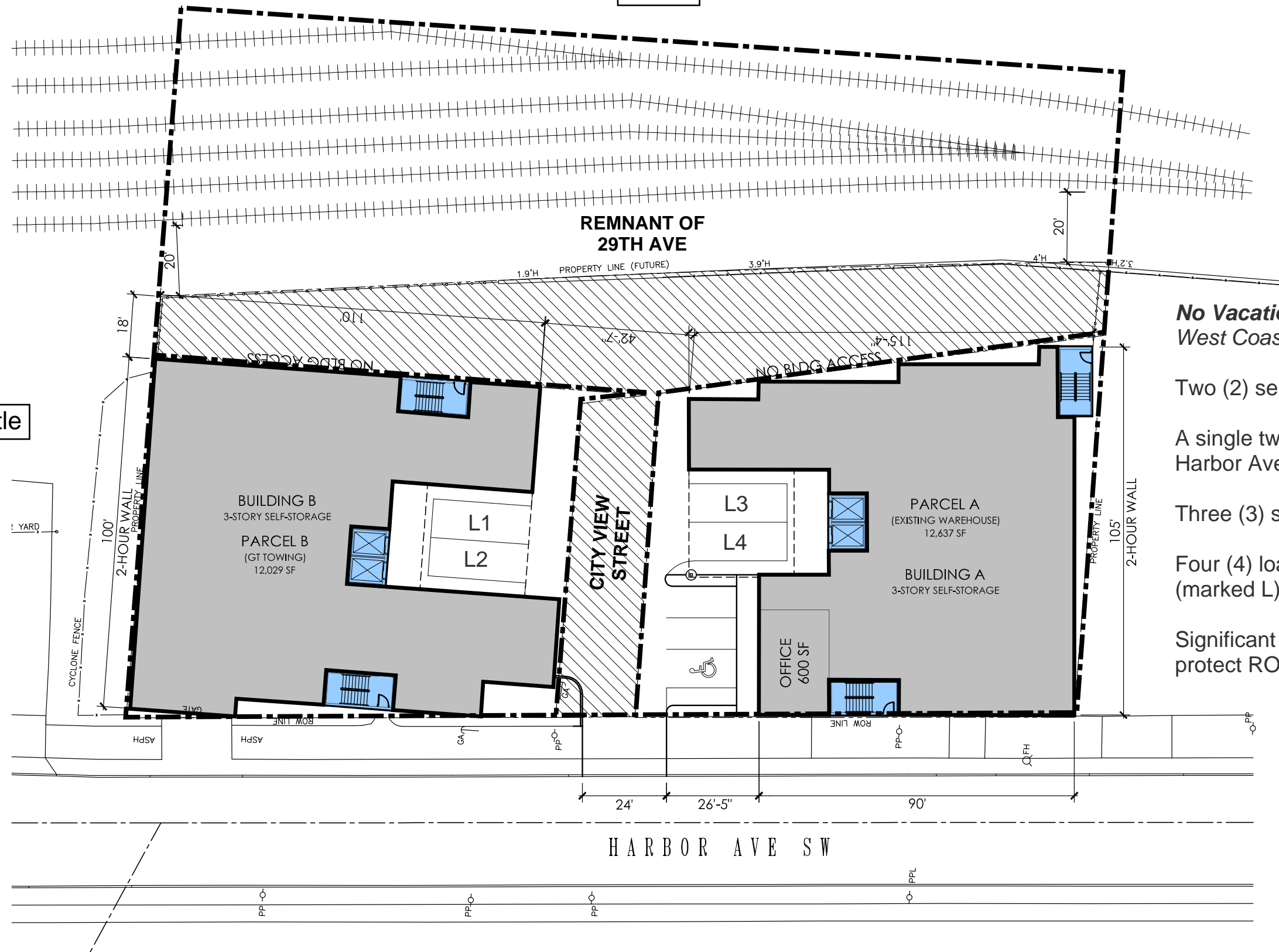


Port of Seattle

Nucor

Nucor

Nucor



No Vacation Option
West Coast Self Storage

Two (2) separate 3-story buildings (38')

A single two-way 24' curb cut on Harbor Ave

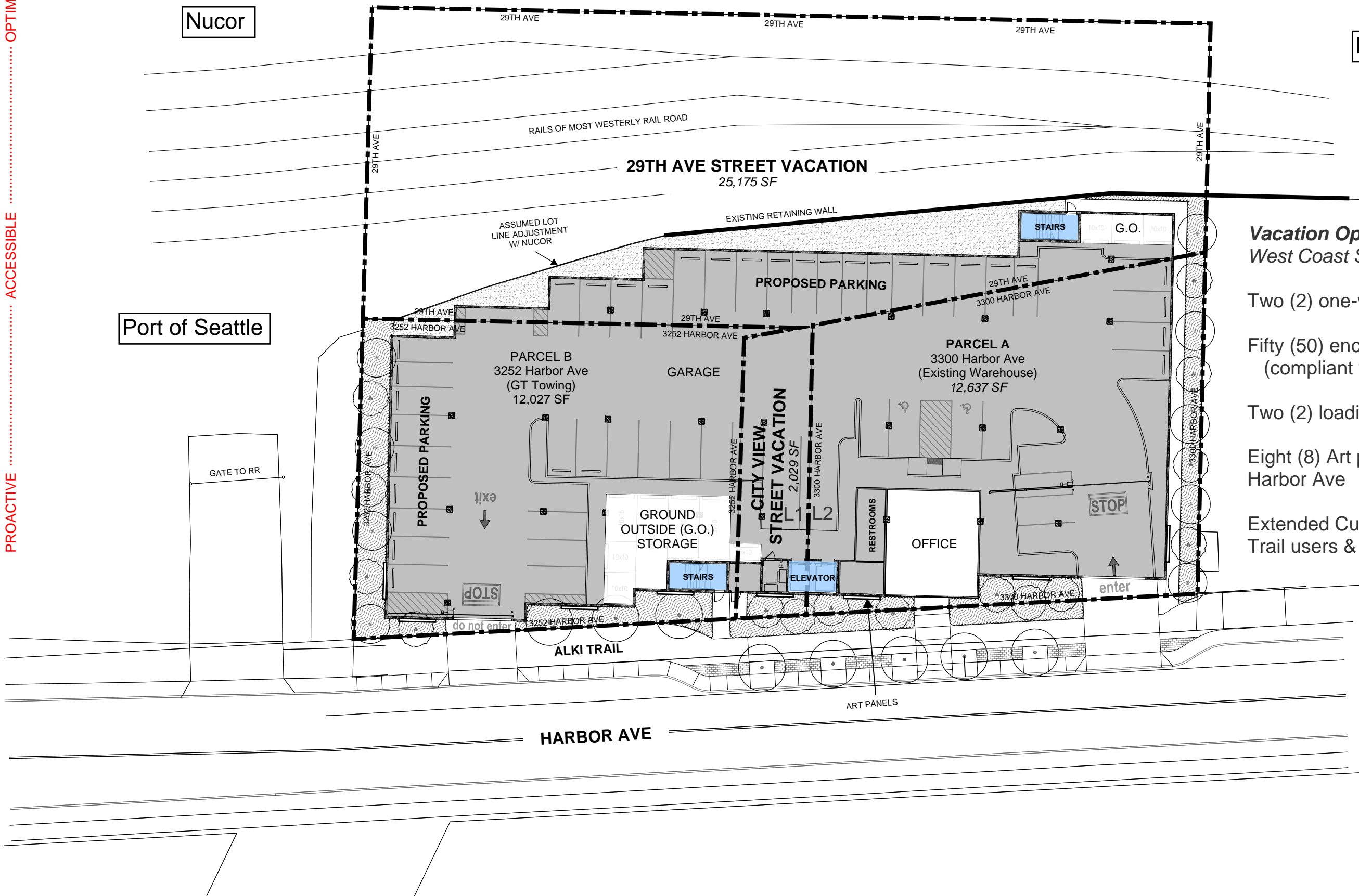
Three (3) surface parking spaces

Four (4) loading / unloading spaces (marked L)

Significant retaining walls required to protect ROW

Port of Seattle





- Vacation Option**
West Coast Self Storage
- Port of Seattle**
- Two (2) one-way 22' curb cut on Harbor Ave
 - Fifty (50) enclosed parking spaces total (compliant with 23.54.015, Chart A)
 - Two (2) loading / unloading spaces (marked L)
 - Eight (8) Art panels on the exterior facing Harbor Ave
 - Extended Curb Bulb to increase safety for Alki Trail users & Alki Trail alignment



Project Site

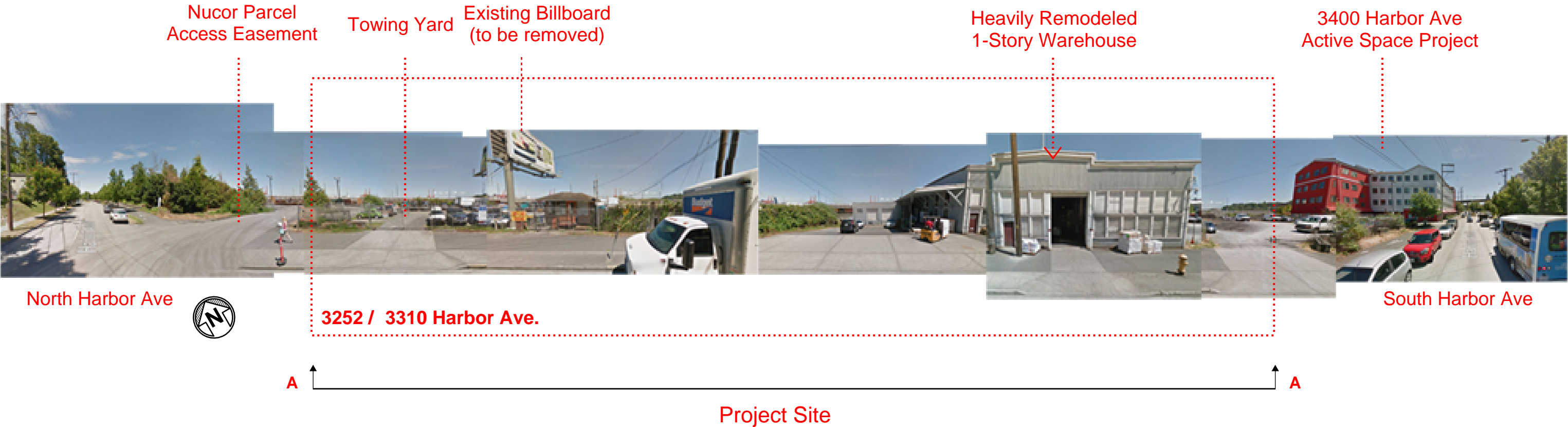
Describe the current conditions on the site and the existing uses. Provide specific project information. This should include a clear description of the project, including: the uses, dimensions, height, stories, parking spaces, etc in sufficient detail to understand how the site will be developed and how the project will function.

As described, the north site is a former towing services yard consisting of only a parking lot and a small shed/office. The south lot has an older warehouse in poor condition, and has a current tenant with a small wine distribution business. The towing yard, surface parking lot, and warehouse will be demolished as part of the proposed project. The site slopes down to the east with a delta of 10' 6" to the lowest point on the parcels at ±13.98 feet. Harbor Ave SW has 12' wide sidewalks and three existing curb cuts along the site frontage. Power lines on Harbor Ave SW

are located on the same side of the street as the proposed street vacation. Current vehicular access to both sites is from curb cuts on Harbor Ave SW. Views to Elliot Bay through the unimproved ROW are currently obstructed by a wall in the **29th Ave** street vacation, the Nucor rail yard and overgrown vegetation.

Project Goals

Provide a high quality, secure, self-storage facility that can support the community and enhance the user experience along Alki Trail by extending the curb in front of the property and introducing interesting art pieces as a public amenity for frequent trail users. Create architectural conditions for vibrant small scale commercial activity at street level.



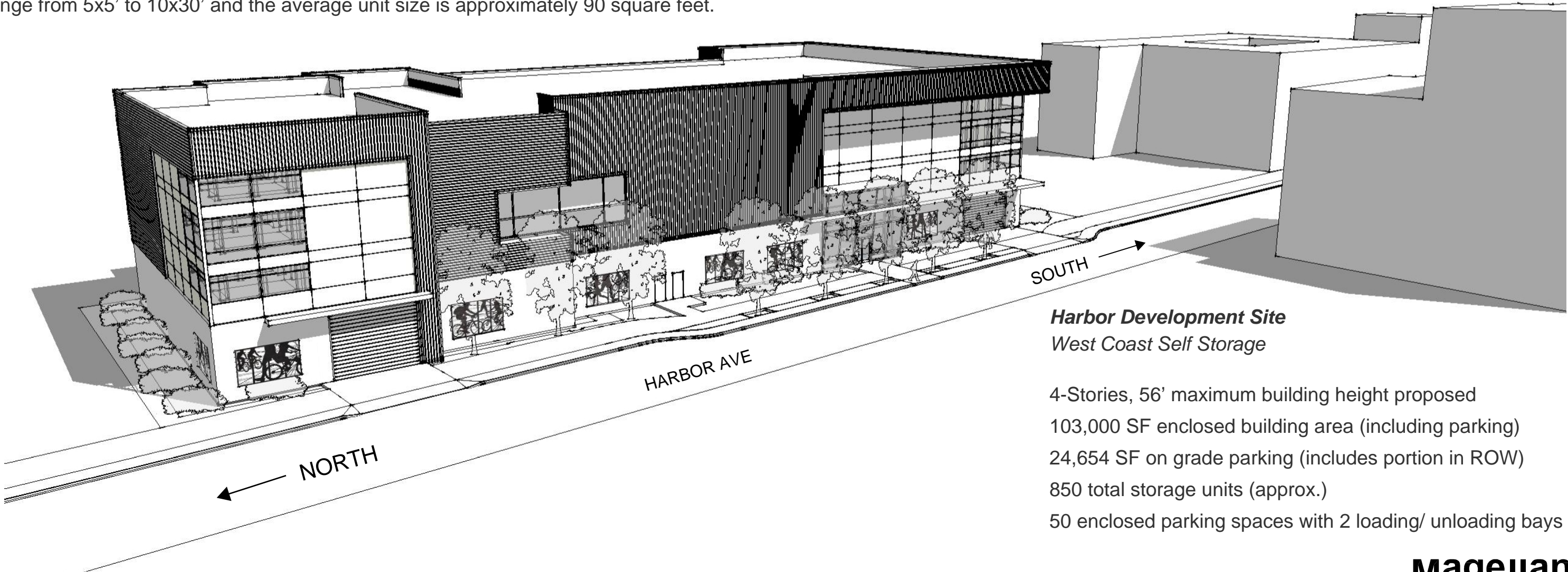
Project Description

The development proposal combines the two sites plus portions of the vacated right-of ways into a single development site: 3252 Harbor Ave SW (lot area of 12,079 SF) and 3310 Harbor Ave SW (lot area of 12,637 SF). The development proposal includes gross square footage of approximately 103,000 SF which includes the enclosed parking area on the first floor. The development proposal is for a single, four-story, self-storage building organized along Harbor Ave and the Alki Trail with **City View Street** ROW and a portion of the **29th Avenue** SW ROW that abuts the development sites on the east. Due to poor fill soils and liquefaction potential, the project will also require deep foundations. Nucor has no development plans or actions for the proposed portion of **29th Ave** vacation.

The proposed 4 story building contains approximately 850 storage units. The unit sizes range from 5x5' to 10x30' and the average unit size is approximately 90 square feet.

Business hours in the sales office are from 9:00am-5:00pm 7 days per week. Gate hours for existing tenants are longer at 7:00am to 7:00pm. The project is typically staffed with two employees.

Traffic associated with self storage is low. Self storage is typically one of the lowest traffic generators of all land uses. The Institute of Traffic Engineers (ITE) use category 151 describes self storage traffic generation. The manual has assigned a traffic generation factor of .15 peak hour AM trips and .26 peak hour PM trips per 1000 sq ft. The proposed project is 103,000 sq ft, therefore an AM peak of 15 cars/hour and a PM peak of 27 cars can be expected.



Other Land Use Actions:

Provide information about other land use actions, such as a rezone, Major Institution Master Plan, or administrative or Council conditional use, or review from the Landmarks Preservation Board, or any other special review. SDOT will need final recommendations resulting from these reviews when it becomes available.

Other Land Use Actions required for the West Coast Self Storage Project include:

- Petition Request (Has been Filed)
- Pre-Submittal Meeting (May 2015)
- Master Use Permit (application to be submitted upon completeness determination of the Street Vacation package)
- Environmental Critical Areas review /Steep Slope Relief Request/Street Improvement Exemption Request (included in Master Use Permit)
- SEPA review (to be submitted with Master Use Permit). Traffic analysis will be provided as part of SEPA.
- Lot Line Adjustment

Nucor has no development plans or actions.

Vacation Policies / Transportation Impacts

Describe the transportation impacts and address both the impacts from the loss of the right-of-way currently and in the future as well as the transportation impacts from the new development. Describe any impacts on the transportation system, which includes impacts to pedestrians, bicycles, transit and vehicles. Describe impacts to the street grid and development pattern in the area and open space value of the street right-of-way; address both current and future impacts. A traffic analysis will be required but you may submit the traffic analysis later in the process with any other required environmental documents.

“The City Council will not vacate a public right of way, even below grade, unless it determines that the potential development and use of the vested row would serve the public interest in a significant way. This project will serve the public by advancing specific goals in the City’s comprehensive plan and by adhering to the City’s alley vacation policies by providing open space, environmentally friendly features and other amenities that will attract pedestrians businesses and new residents to this emerging neighborhood. Specifically, the City will consider the public trust functions of the unimproved ROW , the land use impacts of the proposal and whether the vacation proposal provides a long term benefit for the public. Each of these components are analyzed below, as stated by the City’s alley vacation policies.

Public Trust

Vacations may be approved only if they do not result in negative effects on both the current and future needs for the City’s vehicular, bicycle, or pedestrian circulation systems or on access to private property, unless the negative effects can be mitigated.

I. Unimproved Streets and Alleys.

Existing and potential uses for unimproved rights-of-way will be identified during the review process. These uses include development of vehicular circulation and access, pedestrian uses such as pedestrian access to schools, public facilities, shorelines, open space uses, bicycle use and access to public spaces or parks or adjacent streets. All or a portion of the right-of-way may be retained for these or other purposes.

Public Trust Policy 1: Circulation and Access

A proposed vacation may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the land use policies adopted by the City Council Petitioner shall provide the City with information about the expected completed density of the project and the development potential of the property without the vacation. Such information should be provided as both the percentage increase in the development potential and the additional square footage added to the project. The Petitioner shall also provide the City with information as to how the project advances City planning goals and meets the zoning criteria in the area where the project is located.

In general, streets and alleys in the commercial area will be preserved in order to aid in the movement of goods and people, unless it can be demonstrated that the vacation meets another public purpose without jeopardizing the functioning of the commercial area and its compatibility with surrounding uses. Such petitions shall be reviewed according to the provisions of the Comprehensive Plan, particularly its land use, urban village, and transportation elements.”

Vacation Policies / Transportation Impacts

Discussion

The existing **City View Street** ROW and portion of **29th Ave SW** ROW are unimproved and have never been used as part of the public transportation system. These sections of ROW can be best described as orphan remnants of the original street grid as they do not extend in either direction beyond the limits of the proposed vacation. **City View St** is currently used as a private driveway access to the basement level of the existing warehouse building on 3310 Harbor Ave and **29th Ave SW** is primarily used as a parking lot for the warehouse. With the proposed vacations, there would be no change to the current street grid or transportation system as these sections of ROW are not in use. It is not realistic that either of these remnants, if left as is, would ever be connected or utilized as part of the city street system or infrastructure.

The proposed project is a self-storage project which is a low traffic use. If the ROW is vacated, portions of the project would be constructed in the unimproved **City View Street** ROW and a portion of **29th Ave SW** ROW that abuts the development sites. The easterly portion of **29th Ave** that is in use for the Nucor rail tracks will remain unchanged.

The new building would feature an extended curb bulb and art panels at street level along Alki Trail to enhance the streetscape of the Greater Duwamish neighborhood in support of neighborhood and city transportation goals.

The parking for the proposed project is interior with one way ingress/egress at the two curb cuts. This allows the project design to prioritize the street-scape on Harbor Ave SW for pedestrian-oriented street level use.

The parking will conform to the zoning requirements for the land use and location, (23.54.015, Chart A).

As stated, self-storage is a low traffic impact. The ITE Trip Generation Manual has classified self storage (use category #151) traffic as generating 0.15 peak am trips and 0.26 peak pm trips per/1,000 sq ft of rent-able space.

The Net rent-able area of the proposed project is 78,100, This project can be expected to generate the following:

AM Peak Hour $78.1K \times .15 = 12$ trips
 PM Peak Hour $78.1K \times .26 = 20$ trips

Historical data from existing, similar self-storage facilities would indicate actual traffic impacts to be well below these ITE values.

A formal traffic analysis will be submitted upon request.

Vacation Policies / Utility Impacts

During the City review of the proposed vacation, the Petitioner should work with the utilities that may be impacted by the vacation and develop a utility mitigation plan to address, in detail, how utilities impacts will be addressed. This plan must be completed before the petition proceeds to City Council review.

Policy 2 – Utilities: Rights-of-way which contain or are needed for future utility lines or facilities may be vacated only when the utility can be adequately protected with an easement, relocation, fee ownership or similar agreement satisfactory to the utility owner.

Public rights-of-way provide utilities with corridors for the efficient transportation and delivery of utility services to the public in the least costly manner possible. Utilities generally assess vacation petitions from an operational perspective in order to ensure that a vacation will not impair current service reliability and capacity levels nor limit the ability to expand services in the future. The growth of telecom utilities above and below ground, increased urban densities, and demand for undergrounding of utility facilities all place pressure on the value of public rights-of-way, particularly alleys, for future utility needs.

Guideline 2.1 Review of Petitions by Affected Utilities
Utilities will be given an opportunity to review the proposed vacation, to identify its existing and future interests in the right-of-way and to indicate what actions would be necessary to protect its interests. The Petitioner is responsible for working with the various utilities to identify and address the utility issues. The Petitioner bears the costs of addressing the utility issues relating to the vacation and shall ensure that the utility is in a similar position as prior to the vacation without a detriment to current or future utility services. Enhancement of utility services at the Petitioner’s expense shall not be required.

Guideline 2.2 Utility Conditions on Vacations
The City Council may impose conditions on vacations to assure continued service to the public in the most efficient, least costly manner possible.

Guideline 2.3 Utility Easement Provisions/Property Owners Risk and Responsibility

A. Easement agreements should clearly state the rights and responsibilities of each party.

B. Utilities may prohibit construction of buildings, structures, grading and filling, and other uses over or under their easements where such activities would inhibit operation of or prevent access to the utility facilities for maintenance and repair, or would cause extra cost or liability to the utility, or would affect the safety and integrity of those facilities.

C. Any costs for the repair of damages to the improvements placed on or over the utility easement by the property owner due to the utility maintenance repair or installation will be the express responsibility of the property owner.

- Discussion**
- The two existing power poles that are on our Harbor Ave frontage are not relocatable.
 - A ground mounted transformer to be located on subject property with an easement (1000 amp requirement). Note: OK to have one transformer to serve two buildings, with appropriate easements.

Vacation Policies / Utility Impacts cont.

- This would be a City Light secondary to north property to maintain rights.
- Tom Gravell is the SCL Customer Service Representative for this area.
206-386-1672

Note: High voltage lines require a 15’ Setback.

o Planter strip will be required as part of Street Improvement permit.

There is a 6" S.S. running east to west through the south parcel. This will most likely be maintained with the proposed future development.

In **29th Ave** there is one storm drain inlet and line that serves to drain the depressed portion of **29th Ave** between the existing warehouse and the existing retaining wall to the east. This drain line was constructed by the Port of Seattle in the 1990's as part of their expansion project which included a retaining wall and relocated rail lines. The proposed project includes filling the remaining low area of **29th Ave** to a grade roughly level with Harbor Ave (about 8’ max). This will allow storm runoff from the project to flow west toward Harbor Ave and allow the existing storm line to be abandoned. The applicant has been unable to locate any as-builts on this storm line either from the Port or from the City.

Electrical Utilities: Existing overhead electrical lines exist on Harbor Ave but not in City View or 29th Ave.

See Page 33 for diagram showing existing utilities in the ROW.

Vacation Policies / Land Use Impacts

Address the land use impacts; specifically address the increase in development potential attributable to the vacation. Provide specific information on the difference in the development of the site with or without a vacation. Address issues such as scale, building orientation, and access to the site that may be impacted by the vacation. Address neighborhood character and design issues and describe how your project fits into the specific neighborhood in which it is located. Discuss applicable Comprehensive Plan goals and other City and neighborhood land use and planning goals for the area.

Policy 4 –Land Use: A proposed vacation may be approved only when the increase in development potential that is attributable to the vacation would be consistent with the land use policies adopted by the City Council. The criteria considered for making individual vacation decisions will vary with the land use policies and regulations for the area in which the right-of-way is located. The City Council may place conditions on a vacation to mitigate negative land use effects. Vacations can affect the land use and development patterns in an area by adding to the develop-able land base, altering the local pattern of land division, and increasing the development potential on the vacated and abutting properties. These changes may allow development that is inconsistent with adopted land use policies and have a negative effect on the area of the proposed vacation and other rights-of-way. The Petitioner shall provide the City with information about the expected completed density of the project and the development potential of the property without a vacation. Such information should be provided as both the percentage increase in the development potential and the additional square footage added to the project. The Petitioner shall also provide the City with information as to how the project advances City planning goals and meets the zoning criteria in the area where the project is located. It is the obligation of the Petitioner to provide a justification for the vacation and to provide information on whether there are feasible alternatives that do not require a vacation.

Guideline 4.6 Zone Specific Review

Adopted City Land Use Policies to be used In addition to the general street vacation policies and guidelines contained in this document, the adopted City land use policies for the zone in which a vacation is located, will be used to determine whether or not the land use effects of each vacation are in the public interest. These include policies such as the Comprehensive Plan, particularly its land use, urban village, transportation and neighborhood elements. Vacations will be reviewed according to Land Use Policies as now constituted or hereafter amended.

Area Specific Guidelines

Guidelines related to various land use areas are stated below. They are provided in order to highlight special concerns related to each area. They shall be used to supplement the general provisions and guidelines of the Seattle Vacation Policies and other land use policies for protection of the public interest.

D. Commercial Areas

In general, streets and alleys in commercial areas will be preserved in order to aid in the movement of goods and people, unless it can be demonstrated that the vacation meets another important public purpose without jeopardizing the functioning of the commercial area and its compatibility with surrounding areas. Such petitions shall be reviewed according to the provisions of the Comprehensive Plan, particularly its land use, urban village, and transportation elements. Access to off-street loading and parking areas and the continuity of street fronts, particularly in areas with pedestrian activity will be preserved.”

Vacation Policies / Land Use Impacts cont.

Discussion

Site with or without a vacation

The proposed vacation proposes to enhance Harbor Ave SW with an art panel installation, titled "Motion," at street level. These panels will display motion from the activities from Alki Trail. As a result, the vacation will help enhance the passerby experience at a street level.

Scale, building orientation, and access to the site

The development proposal creates opportunities for human scale massing and commercial activity at street level. The scale of the building massing is informed by the scale found west and south on Harbor Ave and the heights are in scale with current and future development and property zoning.

The street level commercial use will incorporate art panels and landscape to create a framework for activity nodes at street level. Art themes will include the West Seattle experience of various modes of motion along the trail. The street level commercial spaces have good transparency with entrances visible from and oriented to the street with opportunities for interaction with sidewalk activity (biking, walking, etc.)

West Coast has developed several site plans for the property as well as an option that does not include the street vacation. In the event the streets are not vacated, West Coast would pursue a project consisting of two separate smaller 4 story buildings on the two existing lots without encroaching on the existing ROW. Each building would be compliant with zoning (setbacks, FAR, landscape parking etc). In this case there would be no public benefit requirement or vacation fee required.

Nucor, in the event there is no vacation, would likely pursue permits to permanently use the 29th St ROW for its existing rail lines, haul roads, security fencing, etc.

Vacation Policies / Public Benefit

Provide a discussion of the public benefit proposal including how the public benefit proposal serves the general public. Include an itemized list that provides a detailed description of each element of the proposed public benefit. Benefits must be long term and must serve the general public not merely the users of the development. The public benefit must be benefits that are not required by the land use code or other regulations and for which no other development credit is sought.

Policy 5 – Public Benefit.

- A. A vacation petition shall include a public benefit proposal. The concept of providing a public benefit is derived from the nature of street right-of-way. Right-of-way is dedicated for use by the general public in perpetuity whether or not a public purpose can be currently identified. The City acts as a trustee for the public in its administration of rights-of-way. Case law requires that in each vacation there must be an element of public use or benefit, and a vacation cannot be granted solely for a private use or benefit. Therefore, before this public asset can be vacated to a private party, there must be a benefit that accrues to the general public.*
- B. Proposed vacations may be approved only when they provide a long-term public benefit. Vacations will not be approved to achieve short-term public benefits or for the sole benefit of individuals. The following do not constitute a public benefit: Mitigation of the adverse effects of a vacation; Meeting code requirements for development; Paying the required vacation fee; Facilitating economic activity; or Providing a public, governmental or educational service; while the nature of the project is a factor in determining the adequacy of a public benefit proposal, it does not in and of itself constitute an adequate public benefit.*

Discussion

Consistent with SDOT criteria for the approval of street vacations, a targeted range of improvements are intended to provide long term public benefits. The public benefits associated with the street vacation focus on minimizing impact on the pedestrian and vehicular circulation in the neighborhood and on public art along the Alki Trail, improving the overall project in a manner consistent with goals

identified in the Greater Duwamish Neighborhood Plan and the Comprehensive Plan. For a more detailed discussion regarding neighborhood/city plans, refer to pages 56-58.

The proposed public benefit consists of two components. One component is the proposed reconstruction of the curb, sidewalk, and portion of Alki Trail in the ROW in front of our property. The reconstruction allows for Alki trail improvements by adjusting the trail alignment slightly to the west so it can avoid fixed objects currently in the trail path such as power poles and hydrants. Currently, the trail in front of the property is rather cluttered due to these fixed objects. We noticed that this same concept is repeated in front of the Active Space development just to the South of our property. See *Extended Curb Bulb details* (p. 37-39).

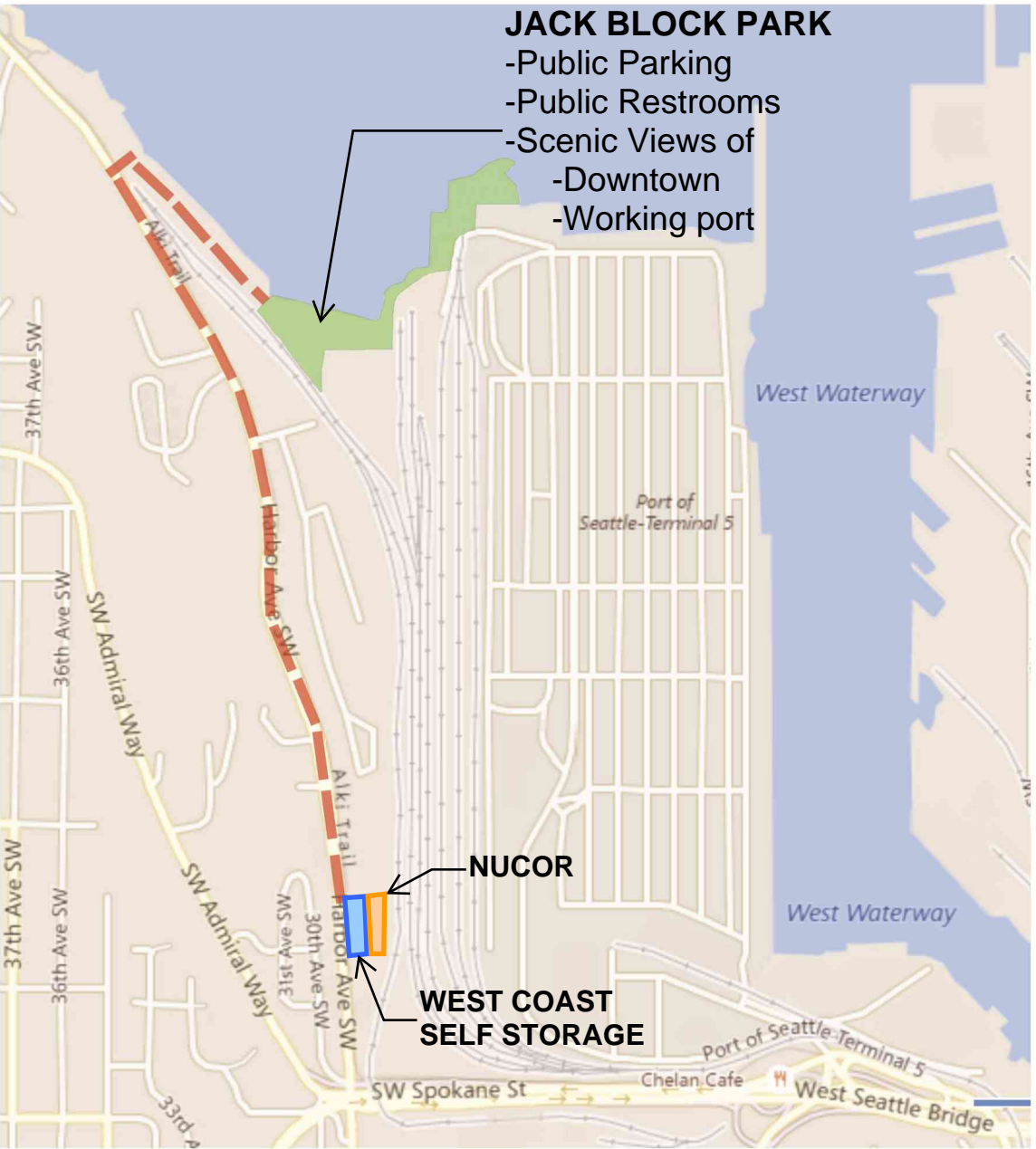
The second component will be a series of art panels, titled "Motion," that will be installed at street level along Harbor Ave SW to create a pedestrian-oriented facade. The panels will be designed by Jennifer Weddermann, AIA, LEED AP Weddermann Architecture. Jennifer specializes in steel sculptures and CAD designed laser cut steel. Her work is prominent in the Seattle and Tacoma area and is often seen as art incorporated into or on buildings. The theme of the art is "motion" to capture the culture and activities of Alki Trail. Possible themes could include people in motion using various modes along the trail. Other themes could reflect the unique character of the West Seattle waterfront and history. See *installation details* (p. 40).

The public benefit as proposed takes place along the frontage of Harbor Ave. We feel this trail/pedestrian corridor is heavily used yet under improved in this location and the public benefits most from enhancements along this frontage. Since Nucor has no frontage to any developed public ROW in the vicinity and is not proposing any development, they are not proposing a separate "Nucor only" public benefit. Nucor will be participating in the cost of improvements that are made along the property frontage. We feel this scenario offers the best overall public benefit.

The cost of the Public Benefit is about \$75,000 for the proposed art in the building and \$120,000 for the Alki Trail improvements. (\$195,000 total)

JACK BLOCK PARK

Vacation Policies / Public Benefit



- JACK BLOCK PARK**
- Public Parking
 - Public Restrooms
 - Scenic Views of
 - Downtown
 - Working port

NUCOR

WEST COAST
SELF STORAGE



12 MIN



5 MIN

1.1 MILES FROM WEST COAST SELF STORAGE SITE TO JACK BLOCK PARK.



The Alki trail is a multiuse trail that loops around Alki point in West Seattle. The trail is about 5 miles in length and passes in front of the subject properties.

The 15 acre Jack Block Park is about 1 mile north of the subject properties is a popular staging area and stopping point along the trail.

Public amenities at the park include:

- Walking paths
- Walking Pier
- 45 foot high Observation Tower
- Children's Play Area
- Views of Terminal 5 operations, Seattle Skyline, Mt. Rainier
- Benches, restrooms, parking
- Hours: 6:00 a.m. to 9:00 p.m.

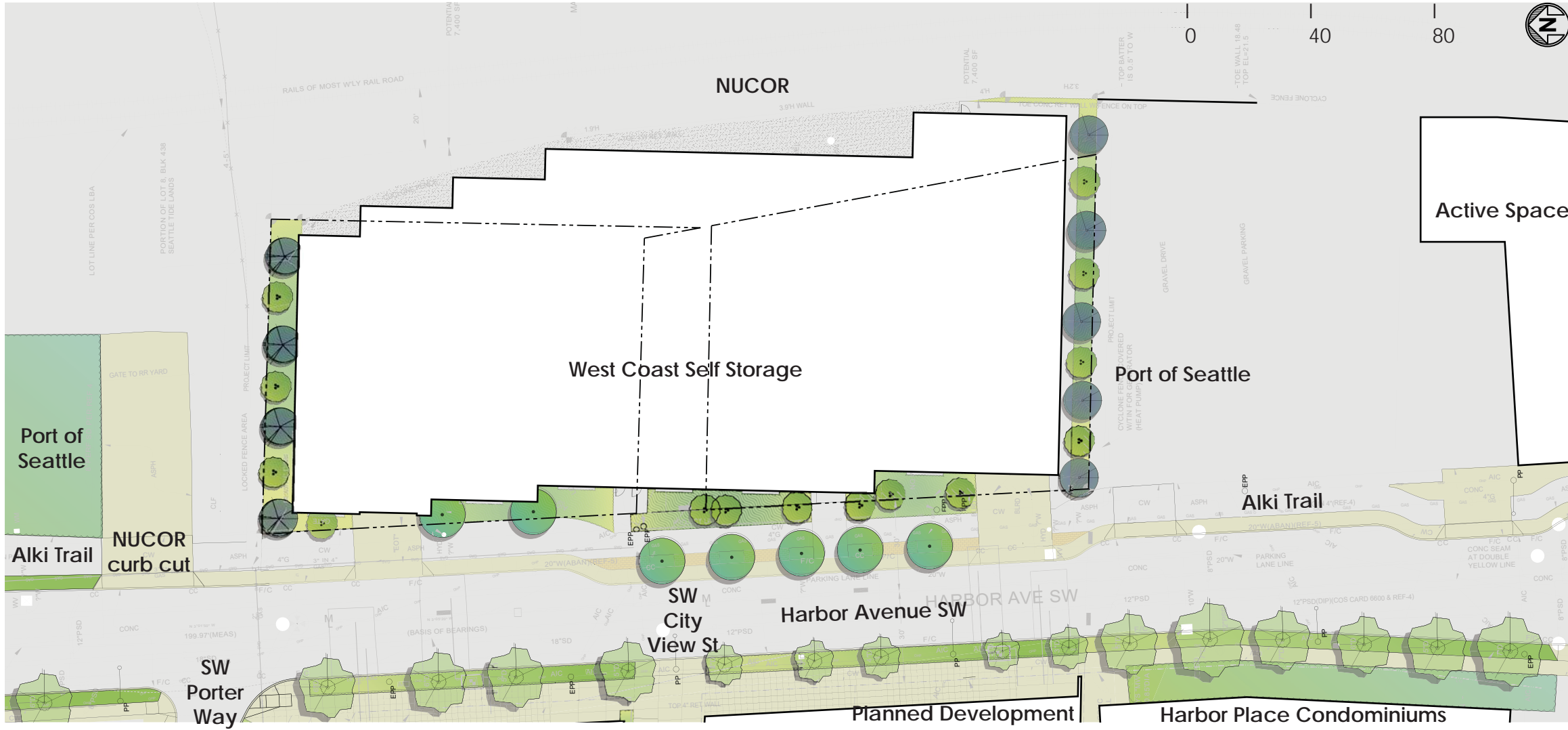
Complimentary Public Benefit:

The public amenities at Jack Block Park are excellent in terms of city views, port views and access to the waterfront. Additionally the restrooms, tables, benches, parking, bike racks, etc. provide an excellent stopping point for bikers and the public in general. Because these high quality amenities are nearby and convenient to the the trail, we did not want to compete with the the park, but rather provide other ways to complement the trail experience for our public benefit. This is one of the reasons we selected the the trail improvements and art panels shown later in this packet as the public benefit.

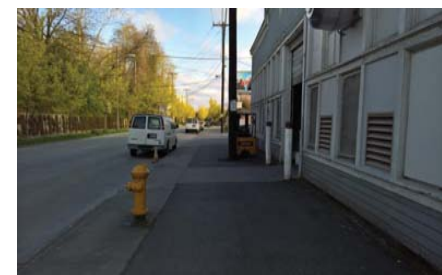
Magellan
ARCHITECTS
© 2016 MAGELLAN ASSOCIATES PLLC

CONTEXT

Vacation Policies / Public Benefit



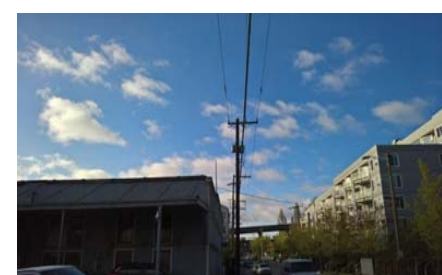
WCSS frontage - looking north



WCSS frontage - looking north



WCSS frontage - looking north



Overhead power lines



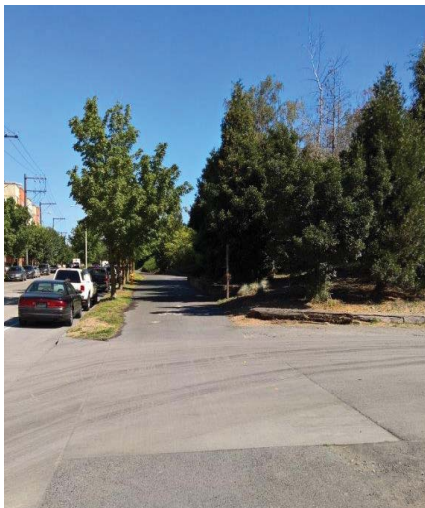
Looking south at Nucor curb cut with slag truck entering



Looking North along Active Space



Looking north along WCSS frontage w Nucor slag truck entering



Looking north at WCSS north boundary

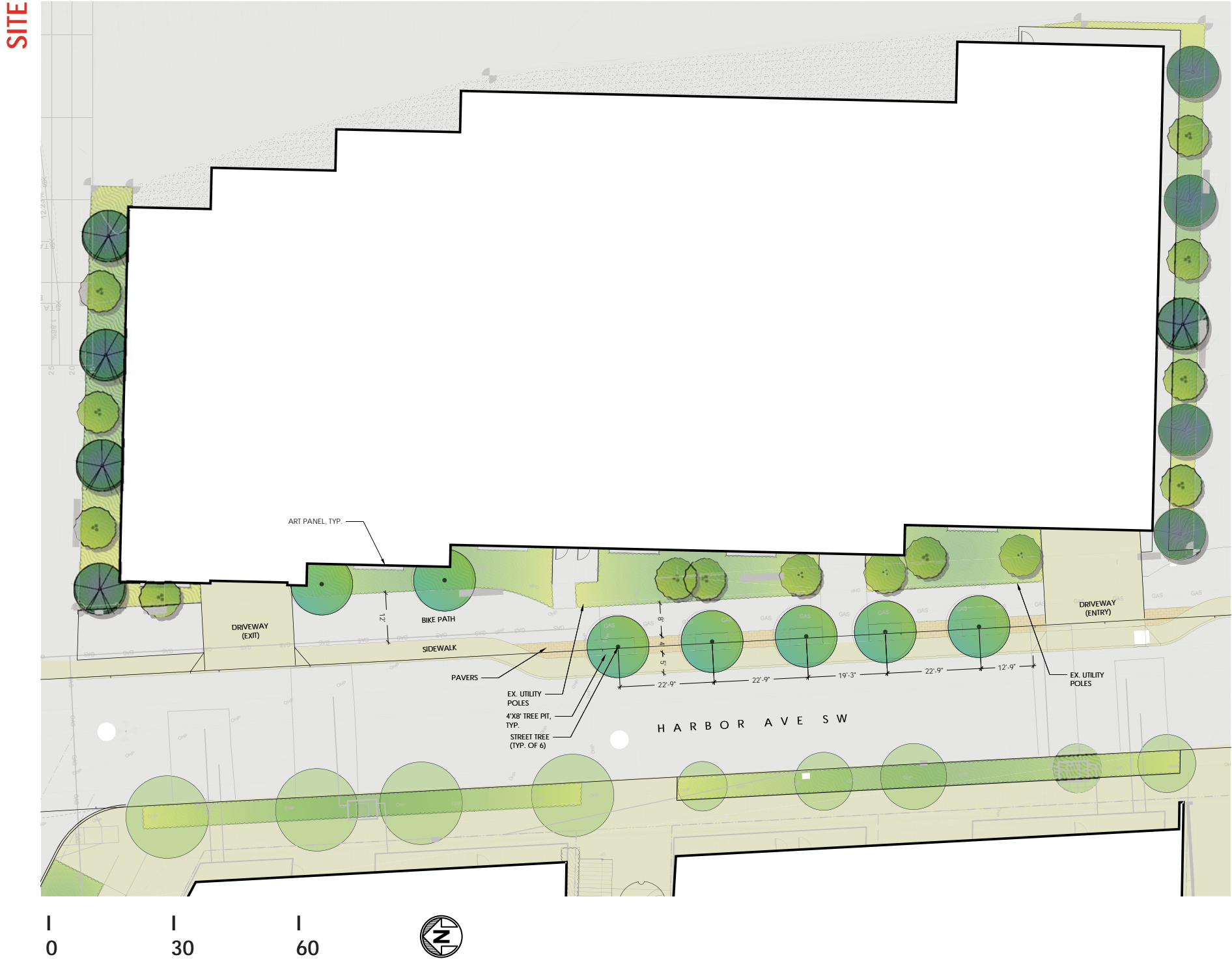


Trail north of the Nucor curb cut



Trail in front of Port owned lot

Vacation Policies / Public Benefit



MATERIALS AND FINISHES

SYMBOL	DESCRIPTION
	PER COS STD PLAN 420 WITH THE FOLLOWING EXCEPTIONS: - SAND-COATED EXP. JOINTS, DEEP TOOLED SCORE JOINTS - LIGHT SANDBLAST FINISH - SCORING PER PLAN
	ASPHALT BIKE PATH
	PERMEABLE PAVERS

NOTES

1. ALL PLANTING AREAS TO RECEIVE 2" OF MULCH.
2. AT GRADE LANDSCAPING AREAS SHALL CONTAIN AT LEAST EIGHT INCHES OF TOPSOIL AT FINISH GRADE. PLANTING SOIL TO BE AMENDED PER COS 2011 STANDARD PLAN #142
4. SHRUBS WITHIN ROW SHALL BE 30" HT. MAX, 24" MAX HT WITHIN 30' FROM INTERSECTION
5. ALL NEW PLANTING AREAS TO INCLUDE IN-GROUND AUTOMATIC IRRIGATION SYSTEM.
6. STREET TREES TO BE INSTALLED PER COS STD PLAN 100A.

PLANTING SCHEDULE

SYMBOL	BOTANICAL NAME/ COMMON NAME
--------	-----------------------------

PROPOSED STREET TREES:

HARBOR AVE SW
NYSSA SYLVATICA 'HAYMANRED'/ RED RAGE TUPELO *

ON-SITE TREES

ACER CIRCINATUM / VINE MAPLE
 PINUS NIGRA/ AUSTRIAN PINE

SYMBOL	BOTANICAL NAME/ COMMON NAME
--------	-----------------------------

SHRUBS & PERENNIALS

ASTILBE X ARENDsii 'DEUTSCHLAND'/ASTILBE *
ASTILBE X ARENDsii 'RHEINLAND'/ASTILBE *
HYDRANGEA QUERCIFOLIA 'PEE WEE' / PEE WEE OAK LEAF HYDRANGEA
LIRIOPE MUSCARI / LILYTURF *
LONICERA PILEATA / BOXLEAF HONEYSUCKLE *
SPIRAEA X BUMALDA 'ANTHONY WATERER' / ANTHONY WATERER SPIREA *
VIBURNUM DAVIDII / DAVID'S VIBURNUM *
FRAGARIA CHIOLENSIS/ COASTAL STRAWBERRY *
CORNUS STOLONIFERA 'KELSEYII'/ KELSEY'S DOGWOOD
MAHONIA NERVOSA / LOW OREGON GRAPE
POLYSTICHUM MUNITUM / SWORD FERN
GAULTHERIA SHALLON/ SALAL

TREES



Nyssa sylvatica
Tupelo

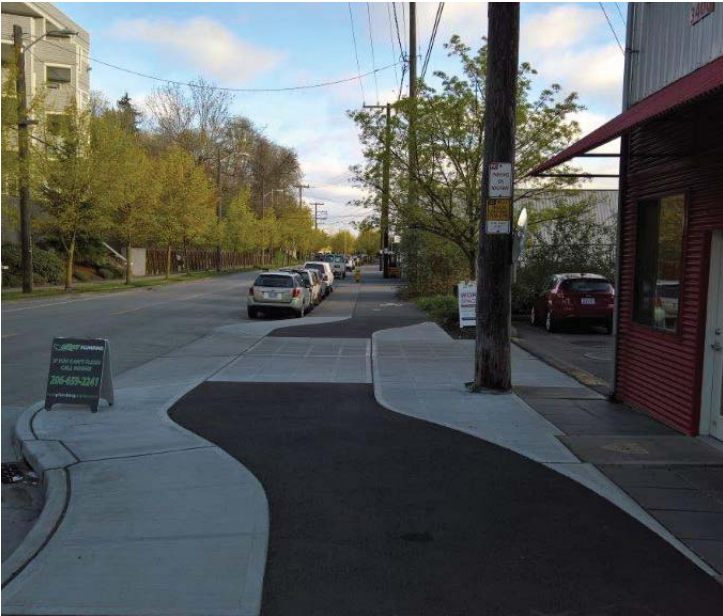
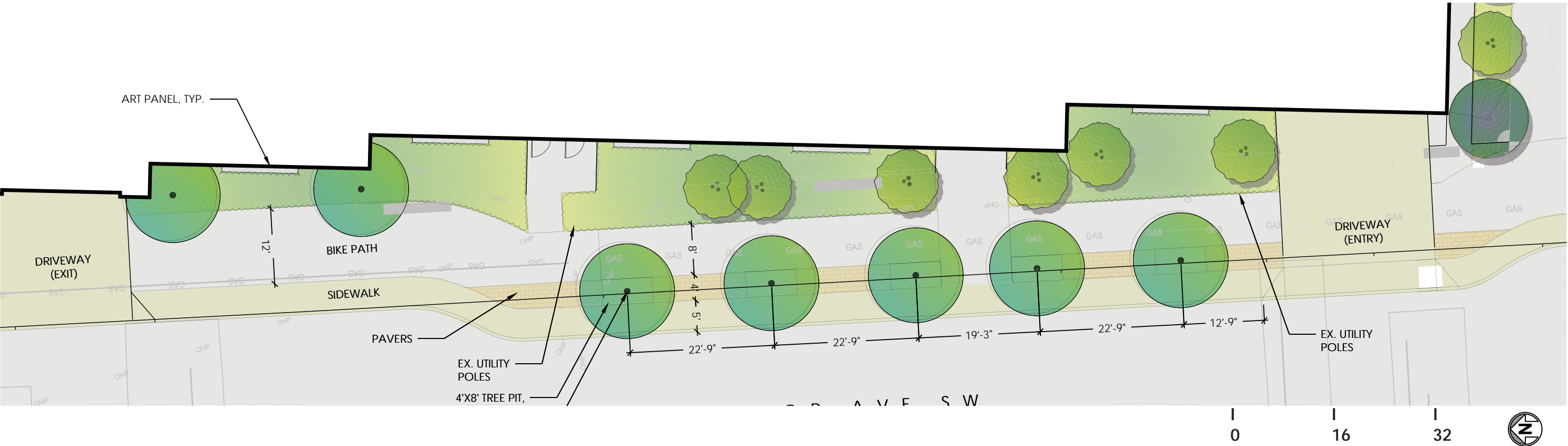


Acer circinatum
Vine Maple



Pinus nigra
Austrian Pine

Vacation Policies / Public Benefit



Curb bulbs, crossings, sidewalks in concrete (ActiveSpace)



Permeable pavers with street trees



Generous landscape back of sidewalk

Discussion cont.

As previously described, the second component is the artwork in the form of artistic steel grills incorporated into the building and depicting scenes relevant to the Alki Trail. The proposed art panels take a culturally neutral approach in promotion of health and exercise for all residents and visitors to appreciate and enjoy. See artist's statement:

“Motion” is inspired by the many different forms of people moving along the Alki Trail: kids and adults, biking and running, for fitness and fun, all joined by the pleasure in moving their human bodies. The elements of human figures and bicycles are joined by oversized silhouettes of bicycle spokes, which weave through the elements.



Street view with Art Panel Installation



Proposed "Motion" Art Panels



Public Benefit Matrix

A number of factors will be considered in balancing your public benefit proposal with the public interest, provide a matrix that includes:

Zoning designation:

IG2 U85 (Industrial)

Street classification:

City View and 29th Ave are unimproved Rights-Of-Way.

Assessed values of adjacent property (based on King County Assessor’s Office data):

Parcels included in the development proposal (zoned Industrial):
3310 Harbor Ave (APN 798740-0005) \$216,300/12,021sq ft = \$18/Sq Ft
3252 Harbor Ave (APN 719280-0050) \$218,500/12,000sq ft = \$18/Sq Ft

Adjacent Parcels:

To the North (zoned Industrial):
(APN 766670-4010) Vacant Port owned/1,119,492sq ft/tax exempt

To the East: (zoned Industrial):
(APN 766670-4040) Vacant/Nucor owned/\$4,094,100/255,883sq ft = 16/sq ft

To the West (zoned Commercial C1-40):
3303 Harbor Ave (APN 798740-0200) Vacant/CRE Harbor Ave, LLC/\$317,200/7,050sq ft = \$45/sq ft

3303 Harbor Ave (APN 798740-0190) Vacant/CRE Harbor Ave, LLC/\$211,500/4,700sq ft = \$45/sq ft

3257 Harbor Ave (APN 719280-0120) Vacant/CRE Harbor Ave, LLC/\$480,800/10,686sq ft = \$45/sq ft

To the South (zoned Industrial):
(APN 798740-0020) Vacant Port owned/10,934sq ft/tax exempt

Lease rates in the vicinity for similar self storage projects per SF:
There are several self storage properties in the West Seattle market area. West Coast Self Storage has surveyed the rental rates in the market and found that the net income per sq ft ranges from \$.70 - \$.76 per month per gross sq ft. The rental rates from the proposed project will be similar to the market averages and is forecast to be \$.75 per gross sq ft.

Note; Self storage units are rented on a month to month basis and there are no long term leases.

Size of project in SF (Building is proposed on both 3310 and 3352 Harbor Ave development sites and the vacated ROW):

Project Total: 103,000 (gross building area)
Parking: 50 spaces + 2 loading bays (parking is inside building)

Size of area to be vacated:
City View area = 2,029 sq ft .
29th Ave area = 25,175 sq ft
Combined area = 27,204 sq ft

Itemized Public Benefit List

The Public Benefit consists of both offsite and onsite improvements. The offsite improvements are the reconstruction of the majority of the project frontage ROW to improve the Alki Trail and make it safer, easier to navigate, and more enjoyable. The onsite improvements also benefit the trail experience in the form of art panels incorporated into the building frontage at the pedestrian level along the trail. A more detailed list follows:

Offsite Public Benefits:

- 1. Create approximately 200 linear feet new extended Curb Bulb along Harbor Avenue to improve safety, aesthetics of trail, including:
 - a. New 4' planter strip separating the trail from Harbor Ave. traffic, *(not required)*.
 - b. New planter strip along east side of trail, *(not required)*.
 - c. 5 new street trees in planter strip along west side of trail, *(not required)*.
- 2. Reconstruct property frontage to widen the Alki Trail to 8'-12' and adjust the alignment to route around existing power poles. (Note: existing power poles are not relocatable and power lines cannot be rerouted underground), *(not required)*.
- 3. Construct driveway at each curb cut out of distinguishing patterns and materials to enhance awareness of cross traffic across trail, *(not required)*.
- 4. Construct new curb gutter and 5' sidewalk along entire frontage, *(not required)*.
- 5. Relocate existing public hydrant out of trail.

Onsite Public Benefits:

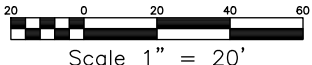
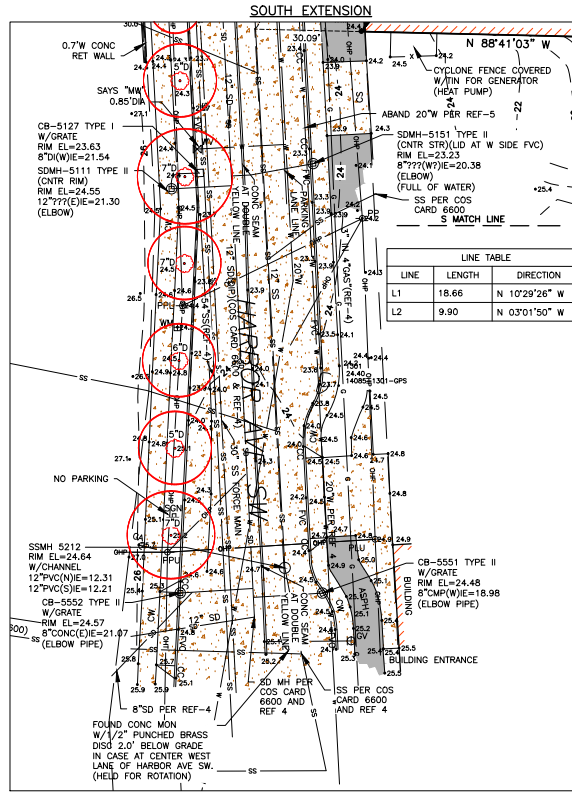
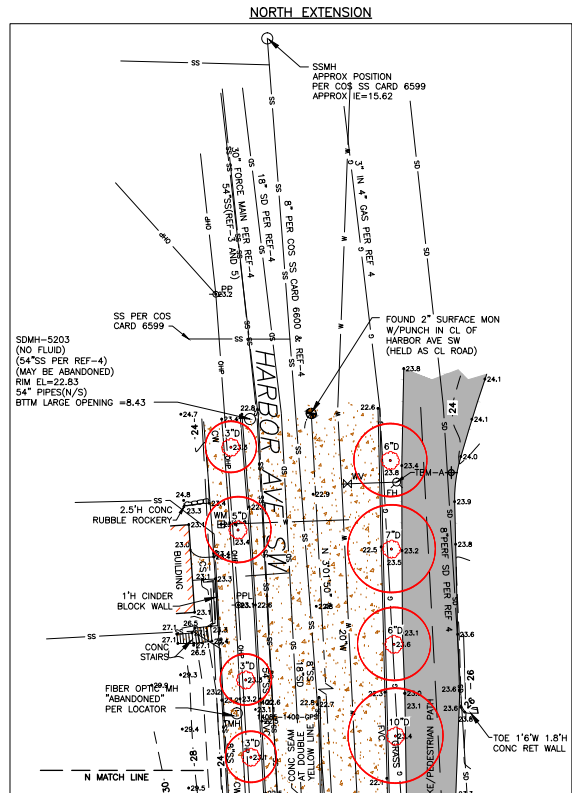
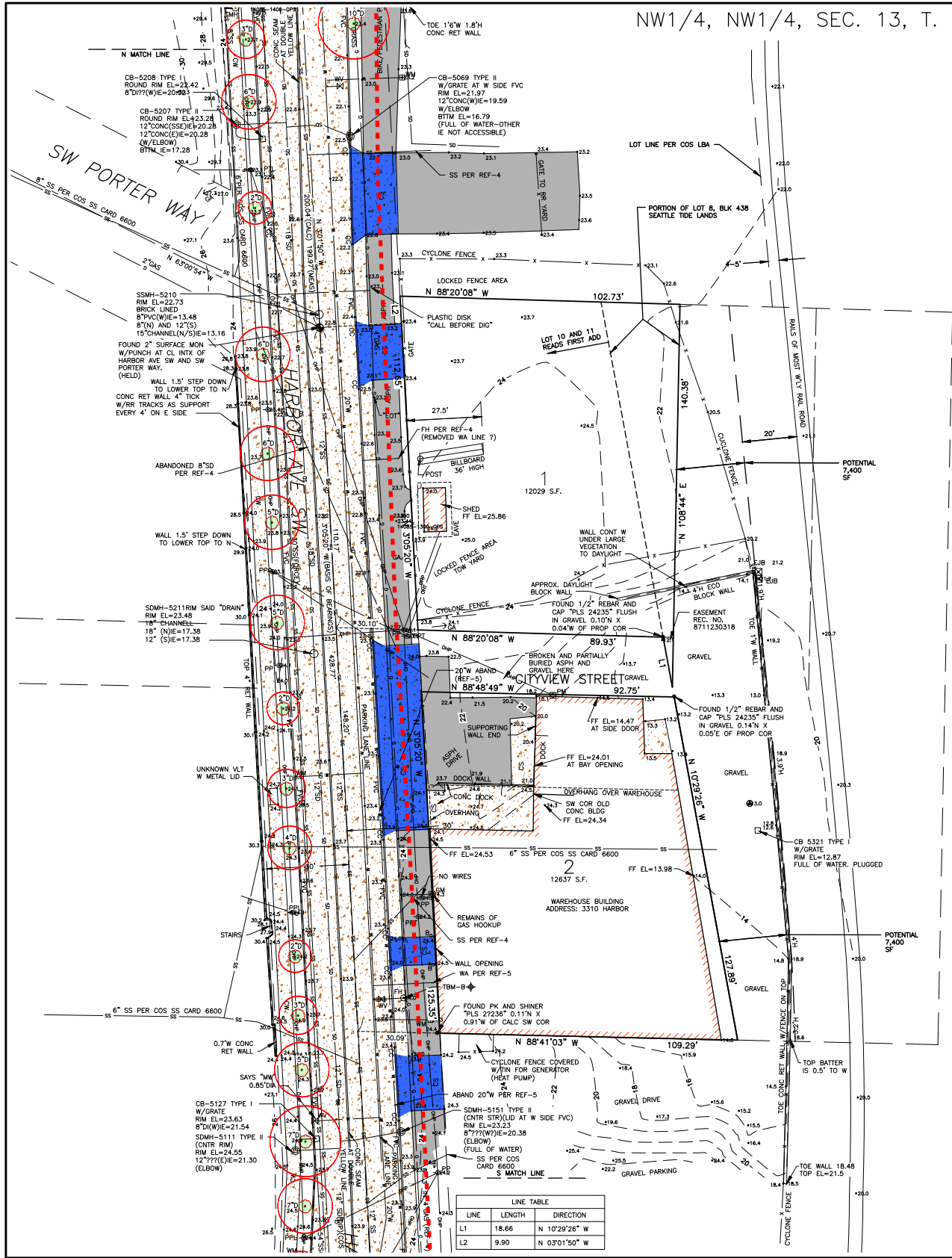
- 1. Incorporate eight large (8'x12') commissioned art panels at pedestrian level along building frontage consisting of laser cut steel grills depicting active scenes consistent with trail activities, (biking, jogging, etc.) See page 38 for artist statement, *(not required)*.
- 2. Incorporate architectural lighting along building to illuminate trail along building frontage, *(not required)*.

SITE MAPS

P. 44

8383 158TH AVE NE #280 • REDMOND, WA 98052 • 425.885.4300 • MAGELLANARCHITECTS.COM





MERIDIAN
WA STATE PLANE COORDINATE SYSTEM-NORTH ZONE
MAD 83(2011)
PER FAST STATIC GPS OBSERVATIONS AND OPUS SOLUTION.
DATUM
NAVD 88
CONTOUR INTERVAL = 2'
EQUIPMENT AND PROCEDURES
A 5" ELECTRONIC TOTAL STATION WAS USED FOR THIS FIELD TRAVERSE SURVEY. ACCURACY MEETS OR EXCEEDS W.A.C. 332-130-090.
BENCHMARKS
ORIGINAL BM: WGS SURVEY CONTROL POINT 3727-2004.
2" DOMED BRASS CAP "CITY OF SEATTLE SURVEY 3727-2004" IN WEST SIDE HARBOR AVE SW 0.4' FROM BACK WALK 7' N OF NE COR. VERGE CONDS #3213
ELEV. = 22.66'
TBM - A: CENTER CAP BOLT OF FIRE HYDRANT AT E SIDE HARBOR AVE SW. 170' NLY OF NW SITE COR. ELEV. = 26.04'
TBM - B: CENTER CAP BOLT OF FIRE HYDRANT AT E SIDE HARBOR AVE SW. 18' NELY OF SW SITE COR. ELEV. = 27.16'
GENERAL NOTES
1. THE INFORMATION DEPICTED ON THIS MAP REPRESENTS THE RESULTS OF A SURVEY MADE ON THE DATE INDICATED AND CAN ONLY BE CONSIDERED AS INDICATING THE GENERAL CONDITION EXISTING AT THAT TIME.
2. UNDERGROUND UTILITIES WERE LOCATED BASED ON THE SURFACE EVIDENCE OF UTILITIES (I.E. PAINT MARKS, SAW CUTS IN PAVEMENT, COVERS, LIDS ETC.) THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.
3. THIS MAP DOES NOT PURPORT TO SHOW EASEMENTS OF RECORD, IF ANY.
4. NO PROPERTY CORNERS WERE SET IN CONJUNCTION WITH THIS SURVEY.
LEGAL DESCRIPTION
PARCEL 1
LOTS 10 AND 11 IN BLOCK 1 OF READ'S FIRST ADDITION TO THE CITY OF SEATTLE AS PER PLAT RECORDED IN VOL 16 OF PLATS, PAGES 88-89 IN KING COUNTY, WASHINGTON;
TOGETHER WITH THAT PORTION OF LOT 8 IN BLOCK 438 OF SEATTLE TIDE LANDS, LYING EASTERLY OF SAID LOTS 10 AND 11.
PARCEL 2
LOT 1 THROUGH 5 OF BLOCK 1, STEEL WORKS ADDITION TO WEST SEATTLE AS PER PLAT RECORDED IN VOLUME 12 OF PLATS, PAGE 5 IN KING COUNTY, WASHINGTON.

- REFERENCES**
1. READ'S FIRST ADDITION TO THE CITY OF SEATTLE AS PER PLAT RECORDED IN VOL 16 OF PLATS, PGS. 88-89 IN KING COUNTY, WA.
 2. STEEL WORKS ADDITION TO WEST SEATTLE AS PER PLAT RECORDED IN VOLUME 12 OF PLATS, PAGE 5 IN KING COUNTY, WA.
 3. RECORD OF SURVEY AS RECORDED UNDER RECORDING NO. 20120103900004 IN VOL 285 OF SURVEYS, PG. 112 IN KING COUNTY, WA.
 4. COS AB SEWER AND DRAINAGE PLAN 774-103 PAGES 23-24 OF 43.
 5. COS AB WATER PLAN 774-103 PAGE 29 OF 43.
 6. COS SEWER DATA CARD NO. 6600.
 7. COS SEWER DATA CARD NO. 6599.

- LEGEND:**
- B BOLLARD
 - CC CURB CUT
 - CB CATCH BASIN
 - CS CONC SLAB
 - EWB ELECTRICAL JUNCTION BOX
 - FF FINISH FLOOR
 - FH FIRE HYDRANT
 - FVC FACE OF VERTICAL CURB
 - GA GUY ANCHOR
 - GM GAS METER
 - IE INVERT ELEVATION
 - LS LIGHT STANDARD
 - MW MONITORING WELL
 - PM POWER METER
 - PP POWER POLE
 - PP/L POWER POLE W/LIGHT
 - PTL POWER POLE W/XFMR&LIGHT
 - PTLU POWER POLE W/XFMR&LIGHT&UG
 - SDM STORM DRAIN MANHOLE
 - SL SOLID LOCKING LID
 - SSM SANITARY SEWER MANHOLE
 - TLM TELEPHONE MANHOLE
 - WM WATER METER
 - WV WATER VALVE
- SYMBOLS LEGEND:**
- B BOLLARD
 - CB CATCH BASIN
 - EWB ELECTRICAL JUNCTION BOX
 - FH FIRE HYDRANT
 - FVC FACE OF VERTICAL CURB
 - GA GUY ANCHOR
 - GM GAS METER
 - IE INVERT ELEVATION
 - LS LIGHT STANDARD
 - MW MONITORING WELL
 - PP POWER POLE
 - PP/L POWER POLE W/LIGHT
 - PTL POWER POLE W/XFMR&LIGHT
 - PTLU POWER POLE W/XFMR&LIGHT&UG
 - SDM STORM DRAIN MANHOLE
 - SL SOLID LOCKING LID
 - SSM SANITARY SEWER MANHOLE
 - TLM TELEPHONE MANHOLE
 - WM WATER METER
 - WV WATER VALVE
- ASPHALT HATCH**
- CONCRETE HATCH**
- GRAVEL HATCH**

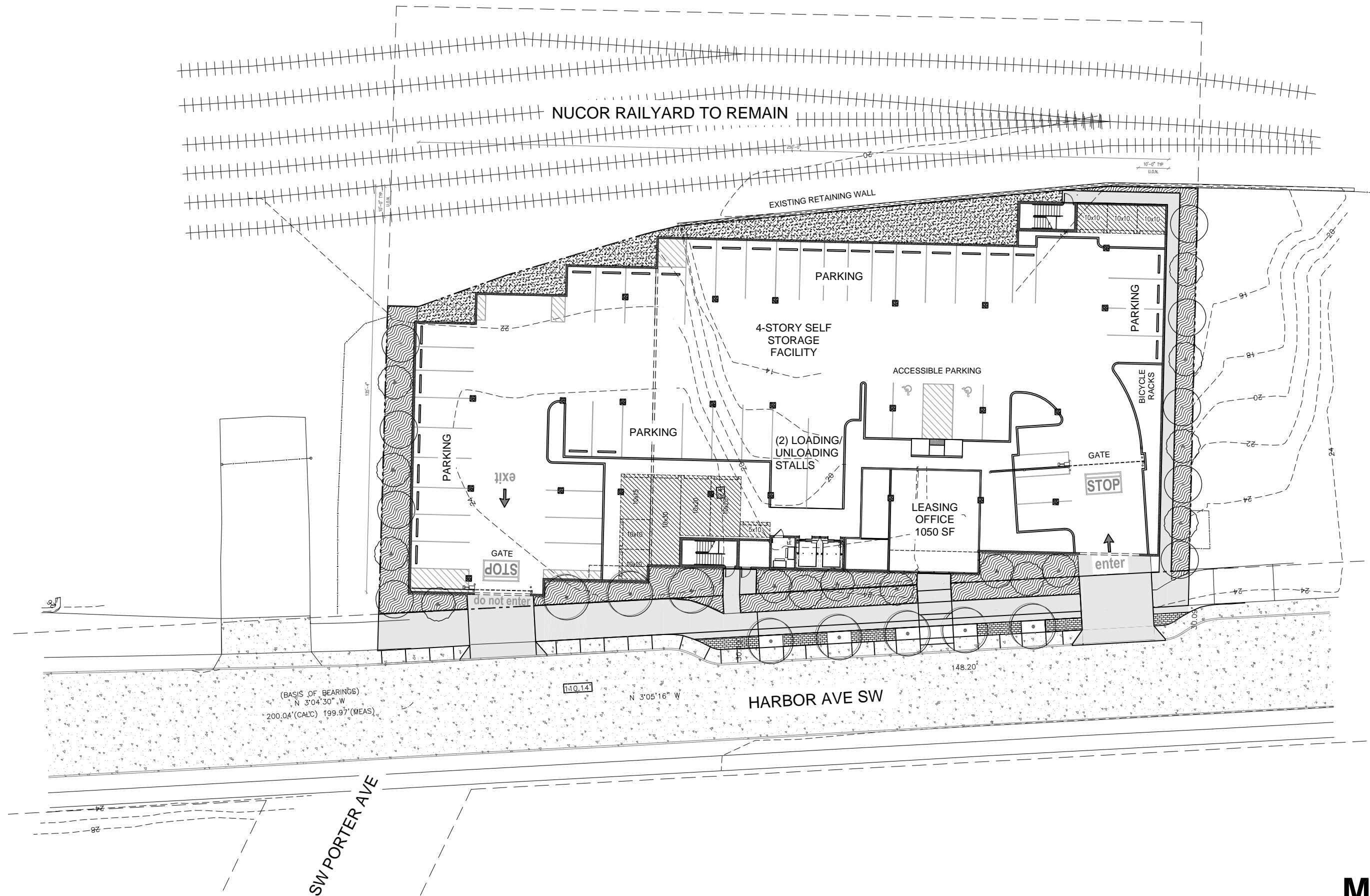
Mead Gilman & Assoc.
Professional Land Surveyors
P.O. BOX 289, WOODINVILLE, WA 98072
PHONE: (425) 486-1252 FAX: (425) 486-6108

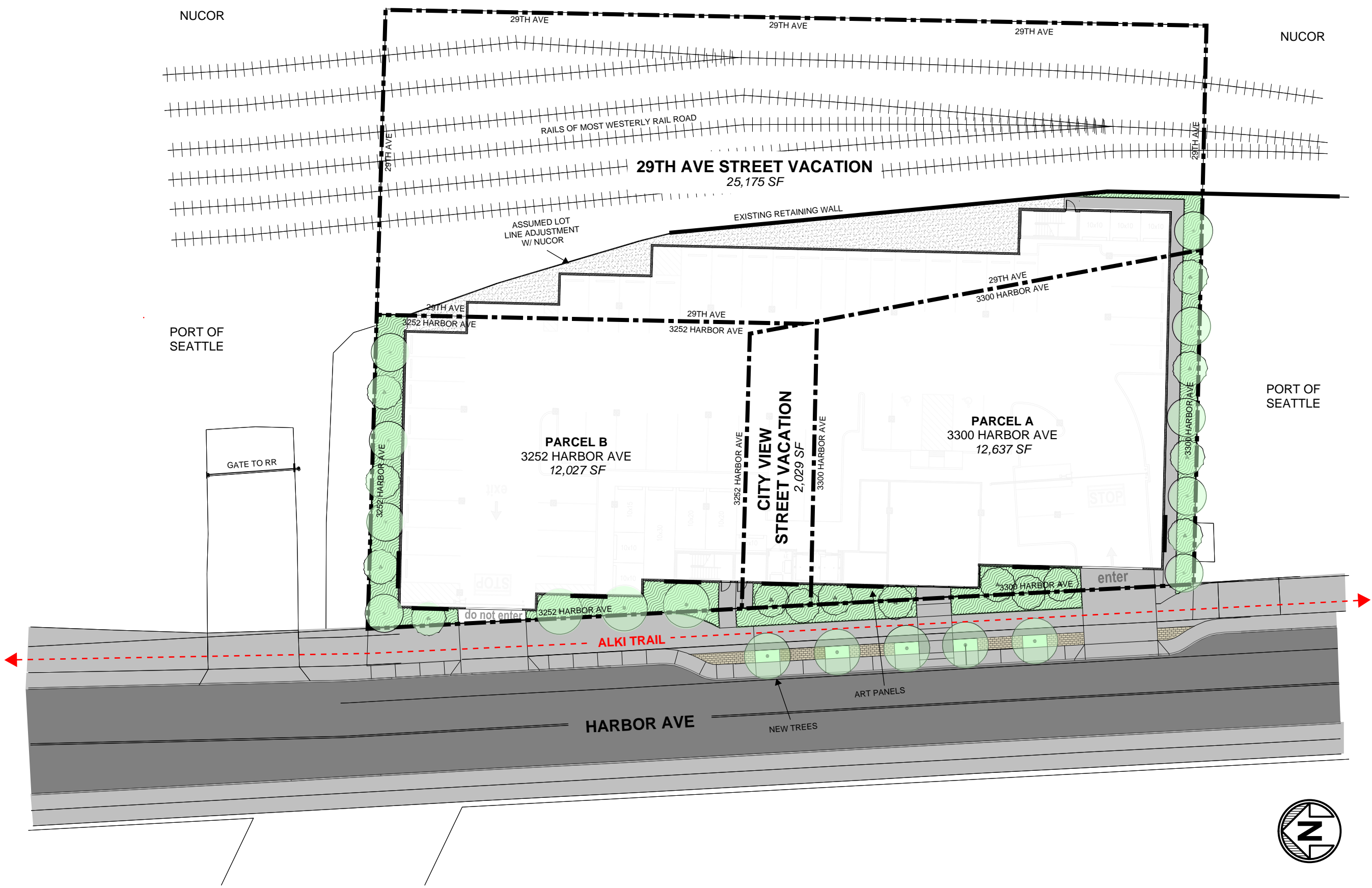
WEST COAST SELF STORAGE

3310 HARBOR AVE

BOUNDARY & TOPOGRAPHIC SURVEY

2/1/2016
DRAWN BY: EDA/LSD
REV. BY:
DATE: 02-01-16
SCALE: 1" = 20'
DRAWING NO. 14085
SHEET 1 OF 1

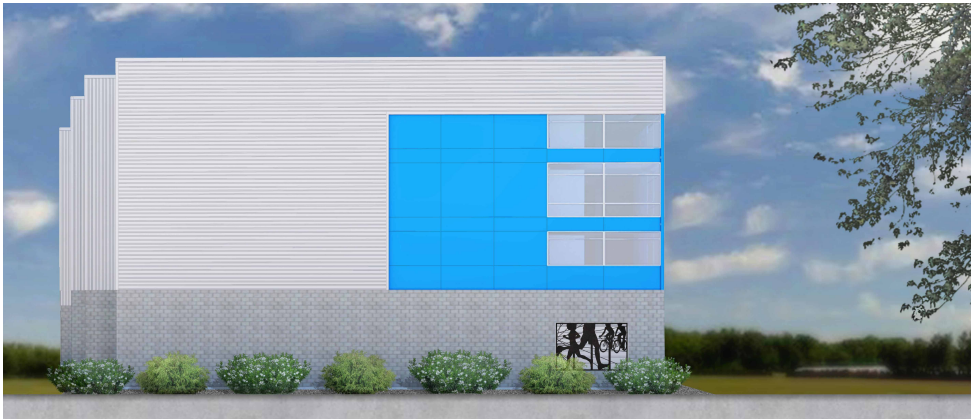




Project Maps

Provide maps and sketches of the project design; include plot plans, elevations, project sketches or conceptual drawings.

See Section 15 for Site Plans



Landscape Buffer

Proposed North Elevation



Curb Cut/
Point of Egress

New Street Trees

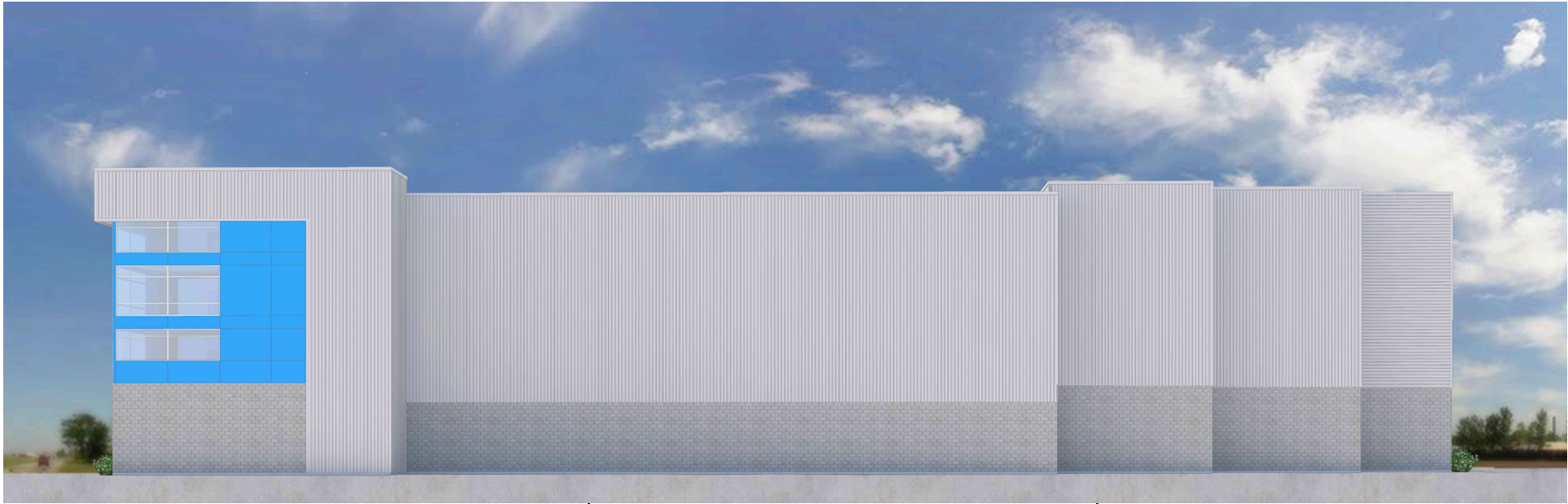
Commissioned
Art Panels

Landscape
Buffer

Pedestrian
Scale
Canopy

Curb Cut/
Point of Ingress

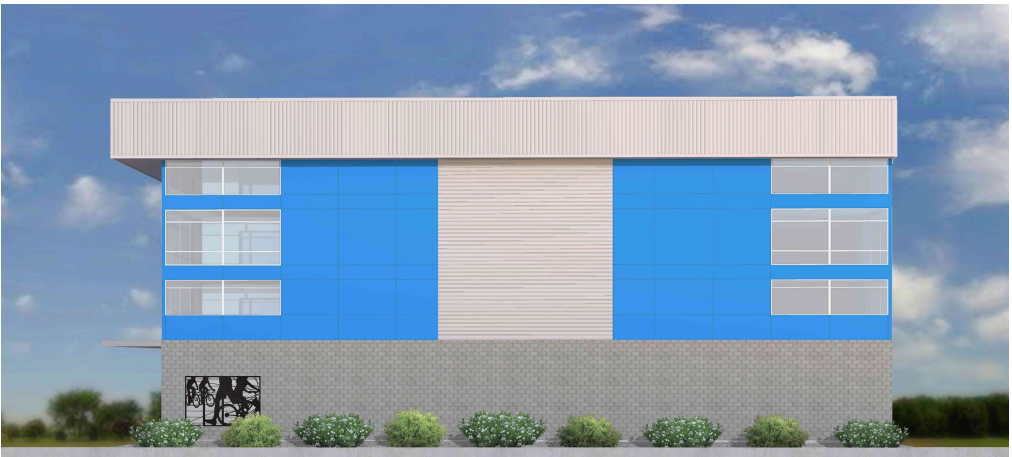
Proposed West Elevation



Infill to
Ground Level

Adjacent to
Rail Yard

Proposed East Elevation



Streetscape
Improvements

Proposed South Elevation



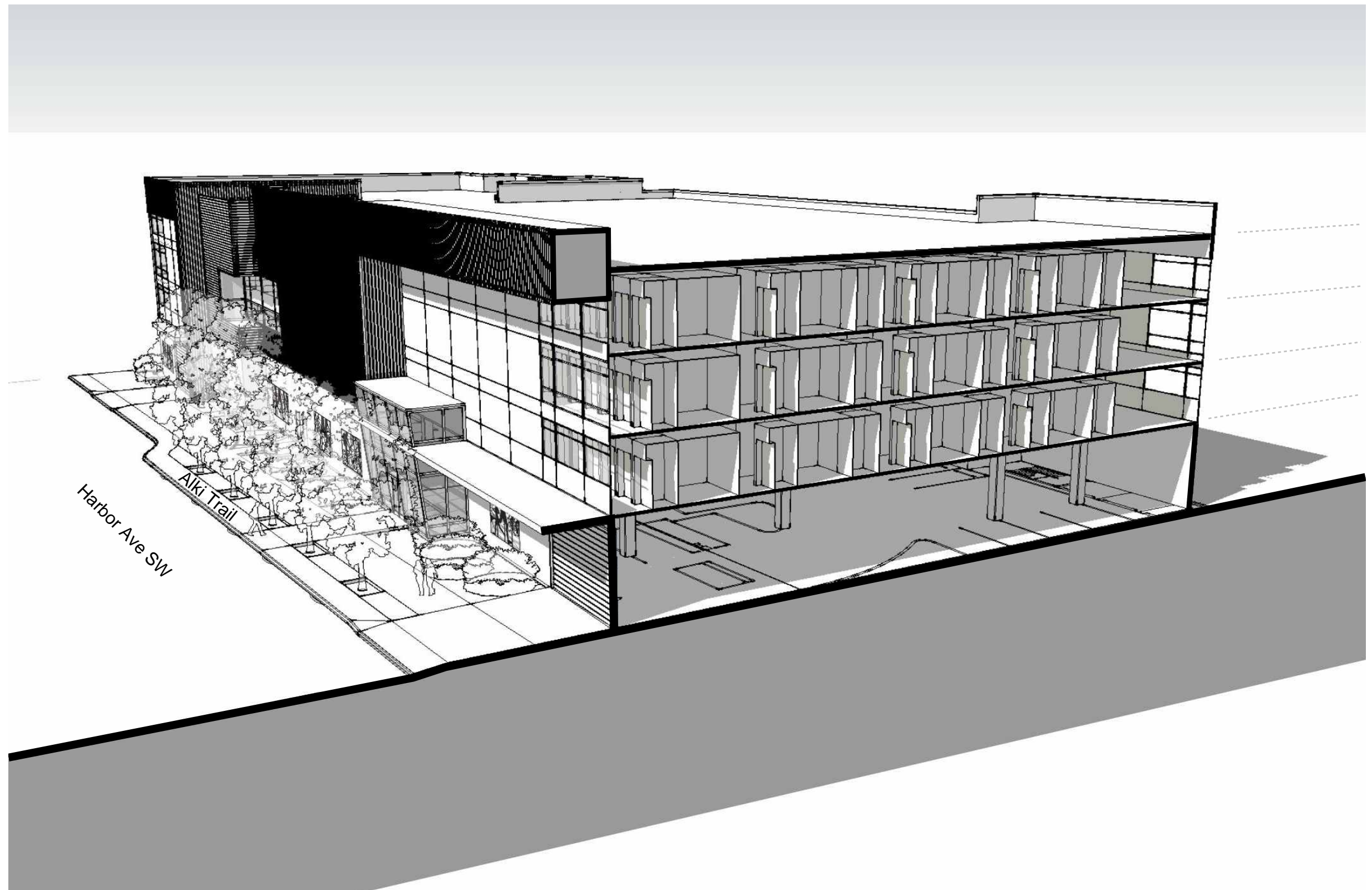
Proposed East Elevation



Proposed North Elevation



Proposed South Elevation



- L4: Storage
- L3: Storage
- L2: Storage
- L1: (50) Parking Spaces
(2) Loading Stalls
Leasing Office
G.O. Storage

CONCEPTUAL ISOMETRIC / BUILDING SECTION

The Seattle Division has been owned by Nucor Corporation since December 2002. Prior to that time, the Division was owned by various companies including Bethlehem Steel, Seattle Steel and most recently by Birmingham Steel. It was originally built by the Pigott family in 1905 for their railcar company which later became PAACAR currently based in Bellevue, WA.

The Division today, employs 320 teammates and manufactures rebar for construction use. Besides rebar the Division manufactures light structural steel bars consisting of flats, angles, channels and smooth round bars in lengths up to 80 feet. The 320 teammates enjoy generous living wage salaries, receive a full range of health benefits and also share in the Company's success through its profit sharing program.

The Division is Washington State's largest recycler and serves the construction market from Northern California, Oregon, Washington, Western Canada, Alaska, Guam and Hawaii. Besides making world class steel, the Division is proud of its environmental and community stewardship.

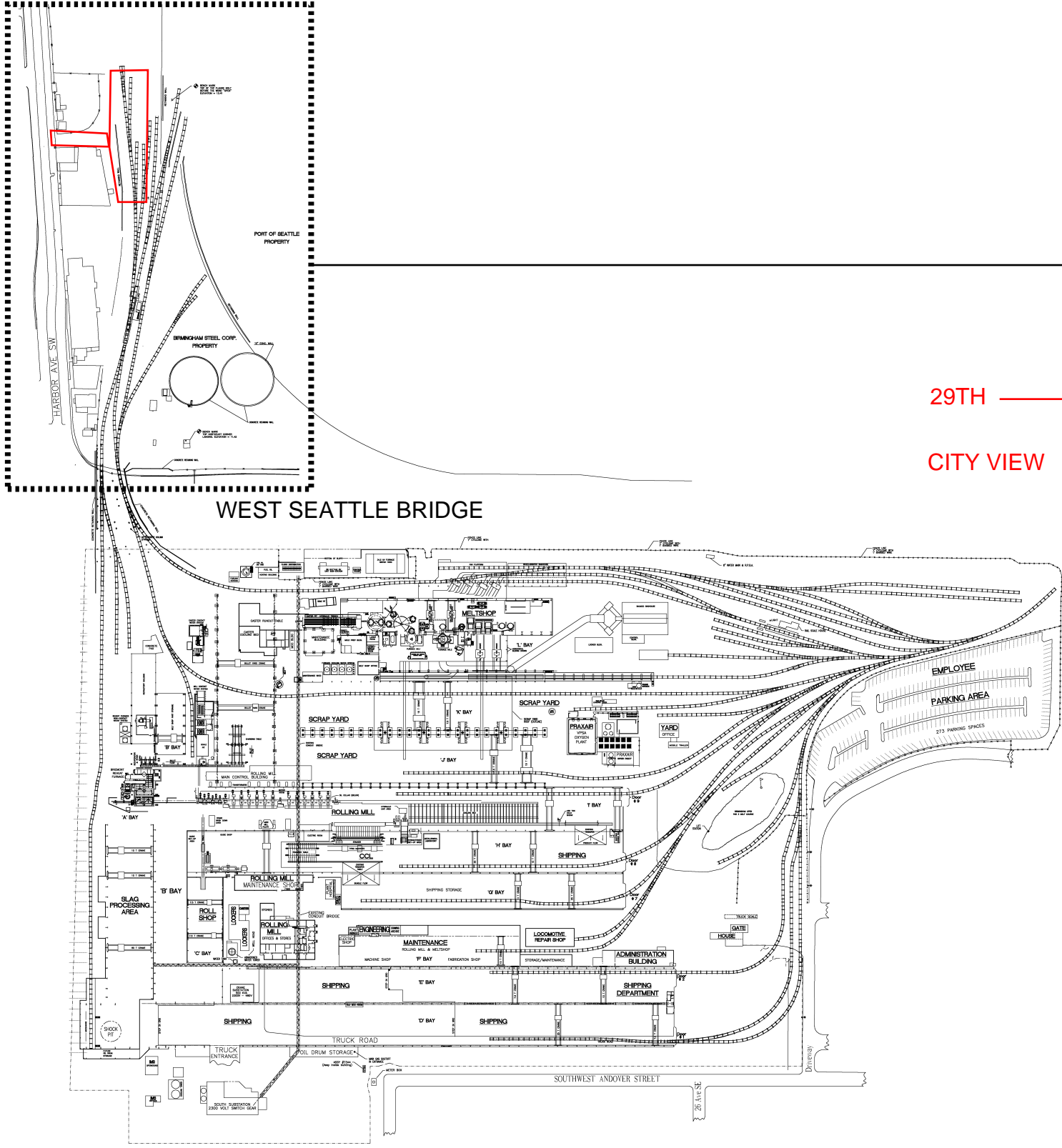
For more information on Nucor Corporation please visit its website: www.nucor.com.



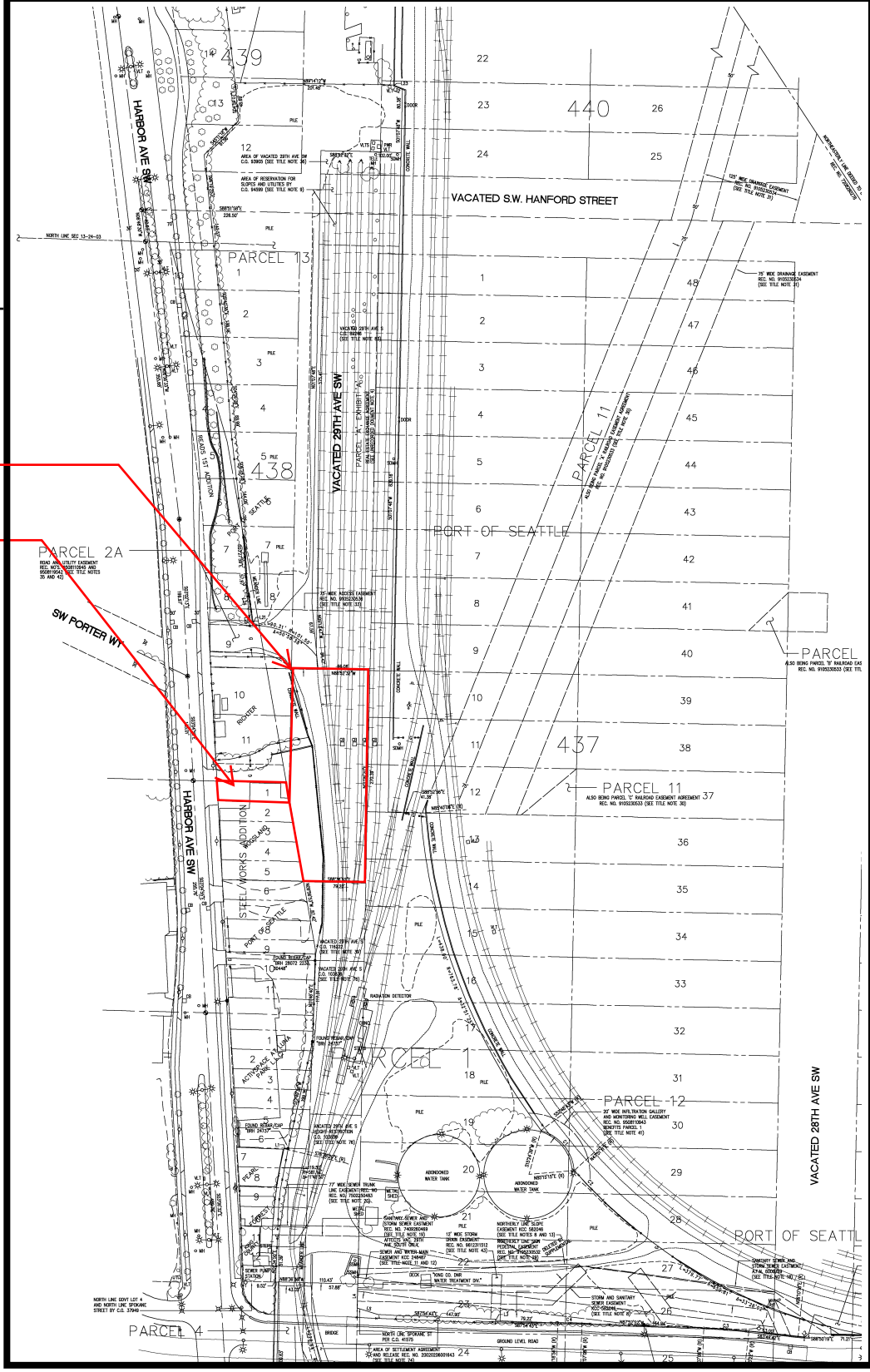
Nucor Rail Lines from West Seatle Bridge



Nucor Rail Lines from West Seattle Bridge



Nucor Property and Rail Lines



9-Block Urban Design Analysis

Provide maps of the 9-block area to show the urban design context of the proposed project. Include current development showing current uses and development patterns, zoning of the area, the street grid and traffic patterns, and public uses.

The subject properties do not reside within a typical "9 block" street grid.

Refer to Section 6: project location for 9-Block Urban Design Analysis.

17

9-BLOCK URBAN DESIGN ANALYSIS

Impact on Public Transportation Projects

If your project site is in the vicinity of a major transportation project such as Sound Transit, provide information about how your project responds to the public project.

No known impact - project is not in the vicinity of a major transportation project.

18

IMPACT ON PUBLIC TRANSPORTATION PROJECTS

Environmental Impact Statement

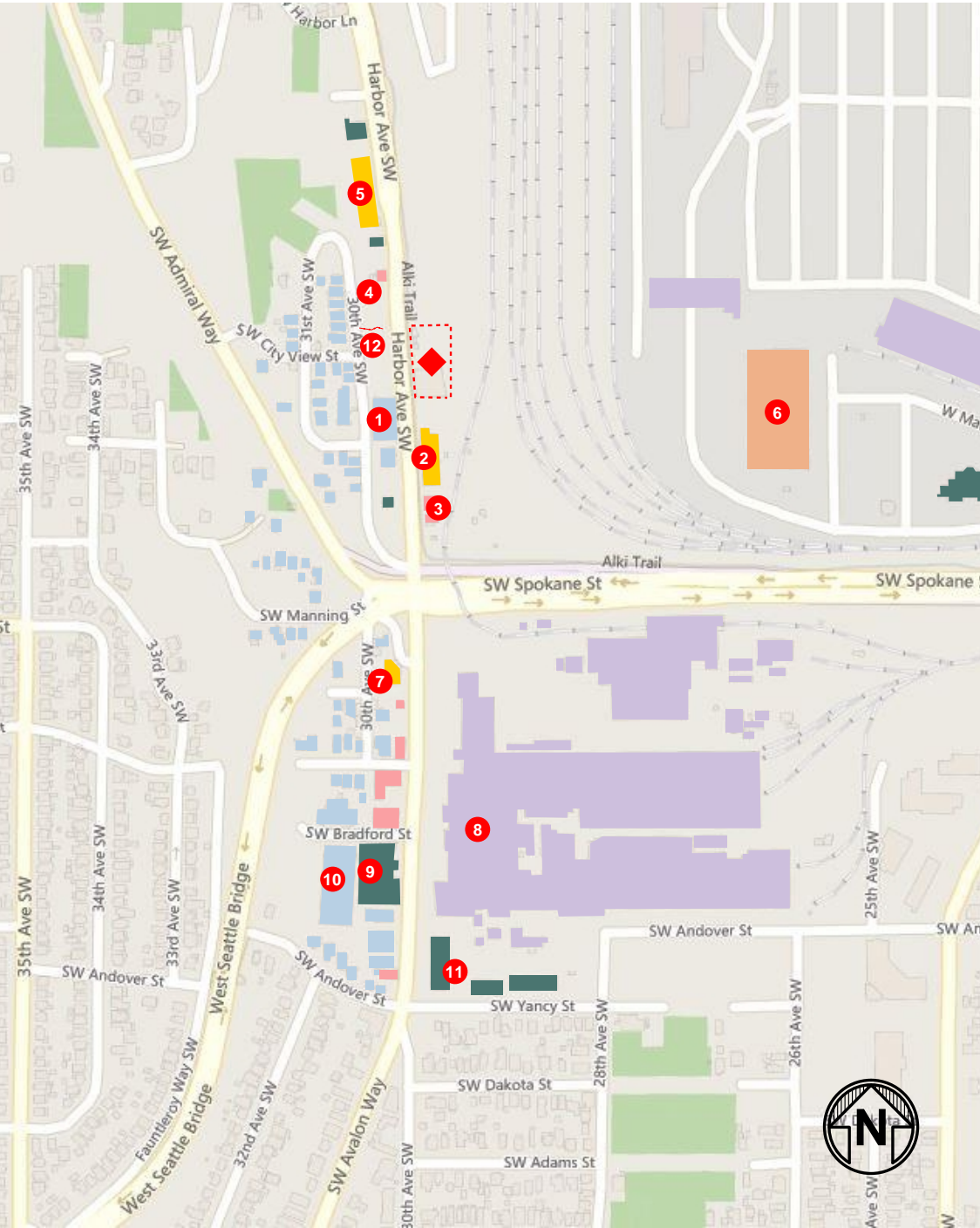
If DPD determines that an EIS is required, the Petition may not proceed to City Council until this work is completed. DPD will require that the EIS contain a “No Vacation” alternative. Provide a copy of the Draft and Final EIS with vacation/no vacation alternatives, or an environmental checklist, if applicable.

EIS not required. SEPA Checklist will be provided as part of the MUP Submittal.

19

ENVIRONMENTAL IMPACT STATEMENT (EIS)

1 Harbor Place Condos, 2 Active Space Project, 3 + 4 small retail buildings (Cycle University, Kitty Harbour, 5D Scuba, and Recycle Center). 5 Verge Condos + X Gym. The parcel directly North and South of the site are currently undeveloped (owned by Port of Seattle). 6 Port of Seattle Truck Registration, 7 Boysen Apts and Luna Park Cafe, 8 Nucor Steel, 9 Public Storage, 10 City Views Apts, 11 Stor-More, 12 Stairway from adjacent residential toward to site. ♦ Project Site



Neighborhood Plan

If your project is located within the boundaries of an adopted neighborhood plan, demonstrate how your project advances the goals of the plan. Provide a map of the neighborhood planning area.

There are three existing zones in the Greater Duwamish M and I Center: IG1, IG2, and IB, as illustrated in Figure 1. These zones range in intensity of permitted uses, with IG1 being the most intensive industrial zone and IB providing greater latitude in land uses and development standards.

The proposed project supports the following jobs and economic, land use, and transportation goals of the Greater Duwamish Neighborhood Plan:

(GD-G3): Land in the Duwamish Manufacturing/ Industrial Center is maintained for industrial uses including the manufacture, assembly, storage, repair, distribution, research about or development of tangible materials and advanced technologies; as well as transportation, utilities, and commercial fishing activities.

(GD-G4): The City regulatory environment facilitates location and expansion of industrial businesses in the Duwamish Manufacturing/Industrial Center.

(GD-G8): The Duwamish Manufacturing/Industrial Center remains a manufacturing/industrial center promoting the growth of industrial jobs and businesses and strictly limiting incompatible commercial and residential activities.

(GD-G9): A high level of general mobility and access is attained within the Duwamish Manufacturing/Industrial Center.

(GD-G9): The transportation network in the Duwamish Manufacturing/Industrial Center makes appropriate connections and minimizes conflicts between different travel modes.

(GD-G11): Rail service in the Duwamish Manufacturing/Industrial Center remains safe and efficient.

(GD-G12): Well-maintained streets and facilities serve all the properties in the Duwamish Manufacturing/Industrial Center.

Discussion

The proposed project incorporates many goals of the Greater Duwamish neighborhood plan (GD). The proposed self storage project will reach the goal for the industrial use type building as stated in GD-G3. The 4-story building will block dust/ debris from the neighboring Nucor Steel rail yard. The proposal will improve the site architecturally by providing an appealing building to replace a towing yard and warehouse, as well as provide art panels in contribution to the local activities and culture. The proposal will provide new trees and landscaping to enhance and beautify Alki Trail and the street scape. The proposed self storage development will effectively reduce automotive traffic on Harbor Ave. through the function the building provides.

DUWAMISH
Manufacturing/Industrial Center



Figure 1: City of Seattle - Neighborhood Plans

Comprehensive Plan and Other City Plans and Goals

Provide information as to how your project advances City goals as identified in the Comprehensive Plan and any other relevant plans.

Land Use Goals:

Seattle has a long history as a maritime, manufacturing, and freight distribution center for the region. These activities are now largely located in industrial zones, and clustered primarily in two manufacturing/industrial centers. The industrial areas, generally flat and often created on fill, have unique access to transportation infrastructure that includes waterways, railways and thoroughfares, with platting and street layouts that have resulted in especially large sites. Industrial zones provide an important source of employment for the city and add diversity and strength to the local economic base. Many of the uses found in these zones make them generally incompatible with residential and most commercial uses. Because some of the conditions in industrial areas are also attractive to other non-industrial uses, it is important to regulate these uses to avoid conflicts with industrial activities and prevent displacement of those activities.

(LUG11): Provide sufficient land with the necessary characteristics to allow industrial activity to thrive in Seattle and protect the preferred industrial function of these areas from activities that might displace them.

(LUG11.11): Recognize the unique working character of industrial areas by keeping landscaping and street standards to a minimum to allow for flexibility of industrial activities, except along selected arterials where installing street trees and providing screening and landscaping can address the specific need to offset impacts of new industrial development in high visibility locations.

(LUG11.19): Include development standards or performance standards for the industrial buffer zone that protect the livability of neighboring areas, promote visual quality, and maintain a compatible scale of development along zone edges. Apply these standards only in places where existing conditions do not adequately separate industrial activity from less intensive zones.

Discussion

The 3252 Harbor Ave. SW development advances LUG11 by maintaining the necessary characteristics to create a strong and successful industrial area. In particular, the proposed project addresses LUG11.11 by including street trees and landscaping to enhance the character of the street and Alki Trail. Situated along the zone edge, the project advances LUG11.19 by effectively protecting the livability of the neighboring residential and commercial areas, promoting visual quality with an appropriate design aesthetic, art panels as a public benefit, and matching the scale of neighboring developments.

Transportation Goals:

The development pattern described in the Growth Strategy and Land Use Elements of this Plan has a major influence on the City’s transportation system. The City’s growth strategy focuses growth in urban centers, urban villages, and manufacturing/industrial centers. Serving these areas as they grow will require a transportation system that includes several travel modes to provide transportation options for all trips throughout the day, including evenings and weekends. Auto and freight access to property will remain important for accommodating growth throughout the city.

In all parts of Seattle, improvements that connect people to urban centers and urban villages, especially by transit and bicycle. Serving growth will need to be balanced with the need for an equitable transportation investment strategy that provides transportation service where it is needed, including those parts of Seattle which have historically had less investment in transportation.

(TG1): Ensure that transportation decisions, strategies and investments support the City’s overall growth strategy are coordinated with this Plan’s land use goals.

(TG2): Allocate space on Seattle’s streets to safely and efficiently connect people and goods to their destinations while creating inviting spaces within the right-of-ways.

(TG2.6): Assign functions in the transition zone to support nearby land uses, provide support for modal plan priorities, and to accommodate multiple functions.

Transportation Figure 3
Priorities for Right-of-Way “Transition Zone by Predominant Use of Area

Commercial/mixed-use areas	Industrial areas	Residential areas
Access for commerce	Access for commerce	Access for people
Access for people	Access for people	Access for commerce
Activation	Storage	Greening
Greening	Activation	Storage
Storage	Greening	Activation

(TG3): Meet people’s mobility needs by providing equitable access to, and encouraging use of, multiple transportation options.

Discussion

Harbor Ave. is frequently used by tourists and residents throughout the year causing congestion. The proposed project advances TG1 by effectively reducing traffic on Harbor Ave. SW, refer to p25 for traffic analysis in support of TG1. The proposal advances TG2, particularly TG2.6, by introducing storage in place of the Right- of- Way. The project advances TG3 by promoting use of multiple transportation options, especially with street improvements and maintaining Alki Trail.

Comprehensive Plan and Other City Plans and Goals

Provide information as to how your project advances City goals as identified in the Comprehensive Plan and any other relevant plans.

Utility Goals:

Above, below, and on the ground, Seattle’s roads, paths, and other right-of-way spaces contain a vast array of utility infrastructure. Pipes, conduits, wires, poles, service vaults, storage tanks, pollution control structures, streetlights, gutters, swales, and infiltration facilities are carefully integrated into the City’s overall landscape. Due to limited space, however, the way these facilities are placed and maintained must be carefully managed in order to minimize conflicts between the utilities and other uses of the right-of-way, as well as to make sure that infrastructure investments are well maintained.

At the same time, new investments in these facilities, particularly projects that result in opening the pavement, also provide opportunities to improve existing facilities and meet multiple objectives. Consequently, the City should look for opportunities to share costs, undertake joint projects, or otherwise consider the goals of other departments when undertaking projects in the right-of-way.

(U4): Coordinate right-of-way ventures among departments to meet transmission, distribution, and conveyance goals; minimize the costs of infrastructure investment and maintenance; control stormwater; and support other uses such as transportation, trees, and public space.

(U4.1): Engage in early coordination and collaboration among departments on transportation and utility projects in the right-of-way to avoid space conflicts, identify joint project opportunities, and minimize life-cycle costs across all City departments.

Discussion

The proposal includes an extended curb bulb to reroute the adjacent portion of Alki Trail around existing power poles, improved street scape, new trees, and the building. Existing drain pipes will be upgraded and installed to drain to Harbor Ave. These changes will be dealt with in support of U4, and comply with U4.1,

Sustainable Practices

Provide information on green and sustainable construction and operational practices and the level of LEED certification associated with the project.

The proposed West Coast Self Storage development is sited to make use of an existing, underdeveloped site that is well-served by transit and neighborhood amenities. The project will provide bike parking. Project specifications will include LOW or no-VOC finishes. Landscaping will use native and drought tolerant plans.

Design Review Board

Provide copies of the minutes and design material presented to the Design Review Board.

Design Review Board not required. This property is industrially zoned. Entitlements are subject to an industrial MUP, which does not include a design review component.

Company/Agency Information

Include background information about your business or agency, its history, how long at your present location, number of employees, etc. Describe how your business or agency will grow with the vacation, such as number of employees or patients, or students served by the proposed development.

The developer is West Coast Self Storage, LLC (WCSS). Founded in 2006, WCSS is owned by four principals and employs 58 people. Mostly employees are in the various self storage locations that it operates . Other staff is related to accounting, website, human resources, etc. Based in Mill Creek Washington, the principals have been in exclusively involved in self-storage development and management for most of their careers and are senior professionals in the industry. Collectively the principals have over 80 years of experience. For reference, a recent WCSS project (completed 2014) located at 3736 Rainier Ave S, Seattle was a 2015 finalist for Project Of The Year with the Self Storage Association. The Rainier Ave project is a four story facility located in a C2 zone and was entitled through the Master Use Permit Process and a Street Improvement Plan.

The Harbor Ave project will add up to 3 employees to our company. There will be 2 new store managers assigned to the store and fractional additional employees related to supervisors, management, bookkeeping and accounting, and marketing. The following chart provides summary information on our company:



Company Name	West Coast Self Storage, LLC
Address (since founded)	4012 148th St SE, Upper Office Mill Creek, Washington 98012
Year founded	2006
Properties under management	31
New properties developed (since 2006)	9
Number of employees	58 + 4 principals
Principals	Jim McNamee, President Steve Tangney, Vice President, Real Estate John Eisenbarth, Vice President, Operations Mike Spaulding, Vice President, Finance
Company websites	www.WestCoastSelfStorage.com www.SelfStoragePropertyManagement.com
Geographic region (properties developed and managed)	Washington, Oregon and California

Company/Agency Information

Include background information about your business or agency, its history, how long at your present location, number of employees, etc. Describe how your business or agency will grow with the vacation, such as number of employees or patients, or students served by the proposed development.

Nucor Steel Seattle, Inc. (“the Division”) is a wholly owned subsidiary of Nucor Corporation (“the Company”) which is headquartered in Charlotte, NC. Nucor Corporation is North America’s largest and most diversified steel and steel products company with locations across the United States, Canada and Mexico.

Nucor Corporation was incorporated in 1971 but its roots go back to the mid 1960’s. Today the Company has over 23,700 teammates and its 2015 annual revenues were \$16.44 billion. Products include manufactured steel which includes reinforcing bar (rebar), sheet, plate and beams. Product divisions include rebar fabrication, wire mesh, steel buildings, decking, fasteners, roof truss systems and sheet piling businesses. The Company also has a business segment related to raw materials used in the manufacture of steel, including metal recycling/processing divisions, energy, and scrap metal substitute processing divisions. The Seattle Division has been owned by Nucor Corporation since December 2002. Prior to that time, the Division was owned by various companies including Bethlehem Steel, Seattle Steel and most recently by Birmingham Steel. It was originally built by the Pigott family in 1905 for their railcar company which later became PAACAR currently based in Bellevue, WA.

The Division today, employs 320 teammates and manufactures rebar for construction use. Besides rebar the Division manufactures light structural steel bars consisting of flats, angles, channels and smooth round bars in lengths up to 80 feet. The 320 teammates enjoy generous living wage salaries, receive a full range of health benefits and also share in the Company’s success through the its profit sharing program.

The Division is Washington State’s largest recycler and serves the construction market from Northern California, Oregon, Washington, Western Canada, Alaska, Guam and Hawaii. Besides making world class steel, the Division is proud of its environmental and community stewardship.

For more information on Nucor Corporation please visit its website: www.nucor.com.



Company Name/Headquarters	Nucor Corporation 1951 Rexford Rd Charlotte, NC 28211
Address (Seattle division)	Nucor Steel Seattle, Inc 2424 SW Andover Seattle, Washington 98106
Local Contact	Walter Reese – Controller Walter.Reese@nucor.com
Year founded	1971
Sales - 2015	\$16.44B
Production facilities	200+
Number of employees	23,700 globally, 320 in Seattle
Ownership	Publicly traded: Symbol NUE (NYSE)
Company website	www.nucor.com
Geographic region	Global sales and distribution of steel products

Development Schedule

Provide a proposed development timeline and schedule.

Based on current ownerships, this is a joint petition between the Richter’s and Nucor as the current legal owners. West Coast controls the Richter property by contract to purchase.

Past:

- Preliminary Assistance Memo issued March 27, 2015
- Pre Submittal Meeting May 20, 2015
- Meetings with SDOT regarding street vacation April and July 2015
- Neighborhood outreach meeting with Alki Community Council January 21, 2016

Projected:

- Street vacation package submittal August 2016
- MUP Submittal October, 2016
- MUP Issuance April 2017
- City Council Conditional Approval July 2017

Building Permit Submittals:

- Site Development Permit August 2017
- Site Work Construction Starts September 2017
- Building Permit September 2017
- Building Construction Start October 2017
- Project Completion October 2018



City of Seattle
Seattle Department of Transportation, Street Use
700 Fifth Avenue, Suite 2300, Seattle, WA 98104
Phone: (206) 684-3679
www.seattle.gov/transportation/stuse

SURVEY CHECKLIST
Effective Date 4/5/2010

SDOT Project # _____ DPD Project # _____

Project/Site Address: _____

Applicant Name _____

A complete survey is required for plans that are considered to be 30% + complete. The survey sheets must be submitted as a **separate plan** without any proposed improvements shown, and must contain the elements listed below.

I verify that my survey is complete and that it meets all survey requirements in CAM 2212. I further verify that the survey meets all standards of practice. I acknowledge that failure to submit a complete survey will result in my plan not being accepted for 30%+ SIP Design Guidance and/or formal review.

Applicant Signature: _____ Date: _____

Land Surveyor Signature: Ed Olson Date: 2-1-16

SURVEYOR MUST COMPLETE ENTIRE CHECKLIST

DRAFTING REQUIREMENTS

- ☒ All abbreviations, shading & symbols, and line weights for all existing improvements are shown using Standard Plans No 002 & 003.
- ☒ The survey is stamped and signed by a Washington State Licensed Land Surveyor.
- ☒ All information provided is readable.
- ☒ Sheet size is 22" x 34".
- ☒ The north arrow is oriented with plan north to the left or the top of the sheet.
- ☒ The minimum scale on the survey is 1" = 40'.
- ☒ A bar scale is provided and is scalable.
- ☒ The lettering is a minimum 0.08".
- ☒ Each street frontage is labeled with the street name.

- ☒ The project limits are marked and identified.
- ☒ The survey is shown for the entire right of way, 10 feet into the property being developed and 50 feet beyond the project limits.
- ☒ The entire intersection including all four corners up to the far point of tangency of each curb return or roadway edge must be included in the survey for projects adjacent to an intersection.
- ☒ If improvements will be made to an unopened or unimproved alley, the survey boundaries must extend to the intersecting street(s).

CONTROL REQUIREMENTS

- ☒ Vertical Datum is NAVD 1988.
- ☒ At least two (2) vertical benchmarks are shown and included in the surveyor's notes

Survey Checklist Rev 1.0
Revised 2/1/2010

Page 1 of 4

in the following format. One must be a published benchmark. The rest may be site benchmarks.

VERTICAL DATUM
SOURCE: NAVD 88 WGS
ID#: 3727-2004 (2061)
DESCRIPTION: COS 3727-2004
LOCATION: W Side Harbor ave
ELEVATION: 22.66

- ☒ Horizontal Datum is NAD83(1991): 2011
- ☒ At least two monuments are shown for each street frontage and included in the surveyor's notes in the following format:

HORIZONTAL DATUM
OWNER: Seattle
ID# (If available): 2100
DESCRIPTION: 2" Square mon
LOCATION: 4 Harbor
NORTHING: 213378.01
EASTING: 1260900.44

- ☒ If no monuments exist, then other documentation and reference materials are provided for the alignment of each street frontage.
- ☒ Source references and methods used to determine right of way are documented and provided. Examples of documentation include but not limited to: King County Record of Surveys, or Superior Court Decisions, City Ordinances, recorded deeds, etc.
- ☒ Lines referencing the ROW, centerlines, monument lines, property lines, easements, and rights in real property are shown and identified with bearing & distance.
- ☒ Radius, delta angle, and curve length are shown for any curving lines.
- ☒ Dimensions from monument lines to right of way lines are shown for each side of the right of way.
- ☒ If the monument line and the construction centerline are not the same, dimensions from the monument line to the construction centerline are shown.

Survey Checklist Rev 1.0
Revised 2/1/2010

TOPOGRAPHIC SURVEY REQUIREMENTS

- ☒ The existing contours are shown.
- ☒ Spot elevations are shown at least every 25 feet at the crown, flow line, top of curb and property line.
- ☒ Existing building outlines on the project site that are within 10 feet of the right of way are shown.

PRIVATE ENCROACHMENTS

- ☒ All private encroachments in the right of way such as fences, rockeries, and retaining walls are shown. Note location, type, length, width, and heights at end and mid points.

ROADWAY STRUCTURES

- ☒ The location, length, and width of any existing areaways are shown.
- ☒ The location, length, width and spot elevations on the top and base of any traffic barriers and guardrails are shown.
- ☒ The location, length, width, and spot elevations on the decks of any bridges are shown. Locations of all supporting elements are shown.
- ☒ The location, length, width, and spot elevations on the top and bottom of any retaining walls and rockeries are shown.
- ☒ The location, length, width, and top and bottom elevations of any stairs are shown.

PAVEMENT, SIDEWALKS AND CURBS

- ☒ The edge of existing pavement is shown.
- ☒ All curb ramp locations are shown including wings and truncated domes.
- ☒ Spot elevations are shown for each side of the curb ramp at the flow line, top of curb ramp, and property line for all existing curb ramps.

Page 2 of 4

in the following format. One must be a published benchmark. The rest may be site benchmarks.

VERTICAL DATUM
SOURCE: NAVD 88 WGS
ID#: 3727-2004 (2061)
DESCRIPTION: COS 3727-2004
LOCATION: W. Side Harbor ave
ELEVATION: 22.66

☒ Horizontal Datum is NAD83(1991): 2011

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HORIZONTAL DATUM
OWNER: Seattle
ID# (If available): 2100
DESCRIPTION: 2" Surface mon
LOCATION: 4 Harbor
NORTHING: 213378.01
EASTING: 1260900.44

☒ If no monuments exist, then other documentation and reference materials are provided for the alignment of each street frontage.

☒ Source references and methods used to determine right of way are documented and provided. Examples of documentation include but not limited to: King County Record of Surveys, or Superior Court Decisions, City Ordinances, recorded deeds, etc.

☒ Lines referencing the ROW, centerlines, monument lines, property lines, easements, and rights in real property are shown and identified with bearing & distance.

☒ Radius, delta angle, and curve length are shown for any curving lines.

☒ Dimensions from monument lines to right of way lines are shown for each side of the right of way.

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- ☒ All curb ramp locations are shown including wings and truncated domes.
- ☒ Spot elevations are shown for each side of the curb ramp at the flow line, top of curb ramp, and property line for all existing curb ramps.

TRAFFIC ELEMENTS

- ☒ All signal equipment (signals, controllers, detector loops, etc) including above and below grade items are shown and identified.
- ☒ Spot elevations at all four corners for all signal equipment foundations are shown.
- ☒ All overhead and underground conduits, cables, and wires are shown and identified.
- ☒ All traffic striping and markings are shown and identified.
- ☒ All pay stations and parking meters are shown and identified.

SIP PROJECT MANAGER SCREENING COMMENTS:



Preliminary Assessment Report

Project 3020100, 3310 HARBOR AVE SW

Assessment Completed: 3/27/2015

Project Description: SEPA - New self storage building (3 stories) and demo existing building. REVISED FROM: New mini-storage facility

Primary Applicant: [Pedro Castro](#)

This report lists the results of a preliminary assessment of your project requirements by various city departments. It's based on the project characteristics described on your site plan and preliminary application form. If your project required a pre-application site visit (PASV), the results of that site visit are also included. The goal of this report is to help you create a complete submittal package and reduce the need for corrections once your application has been submitted.

Next Steps

1. Review the requirements in this report and contact the staff members listed below with questions.
2. If a street improvement plan is required, develop and submit it to the Seattle Department of Transportation (SDOT). **The Department of Planning and Development (DPD) will not accept your permit application until your street improvement plan is approved as 60% complete by SDOT. See [SDOT Client Assistance Memo 2213](#) for guidance about the 60% complete approval process.**
3. Schedule an appointment for permit application intake with DPD. **Please bring a copy of this report to your intake appointment.**

Questions About This Report

If you have questions about the information in this report, contact the appropriate city staff member for each section.

DPD Drainage Requirements

Joseph P Berentsen, (206) 684-8613, Joe.Berentsen@seattle.gov

DPD Land Use Requirements

Malli Anderson, (206) 233-3858, Malli.Anderson@Seattle.Gov

DPD Preapplication Site Visit Requirements

Roger E Moore, (206) 733-9039, Roger.Moore@seattle.gov

Seattle City Light Requirements

Dan Langdon, (206) 684-8441

Seattle Department of Transportation Requirements

Joel Prather, (206) 615-0772, joel.prather@seattle.gov

Seattle Public Utilities Requirements

Steve Resnick, (206) 233-7234, ResnicS@seattle.gov

Other Resources

- General questions about the permit process: Contact the DPD Applicant Services Center (ASC) at 206-684-8850.
- User-friendly guides to city permitting processes: [DPD](#) and [SDOT](#).
- [Detailed zoning information](#).
- Visit our [permit type pages](#) for step-by-step instructions and forms for preparing your application and plans for review.

Requirements

DPD Drainage Requirements

The following requirements are based on the current stormwater and side sewer codes.

Existing Public Drainage Infrastructure

Sanitary sewer main location: Harbor Ave. SW

Sanitary sewer main size: 12" Diameter

Storm drainage main location: Harbor Ave. SW

Storm drainage main size: 12" Diameter

Drainage

The drainage point of discharge (SMC 22.805.020) is located at: Public storm drain system.

Flow Control Compliance

All new, replaced, and disturbed topsoil shall be amended with organic matter per rules promulgated by the Director prior to completion of the project to improve onsite management of drainage water flow and water quality per SMC 22.805.020.E. A completed [Construction Stormwater Control and Soil Amendment Standard Plan](#) is required.

Water Quality

No requirements

Wastewater

All homeowners and building owners in King County's service area whose home or building was newly connected to the King County sewer system on or after Feb. 1, 1990 must pay a [King County Capacity Charge](#).

Permanent and Temporary Dewatering

The footing drain (if part of building plan) point of discharge ([DPD DR 4-2011](#)) is located at the following: Public storm drain system.

DPD Land Use Code Requirements

Street Requirements

Based on the scope of the proposed project, the following street improvements are required per Chapter 23.53 of the Seattle Municipal Code. Please review Right-of-Way Improvements Manual for design criteria (<http://www.seattle.gov/transportation/rowmanual/manual/>). Show required street improvements on your "enhanced site plan" at DPD permit application intake. If an SDOT Street Improvement Plan (SIP) is required, please list SDOT project number and SDOT contact name on the enhanced site plan. Street Improvement Plans must be accepted by SDOT prior to DPD permit application intake.

SW CITY VIEW ST

Based on the documents provided, no street improvements are required per SMC 23.53.015 and SMC 23.53.006

HARBOR AVE SW

Based on the documents provided, no street improvements are required per SMC 23.53.015 and SMC 23.53.006

Street trees shall be provided in the planting strip according to Seattle Department of Transportation Tree Planting Standards. Contact SDOT Urban Forestry (for residential projects: (206) 684-TREE; for all others: (206) 684-5693), to determine species of tree and standards of planting. Please add a note to the site plan

Other Resources

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Tree Protection

Existing trees appear to be shown accurately on the site plan

Construction Stormwater Control

All projects with earth disturbance, regardless of size, require temporary and permanent stormwater control in accordance with the Construction Stormwater Control (CSC) Technical Requirements Manual ([DR 16-2009, Volume 2](#)).

Show the following on the [Construction Stormwater Control and Soil Amendment Standard Plan](#):

Place compost socks, compost berms, filter fabric fencing, straw bales, straw wattles, or other approved perimeter control BMPs to eliminate construction stormwater runoff.

Show the location of a stabilized construction access to the site; show methods to eliminate uncontrolled conveyance of mud and dirt into the right of way (ROW).

Place silt-trapping inserts in receiving catch basins located within 10 feet of construction entrance.

Cover bare soil with compost blankets, straw, mulch, matting, or other approved equal to control construction stormwater runoff.

Cover stockpiles and bare slopes with compost blankets, tarps, matting or other approved equal to control construction stormwater runoff.

A First Ground Disturbance inspection is required before any ground disturbance related to this permit, including demolition, tree cutting, clearing, grubbing, and grading. After your permit is issued, schedule an inspection by calling (206) 684-8900 or [online](#) at <http://web1.seattle.gov/DPD/InspectionRequest/default.aspx>.

Inspectors Notes

Include earthwork calculations with submittal. Indicate total cut quantity and total fill/backfill quantity.

Standard Submittal Requirements for Projects in an ECA

The site is mapped as liquefaction prone. A geotechnical report is required to address liquefaction potential and, if needed, mitigation (see [SMC 25.09.100](#)).

Site is mapped as being within 1,000 feet of a methane producing landfill. Report required by a licensed engineer to provide requirements to mitigate methane accumulation in enclosed spaces

Seattle City Light Requirements

Easements

SCL power easement may be required. Property survey may be required at project's expense.

SCL blanket power easement over the entire parent parcel may be required. Property survey may be required at project's expense. If this is a unit lot subdivision, a blanket easement is needed.

Notes to Applicant

For new service, an Application for Electrical Service must be submitted to Seattle City Light. Please contact the Electrical Service Representative for your area several months before new service is required to determine your electric service design, service location and what kind of service is available at the building site. The Electrical Service Representative should also be contacted to coordinate electrical disconnections prior to demolition and temporary power during construction. Your Electrical Service Representative is: Tom Gravell, 206-386-1672, Thomas.Gravell@seattle.gov. Be advised that it is the applicant's responsibility to seek guidance from SCL. Failure to contact SCL at your earliest convenience could severely impact your project's scope, schedule and budget. This responsibility rests solely with the applicant.

Other Requirements

- 10' Clearance from Structures: 10-ft horizontal clearance required between power lines and permanent structures. Review DPD CAM 122, Electric Utility Clearance Requirements, and SCL Construction Guideline D2-3 (<http://www.seattle.gov/Light/engstd/Docs/ConStd/d23.pdf>). Changes to SCL's system to meet clearances are done at the project's expense.
- Working Clearance: State law requires construction workers, their tools, machinery, equipment and materials to maintain 10-ft clearance from power lines. Review WAC 296-24-960. Transmission lines require greater clearance. To work near power lines notify SCL well in advance to de-energize and ground the lines, or relocate the lines temporarily. This SCL work is done at the customer's expense.
- An SCL engineer will require scaled building elevation drawings to determine clearances. Please submit an extra set of plans at DPD intake.

- Per SCL Requirements for Electric Service Connection, <http://www.seattle.gov/light/contractors/resc/>, Chapter 11, page 55: "Special Metering Requirements for Multi-Unit Buildings": All multi-unit buildings shall have at least one meter for each unit and must be identified by unit number, letter designation or street address. Where common load exists, an additional house meter is required. Space checks are required for all new and rewired multi-unit buildings to verify socket-to-unit panel wiring. Units found to have mixed or common loads will be billed in the owner's name. Contact your Electrical Service Representative for clarification and advice. Your Electrical Service Representative is: Jason Chollette, 206-684-4977, jason.chollette@seattle.gov.

SDOT Requirements

The City of Seattle's Right-of-Way Improvements Manual (ROWIM) and SDOT's Street & Sidewalk Pavement Opening and Restoration (PORR) Director's Rule 2004-02 may be accessed from SDOT's Street Use website at: http://www.seattle.gov/transportation/stuse_docs.htm. Whenever possible, specific reference notation for these two design documents is noted next to the design characteristics below. Be advised that these specific section and chapter references are provided as preliminary guidance only and are not comprehensive in scope.

SDOT Permitting Information

Initial Review Deposit: To be determined
SDOT Plan Requirements: Plan
SDOT Permit Requirements: Group 1:Over-the-Counter. Obtain from SDOT anytime prior to construction in the right of way.
All private encroachments in the public right-of-way (ROW) require a 30-day permit that is renewed annually.

**Street Improvement Requirements
HARBOR AVE SW**

Tree planting. See Seattle Right of Way Improvements Manual (ROWIM) and City of Seattle Standard Plans 030, 100 and 424. Contact SDOT Urban Forestry for residential projects at (206) 684-TREE; for all others at (206) 684-5693 for approval of species and placement.
All improvements on private property must accommodate the right of way elevation at the property line using the standard cross-section in the ROWIM. Right of way grading may be required to provide vehicular and pedestrian access that meets the standard cross-section.

New/replacement sidewalk: See Seattle Right of Way Improvements Manual (ROWIM) as well as the City of Seattle Standard Plan 420, 421 and 422. Repair & restoration of existing as needed.
New/Replacement Curb: See Seattle Right of Way Improvements Manual (ROWIM) and the City of Seattle Standard Plan 410. Construct new curb & restoration @ existing drwy closures/modifications
New/replacement driveway: If there is a concrete curb in front of the project, the Street Use curb cut permit is issued by DPD. If there is not a concrete curb in front of the project, a Group 2 Street Use permit must be issued by Street Use. Refer to Standard Plan 430 for driveway curb cut standards.

SPU Requirements

Flow Control Compliance
All new, replaced, and disturbed topsoil shall be amended with organic matter per rules promulgated by the Director prior to completion of the project to improve onsite management of drainage water flow and water quality per SMC 22.805.020.E. For projects with 5,000 square feet or more of new and replaced impervious surface, a comprehensive drainage control plan shall be prepared by a licensed engineer.

Water Availability
Your water availability assessment has been waived.

Other Requirements

Owners of residential property occupied by a tenant who will be displaced by housing demolition, substantial rehabilitation, change of use, or removal of use restrictions may need to obtain a Tenant Relocation License. Refer to DPD Tip 123, Seattle's Tenant Relocation Assistance Ordinance, for further information and instructions or call (206) 684-7979.

If your project involves additions or modification to or demolition of an existing building that contains four or more dwelling units or 4,000 square feet or more of non-residential area, and the building is a designated historic landmark or is 50 years old and meets the criteria set forth in SMC 25.12 for landmark designation, SEPA is required. Please contact the Department of Neighborhoods at (206) 684-0228 or www.seattle.gov/neighborhoods/preservation to determine if your building is a designated landmark or if a referral is necessary to determine if the building meets the criteria in SMC 25.12. Refer to Tip 208 for information regarding the application requirements for a SEPA review and Tip 3000 for information regarding landmarks and historic preservation.

If the scope of your proposed project changes before your DPD intake appointment or SDOT street improvement plan application, the requirements in this report may change. If there are municipal code and ordinance changes before our DPD intake appointment, the project must meet the new code requirements. Additional street improvement requirements may be triggered if a permit application for a development project on adjacent property is also undergoing review.

Please be aware that all persons or companies working within the City limits, including all contractors, subcontractors, permit expeditors and other service providers are required to possess a valid City of Seattle business license. This license is required in addition to any other licenses required by the State of Washington, such as a contractors’ license or state business license. For more information about City of Seattle business licenses, please contact inspector Michale Crooks at 206-684-8871, Michale.Crooks@seattle.gov, or visit the [Licensing and Tax Administration Division website](#).