



City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development

D. M. Sugimura, Director

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

Application Number: 3004389
Application Name: Ned Nelson for Gregg Ravenna LLC, Stanley Gregg
Address of Proposal: 7007 Woodlawn Ave NE

SUMMARY OF PROPOSED ACTION

Land Use Application to establish use for a 4,893 sq. ft. addition to an existing 12,716 sq. ft. general retail use for a total of 17,390 sq. ft. The proposed second story addition consists of storage space, bathrooms and an employee break room. Additional offsite parking to the northeast of the site is proposed (APN#s 9528101580 and 9528101510) by way of a parking covenant. The construction permit is being simultaneously reviewed under project number 6061922.

The following Land Use approvals are required:

- **Special Exception – Maximum Size Limit** – SMC 23.47.010-H
- **SEPA – Environmental Determination** – SMC 25.05

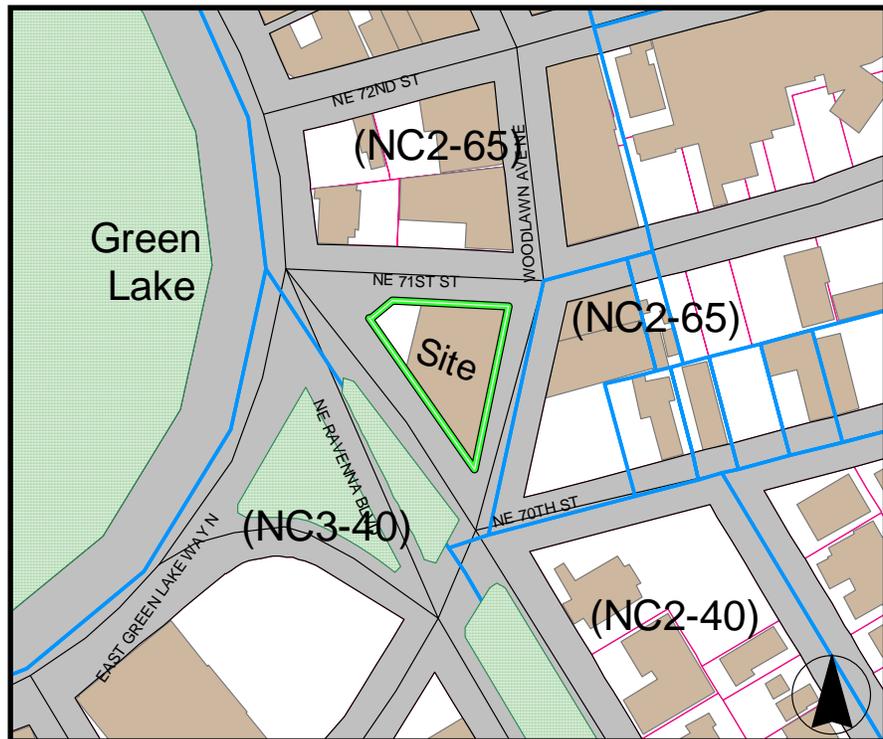
SEPA DETERMINATION: Exempt DNS MDNS EIS
 DNS with conditions
 DNS involving non-exempt grading or demolition, or another agency with jurisdiction.

BACKGROUND DATA

The subject site proposal is a triangular shaped lot with three street frontages, located in the Green Lake Neighborhood of Seattle. The site is bound by NE Ravenna Blvd, Woodlawn Ave NE and NE 71st St. Zoning for the site is Neighborhood Commercial Three (NC2-65) with a Pedestrian Two (P2) designation. The existing structure was constructed in 1926 and is currently occupied by Gregg's Greenlake Cycle and has been since 1932.

Proposal Description

The proposal consists of a 4,893 sq. ft. second floor addition, which will contain predominantly accessory storage, men's and women's bathrooms and a 12' x 12' employee break room. The ground floor of Gregg's is proposed to be redesigned with an updated layout. The existing structure exterior and walls will remain in the same location with some modifications to the architectural detailing, finish materials and awnings. The existing



eight (8) parking stalls are to remain with an additional fourteen (14) stalls to be provided just northeast of the site by way of an offsite parking covenant.

Public Comments

Three written public comments and a few phone calls were received during the comment period which ended on 7/12/06. The comments were related to SEPA checklist inaccuracies, view protection, supply truck traffic, parking, character of proposal, and suitability & compliance with the Green Lake 2020 Neighborhood Plan.

ANALYSIS – SPECIAL EXCEPTION (Maximum Size Limit)

SMC 23.47.010-H

Increases in Maximum Size Limits.

1. Increases in maximum size limits for operating business establishments or uses may be permitted as Special Exceptions according to the procedures set forth in Chapter 23.76, Master Use Permits and Council Land Use Decisions, subject to the following:

b. Operating business establishments or uses in NC2 zones which are limited to a maximum size of five thousand (5,000) square feet may be expanded to a maximum size of ten thousand (10,000) square feet, and operating business establishments or uses which are limited to a maximum size of fifteen thousand (15,000) square feet may be expanded to a maximum size of twenty-five thousand (25,000) square feet.

The proposal is for a 4,893 sq. ft. second story addition to the existing 12,716 sq. ft. structure. The total sq. ft. of the building is proposed for 17,609, 2,609 more than is permitted outright and 7,391 less than the maximum permitted by special exception.

2. The decision to permit, condition or deny an increase in size shall be based upon an assessment of the following factors:

a. The impacts of the operating business establishment and the anticipated impacts if an increase in size were permitted;

The second floor addition is for bathrooms, employee break room and storage area only. To examine the impacts of the additional square footage, a look at the history of Gregg's Greenlake Cycle is necessary. Gregg's Cycle has leased "satellite" space within two blocks of the site for warehouse, bicycle assembly and repair since 1975. Currently, Gregg's leases approximately 4,000 sq. ft. of space from the Seattle Massage College located at the 7100 block of Woodlawn Ave NE. Also, Gregg's leases approximately 4,000 sq. ft. space from the Vitamilk site located just east along NE 71st St. Due to the Vitamilk site's eminent re-development, Gregg's must relocate their warehouse area to continue providing service levels to customers. As a result, the proposed addition was requested by Gregg's. The bottom floor, which is used for the shopping and rental areas, is being redesigned but is not expanding in square footage. The warehouse of merchandise that is currently being provided at the Vitamilk site will be relocated on site; it will create a more efficient business practice and process by eliminating satellite trips between Gregg's and Vitamilk. Post construction, the business will have no change in impacts in contrast with the existing impacts; the new storage space will offset the existing space being closed at the Vitamilk site. No additional impacts from the proposal are anticipated.

b. The availability of commercial space in the zone for uses which contribute to the function and desired characteristics of the zone, as described in Chapter 23.34;

Gregg's Greenlake Cycle has been apart of the Greenlake community since 1932 and this proposal is to create a vertical addition above the existing structure and will not displace any existing commercial uses by expanding outward. This addition is a direct result of the Vitamilk site's future re-development and the applicant's loss of his leased "satellite" storage space. As a result of the re-development of the Vitamilk, Key Bank, and Albertson's sites, the locational criteria of SMC 23.34.076 will be realized and Gregg's Green cycle will provide a solidified pedestrian active business anchor to the community for years to come.

Analysis SMC 23.34.076 (NC2) and 23.37.088 (P2)

Gregg's is a pedestrian oriented rental and shopping service that has a recognizable and continuous active store front. The future developments will provide a walkable shopping area from the Albertson's site to the Vitamilk redevelopment. The area is a medium sized NC2 node and will have increased density with the future projects listed. There is lowrise zoning prevalent in the area which is supported in the NC2 locational criteria. There is not any vacant land or available land in the immediate vicinity. There is lots of transit available which is in contrast to the criteria. Lastly, there is limited off street parking in the area.

As stated, due to the fact that this development is neither taking over any existing businesses nor expanding outward, no businesses will be displaced or future businesses precluded by the proposal. As a result this proposal is compliant with this factor.

c. The number of business establishments present in the zone that are similar to the business establishment for which expansion is proposed;

The only establishment in the vicinity that provides the same total services as the proposal is Aurora Cycle (owned by Gregg's Cycle) which is located over a mile away located on the west side of Aurora Ave N on the northwest corner of Aurora Ave N and N 74th St. Road Runner sports located just northwest of the proposal does not provide the same services as Gregg's. As a result this factor is compliant for the proposal.

d. The compatibility of the operating business establishment with the character and scale of the business district and the surrounding neighborhood; and

Gregg's is a business that fits nicely into the neighborhood because of its functional relationship with Green Lake Park with promotion of active recreation of biking, skating, running, snow sports, and other physical activities. The proposal will be an underdevelopment of the property considering the 65' height limit and the 37' height of the proposed roof line. Also the second story is only proposed for a northeast portion of the structure, not the entire building. Over half of the building will remain at the same height. Considering the above analysis and that original architectural style will be maintained with some modern changes, this business is highly compatible to the character and scale of the business district and surrounding neighborhood.

e. The length of time the business establishment has been operating.

Gregg's was founded in 1932 in this location and maintained to this day. Gregg's is an icon in the Green Lake area and is a positive influence of promoting active lifestyles and complements the Green Lake Park and Neighborhood. The proposal is compliant with this factor.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated March 24th, 2006 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short - Term Impacts

Construction activities for the addition could result in the following adverse impacts: construction dust, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction workers' vehicles. Several construction related impacts are mitigated by existing City codes and ordinances applicable to the project, such as the Noise Ordinance; the Street Use Ordinance; and the Building Code. Following is an analysis of the air, water quality, streets, parking, and construction-related noise impacts as well as mitigation.

The character of the area is primarily commercial in nature with the exception the new Mixed-Use development east across Woodlawn Ave NE and future Key Bank site Mixed Use Development (under construction). The construction-related noise will have an impact on the surrounding residents in the area. The major noise causing action will be for the construction of the new concrete slab foundation, footings and second floor construction. Other activities that may have an adverse impact are any piling that may occur, jack hammering and use of generators on construction vehicles. The anticipated construction timing is between 6-7 months. The northeast portion of the structure will be demolished with the portions of the structure and use remaining intact during the construction phase. A new roof and the second floor addition will then be constructed. The times allowed for construction per the Noise Ordinance (SMC 25.08) are found to be inadequate to mitigate the noise impacts for the subject zone. As a result, imposition of a noise condition is warranted and will ensure the documented impacts are mitigated.

The Street Use Ordinance includes regulations that mitigate dust, mud, and circulation. The project will have minimal grading and will not have an adverse impact. Temporary closure of sidewalks and/or traffic lane(s) is adequately controlled with a street use permit through the Seattle's Department of Transportation, and no SEPA conditioning is needed for these issues.

Construction worker parking will be provided off site at the same location of the future covenant parking for customers, which is located on surface parking lots on NE 72nd St between Woodlawn Ave NE and 5th Ave NE. To ensure that the parking is used during construction a condition is warranted to require a construction parking plan to be added the Building Permit plans showing the location of the parking and that verification to DPD (by fax or letter) that the parking has been secured for the construction phase of the project.

Construction is expected to temporarily add particulates to the air and will result in a slight increase in auto-generated air contaminants from construction worker vehicles; however, this increase is not anticipated to be significant. Federal auto emission controls are the primary means of mitigating air quality impacts from motor vehicles as stated in the Air Quality Policy (Section 25.05.675 SMC). No unusual circumstances exist which warrant additional mitigation per the SEPA Overview Policy.

Long - Term Impacts

The following long-term or use-related impacts, which are often a consideration, do not apply in this instance: increased demand on public services and utilities; increased light and glare; and increased energy consumption. These long-term impacts are not considered adverse, as other City Departments review the feasibility of these issues. Additional land use impacts which may result in the long-term are discussed below.

Historical Preservation

Considering the age and neighborhood significance of Gregg's Greenlake structure, a referral to the Department of Neighborhoods (DON) was sent for review to consider its historical significance. DON concluded that due to the "extensive storefront alterations it is unlikely that the building at the address listed above would meet the standards for designation as an individual landmark." As a result, this SEPA policy is not applicable in this situation.

Parking and Traffic Demand

Eight (8) existing parking spaces are provided on west side of the site. The proposed addition requires fourteen (14) parking stalls and they are proposed by way of parking covenant, pursuant to SMC's 23.47.032 and 23.54.025. The structure's second floor addition is for bathrooms, employee break room and storage area only. The first floor area for the sales and rental functions are being rearranged, but are not expanding in square footage. Signage for the covenanted parking must be provided both on Gregg's site and on the two lots where the parking is provided, on NE 72nd St between Woodlawn Ave NE and 5th Ave NE (see Director's Rule 14-86). Conditioning is appropriate to ensure the signs are installed at both sites. The covenant is required to be recorded with King County Department of Records and Elections

To examine the effect this additional space will have on parking and traffic demands a look at the history of Gregg's is appropriate. Gregg's Cycle has leased space within two blocks of the site for warehouse, bicycle assembly and repair since 1975. Currently Gregg's uses approximately 4,000 sq. ft. of the Seattle Massage College located at the 7100 block of Woodlawn Ave NE and also leases approximately 4,000 sq. ft. of space from the Vitamilk site located just east along NE 71st St. Due to the Vitamilk site's eminent re-development, Gregg's must relocate the warehouse area on site. As a result the proposed addition was requested by Gregg's. Goods are currently delivered to the Gregg's store then moved to the two satellite warehouse locations as needed. As a result, no additional parking, traffic or supply truck trips will be generated beyond what currently exist.

Since walking trips will no longer be required by employees to and from the off site storage locations, pedestrian trips will be reduced at the intersection of NE 71st St and Woodlawn Ave N. The reduced pedestrian trips from Vitamilk to the site may improve traffic movement through this intersection. Considering this analysis, no SEPA conditioning is needed.

Summary

In conclusion, adverse effects on the environment resulting from the proposal are anticipated to be non-significant with the imposition of the conditions analyzed above.

DECISION - SEPA

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

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

CONDITIONS SPECIAL EXCEPTION

None.

CONDITIONS - SEPA

Non-Appealable Condition (zoning code requirement) Prior to final of Building Permit

1. Clear signage for the covenanted customer parking must be provided both on the subject site and on the two lots (parcel #'s 9528101510 and 9528101580) where the covenanted parking is provided, on NE 72nd St between Woodlawn Ave NE and 5th Ave NE. For both sites, the signage is to alert customers where the covenant parking is located and which spaces are available.

Prior to Issuance of the Building Permit

2. The owner(s) and/or responsible party(s) shall provide documentation to DPD staff that Puget Sound Clear Air Agency (PSCAA) has received all information necessary to assess and mitigate likely air impacts at least 10 days in advance of the demolition of any structures on site greater than 120 sq. ft.
3. Add a sheet to the building permit plans showing the location of construction vehicle and worker parking (parcel #'s 9528101510 and 9528101580) and provide verification to the DPD staff that the parking has been secured for the construction phase of the project.

During Construction

The following conditions to be enforced during construction shall be posted at each street abutting the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. These conditions shall be affixed to placards prepared by DPD. The placards will be issued along with the building or demolition permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

4. All construction activities shall be limited to non-holiday weekdays from 7:00 a.m. and 6:00 p.m. Other than surveying, surveillance and securing the site (no grading), work on Saturdays and Sundays **is not permitted**. Broadband backing-up alarms must be used for all vehicles that use back up alarms when in reverse gear.

After the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. The hours above may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner (Lucas DeHerrera 206.615.0724 or Cheryl Waldman 206.233.3861) or Noise Control Program (David George 206.784.7843 or Jeffrey Stalter 206.615.1760) prior to each occurrence. The applicant may be required to submit a noise mitigation plan to DPD for review before a change in construction hours may occur. Periodic monitoring of work activity and noise levels may be conducted by DPD.

Signature: _____ (signature on file)

Date: September 25, 2006

Lucas DeHerrera, Land Use Planner
Department of Planning and Development
Land Use Services