



City of Seattle
Edward B. Murray, Mayor

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

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

Application Number: 3016207
Applicant Name: Chris Jones – NK Architects for Isola Homes
Address of Proposal: 6800 Greenwood Ave N

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 4-story structure containing 4,000 sq. ft. of commercial space with 32 residential units. Parking for 28 vehicles to be provided below grade. Existing structure has been demolished under #6382845. The project includes removal of 14,300 cu. yds. of soil.

The following approvals are required:

Design Review pursuant to Chapter 23.41, Seattle Municipal Code, with Departures:

Development Standard Departure from rooftop features.
(SMC 23.47A.012.C.7)

Development Standard Departure from sight triangles.
(SMC 23.54.030.G)

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

SEPA DETERMINATION:

Determination of Non-significance

- No mitigating conditions of approval are imposed.
- Pursuant to SEPA substantive authority provided in SMC 25.06.660, the proposal has been conditioned to mitigate environmental impacts

Site Zone: Neighborhood Commercial 2-40 (NC2-40)

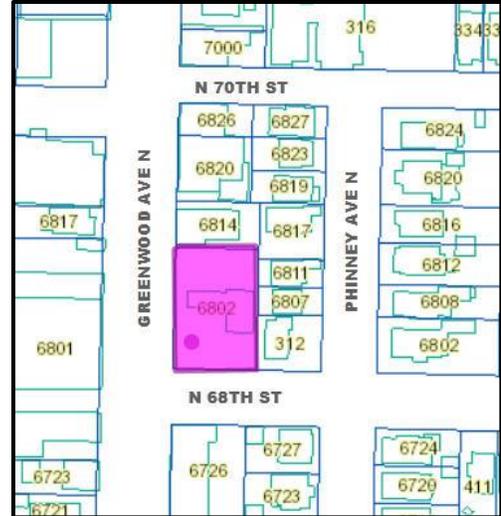
Nearby Zones: To the north and south of the site along Greenwood Ave N is a NC2-40 zone. This strip of commercial zoning is flanked on both sides by large areas of single family zoning.

Lot Area: 11,700 square feet.

Environmentally Critical Areas: None

Access: The corner site is bordered by Greenwood Ave N. to west, and N 68th St. to the south.

Current Development: The site is currently vacant.



Surrounding Development: Directly to the north of the site, is a structure with a commercial use in the street facing one story portion, and residential uses in the back, two story portion. To the east are three single family structures. Across N 68th St. is a single story older commercial structure and across Greenwood Ave N is a four-story mixed use condo development built in 2007.

Neighborhood Character: The neighborhood was originally developed in the early 1900's with single family residences, and brick apartment buildings and one story commercial structures along Greenwood Ave N. and Phinney Ave N. Over the past century a few newer commercial structures and apartment buildings have replaced the older structures. More recently, a few four-story mixed use developments have been constructed within the immediate neighborhood. The commercial uses along Greenwood Ave N are predominately neighborhood related or eating establishments. Phinney Ave N, to the south has a more residential feel befitting its Lowrise-Residential commercial zoning.

Project Description: The proposed project is a 4-story mixed use development with approximately 4,000 sq. ft. of retail along Greenwood Ave. and 32 residential units. Twenty-eight parking spaces are located below grade, with access off of 68th Street. Approx. 14,300 cubic yards of soil will be removed from the site.

The proposed structure will have three stories of residential units ranging from studios to two bedroom units over the ground floor level. The residential pedestrian entry is located mid structure off of N 68th St. The ground level will have retail space along Greenwood Ave N and four studio units with access to private at grade open space. The roof will have a common amenity area and private roof top decks for some of the units below which will access the decks by a private stair and hatch. Access to one level of below grade parking will be at the eastern edge of the building from N 68th St.

The site is located within the Greenwood-Phinney Ridge Residential Urban Village.

DESIGN REVIEW

EARLY DESIGN GUIDANCE MEETING: December 16, 2013

The packet includes materials presented at the meeting, and is available online by entering the project number (3016207) at this website:

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

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

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

Email: PRC@seattle.gov

PRESENTATION

At the EDG meeting, the applicant presented the three options shown in the packet, available online.

The applicant clarified that the amenity areas shown at grade in Options 1 and 3 will provide landscaping and private areas for the adjacent units. The at grade amenity area along the north side will include an exit path to the street. The roof top amenity area in Option 2 and 3 was located to take advantage of the views and southern exposure.

The size of the structural building overhangs proposed in Option 3 will be determined during the zoning review.

PUBLIC COMMENT

The following comments, issues and concerns were raised during the public comment portion of the Early Design Guidance meeting:

- Questioned the fact that Greenwood Ave N. is a Frequent Transit Corridor which determines if parking is required. (It was explained that this will be verified during the MUP zoning review.)
- Questioned what the retail use will be. (Unknown at this time.)
- Questioned why a shadow study was only done for the preferred option.
- Supported more modulation and setbacks, suggested a study of the Fini Condos across Greenwood Ave N.
- Supported fewer units in the structure, decreasing the height, bulk and scale, providing modulation and a prominent corner.
- Concerned about vehicle and pedestrian entries being located on 68th St.; all access should be from Greenwood Ave N.
- Supported additional landscaping and greenery.

- Supported a design that reflects the surrounding residential character, not the commercial character of Greenwood Ave N.
- Encouraged a design that uses traditional materials and is not modern.
- Noted that the intersection of Greenwood Ave N. and N 68th St. is a “blind” corner and not safe.
- Encouraged increased setbacks on the east elevation for a better height, bulk and scale relationship to the residential community.
- Encouraged a design that reflects the older residential styles such as craftsman instead of a modern design.
- Questioned if a walkway will be located in the north amenity area. (Applicant responded that an exit walkway will be located in part of the setback.)
- Concerned that the project will block light to solar panels located on residential property located to the east.
- Encouraged a design that adheres to the Greenwood-Phinney Design Guidelines, especially as relates to height, bulk and scale.
- Supported protection of the tree on neighboring property.
- Encouraged brick as an exterior material don’t use cement board.
- Supported pulling back the massing on N. 68th Street.
- Concerned retail space in basement won’t work, encouraged more parking instead.

PRIORITIES & BOARD RECOMMENDATIONS

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

EARLY DESIGN GUIDANCE: December 16, 2013

1. **Height Bulk and Scale:** The site of the proposed development abuts parcels along its east lot line that are split zoned NC2 and SF 5000. As the zone change happens approximately 8-10’ into the lots, these parcels are predominately in the single family zone and developed with single family residences. Given this zone change location, the proposal does not need to provide Commercial zone required residential setbacks, however the applicant is proposing a 10’ setback. The Board expressed that the proximity to the zone change means this project is essentially at the zone edge and should follow the Greenwood-Phinney guidelines for Height, Bulk and Scale (B-1).
 - a. Increase the building setback from the east property line. (B-1, A-5)
 - b. The massing should be oriented towards Greenwood Ave N. (A-2)
 - c. Consider extending the upper level amenity deck further north. (A-1, A-5)
 - d. Setback the south elevation at grade. (A-1, A-2)
2. **Streetscape Compatibility:** The Board agreed that the design proportions, rhythm, materials and character should be informed by both the older simple brick apartment structures and single story storefronts in the neighborhood. Follow the Greenwood-Phinney Design Guidelines. (C-2)

- a. Maintain a filled out corner at Greenwood Ave N. and N 68th St., at the upper stories. (A-2)
 - b. The retail space along Greenwood Ave N should be broken into smaller storefronts. (B-1) (D-1)
 - c. Setback the lower level of the south elevation along N 68th St. to provide view opportunities for pedestrians. (A-2)
 - d. Modulation should be avoided unless it provides usable space and is “traditional” in form and materials. (C-1)
3. **Street level Safety:** Set back the south elevation at grade level to provide for views and safety. The location of a bus stop on Greenwood Ave N. and code requirements stipulate that parking access be located off of N. 68th St. Due to the close proximity to a residential neighborhood, pedestrian safety needs to be considered. (A-8)
- a. Set back the south elevation along N. 68th St. to provide a wider sidewalk. (C-4)
 - b. Provide generous visual clearance at the parking entry/exit along N. 68th St. (A-8)
 - c. The width of the parking driveway and curb cut should be the minimum allowable size. (C-5)
4. **Building Materials:** The Board strongly encouraged the use of “timeless materials” such as brick as the exterior building material. (C-4)
- a. Use brick as the main exterior building material, which is identified as one of the preferred materials in the Greenwood-Phinney Design Guidelines. (C-4)
 - b. If modulation is provided, consider wood as the material in contrast to the brick. (C-1)
 - c. The spacing and size of the fenestration should provide the main visual interest and detaining of the street facing facades. (C-2)

RECOMMENDATION MEETING: June 23, 2014

The packet includes materials presented at the meeting, and is available online by entering the project number (3016207) at this website:

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

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Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
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PRESENTATION

The applicant presented that the number of units had been reduced to 32 and the number of parking spaces increased to 28 from what was proposed at the EDG presentation.

PUBLIC COMMENTS

The following comments, issues and concerns were raised during the public comment portion of the Recommendation meeting:

- Encouraged the applicant to use the vined landscaping on his abutting property as part of the landscaping for the project.
- Supported the design.
- Encouraged the applicant to take protective measures to make the exposed concrete graffiti proof.

PRIORITIES & BOARD RECOMMENDATIONS

After considering the context provided by the proponents, and hearing public comment, the Design Review Board members provided the following design guidance.

RECOMMENDATION GUIDANCE: June 23, 2014

- 1. Building Design and Materials:** The Board expressed generous support for the use of brick and metal panel as materials on the street facing facades, and the shifting of the building massing toward the street. The Board was not supportive of the glass railings of the balconies on the structural building overhang projections. It was noted that the glass did not fit with the design and materials of the west elevation. The Board also questioned the dimension of the brick 'wrap' on the north elevation, which they thought appeared arbitrary. (B-1, C-1, C-2, C-4)
 - a. Work with the DPD Land Use Planner on the design of the west elevation balcony railing to include more texture and is consistent with the rest of the design. (C-2)
 - b. Provide a clean, elegant transition from the brick to the fiber cement board on the north elevation. (C-2, C-4)
 - c. Consider painting the penthouse dark to fade out. (B-1, C-2)
- 2. East Elevation:** The Board was not supportive of the proposed balconies on the east elevation that would allow the users to peer down into the abutting single family properties. (A-5)
 - a. Remove the balconies on the east elevation and replace with well designed 'Juliette railing'. No outside occupiable area should be provided. (A-5)
 - b. Use the Juliette railing and other design elements such as shadow lines to provide articulation and create interest on the east elevation. (C-3)

3. **Streetscape and Landscaping:** The Board was supportive of the relocated garage entry; but questioned why the public bike parking for the retail use was located on N. 68th St instead of Greenwood Ave N. (A-4, C-5, E-2)
 - a. Locate the retail bike parking on Greenwood Ave N. (A-4)
 - b. Provide landscaping to screen the east side of the garage entry. (A-5)
 - c. Work on the landscape plan and provide small canopy trees as part of the landscaping in the open space located along the east property line. (E-2)

The Board identified the Citywide Design Guidelines & Neighborhood specific guidelines (as applicable) of highest priority for this project.

The Neighborhood specific guidelines are summarized below. For the full text please visit the [Design Review website](#).

Site Planning

- A-1 **Responding to Site Characteristics.** The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

Greenwood/Phinney-specific supplemental guidance:

Numerous east-west streets offer excellent views of Green Lake, Puget Sound and the Olympic and Cascade Mountains from Greenwood Avenue North. Where possible buildings should be located to take advantage of these views and to enhance views from the public right-of-way. Examples of methods to do this include setbacks from view corridors, landscape elements and street trees to frame views rather than block them, and pedestrian spaces with views of the water and mountains.

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

Greenwood/Phinney-specific supplemental guidance:

a. Reinforcement of Commercial and Residential Development Patterns

Commercial development in the Greenwood/Phinney corridor has historically been oriented toward the street, with buildings up against the sidewalks. Most residential developments have modest landscaped setbacks and first floors are built slightly above grade to allow for privacy and a sense of transition from the street. Continuing this pattern will reinforce the character of both the business districts and residential areas. Consider:

1. Build commercial development up to the sidewalk where possible. Commercial buildings may be setback off the street if pedestrian-oriented space is provided that is enhanced with humanizing components such as trees and other plants, site furnishings and high-quality, well-detailed pavements between the sidewalk and the building.

b. Treatment of Side Streets

Some treatment of side-streets off of Greenwood Avenue North and 85th Street is important to create an effective transition to residential neighborhoods. Some options to consider include:

- setbacks with view-framing landscaping (see A-1);
- arbors with hanging plants; and
- small outdoor spaces with trees and landscaping.

A-5 Respect for Adjacent Sites. Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.

A-8 Parking and Vehicle Access. Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

B. Height, Bulk and Scale

B-1 Height, Bulk, and Scale Compatibility. Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk, and scale between anticipated development potential of the adjacent zones.

Greenwood/Phinney-specific supplemental guidance:

a. Impact of New Buildings on the Street

Also, new commercial development should respect the small-scale historical pattern of storefronts on Greenwood Avenue North. Typically, the older storefronts are about 50 feet in width and feature brick, stone or other masonry units. Some also feature architectural details that provide interest and a human scale to the buildings.

b. Zone Edges

Careful siting, building design and massing are important to achieve a sensitive transition between more intensive and less intensive zones. Consider design techniques including:

- increasing the building setback from the zone edge at the ground level;
- reducing the bulk of the building's upper floors nearest to the less intensive zone;
- reducing the overall height of the structure; and
- using of extensive landscaping or decorative screening.

Design departures

If alternative techniques are used to successfully achieve a sensitive transition between these zones, the following departures are suggested for consideration by

applicants and board members to offset the loss of any development opportunity within the Greenwood/Phinney neighborhood:

- relax the residential amenity or setback requirements.

This provision is not meant to preclude the granting of departures as allowed in section 23.41 of the Seattle Land Use Code.

C. Architectural Elements and Materials

C-1 **Architectural Context.** New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Greenwood/Phinney-specific supplemental guidance:

a. Signage

The design and placement of signs plays an important role in the visual character and identity of the community. Key aspects of this effort are to ensure that the signs are at an appropriate scale and fit in with the building's architecture and the local district. Small signs are encouraged in the building's architecture, along a sign band, on awnings or marquees, located in windows or hung perpendicular to the building façade.

The following signs are generally discouraged:

- Large illuminated box (back-lit "can") signs, unless they are treated or designed to be compatible with the character of surrounding development. Back-lit awnings should be limited to one horizontal-mounted lighting tube. Small neon signs are an alternative as long as they are unobtrusive to adjacent residences.
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b. Façade Articulation and Modulation

Façade modulation and articulation are less critical in commercial or mixed-use structures as long as appropriate levels of detail are present to break up the façade. Many of these structures are simple boxes that are well-fenestrated and contain a number of details that add interest at the ground level and lend buildings a human scale. Modulation of commercial and mixed-use structures at the street level is discouraged unless the space or spaces created by the modulation are large enough to be usable by pedestrians.

C-2 **Architectural Concept and Consistency.** Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its facade walls.

Greenwood/Phinney-specific supplemental guidance:

a. Architectural Styles

The Greenwood Avenue North/Phinney Avenue North and North/Northwest 85th Street corridors are characterized by their utilitarian, non-flamboyant, traditional architectural styles (except for churches). Some important points to consider in making new development consistent and compatible with existing development include:

- small-scale architectural details at the ground level, including color, texture/patterns, materials, window treatment, sculptural elements, etc;
- landscaping is an important component of the overall character, particularly for residential development; and
- personalization of individual businesses is a key feature of both corridors.

C-4 **Exterior Finish Materials.** Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

Greenwood/Phinney-specific supplemental guidance:

New buildings should feature durable, attractive and well-detailed finish materials.

Examples of structures in the neighborhood that feature desirable exterior finish materials are provided in the Appendix.

a. Building Materials in the Greenwood Avenue North/Phinney Avenue

North and North/Northwest 85th Street Corridors

Again, buildings within these corridors are characterized by their utilitarian, nonflamboyant, traditional architectural styles. Brick is the most common surface treatment in the commercial areas and should be encouraged. Plastic awnings should be strongly discouraged. As an alternative, architectural canopies are encouraged to provide weather protection and a place for business signage.

C-5 **Structured Parking Entrances.** The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.

D. Pedestrian Environment

D-1 **Pedestrian Open Spaces and Entrances.** Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

Greenwood/Phinney-specific supplemental guidance:

a. **Pedestrian Open Spaces**

- **Small, usable open spaces are an important design objective. Open space incorporating the following features are encouraged with new commercial and mixed-use development:**
- **Good sun exposure during most of the year**
- **Located in areas with significant pedestrian traffic**
- **Storefront and/or residential windows face onto open space, at or above the ground level**
- **There are a variety of places to sit**
- **Pedestrians have something to look at, whether it is a view of the street, landscaping, a mural, etc.**
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b. **North/Northwest 85th Street Corridor and Greenwood Avenue North Corridor, North of North 87th Street. New development should enhance the pedestrian environment and encourage pedestrian activity along the North/Northwest 85th Street corridor and the Greenwood Av N corridor, north of N 87th Street. The following measures should be encouraged:**

- **Building entries facing the street**
- **Pedestrian-oriented facades**
- **Weather protection**
- **Below-grade parking, when possible**

D-6 Screening of Dumpsters, Utilities, and Service Areas. Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

D-7 Personal Safety and Security. Project design should consider opportunities for enhancing personal safety and security in the environment under review.

E. Landscaping

E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites. Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure was based upon the departure's potential to help the project better meet these design guideline priorities and achieve a better overall design than could be achieved without the departure. At the Final Recommendation Meeting one departure was requested:

- 1. Sight Triangles (SMC 23.54.030.G):** The code requires for two way driveways less than 22 feet wide, a sight triangle on both sides of the driveway that shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway with the sidewalk.

The applicant is proposing an 18"x18" structural column be located within the 'east' sight triangle.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines A-5, and A-7. The design encloses the vehicle entry to the below grade parking allowing a buffer with the abutting residential properties that will provide open space and landscaping.

The Board recommended unanimously that DPD grant this departure.

- 2. Rooftop Features (SMC 23.47A.012.C.7):** The Code requires rooftop features such as non-firewall parapets to be located at least 10 feet from the north edge of the roof unless a shadow diagram is provided that demonstrates that locating such features within 10 feet of the north edge of the roof would not shade property to the north on January 21st at noon more than would a structure built to maximum permitted height and FAR. The applicant is proposing a 12" high continuous non-firewall parapet along the north elevation located 5' from the north property line. This parapet will continue along the west and east elevations.

This departure would provide an overall design that would better meet the intent of Design Review Guidelines C-2 by providing a consistent architectural concept and design.

The Board recommended unanimously that DPD grant this departure.

BOARD RECOMMENDATIONS

The recommendation summarized below was based on the design review packet dated June 23, 2014, and the materials shown and verbally described by the applicant at the June 23, 2014 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, four Design Review Board members recommended **APPROVAL** of the subject design and of departures with the following conditions:

1. Remove the balconies on the east elevation and replace with well designed 'Juliette railing'. No outside occupiable area should be provided.
2. Work with the DPD Land Use Planner on the design of the west elevation balcony railing that has more texture and is consistent with the rest of the design.
3. Work on the landscape plan and provide small canopy trees as part of the landscaping in the open space located along the east property line.
4. Locate the retail bike parking on Greenwood Ave N.

Applicant response to Recommended Design Review Recommendations:

1. The project MUP plans show that balconies on the east elevation have been removed and replaced with 'Juliette' railings and no occupiable area, therefore satisfying recommendation #1.
2. The DPD Land Use Planner has worked with the applicant on the railing design and the MUP plans show west elevation balcony railings that have more texture and are consistent with the rest of the design, therefore satisfying recommendation #2.

3. The DPD Land Use Planner has worked with the applicant on the landscape plan. Small trees will be located in the private open spaces, but due to the location of utilities in the common open space located along the east property line, the planting of trees is not suitable. Instead the landscaping will provide tall bushes along the fence and property line, therefore satisfying the intent of recommendation #3 to provide taller landscaping .
4. The project MUP plans show the location of the retail bike parking on Greenwood Ave N, therefore satisfying recommendation #4.

ANALYSIS & DECISION – DESIGN REVIEW

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

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

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

Director’s Analysis

Two members of the Northwest Design Review Board and two substitute Board members were in attendance and provided recommendations (listed above) to the Director and identified elements of the Design Guidelines which are critical to the project’s overall success. The Director must provide additional analysis of the Board’s recommendations and then accept, deny or revise the Board’s recommendations (SMC 23.41.014.F3). The Director agrees with and accepts the conditions recommended by the Board that further augment the selected Guidelines.

Director’s Decision

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

SEPA ANALYSIS

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

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated 2/19/2014. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file and any pertinent comments which may have been received regarding this proposed action have been considered. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and 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.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation for short and/or long term impacts. Applicable codes may include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality.

Additional discussion of short and long term impacts, and conditions to sufficiently mitigate impacts where necessary, is found below.

Public Comment:

The public comment period began on March 13, 2014 ended on March 26, 2014. Public comments were received.

Short Term Impacts

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

Environmental Health

The SEPA checklist identified contaminated soil on the site. The site formerly contained a service garage and fuel tanks that were demolished and removed under permit #6382845.

Mitigation of soil contamination and remediation is the jurisdiction of Washington State Department of Ecology. The Voluntary Cleanup Program run by the State mitigates risks associated with removal and transportation of hazardous and toxic materials, and the agency's regulations provide sufficient mitigation for these materials.

The Department of Ecology has reviewed the proposed cleanup of existing soils under Voluntary Cleanup Program Project #NW2761 and issued a letter of opinion that has been provided as part of this project's MUP documents. Pursuant to the City's SEPA Overview Policy SMC25.05.665.E. Ecology's review of the proposed cleanup activities at the site are assumed to be sufficient impact mitigation.

Noise

Noise associated with construction of the building could adversely affect surrounding uses in the area, which include a single family zone east of the site. There will be excavation required to prepare the building site and foundation. The applicant has stated in the SEPA checklist that approx. 14,300 cubic yards of soil will be removed from the site. Additionally, as development proceeds, noise associated with construction of the building could adversely affect the surrounding residential uses in the adjoining area. Due to the proximity of residential zones and duration of expected excavation and truck trips, the limitations of the Noise Ordinance are found to be inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted. To mitigate construction noise impacts the applicant shall submit a Construction Management Plan for approval by DPD.

Greenhouse gas emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Construction Parking and Traffic

During construction, parking demand is expected to increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities (SMC 25.05.675. B and M).

Increased trip generation is expected during the proposed, removal of up to 14,300 cubic yards of soil, grading, and construction activity, with haul routes restricted to nearby arterials. The immediate area is subject to traffic congestion during the peak hours on Greenwood Ave N and nearby arterials, large trucks turning onto arterial streets would be expected to exacerbate the

flow of traffic. Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted.

To mitigate construction truck trip impacts, the applicant shall submit a Construction Haul Route for approval by Seattle Department of Transportation. This plan may include a restriction in the hours of truck trips to mitigate traffic impacts on nearby arterials and intersections. Evidence of this approved plan shall be provided to DPD prior to the issuance of demolition, grading, and building permits.

Long Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: greenhouse gas emissions; parking; and possible increased traffic in the area. Compliance with applicable codes and ordinances is adequate to achieve sufficient mitigation of most long-term impacts and no further conditioning is warranted by SEPA policies. However, greenhouse gas emissions; height, bulk and scale; traffic and transportation; and parking impacts warrant further analysis.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant, therefore, no further mitigation is warranted.

Height, Bulk & Scale

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

Pursuant to SEPA Policy 25.05.675.G.2.c: Height, Bulk and Scale, "the Citywide Design Guidelines (and any Council-approved, neighborhood Design Guidelines) are intended to mitigate the same adverse height, bulk and scale impacts addressed in these policies. A project that is approved pursuant to the Design Review process is presumed to comply with the height, bulk and scale policies. This presumption may be rebutted only by clear and convincing evidence that height, bulk and scale impacts documented through environmental review have not been adequately mitigated. Any additional mitigation imposed by the decision maker pursuant to these height, bulk and scale policies that have undergone design review shall comply with the design guidelines applicable to the project." Additional SEPA Mitigation of height, bulk and scale is not warranted.

Traffic and Parking

The applicant submitted a Transportation Impact Analysis (Traffic Impact Analysis, by Gibson Traffic Consultants, dated January, 2014). At the time the report was generated the project had a larger unit count (41) instead of 32 and 27 parking spaces instead of the proposed 28. The study analyzed the proposed 41 residential units and 4,200 sq. ft. of retail uses to determine the daily trip generation. Using those numbers the project is estimated to generate 311 daily trips, 14.5 trips for the AM peak hour, and 24.5 trips (13 in, 11.5 out) for the PM peak hour, to the

surrounding street system. The reduction in the unit count and the proposed shift from apartments to condos, slightly changes the traffic projection with 15 more daily trips anticipated (2 in the AM and 1 in the PM). This minor increase in expected trip volumes would not change the transportation impacts identified in the traffic impact analysis.

Trip distribution and site traffic assignment for the proposed development is based on existing travel patterns from the PM turning movement count and the City of Seattle Origin/Destination Tables. It is estimated 90% of the development's traffic will travel on Greenwood Avenue N.—60% to and from the south and 30% to and from north. The remaining 10% are expected to travel to and from the east on NW 68th Street.

The level of service at the study intersection of Greenwood Avenue N. and N. 68th Street will operate at acceptable LOS C with the development and the site access will operate at LOS A.

Collision data for the previous 5 ½ years (January 1, 2009 to July 10, 2014) at the study locations (including the intersection at Greenwood Ave N and N 68th St and N 68th St between Greenwood Ave N. and Phinney Ave. N.) was provided by the Seattle Department of Transportation (SDOT). Both of these the study locations had collision frequencies (2 and 1) less than the high accident thresholds used by the City of Seattle (5 collisions per year for unsignalized intersections). Additionally, none of the collisions involved fatalities. The project is not anticipated to have any safety impacts.

No mitigation for transportation impacts is warranted pursuant to SMC 25.05.675.R.

The project is providing 28 parking spaces for the 32 units. Given the location of the project along a Frequent Transit Corridor and within a walkable Urban Village, it is likely that this amount of parking would accommodate all or nearly all the anticipated peak demand. No substantial parking impacts are anticipated from the project.

SMC 25.05.675.M notes that there is no SEPA authority provided for mitigation of residential parking impacts in urban villages within 1,320 feet of a street with frequent transit service. This site is located within the Greenwood-Phinney Ridge Urban Village, and is also located within a mapped frequent transit service corridor. Regardless of the parking demand impacts, no SEPA authority is provided to mitigate impacts of parking demand from the residential components of this project, even if impacts were identified.

DETERMINATION OF NON-SIGNIFICANCE

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

- Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21.030(2) (c).

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

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

SEPA - CONDITIONS OF APPROVAL

Prior to Issuance of a Demolition, Grading, or Building Permit

1. Provide a construction management plan (CMP) to the Land Use Planner beth.hartwick@seattle.gov for review and approval. In the CMP include hours of construction and any measures that will be taken to mitigate noise.
2. Provide a copy of a Construction Haul Route, approved by Seattle Department of Transportation, to the Land Use Planner (beth.hartwick@seattle.gov).

DESIGN REVIEW - CONDITIONS OF APPROVAL.

Prior to Certificate of Occupancy

3. The Land Use Planner shall inspect materials, colors, and design of the constructed project. All items shall be constructed and finished as shown at the design recommendation meeting and the subsequently updated Master Use Plan set. Any change to the proposed design, materials, or colors shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).
4. The applicant shall provide a landscape certificate from Director's Rule 10-2011, indicating that all vegetation has been installed per approved landscape plans. Any change to the landscape plans approved with this Master Use Permit shall be approved by the Land Use Planner (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov).

For the Life of the Project

5. The building and landscape design shall be substantially consistent with the materials represented at the Recommendation meeting and in the materials submitted after the Recommendation meeting, before the MUP issuance. Any change to the proposed design, including materials or colors, shall require prior approval by the Land Use Planner (Beth Hartwick 206 684-0814 or beth.hartwick@seattle.gov) or a DPD assigned Land Use Planner.

Signature: _____ (signature on file) Date: December 11, 2014
Beth Hartwick, Senior Land Use Planner
Department of Planning and Development