CITY OF SEATTLE
SEPA ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Greenwood/Phinney Ridge Urban Village Core Rezones

2. Name of applicant:

City of Seattle, Dept. of Planning and Development

3. Address and phone number of applicant and contact person:

Applicant's Contact: Gordon Clowers, Urban Planner
(206) 684-8375

Contact address (on behalf of the applicant):
Department of Planning and Development
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, Washington 98124-4019

4. Date checklist prepared:

February 29, 2012

5. Agency requesting checklist:

City of Seattle, Department of Planning and Development

6. Proposed timing or schedule (including phasing, if applicable):

Approval by Seattle City Council and Mayor in 2nd quarter 2012

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

None, except for the SEPA determination associated with this proposal.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

Review of permit applications is occurring or has occurred for the primary property comprising subarea A, for the purpose of additions/reconstruction

of the existing Fred Meyer retail store, expanding by approximately 55,000 square feet (MUP #3012349, building permit application #6281643), and an associated property boundary adjustment (MUP #3012550). For the latter, a decision was published in August 2011.

10. List any government approvals or permits that will be needed for your proposal, if known.

Mayor and Seattle City Council approval

11. Give brief, complete description of your proposal, including the proposed uses and the site of the project. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

This proposal is to adopt recommended rezones for the study area located in the Greenwood/Phinney Ridge Residential Urban Village. The rezones would make the following changes (see Figures 1 – 4):

Subarea A

1. Rezone from Commercial 1 (C1 40') to Neighborhood Commercial 3 (NC3P 65' (3)), including portions with and without a Pedestrian "P" designation.

Subarea B

2. Rezone from Commercial 1 (C1 40') to two zones: a Neighborhood Commercial 2 (NC2 65' (3)) and a Neighborhood Commercial 2 (NC2P 65' (3)) with a Pedestrian "P" designation for the property that abuts on NW 85th Street.

Subarea C

3. Rezone from Lowrise 2 Residential-Commercial (LR2 RC) to Neighborhood Commercial 2 (NC2 65' (1.3)).

Subarea D

4. Rezone from Neighborhood Commercial 2 (NC2 40') to Neighborhood Commercial 2 with a Pedestrian "P" designation (NC2P 40').

Numbers in parentheses indicate recommended base density levels, above which incentive zoning requirements would apply for development densities.

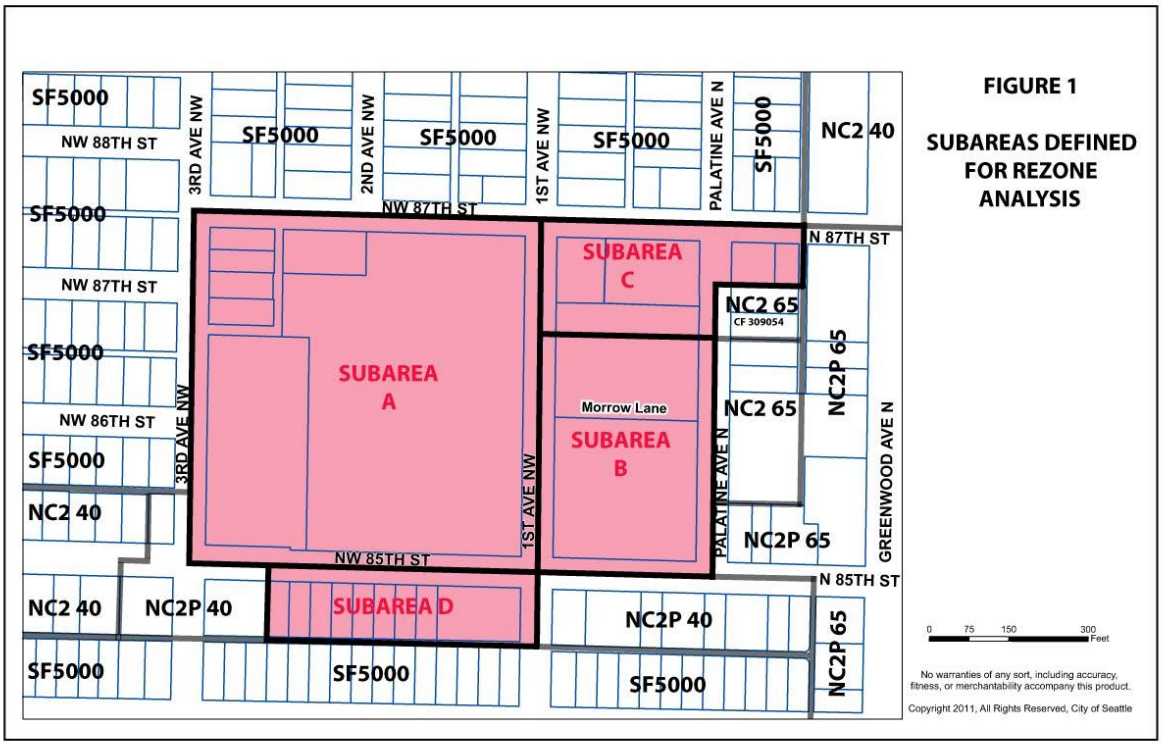

FIGURE 1

SUBAREAS DEFINED FOR REZONE ANALYSIS

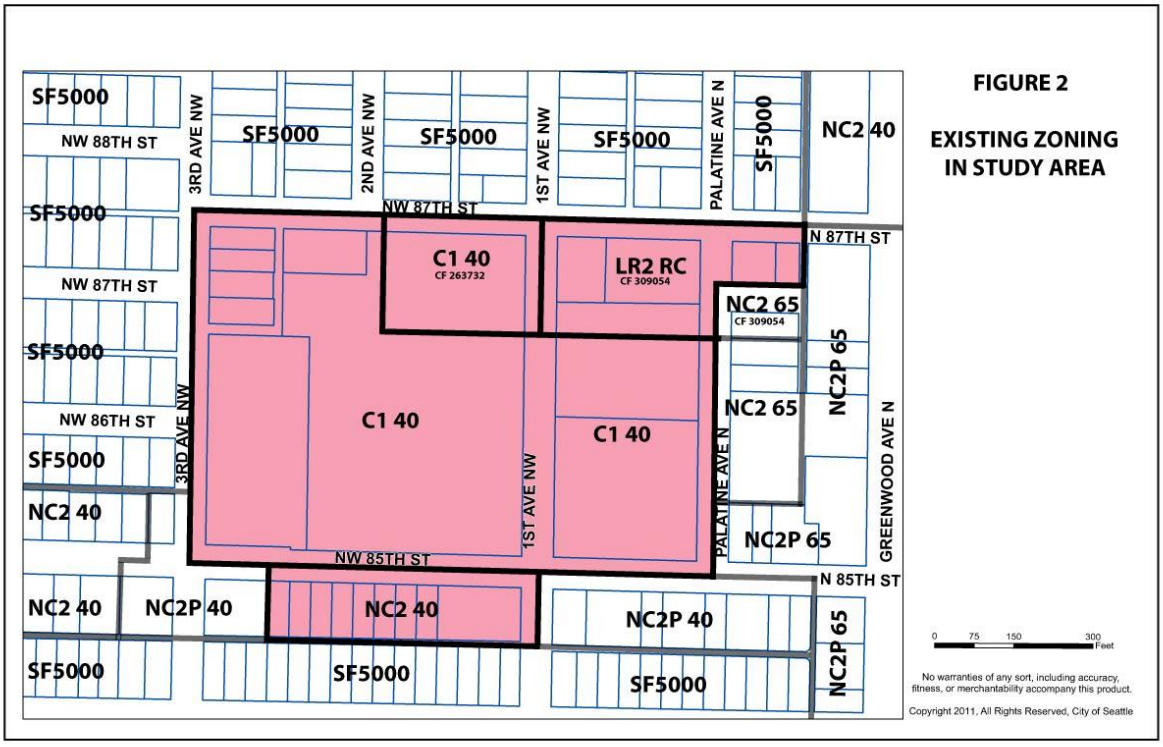

FIGURE 2

EXISTING ZONING IN STUDY AREA

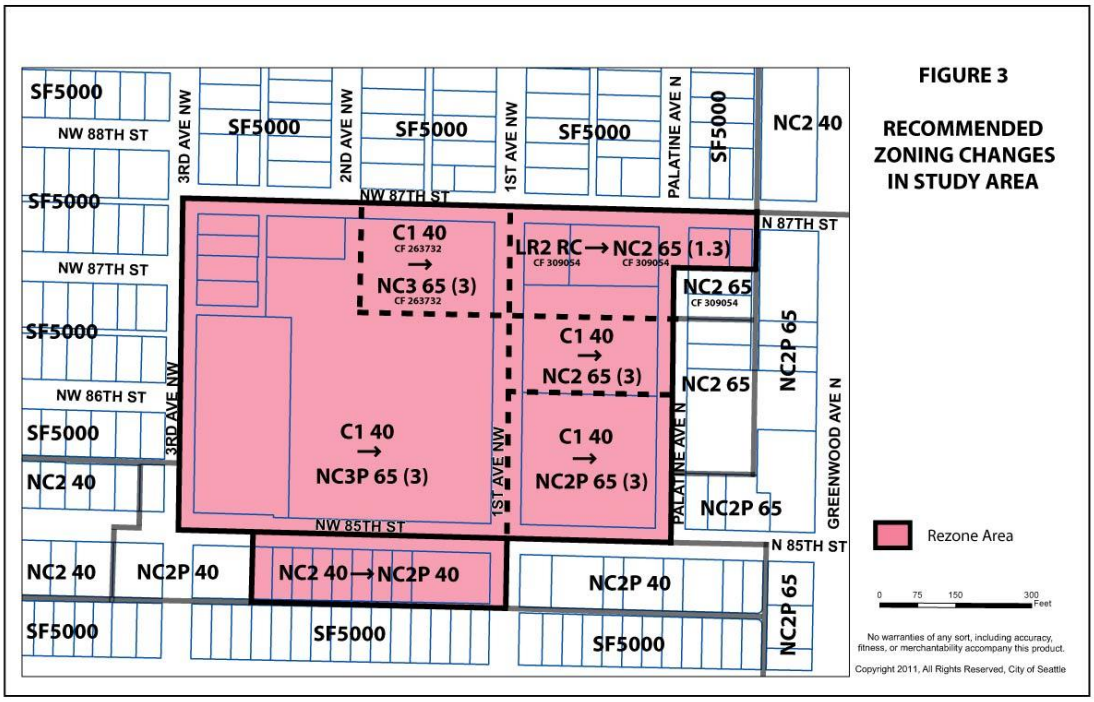
FIGURE 3
RECOMMENDED ZONING CHANGES IN STUDY AREA
SF5000
NW 88TH ST
3RD AVE NW
2ND AVE NW
1ST AVE NW
PALATINE AVE N
NC2 40
NW 87TH ST
N 87TH ST
C1 40
CF 263732
NC3 65 (3)
CF 263732
LR2 RC → NC2 65 (1.3)
CF 309054
CF 309054
NC2 65
CF 309054
NW 86TH ST
C1 40
NC2 65 (3)
NC2 65
NC2P 65
GREENWOOD AVE N
C1 40
NC3P 65 (3)
C1 40
NC2P 65 (3)
NC2P 65
NW 85TH ST
N 85TH ST
NC2 40
NC2P 40
NC2 40 → NC2P 40
NC2P 40
Rezone Area
0 75 150 300 Feet
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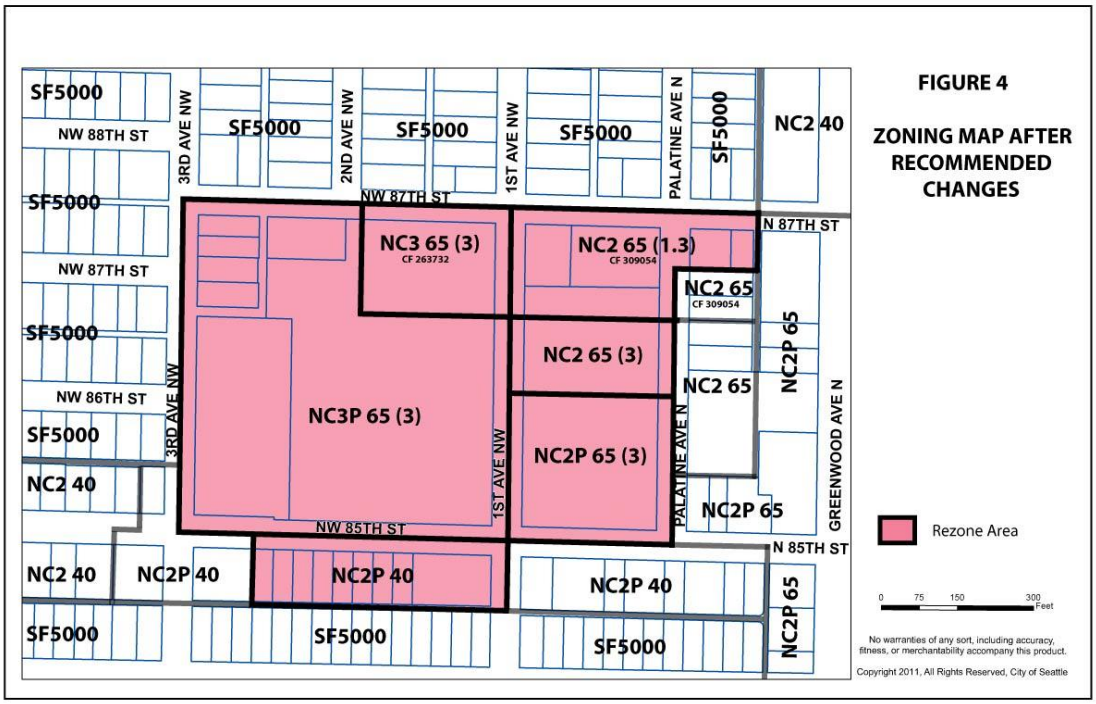
FIGURE 4
ZONING MAP AFTER RECOMMENDED CHANGES
SF5000
NW 88TH ST
3RD AVE NW
2ND AVE NW
1ST AVE NW
PALATINE AVE N
NC2 40
NW 87TH ST
N 87TH ST
NC3 65 (3)
CF 263732
NC2 65 (1.3)
CF 309054
NC2 65
CF 309054
NW 86TH ST
NC2 65 (3)
NC2 65
NC2P 65
GREENWOOD AVE N
NC3P 65 (3)
NC2P 65 (3)
NC2P 65
NW 85TH ST
N 85TH ST
NC2 40
NC2P 40
NC2P 40
NC2P 40
Rezone Area
0 75 150 300 Feet
No warranties of any sort, including accuracy, fitness, or merchantability accompany this product.
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12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Refer to Figures 1-4 above and item #A11 in this checklist.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one):
Flat, rolling, hilly, steep slopes, mountainous, other:

This neighborhood is relatively flat but contains rolling slopes that rise toward the east and south. Land in the rezone study area primarily slopes gently upward to the south.

b. What is the steepest slope on the site (approximate percent slope)?

A few steep slopes (40+%) are mapped, primarily in Subarea D near the south side of NW 85th Street.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Near-surface fill, near-surface peat deposits, and varied layers of glacial tills with sand, silt and gravel mixes.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Unstable soils are known to be present in the general vicinity, and in a portion of the rezone study area, due to past studies that have identified the presence of near-surface peat deposits. See the response to question D.4 for more discussion.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

None is proposed in relation to the recommended non-project rezones. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No. The proposal is non-project in nature. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The affected area is not a single development site, and the proposal is non-project in nature.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Existing rules and regulations of the City of Seattle would pertain to any future development in the rezone study area. If implemented, such measures are reasonably probable to prevent or mitigate potential adverse impacts due to future development. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

2. Air

a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

None for this non-project proposal. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

No.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

None proposed.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

No. Also, there is not a single site for this non-project proposal.

2) **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

No.

3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

This non-project proposal has no fill or dredge expected.

4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

No.

5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

No.

6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

b. Ground:

1) **Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

No. This is a non-project proposal. See the response to question D.4 for more discussion of groundwater relationships that might apply to future development. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

None identified for this non-project proposal.

c. Water Runoff (including storm water):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Not identified for this non-project proposal (see the responses to questions in Section D of this checklist.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Not identified for this non-project proposal (see the responses to questions in Section D of this checklist.

d. Proposed measures to reduce or control surface, ground, or runoff water impacts, if any:

None proposed. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

4. Plants

a. Check or circle types of vegetation found on the site:

_X_ - deciduous tree: alder, maple, aspen, other
_X_ - evergreen tree: fir, cedar, pine, other
_X_ - shrubs
_X_ - grass
___ - pasture
___ - crop or grain
___ - wet soil plants: cattail, buttercup, bulrush, skunk-cabbage, other
___ - water plants: water lily, eelgrass, milfoil, other
___ - other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

None. This is a non-project proposal.

c. List threatened or endangered species known to be on or near the site.

None known.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

None.

5. Animals

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

This is a non-project proposal; birds and animals that may be present on the site are likely typical of urban habitats of North Seattle where there are grassy and pond areas as in Subarea C.

birds: <u>hawk</u>, heron, <u>eagle</u>, <u>songbirds</u>, other:
_X_Typical songbirds, hawks, etc. present in Seattle possibly including eagles.
mammals: deer, bear, elk, beaver, other: <u>squirrels</u>
_X_Typical range of mammals as present in Seattle and its stream vicinities.
fish: bass, salmon, trout, herring, shellfish, other:
None.

b. List any threatened or endangered species known to be on or near the site.

None known, although it is possible that eagles overfly the area on occasion.

c. Is the site part of a migration route?

No.

d. Proposed measures to preserve or enhance wildlife, if any:

None proposed.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

None. This is a non-project proposal.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No. This is a non-project proposal. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

c. What kinds of energy conservation features are included in the plans of this proposal?

None. This is a non-project proposal.

List other proposed measures to reduce or control energy impacts, if any:

None proposed.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

None for this non-project proposal.

1) Describe special emergency services that might be required.

None.

2) Proposed measures to reduce or control environmental health hazards, if any:

None. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?

This is a non-project proposal. No existing noises on the site or near the site are known as potentially affecting this rezone recommendation.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from site.

This is a non-project proposal. Individual projects could produce traffic and construction related noise, and will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

3) Proposed measures to reduce or control noise impacts, if any:

None proposed.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The affected area consists of approximately three blocks in the Greenwood core commercial district in the Greenwood/Phinney Ridge Residential Urban Village. The properties are currently used largely by retail commercial stores, with a limited presence of apartments, other small commercial-use structures, and vacant parcels. Adjacent properties to the north, northwest and south are primarily in single-family residential use. Properties nearby to the east are part of the Greenwood commercial core district, including a variety of commercial use structures, mixed-use structures and a parking lot that faces Palatine Avenue N. Properties to the west include assorted small commercial structures and a mixed-use structure along the NW 85th Street corridor west of 3rd Avenue NW.

b. Has the site been used for agriculture? If so, describe.

The study area's past use for agriculture is not known but is possible prior to its more recent commercial and residential uses. This is a non-project proposal.

c. Describe any structures on the site.

The study area includes a Fred Meyer variety retail store structure, another grocery structure (demolished or to be demolished in the near term), a multi-tenant commercial retail structure, two mixed-use structures including apartments and street-level retail, a few other single-family, duplex and small apartment structures, and a few other general commercial structures.

d. Will any structures be demolished? If so, what?

No. This is a non-project proposal.

e. What is the current zoning classification of the site?

The rezone study area currently consists predominantly of general Commercial 1 zoning, but also has a Lowrise 2 RC zoned portion, and a Neighborhood Commercial 2 zone. The Residential-Commercial

"RC" zone designation added to the LR2 zone allows for some non-residential uses to be present in future development.

f. What is the current comprehensive plan designation of the site?

All of the affected area is designated Urban, and the study area is entirely within the Greenwood/Phinney Ridge Residential Urban Village. Commercial zones are designated for commercial uses, and the LR2 RC zone is designated for multifamily residential uses with a possibility of ground-floor commercial uses.

g. If applicable, what is the current shoreline master program designation of the site?

Not relevant.

h. Has any part of the site been classified as an "environmentally sensitive" area?

The rezone study area includes a couple of minor mapped steep slopes in Subarea D, but most notably is within a Category I Peat Settlement Prone area.

i. Approximately how many people would reside or work in the completed project?

This is a non-project proposal, and there is not a known development project at this time. However, an estimated net gain of +99 households would occur due to the rezone, based on analysis that references the City's comprehensive planning model's future development factors – described as the "zoned development capacity model." Individual projects that may utilize the outcomes of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

j. Approximately how many people would the completed project displace?

None. This is a non-project proposal.

k. Proposed measures to avoid or reduce displacement impacts, if any:

None proposed. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

None proposed.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None. This is a non-project proposal.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None. This is a non-project proposal.

c. Proposed measures to reduce or control housing impacts, if any:

None proposed. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

None proposed. This is a non-project proposal. Proposed zones would have height limits that reach 65 feet, in contrast to existing height limits of 40 feet in the commercial zones, for example.

b. What views in the immediate vicinity would be altered or obstructed?

This is a non-project proposal with no direct view impacts, and there are no identified SEPA-protected viewpoints in the study area or immediate vicinity. Because future development could be taller by 25 feet, neighboring residential uses could experience alteration of what can be viewed, albeit in most cases the magnitude of such effects would be moderated by the separation provided by intervening street rights-of-way such as NW 87th Street to the north of the study area.

c. Proposed measures to reduce or control aesthetic impacts, if any:

None proposed. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

This is a non-project proposal with no direct light/glare impacts. To the extent future development that might occur could be lit internally or externally, additional increments of light or glare exposure to the nearest residences could be possible, depending on the nature and arrangement of future development.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

c. What existing off-site sources of light or glare may affect your proposal?

None known.

d. Proposed measures to reduce or control light and glare impacts, if any.

None proposed. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

None identified. This is a non-project proposal.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. This is a non-project proposal.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None proposed.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or

next to the site?

None known.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None known. While inventories of structures that may have historic significance have been conducted in the general vicinity, no landmarks or historic resources of the type described in this question are identified. The nearest inventoried structures include the Taproot Theater nearby to the east of the study area, and a former nightclub structure that is located across 3rd Avenue NW from the southwest corner of the rezone study area.

c. Proposed measures to reduce or control impacts, if any.

None proposed.

14 . Transportation

a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.

This is a non-project proposal. The affected area contains several streets, including the NW 85th Street, Greenwood Avenue N and 3rd Avenues NW arterials, as well as Palatine Avenue N, 1st Ave NW, and NW 87th Street local streets. As well, several other local streets in the area serve the surrounding single-family residential blocks.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes, the rezone study area is served by public transit.

c. How many parking spaces would the completed project have? How many would the project eliminate?

None identified -- this is a non-project proposal. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

No. This is a non-project proposal.

e. **Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

No.

f. **How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

None. This is a non-project proposal. See Section D of this checklist for more discussion of this topic.

g. **Proposed measures to reduce or control transportation impacts, if any.**

None proposed. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

15. Public Services

a. **Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

This is a non-project proposal that could encourage future development that would increase the need for public services, but the probable increment of increased need would be minor, even in the worst case. The applicant for the rezones has conducted analysis of fire, police, schools and parks that supports this conclusion (see the response to question D.6 for more information).

b. **Proposed measures to reduce or control direct impacts on public services, if any.**

None proposed. Individual projects that may utilize the provisions of this proposal will be subject to additional environmental review if they meet or exceed thresholds for environmental review.

16. Utilities

a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

All utilities are available. This is a non-project proposal.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in immediate vicinity which might be needed.

None proposed. This is a non-project proposal. See Section D of this checklist for more discussion.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand the lead agency is relying on them to make its decision.

Signature:
_____

Date
Submitted:_____

This checklist was reviewed by:_____

_____ _____
Land Use Planner III, Department of Planning and Development

Any comments or changes made by the Department are entered in the body of the checklist and contain the initials of the reviewer.

_____

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS
(Do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

   This non-project proposal would result in no direct impacts with respect to water, air, toxic/hazardous substances or noise as it would not involve development of the affected properties.

   The recommended rezones would accommodate increased capacity for future development that, if fully used to a degree exceeding capacity possible under current zoning, could generate incremental increases in amounts of air emissions, noise and possibly risk of toxic/hazardous substance releases. Due to the nature of existing rules and regulations that pertain to geotechnical and drainage matters that affect soils in and nearby the rezone area, it is not likely that significant adverse increased discharges to waters or subsurface drainage regimes would occur even with greater levels of development afforded by the rezones. In part this would be due to the possibility that increased development would not automatically necessitate more grading for subsurface garaged parking spaces, and such grading may not even be permissible. Similarly, use of the increased development capacity might in practice occur by the addition of floors above street-level to building footprints that could occur under either the existing or the proposed zoning, which also results in a lack of need to assume more grading with future development.

   Given that most of the rezone study area already is in impervious surfaces, runoff levels would not necessarily increase. Current rules relating to protection against impacts on peat soils also lead to an expectation that future infiltration and runoff levels would be held, through best practices, to approximately the same levels even if future development occurs. This suggests that no net changes in drainage conditions are likely and thus no probable significant adverse impacts are identified in relation to future potential development.

   The potential for incremental increases in release of toxic/hazardous substances relates to the increased potential that future development might include more commercially-used spaces. Such spaces might include an increased variety of uses, including some that might use more hazardous materials than current uses.

Proposed measures to avoid or reduce such increases are:

None proposed.

2. **How would the proposal be likely to affect plants, animals, fish, or marine life?**

This non-project proposal would result in no direct impacts with respect to plants, animals, fish or marine life, as it would not involve development of the affected properties. Also, the potential for impacts on these resources from net increased amounts of future development is minimal due to their minimal probable presence and minimal relationship of the rezone study area to high-quality habitats. Similar to other portions of North Seattle, there is a chance that eagles may occasionally be present in the area but there are no known eagle nests, and no habitat in the study area other than a few trees, a pond and a grassy area, the latter two of which might attract some animals.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

None proposed.

3. **How would the proposal be likely to deplete energy or natural resources?**

The recommended rezones would result in no direct impacts on these resources as it would not involve development of the affected properties. The recommended rezones would accommodate increased capacity for future development, which if used to a degree that exceeds current capacity, would incrementally add to energy demands that would deplete energy resources and use natural resources to build structures. In relation to both the rezone impact and potential cumulative impact assessments, Seattle City Light indicates sufficient energy system capacity in northwest Seattle to serve future rezone related and known future development proposals.

Proposed measures to protect or conserve energy and natural resources are:

None proposed.

4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

The proposed rezones would result in no direct impacts to environmentally critical areas or the other listed types of environmentally sensitive features as it would not involve development of the affected properties. The rezone study area does include an extensive amount of land within a Category I Peat Settlement Prone Area defined due to the presence of peat soils at shallow subsurface levels. Because this is a known critical area and because past

development proposals were made, much area-specific information is available to characterize the critical area. As well, the City has a variety of rules and regulations that prescribe requirements to be met prior to development approvals, which relate to establishing protective strategies and mitigation measures to maintain drainage and subsurface water levels in approximately their current conditions. This provides a reasonable level of assurance that future development would not be likely to generate new significant adverse impacts on properties affected by the peat settlement prone area. The potential impact concern would relate to the possibility of dewatering practices that might lead to lower subsurface water levels that might cause subsidence of structures on other properties north of NW 87th Street, or conversely that additional drainage amounts might lead to increased flooding of basements or lands on other properties north of NW 87th Street.

Even with increased development capacity afforded by the proposed rezones, it is not likely that significant adverse increased discharges to waters or the subsurface drainage system would occur. In part this would be due to the possibility that increased development would not automatically require more grading for subsurface garaged parking spaces, and such grading may not even be permissible. Similarly, increased development capacity might practically be implemented through the addition of above-ground floors to building footprints that could be similar in coverage under existing and recommended zoning. These interpretations result in a lack of need to automatically assume a greater potential for significant adverse impacts to environmentally critical areas.

Given that most of the rezone study area already is in impervious surfaces, runoff levels would not necessarily increase. Current rules relating to protection against impacts on peat soils also lead to an expectation that future infiltration and runoff levels would be held through best practices to approximately the same levels even if future development occurs.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Adherence to current City of Seattle rules and regulations that pertain to environmentally critical areas would be required of future development that could affect peat settlement prone areas.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal would result in no direct impacts to land and shoreline use as it is a non-project proposal. It would aid in encouraging future development that would be consistent with the intent of the area's neighborhood plan and Comprehensive Plan policies, by encouraging denser mixed-use patterns within the Greenwood/Phinney Ridge Residential Urban Village. Over the long term, the probable net effect of the rezones would be a move away from existing automobile-oriented, low density uses that feature parking lots at their street edges, to a pattern that accommodates more future growth, that leads to a probable greater future resident population, and that would likely feature more

pedestrian-oriented land uses at street level, resembling the current patterns just east of the rezone study area. This would occur through the long-term process of future redevelopment, over the next few decades, of the affected properties that include a few larger properties near the NW 85th Street arterial, and a relatively limited number of other smaller properties extending as far north as NW 87th Street. This is all within the Residential Urban Village. The foregoing observations are not identified as adverse impacts but rather indicate consistency with the intent of the City's neighborhood plans in this vicinity.

Subarea A:
With the recommended rezones, the intended future development pattern in Subarea A would be more compatible with the surrounding residential neighborhoods than would potential development under the existing zoning. This interpretation is based on conclusions that the existing and possible future land use patterns, under the existing C1 zoning, of street-fronting parking lots and set-back single-use buildings would be less hospitable to pedestrians and visually less appealing than what would likely occur with future development under NC3 zoning.

The proposed reconstruction and addition to the Fred Meyer store, which is probable even if the zoning changes, means the large commercial structure land use pattern would likely continue to be present on that block for decades. However, it is probable that a pattern of increased density and possibly increased residential presence would eventually occur in the long-term future. This denser pattern could also be facilitated due to the property owners' proposed reconfiguring of lots to define two out-parcels corresponding to the southeast and southwest corners of this block, along 85th Street, which would encourage their eventual infill development with denser and possibly mixed-use buildings.

The recommended increase in height limit to 65 feet would increase the capacity for development compared to the current zone, which would mean a probable increased overall activity level in the subarea and its surroundings when the subarea eventually experiences infill development over the long term. Such increased intensity of use, if future development using the added capacity came to fruition, would contribute to adverse impacts in the vicinity such as increased street traffic.

The recommended zoning in Subarea A would occur on properties that are separated by 60-foot wide street rights-of-way from low-density residential zones to the north, which would provide for a reasonable physical separation and transition from future development in the rezone area to nearby single-family residences north of NW 87th Street. In other words, significant adverse impacts caused by adjacency of non-residential buildings to such residences are not likely to occur.

Subarea B:
Subarea B would accommodate future mixed-use development in a manner that is supportive of Comprehensive Plan objectives for this Urban Village, and its recommended NC2 zoning and 65-foot height limit would be the same as for the Greenwood commercial core properties directly to the east. The recommended

NC2 65' zone would also set certain limits on sizes of typical uses such as restaurants and stores that would help future development to be compatible with the character, pattern and sizing of businesses at street level in the adjacent Greenwood core properties to the east. Adverse impacts from increased intensity of use with future development are expected, as identified for Subarea A. However, significant adverse land use or height/bulk/scale compatibility impacts are not likely to occur, due in part to the land use compatibility factors described in this paragraph.

Subarea C:
This 1.4 acre subarea includes a new parking lot associated with a mixed-use building in Subarea B, but primarily consists of vacant property that is grassy and contains a drainage control pond at its western edge. It also includes two properties east of Palatine Avenue N that are currently occupied by single family residences converted to duplexes. Clerk File 309054 indicates that this subarea's drainage control pond is part of an environmental conservation area that was defined in conjunction with the rezone of another property east of Palatine Avenue N.

Subarea C's location places it to the rear of the Greenwood Avenue N. and N. 85th Street commercial corridor properties, at the north edge of the Greenwood core that transitions to single-family residential blocks north of NW 87th Street. Subarea C's context is influenced by the presence of the Fred Meyer two-story retail structure directly to the west, which helps define NW 87th Street as the boundary of the commercial/mixed-use district. This is also reinforced by the adjacent presence of the 6-story mixed use building on Greenwood Avenue N, which is directly across an alley east of Subarea C. The NW 87th Street right-of-way would continue to serve its current role as a transitional space that buffers the area to the north, due to its 60-foot width and its demarcation between the low-density residential blocks to the north and the commercial/mixed-use area to the south. No significant adverse land use impacts are identified for Subarea C, but similar to Subarea A there would be the potential for adverse impacts related to increased intensity of use and increased activity level in the immediate vicinity if future development occurs in Subarea C.

Subarea D:
This 1.4 acre subarea consists of eight parcels on the south side of NW 85th Street west of 1st Avenue NW to within one parcel east of 3rd Avenue NW. Presently, the zones on either side of this area include a Pedestrian "P" designation in NC2-40' zones, but Subarea D properties are in a NC2-40' zone without a "P" designation. These parcels contain three single-family structures, two multifamily residential uses with approximately 9 dwelling units, one commercial office structure, one automobile service use and one vacant commercial structure with its lot in use as outdoor storage and a portable coffee stand. One of the multifamily structures also has a street-front grocery at ground level facing NW 85th Street.

In Subarea D, a Pedestrian "P" designation is recommended to be added to encourage and require a continuous ground-floor commercial use frontage that will increase pedestrian orientation and interest in this portion of the Greenwood/Phinney RUV as future development occurs. The existing alley

south of the Subarea D properties would continue to provide separation from the adjacent single-family zoned properties to the south as it does today. Also, the recommendation would not increase the height limit in Subarea D. Because of these land use-related factors, no significant adverse land use impacts are identified from the recommended addition of a Pedestrian "P" designation in Subarea D.

Increase in Zoned Development Capacity Yield

Evaluation of impact potential for some environmental elements in this programmatic SEPA analysis relates to the net difference in future development outcomes that are likely to occur over the long-term with the proposed rezones. The most typical manner by which the City has evaluated this is informed by the "zoned development capacity" (ZDC) model. This model exists primarily for the purpose of analyzing citywide capacity for comprehensive planning purposes, and its results should therefore be cautiously interpreted when applied to small subareas. Based on factors and assumptions derived for purposes of comprehensive land use planning, a ZDC-based method suggests a probable development yield that is less than the theoretical maximum amount of capacity change due to the rezones. This yield can be assumed as a reasonable estimation of the probable future development amount under the zoning, with a quantitative basis in past growth analyses.

The ZDC-based analytic methods for rezone analysis have not been rigidly applied in the past but are flexible enough to allow for specific future development assumptions to be made about specific properties, e.g., use of DPD's knowledge about existing local conditions and possible future outcomes. For example, while comprehensive planning analyses have in the past classified various properties as "not redevelopable" based on the condition and valuation of their existing structure, on a property-by-property basis a rezone analysis may interpret the probability of future development occurring (as in Subarea B of the rezone area where an existing commercial structure could be redeveloped in the future). Conversely, facts about certain properties may allow assumptions to be made that future development using the added development capacity will <u>not</u> occur, for example if such property is already committed to other uses such as drainage/conservation facilities (as in Subarea C of the rezone area) or is in retail uses that would not likely redevelop to use the added residential capacity in the foreseeable future (as in portions of Subarea A of the rezone area where a single-purpose retail structure with surface parking is proposed for expansion). Such judgments are made for ZDC-related SEPA analyses in order to represent reasonably probable levels of future development and assessment of impacts.

The recommended rezone means the maximum permissible mixed-use development density would increase by 1.5 floor area ratio (FAR) from 3.25 to 4.75, based on the maximum density allowances for commercial zones in the Land Use Code. This means the theoretical maximum net additional floor area that could be built at the affected properties would be equivalent to 1.5 times the area of the property. However, for this analysis ZDC-related factors and assumptions were used to assess the probable future development yield for properties deemed likely to be redeveloped. These properties include: two "outparcels" that are proposed in Subarea A as part of a current set of land use

and development actions; an eventual redevelopment of the property in Subarea B, replacing the existing retail structure; a vacant parcel west of Palatine Avenue N. in Subarea C, and other residentially-occupied property east of Palatine Avenue N in Subarea C. No net future development implication is identified in Subarea D because the ZDC-related factors for the existing and proposed zones are identical (e.g., no change in future amount of development is estimated as likely between the existing NC2-40' and the proposed NC2P-40' zone).

The calculated net effect of the proposed rezones upon the future development yield of the rezone area is identified as: +99 dwelling units and +29,636 square feet of non-residential uses. This addresses the net added development yield due to the rezones upon the properties deemed likely to redevelop, as described above.

Cumulative Impacts

To assess the potential for cumulative impacts, Land Use Information Bulletin notices were reviewed for the period between June 2011 and January 2012, to identify what other current development proposals are known in the rezone area and within approximately 1-1.5 miles of the rezone area. This review identified six proposed developments of varying sizes, other than the redevelopment/ expansion proposal at the Fred Meyer properties:

- Taproot Theater remodel/expansion (12,200 square feet) on 85th Street near Greenwood Ave N. (in the rezone area);
- 263 dwelling units and 3,900 square feet of commercial space at the former Leilani Lanes site at 102nd St./Greenwood Ave N. (north of the rezone area);
- 54 dwelling units and 3 live-work units at 107th St./Greenwood Ave N. (north of the rezone area);
- 48 dwelling units and 4 live-work units near 80th Street/15th Ave NW (southwest of the rezone area);
- 101 dwelling units and 3 live-work units near 67th Street/15th Ave NW (southwest of the rezone area);
- 19 dwelling units and 2,700 square feet of commercial space near 61st Street/Phinney Ave. N. (south of the rezone area);

Other than these, two or three short plat lot divisions involving one or two lots each were also identified east of the rezone area.

The Fred Meyer redevelopment and related projects includes a 55,000 square foot expansion of the Fred Meyer store, the demolition of a 21,000 square foot grocery store, and property boundary adjustments that would include definition of outparcels oriented toward the southwest and southeast corners of the block.

This interpretation of cumulative impacts first notes that these proposals (other than the relatively small Taproot Theater expansion, and the Fred Meyer redevelopment) are 15-25 blocks distant from the rezone area, thus lacking close proximity to the rezone area. As such, in reference to most environmental elements they would contribute minimally or not at all to cumulative adverse environmental impact potential. This includes, for example, a lack of meaningful adverse impact potential for land use intensity-related or height/bulk/scale-

related impacts, or air quality, earth, plants and animals, parking, view- or shadow-related impacts, due to lack of proximity to the rezone area and lack of concentration of development. The number and pattern of current development proposals instead demonstrate a disparate pattern of infill development projects in northwest Seattle. The two nearest development proposals at 102nd and 107th Streets along Greenwood Avenue N are roughly 2/3 to 1 mile north of the rezone area.

Proposed measures to avoid or reduce shoreline and use impacts are:

None proposed.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Transportation

Local streets include the arterials of Greenwood Avenue N., 3rd Avenue NW, NW/N 85th Street, and other streets such as Palatine Avenue N, 1st Avenue NW, and NW 87th Street. Street capacity in the vicinity is currently affected by periodically congested conditions through the day, most notably on NW 85th Street during peak commuting periods, because NW 85th Street is a primary east-west arterial corridor to/from Interstate 5. The area already has traffic lights at several intersections along NW 85th Street.

The proposal would not result in direct transportation impacts as it is a non-project proposal. The proposed rezones would increase the overall development capacity available for future development on affected properties. This means there would be the potential for increased traffic demands and congestion on Greenwood streets near the rezone area. The expected timeframe for such increases would be over the long-term of 10-30 years or more. The extent of future traffic-related impacts relevant to this rezone will depend upon whether the net added amount of zoned capacity is ultimately used by future development and the future performance/signalization levels that can be achieved on the street system.

The identified net increase in future development yield would generate increased demand for transportation systems. The estimated maximum increase in primary vehicle trips from future development attributed to the rezones is 1,517 daily trips and 136 PM peak hour trips (Shaw, DPD, 2011/2012). Using the City's methods for estimating the directional distribution of this traffic, the estimated PM peak hour volumes for each corridor would be as follows:

Estimated distribution of peak hour vehicle trips generated (routes and directions)

Total trips to or from	
NW 85th Street west of 3rd Avenue NW:	16 trips
3rd Avenue NW north of NW 85th Street:	16 trips
3rd Avenue NW south of NW 85th Street:	9 trips
Greenwood Avenue N north of NW 85th Street:	27 trips
Greenwood Avenue N south of NW 85th Street:	14 trips
N 85th Street east of Greenwood Avenue N:	54 trips
TOTAL:	136 trips

The trips in the last two categories listed above would be those likely to travel through the 85th/Greenwood intersection, e.g., to/from easterly and southeasterly locations, the intersection would experience an increase of 68 PM peak hour trips. For the trips identified to/from Greenwood Avenue N north of 85th Street, the shortest, quickest and easiest route via N 87th Street to/from Greenwood Avenue N is assumed.

Precise impacts on level of service at the 85th/Greenwood Avenue N intersection are not quantitatively modeled for this analysis. However, by comparison to a recent traffic analysis conducted by Transpo for a Fred Meyer development in Subarea A of the study area, an estimate of added delay can be inferred. In June 2011, a forecast of 107 additional PM peak hour trips through that intersection resulted in a modeled two-second increase in peak hour delay, from 51 to 53 seconds, due to the Fred Meyer development. This modeled near-term future (2012) traffic conditions. At a similar rate of delay creation and assuming similar baseline traffic conditions, the additional 68 PM peak hour trips from the proposed rezone's estimated maximum potential future development would generate approximately 1.3 seconds of added delay. This added rate of delay would not be considered significant and likely would not warrant mitigation (Shaw, DPD, 2011).

The estimated peak hour trip generation for the directions/streets other than those passing through 85th/Greenwood would range from 9 to 27 additional trips per hour, including trips in both directions. This equates to an additional trip roughly every 2 to 7 minutes on these directions/ streets, and is interpreted to not generate significant adverse impact potential.

For reference purposes and evaluation against a future possible set of baseline conditions, the estimated future (2012) weekday PM peak hour level of service findings by Transpo for the area, with the proposed Fred Meyer store development, are shown below. If the estimated findings above for this rezone's impacts are added to these baseline conditions, the result would likely be conditions that maintain the intersection levels of service identified below with small increments of added delay, such as the 1.3 seconds of added delay identified in the analysis above at 85th/Greenwood Avenue N (Shaw, DPD, 2011).

	LOS	**Delay (seconds)**	**Vehicle/capacity (v/c) ratio or WM**
85th/8th	D	37	0.82
85th/3rd	D	44	0.75
87th/3rd	C	17	WB
87th/1st	A	8	EB/WB
85th/1st	A	9	0.38
85th/Greenwood	D	53	0.88
85th/Dayton	A	7	0.45
85th/Fremont	A	4	0.39
85th/Aurora	D	53	0.87
Green Lk Dr/Aurora	B	20	0.6

Source: Transpo, 2011.

The City's Transportation Department (SDOT) has reviewed these estimated findings and agrees that the added delay would be very small (SDOT, 2012).

Mitigation is not identified as needed, given the findings above. However, mitigation strategies can be discussed, with respect to what actions would be possible to address the extent of incremental impacts identified in this analysis.

In a case where the added delay is so minor, SDOT has determined signal timing changes are not required as part of a development project or rezoning. Signal timing changes, if needed, would be made as part of regular optimization efforts along the Greenwood Ave N and N 85th corridors. In cases where left turn volumes change, even a small-to-moderate change, SDOT would adjust signal timing for left turns. However, the left turn volume changes identified here do not warrant a change to signal timing (SDOT, 2012).

Existing arterials including NW 85th Street and Greenwood Avenue N already experience varying degrees of traffic congestion through the day but most notably during morning and evening commute hours. Traffic models of future conditions citywide predict that this area's arterial corridors from Greenwood Avenue N. to 8th Avenue NW, and between N 80th and N 145th Street, (evaluated as part of "screenline" analyses) will continue to be congested but, as a whole, will have adequate overall street system capacity to meet long-term needs. To the extent that future development projects might generate additional traffic volumes on NW 85th Street that warrant adjustments in roadway configuration or signalization performance, it would be possible for the City to require targeted street improvements, such as turn pockets in the rezone study area, and/or adjustments in traffic signal timing, that would reasonably ensure adequate street system performance can be maintained. SDOT does recommend left turn pockets on N 85th St. at 1st and 3rd Avenues NW. Future projects that add traffic to that intersection could make a contribution toward that improvement. Future developments also could make allowances for sufficient width of right-of-way to accommodate the extra lane.

Utilities

Utility systems such as water and sewer/drainage are likely to be adequate to serve future demand levels, as long as site-specific minor connection improvements would occur, if identified, at the time of future development. Also, the City will likely study the area in the near future and possibly identify water and sewer system improvements independently of any action on this proposal (SPU, 2011).

DPD staff's review of drainage systems, including the sanitary, storm sewers and combined sewer systems suggests that the rezone study area drains northward toward systems in NW 87th Street, where there are separate sanitary and storm sewer facilities. These separated facilities are less likely to have shortcomings than combined facilities because the sanitary sewage volumes do not mix with stormwater volumes, thus reducing the potential for overflow during major storms. According to Seattle Public Utilities staff, the combined facilities in NW 85th Street that may serve abutting properties including those in Subarea D could have some local limitations that would warrant improvements with or without future development. However, because Subarea D would not increase in development

capacity and because those facilities would not be the primary affected systems, no significant adverse impact potential is identified. If future development proposals were reviewed and system improvement needs were identified, it is most likely that the developer would be responsible to fund the necessary improvements. Also, as time passes, there otherwise will be an increasing likelihood that the City will make system improvements in the area.

A review by a City Light staffperson indicates that the area's substation and electrical system has sufficient capacity to handle the maximum projected loads from added growth, with only minor site-specific feeder line improvements to be coordinated at the time of future development.

Public Services: Police, Fire, Parks, Schools (includes discussion of cumulative impacts)

The recommended rezones would not directly generate impacts on public services, but would increase development capacity that, if used in the future in the worst case, would enable additional demands for public services, including police/fire protection, parks, and schools. These could result in potential adverse but not significant adverse impacts on public services and utilities. Also, see the cumulative impact analysis for related impact conclusions for transportation and utilities.

Police Protection

Police protection in the Greenwood area is provided by the Seattle Police Department's (SPD) North Precinct. This is within the "Boy" sector of the North Precinct, for which typical staffing is 5-6 officers per patrol shift. Police services to this area also include other staffing for duties such as community policing, anti-crime team emphasis, crime prevention and criminal investigations. SPD does not have an official level-of-service policy for officers-per-thousand population. Rather, SPD evaluates service coverage based on three elements: maintaining a seven-minute average emergency response standard; allowing time for proactive work with members of the community on current crime issues; and having ten cars free citywide (two per precinct) at any time for proactive work and backup response. The average response time is currently in the 6-7 minute range. SPD's staffing allocation at any given time is dynamic, with more resources generally dedicated to cover areas where call volumes are higher (SPD, 2012)

Future growth in population and employment in Greenwood and within north Seattle, with or without zoning changes, will gradually increase demands for police protection. The added development capacity of about 100 dwelling units and 30,000 square feet of commercial space, if developed, would slightly increase these future demands for police services. An increasing residential presence could increase call volumes related to domestic disputes, burglaries, vandalism and auto theft; shoplifting and graffiti are other possible outcomes of the added zoning capacity as well.

However, by itself, the proposed rezone and related future development would not be likely to generate significant adverse impacts upon police protection. This magnitude of change would not likely significantly influence SPD's call volumes, staffing needs or manner of providing protection (SPD, 2012). Staffing changes over time for the Greenwood vicinity will depend upon future City budgeting

decisions as well as the Chief's decisions regarding assignment of patrol officers to the North Precinct (SPD, 2012).

SPD does not predict or rely upon growth-related increases in call volumes or make predictions about needs for additional police officers, because there are too many unknowns to allow for accurate forecasts (SPD, 2012). Experience suggests that community unlawful activity can arise due to "environmental" factors such as low lighting and vacant lots, independent of the number of residents or employees in a neighborhood. As well, factors such as more "eyes on the street" and more continuous street-level uses can help to limit these factors' effects on generating call volumes. SPD recommends that future developments use "Crime Prevention Through Environmental Design" (CPTED) principles that are meant to minimize numbers of unsafe places in a community's environment.

On the topic of cumulative impacts on police protection, SPD has reviewed the locations of other known future development proposals provided by DPD. In combination with the rezone-related impacts identified above, the known development proposals for about 320 dwelling units near Greenwood Avenue N/N 105th Street would be expected to contribute to minor increases in call volumes in the "Boy" and "Nora" sectors of the North Precinct. These would result in an increased demand for police services that would be a minor adverse cumulative impact (SPD, 2012). This might result in precinct commanders allocating more coverage to this patrol area over time, but would not generate a significant adverse need for additional police staffing. The other proposed developments, such as on 15th Avenue NW, would involve approximately 170 new residential units, all within the "Boy" sector of the North Precinct. These would also contribute incrementally to increased demands for police service over time. In summary, SPD concludes that the overall potential for cumulative impacts upon police protection is adverse but would not likely contribute in a significant direct manner to the need for additional police staffing (SPD, 2012).

Fire/Emergency Protection

Seattle Fire Department (SFD) provides fire protection and emergency services to the study area. Fire Station #21, approximately 10 blocks south of the rezone area, serves the area with one fire engine company. Equipment and staff resources at Fire Station 21 include:

- One fire engine company (4 staff on duty per shift)

Other fire stations, #35 on 15th Ave NW, #31 on N Northgate Way, #16 on NE Oswego Place, and #18 on Market Street, are available to respond to calls in the broader northwest Seattle vicinity. These would be the first responders to areas including Crown Hill, north Greenwood, and Ballard respectively.

SFD data indicate typical responses times ranging from 4 to 5+ minutes for fire and other calls. Trends in call volumes show a slight downward trend in emergency fire calls and total calls, down from recent highs about five years ago.

The rezone proposal would result in future possible development that could be a maximum of 65 feet, or 25 feet higher than is currently allowed in the Greenwood core area. Given the staffing and equipment resources available at the nearest

fire stations, SFD concludes that the rezone and its estimated increase of 99 dwelling units and 30,000 square feet of additional commercial space would not result in significant adverse impacts upon SFD's staffing or equipment resources (SFD, 2012). SFD's available equipment and staffing would be able to provide sufficient protection to future possible development reaching 65 feet in height. The affected fire stations have the available capacity to handle the additional responses that would be generated by the increase in square feet and population (SFD, 2012).

SFD has also reviewed the locations of other known future development proposals provided by DPD. In combination with the rezone-related impacts identified above, the known development proposals would be expected to contribute to minor increases in call volumes, which would be divided among Stations #35, #31, #16 and #18. Given the broad geographic distribution of the known development proposals, the overall cumulative impact of increased call volumes shared among these stations would be minor and adverse, but not significant (SFD, 2012). SFD will continue to plan for its future staffing and other resource needs based on its assessments of overall citywide needs, and factors such as funding levies and budget considerations (SFD, 2012).

Parks and Recreation

Park/recreation features in the Greenwood neighborhood include 3.7-acre Sandel playground (NW 90th St/1st Ave NW) and 2.2-acre Greenwood Park (N 87th St/Fremont Ave N). Both include playgrounds and open space, and features such as a wading pool and basketball court are also available at Sandel. The playground at Sandel was improved and expanded in 2011. At approximately ¼ mile away from the rezone area, these facilities are reasonably near the Greenwood/Phinney urban village, although greater than a preferable 1/8 mile distance per parks planning standards. Other neighborhood area to the north is within a preferable ¼ or ½ mile of open spaces, in contrast to the Phinney neighborhood west of Greenwood Avenue N and south of 80th Street which is in an under-served "gap" area (Parks' Open Space Gap Report, 2006).

Future development associated with the rezone (up to approximately 100 households) would add new resident households that would incrementally increase park/recreation demands upon existing facilities. Parks planning standards indicate a "desirable" amount of 1 acre per 1,000 households, and an "acceptable" amount of 0.25 acre per 1,000 households. If equated to these standards, this level of growth would correspond to a demand that would be satisfied by 0.025 to 0.1 acre of additional park/open space. This added increment would not be considered to represent a significant adverse impact upon parks/recreation facilities (Parks, 2012).

In terms of cumulative impacts upon parks/recreation, the most relevant identified developments could occur near N 105th St./Greenwood Ave N, and include about 317 new dwellings. Along with the rezone-related additions of up to 100 households, the total of about 417 added households would contribute incrementally to demands upon Sandel playground and Greenwood Park. If equated to the parks planning standards, the cumulative impact would be satisfied by 0.1 to 0.4 acres of additional park/open space. This added increment would not be considered to represent a significant adverse impact upon parks/recreation

facilities (Parks, 2012). The other pending development proposals described below as part of the cumulative impact analysis would be served by other park/recreation facilities nearest their locations, so they would not be likely to generate an adverse cumulative increase in park/recreational demands upon Sandel playground or Greenwood Park (Parks, 2012). Parks planning that includes facilities improvements related to the Parks and Green Spaces Levy is anticipated to provide improvements to Seattle parks facilities, which include already-completed Sandel Playground improvements and a planned park near the Greenwood Library, that will help address future park/recreation needs, including in north Seattle in this affected area (Parks, 2012).

Schools

Seattle Public Schools (SPS) serves the rezone area. The nearest schools include Greenwood Elementary, Whitman Middle School, and Ballard High School. Students living north of 85th Street attend Ingraham High School. Other elementary schools in the area include Whittier to the west, West Woodland to the south, Viewlands to the north, and Daniel Bagley to the east. Student assignment to schools is primarily geographically based, subject to a "New Student Assignment Plan" that is being phased in over several years, and subject to assignment to educational programs addressing advanced learning, language learning and other programs. Students may attend schools outside their geographic area, subject to availability, in an open application process.

SPS facilities capacity management is influenced by the combination of student assignment plans, details relating to the 2010 "BTA" levy, and a Building Excellence Capital ("BEX IV") levy planned for 2013. Future attendance patterns and facility capacity will relate to the status of levy-funded capital projects, trends in student residence locations and, correspondingly, how school attendance area boundaries are drawn and adjusted. Intermediate term capital planning estimates predict slight declines in enrollments over the next 4-5 years at Greenwood Elementary, but increases in enrollments at Whitman Middle School, reflecting an expected upward trend in overall district enrollment. SPS staff are monitoring these trends in order to identify and implement the needed level of capacity through permanent and/or interim solutions (SPS, 2012). SPS facility planning analysis indicates that Greenwood Elementary's predicted enrollment will equate to 90% of the school's enrollment capacity in the 2015-2016 school year. This is the second lowest predicted utilization of capacity in that year in the Whitman Middle School service area that encompasses most of northwest Seattle. This finding suggests that elementary school capacity at Greenwood is not likely to be a significant impact concern over the next three years or so (SPS, 2012).

Given SPS' methodologies used for predicting enrollments (relating to births and cohort survival assumptions), it does not use schoolchildren-per-dwelling unit factors to estimate specific enrollment impacts of future development (SPS, 2012). Use of such factors to calculate students and add them to other SPS enrollment planning estimates could create errors related to overestimating or "double-counting." Also, the nature of the added development capacity with the proposed rezones should be recognized: the added development capacity might or might not be ultimately used in future development, and might occur over the next 5-30 years rather than in a specific near-term timeframe. The most basic finding that can be drawn is that the proposed rezones would increase, by

approximately 100 households in the worst case, the potential amount of future growth that might occur in the area served by Whitman Middle School. This can be interpreted as a potential adverse impact upon SPS, but lacking any other specific knowledge about when such capacity might be used, it is not interpreted as a "probable significant adverse impact."

With respect to cumulative impacts, SPS staff have reviewed DPD's information on known future development proposals and concur with DPD's conclusion that near-term growth of residences from proposed development could lead to higher enrollments in area schools. Of the identified known development proposals, all are located outside the Greenwood Elementary service area, and most are located in different elementary school service areas from one another, except for the two proposals located near 105th St./Greenwood Ave N. that are both in the Viewlands Elementary service area and that could total up to 317 new dwelling units. As noted above, it is difficult to interpret whether such new development would represent "additional" potential enrollment growth or whether such housing would merely provide residences for growing student populations that SPS models have already predicted. Such near-term growth, combined with a hypothetical additional long-term growth potential due to the proposed Greenwood rezones, can be interpreted as a potential adverse impact, but is not interpreted as a "probable significant adverse impact." SPS will continue to plan for and implement facility improvements, and make other enrollment policy choices that are likely to provide sufficient facility capacity over both the near-term and the longer-term horizons.

Cumulative Impacts: Transportation, Utilities, Public Services

Cumulative Impacts – Utilities: Water, Sewer, Electrical Utility Service

Although limited in number and relatively distant from the Greenwood rezone area, the pattern of known future development proposals was examined with respect to its potential to contribute to the accumulation of impacts upon the utilities/service providers that also serve the Greenwood urban village.

Water and Sewer: The scattered locations and lack of proximity to the Greenwood rezone area means that significant adverse cumulative impacts upon water, sanitary sewer or storm-drainage systems are not likely to be generated (Seattle Public Utilities [SPU]: McNerney, Burke, Horbelt, 2012). This conclusion is made because: 1) the other known developments would be served via connections to the system infrastructure available in those locations, with an expectation that localized improvements would be made if necessary (for example to provide sufficient fire flow pressure to a property); and 2) the utility systems, generally speaking, are structured and sized to provide sufficient service levels across this broad northwest Seattle vicinity, which means that the identified amount of increased development capacity in Greenwood, combined with other known development proposals, would not generate significant cumulative systems operations or capacity concerns (SPU: McNerney, Burke, Horbelt, 2012). This conclusion is also supported because of SPU's ongoing efforts to evaluate and implement system improvements in north Seattle over time, to aid the reliability, efficiency and safety of those utility systems. Also, it should be noted that for the sewer and storm-drainage systems, the destination of the wastewater and drainage flows from the other known development proposals would in most cases not relate to the destination of flows from the

rezone area, and on-site improvements with future development should aid in improving storm flow controls and water quality compared to the existing conditions (SPU, Horbelt, 2012).

Electrical: Similar to the analysis of direct impacts upon electrical utility service, the potential is low for cumulative adverse impacts from the combination of future rezone-related development and other known development proposals in the area (such as 250 to 300 dwelling units north along Greenwood Avenue N.). This is due to the magnitude of existing available system capacity and the relatively slow pace in anticipated future growth in electrical demand in this part of Seattle (City Light: M. Kirk, 2012).

Cumulative Impacts - Transportation

The two future developments north along Greenwood Ave N near N 105th St, totaling 317 dwelling units plus a few other uses, would be expected to generate daily traffic that would pass through Greenwood streets and thus contribute incrementally to potential adverse cumulative impacts on street traffic volumes. Per analysis for the former Leilani Lanes site proposal, it would generate 22 added vehicle trips in the PM peak hour (approximately half northbound and half southbound) that would likely use Greenwood Avenue N or other streets in the rezone vicinity. At similar rates, the other current development proposal at 107th/Greenwood Ave N would generate approximately 5 additional PM peak hour trips through or near the Greenwood rezone area. SDOT has reviewed these findings and agrees the identified trip volumes would add to the cumulative impact potential that could be experienced in the Greenwood rezone area, but significant adverse cumulative impacts are not anticipated (SDOT, 2012). Signal timing adjustments would be the reasonable and recommended approach to address future concerns that might arise due to added through- or turning-movement delays (SDOT, 2012).

The Taproot Theater and related office and café expansion could also generate additional trips, amounting to an estimated 11 or fewer trips during the PM peak hour (Heffron, 2010) that would contribute incrementally to cumulative increases in traffic volumes. Other identified pending development proposals could also contribute a handful of trips to Greenwood, but this is less certain given their greater distance away from the neighborhood and their location on other arterial routes such as 15th Avenue NE that would instead likely result in use of other travel routes for most purposes. (Review the Transportation section above for reference to impacts related to the Fred Meyer project.)

Cumulative Impacts – Public Services: Police, Fire, Parks, Schools

Refer to the discussion of public services impacts earlier in this response, which contains discussion of cumulative impact potential.

Proposed measures to reduce or respond to such demand(s) are:

None proposed.

7. **Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

   It is believed that the proposed rezones would not result in conflicts with local, state or federal laws or requirements for protection of the environment.