



Planning & Community Development  
17500 Midvale Avenue North  
Shoreline, WA 98133-4905  
(206) 801-2500  
[www.shorelinewa.gov](http://www.shorelinewa.gov)

## MEMORANDUM

TO: Andrew Bauer, AICP  
Planning and Community Development Director and SEPA Responsible Official

FROM: Cate Lee, AICP, Senior Planner

DATE: 6/24/2024

---

Subject: RECOMMENDED ENVIRONMENTAL MITIGATED DETERMINATION OF NON-SIGNIFICANCE

Permit or File Number: MXU23-3073

Project Name: Shoreline III/Leeway

Project Description: Construction of a 8-story mixed-use building with 360 multifamily units, approximately 3,000 square feet of commercial space, including 249 parking spaces, along with associated site and frontage improvements.

Project Address: 104, 110, 116, 122, 128, 134, 140, 146, 152 and 158 NE 147th St

Applicant: Adel Sefrioui

Proposed Noticing Dated: NOA with Optional DNS sent 01/05/2024; Final DNS to be sent during the week of 06/24/2024.

I have had an opportunity to visit the site and review the environmental checklist and supporting reports. Environmental review was triggered by the proposed number of units (360) exceeding the exemption threshold of 60 units, and exceeding the unit threshold remaining specified in [Ordinance No. 752](#) (145<sup>th</sup> Street Station Planned Action Area). The 1.42-acre site is located at the northeast corner of 1<sup>st</sup> Avenue NE and NE 147<sup>th</sup> Street and is bordered by Interstate 5 immediately abutting to the east.

Overall, the site topography slopes downward from west to east with an overall change of approximately 32 feet. There are no critical areas or buffers on the site. The assembled parcels form a long rectangle that is approximately 100 feet deep and 600 feet long. The site currently consists of ten (10) separate parcels, all zoned MUR-70', and each lot currently contains a detached single-family residence and associated accessory structures, except for 104 NE 147th St and 158 NE 147th St which had residences demolished in 2023 (DEM22-2881 and DEM22-2883). See Figure 1 below indicating the assembled properties in blue.



Figure 1: Property Assemblage (indicated in blue)

There are 34 onsite trees depicted on Sheet L.0001 Tree Removal Plan. Based on aerial imagery and a site visit, most of the trees have been removed. According to the *Critical Area Reconnaissance Field Report* (GeoEngineers, March 25, 2024), 29 of the trees have been removed, the five remaining listed as a Horse Chestnut (*Aesculus hippocastanum*), a magnolia (*Magnolia* sp.), one spruce (*Picea sitchensis*), and two ornamental landscape trees. Per SMC 20.50.310.A.5, removal of trees from property zoned MUR-70' are exempt from Chapter 20.50 Subchapter 5 Tree Conservation, Land Clearing and Site Grading Standards, unless within a critical area or critical area buffer.

The *Critical Area Reconnaissance Field Report* concludes that critical areas or buffers are not present on the subject site as described in the report:

- Streams in the project vicinity are piped and the project area is outside the 10-foot buffer established by SMC 20.80.274(C)(4) for piped streams.
- Based on results from reconnaissance within the assessment area conducted within public rights-of-way, there were no observations of hydrophytic vegetation or obvious indicators of surface inundation or saturation to indicate wetland conditions were present. Site conditions confirmed the background data review of the site.
- The PHS report did not map additional species or habitats on or adjacent to the subject site.

The Optional DNS process was used during the SEPA Request for Comments for this project. One (1) agency/tribe comment was received from the Duwamish Tribe recommending an IDP (Inadvertent Discovery Plan) and use of native plants and removal of invasive plants. Public comments were received from nineteen (19) people and one (1) organization (Shoreline Unitarian Universalist Church "SUUC"). The primary concerns raised in the comments were regarding the public comment period (9), tree removal and replacement (9), site and building design (8), vehicle parking (8), affordable housing (6), surface water drainage (4), and

construction impacts (4). After review of the proposal, staff believe these issues have been adequately addressed by the applicant:

1. **Public Comment Period:** The comments received stated a request to extend the comment period an additional 15 days from SUUC members, so experts could be consulted. The SEPA comment period was from January 5 to 19, 2024, or 14 days. This is the typical comment period for applications that are noticed to the public. While the formal comment period was limited, it is the City's practice to continue to accept comments through the duration of the project review. Since the comment period ended, no additional comments have been received from people that did not comment during the initial period, but staff has kept SUUC leadership informed about the review process, providing Correction Letter #1 via email on March 5, 2024, and meeting with two representatives from SUUC at City Hall on May 9, 2024, to discuss additional questions.
2. **Tree Removal and Replacement:** The comments received expressed concern for removal of existing trees, that they are not required to be replaced in the same manner as trees outside of the MUR-70' zone, and that the proposed replacement trees along the 5-foot northern setback will not have sufficient room to grow or receive adequate sunlight due to the height of the proposed building. The proposal's landscaping plan is still under review and requires revisions to ensure compliance with City code, but staff has not identified a significant environmental impact that requires additional mitigation or revision in project scope. The northern five-foot setback must be landscaped with Type II landscaping, which includes tree, shrub and ground cover requirements. The chosen tree species must be appropriate for the planting area and proximity to the building foundation.
3. **Site and Building Design:** The comments received generally stated that the building is too tall and too close to the northern property line. Many of the comments were specific to how the design could potentially impact the SUUC property to the north in terms of solar access and privacy. The applicant provided shadow studies showing the proposed building shading portions of the properties to the north throughout the year, except summer solstice. The height and placement of the building meet the Development Code which implements the 145<sup>th</sup> Station Subarea Plan. Landscaping in the setback area, once mature, will provide visual relief from the first two stories of the building.



FIGURE 5-4: Sketch-Up Model View for the Planned Action Zoning, Looking Northwest toward the Potential Light Rail Station

Figure 2: Figure 5-4 from the 145<sup>th</sup> Street Station Subarea Plan (subject property circled in red)

4. **Vehicle Parking:** The comments received expressed concern that not enough onsite vehicle parking is proposed and because of this, that tenants or visitors to the new building may park on the SUUC property, and that businesses looking to locate in the building may have difficulty getting customers if not enough parking is provided. Based on the number of units and commercial space, the Code requires 324 off-street vehicle parking spaces. However, since the site is just 370 feet west of the 148<sup>th</sup> Street Light Rail Station (Shoreline South), which is well under one-quarter a mile, the proposal qualifies for an automatic 25% parking reduction, which means 243 vehicle parking spaces are required. The proposal depicts 249 vehicle parking spaces, so is Code compliant. The 148<sup>th</sup> Street Pedestrian Bridge, which is currently under construction, will provide a direct pedestrian connection from the Shoreline South Station west, across I-5, to align with N 148<sup>th</sup> Street, just a short distance north of this site. While most people in Shoreline may continue to own vehicles, over time, and the life of this building, auto-dependency will likely decrease near the light rail stations. Therefore, the proposal appears to have adequate off-street vehicle parking given such proximity to the station.
5. **Affordable Housing:** The comments received generally stated that the project should provide more affordable units be provided than mandated by the code and at higher affordability rates than required by the code. This proposal will provide 20% of the units affordable at 70% AMI (72 units). This proposal replaces 10 market-rate detached single-family homes. This increase in density, and number of affordable units, increases overall supply. Our region faces significant housing affordability issues that should be thoughtfully addressed through public policy and funding mechanisms, as opposed to singling out one project.
6. **Surface Water Drainage:** The comments received stated concerns about how water would flow from the site, if it would flow into Thornton Creek, and also the broader surface water plan for the City (i.e., that developments are not being reviewed in a broader context). Drainage from the existing single family homes currently sheet flows to the adjacent properties to the north before reaching Thornton Creek. The proposed drainage will collect on-site stormwater, route it to a detention facility underneath the parking garage, and then discharge to a storm drain main in NE 147th Street. This storm drain main ultimately discharges to Thornton Creek. The Surface Water Master Plans address drainage and water quality challenges associated with growth, increasing regulations, and aging infrastructure on a citywide basis.
7. **Construction Impacts:** The comments received expressed concern about construction hours and operations, such as noise and where workers will park. Many of the comments were specific to impacts to the SUUC property to the north, such as whether demolition, excavation, grading, pile driving, trenching for utilities, and backfill could result in structural building cracks or other negative impacts to the church buildings and property. City code allows noise associated with construction from 7am to 10pm Monday through Friday, and 9am to 10pm on weekends. According to the Building Official, multifamily construction sites typically do not have work hours on the weekends, with certain exceptions for trades that may only be available sporadically. The applicant will demonstrate where the construction workers will park for the duration of the project with a parking plan kept on file with the approved permit. IBC 3307 requires any work done on the subject site to not adversely affect abutting properties. Additionally, written notice to the owners of adjoining properties is required not less than 10 prior to any scheduled excavation work.

According to the applicant's Traffic Impact Analysis (prepared by Transpo Group, dated March 2024) the project is anticipated to result in a net increase of 106 PM peak trips. The intersection of N/NE 155th St and 1st Ave NE is anticipated to receive 26 trips. This intersection is currently at a level of service (LOS) of C. The City's Capital Improvement Plan includes improvements to



add a right turn pocket to this intersection to handle additional growth. The 145th Street Station Subarea Plan EIS, Transportation mitigation measures, identified as a mitigation measure the construction of a northbound right-turn pocket at the intersection of N/NE 155th St and 1st Ave NE. This project is responsible for its proportional fair share for this improvement, as determined by the City.

Based on my review of the available information and adopted policies of the City, I recommend that a Mitigated Determination of Non-Significance (MDNS) be issued.

These recommendations are based on the policies found in the City's Comprehensive Plan and other policies, plans and rules identified in SMC 20.30.670. The Policies etc. are designated as the potential basis for the exercise of the City's Substantive Authority to address possible impacts that are not mitigated in adopted development regulations.

---

#### ENVIRONMENTAL DOCUMENTS AVAILABLE FOR REVIEW

☒ Environmental Checklist   ☒ Traffic Impact Analysis   ☒ Wetland/Stream Reports

☒ Site Plan   ☒ Surface Water Report   ☒ Geotechnical Report

☐ Arborist Report   ☒ Other: Inadvertent Discovery Plan, Phase II Environmental Assessment, Shadow Studies

---

Review by Responsible Official:

I concur:      ☒                      I do not concur:

Comments:



Director: Andrew Bauer, Planning & Community Development Director / SEPA Responsible Official

Date: 6/24/24



## SEPA THRESHOLD MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)


### PROJECT INFORMATION

DATE OF ISSUANCE: **June 27, 2024**  
PROPONENT: **Adel Sefrioui, Evergreen Point 5, LLC**  
APPLICATION NO.: **MXU23-3073**  
LOCATION OF PROPOSAL: **104, 110, 116, 122, 128, 134, 140, 146, 152 and 158 NE 147th St, Shoreline, WA 98155  
Parcel Nos. 4408100005, 4408100010, 4408100015, 4408100020, 4408100025, 4408100030,  
4408100035, 4408100040, 4408100045 and 4408100050**  
DESCRIPTION OF PROPOSAL: **Proposal to construct an 8-story mixed-use building with 360 multifamily units, approximately  
3,000 square feet of commercial space, including 249 parking spaces, along with associated site  
and frontage improvements.**  
LEAD AGENCY: **City of Shoreline**  
PUBLIC HEARING: **N/A – Not Required for Type A Projects (Building Permit)**

### SEPA THRESHOLD MITIGATED DETERMINATION OF NONSIGNIFICANCE (MDNS)

The City of Shoreline, as lead agency for this proposal, has determined that the proposal will not have a probable significant adverse impact(s) on the environment due to mitigation provided. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of the completed environmental checklist, the City of Shoreline Comprehensive Plan, the City of Shoreline Development Code, and other information on file with the Department. This information is available for public review upon request at no charge.

This Mitigated Determination of Nonsignificance (MDNS) is issued in accordance with WAC 197-11-355. The City will not act on this proposal for 21 days after issuance. The following measure has been added to mitigate the impacts of the project: The applicant is responsible for paying a proportional fair share to contribute towards the construction of a northbound right-turn pocket at the intersection of N/NE 155th St and 1st Ave NE.

RESPONSIBLE OFFICIAL: **Andrew Bauer, AICP**  
**Planning & Community Development, Director and SEPA Responsible Official**  
ADDRESS: **17500 Midvale Avenue North** PHONE: **206-801-2513**  
**Shoreline, WA 98133-4905**  
DATE: **June 24, 2024** SIGNATURE: 

### PUBLIC COMMENT INFORMATION

The Optional MDNS process was used; there is no further comment period on the MDNS.

### APPEAL INFORMATION

There is no administrative appeal of this SEPA determination. Any appeal must be filed in Superior Court. Procedures for appeal of this SEPA determination are set forth in Chapter 43.21C RCW, including, RCW 43.21C.060, RCW 43.21C.075, and RCW 43.21C.080, and Chapter 197-11 WAC, including WAC 197-11-680.

### PROJECT INFORMATION

For more information, including application, documents, plans, and all SEPA related materials, please contact Cate Lee, Senior Planner, at [clee@shorelinewa.gov](mailto:clee@shorelinewa.gov) or by calling 206-801-2557. A limited number of documents are available on the City's website: [shorelinewa.gov/landuse](http://shorelinewa.gov/landuse).