



City of Seattle

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

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

Application Number: 3010518 and 3010876

Applicants Name: Permits NW for the University of Washington

Address of the Proposal: 1218 NE Campus Parkway and 4042 12th Avenue NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a new seven story, 230 room congregate residence (University of Washington, student housing). Review includes potential removal of eight exceptional trees and 24,123 sq. ft. demolition of existing structures (Brooklyn Building and single family structures). Project proposes alley vacation to facilitate full block development. Parking for two vehicles will be provided on the site. Environmental documents prepared by the University of Washington.

The following approval is required:

SEPA – to approve, condition pursuant to 25.05.660.

Administrative Design Review – SMC 23.41.016

SEPA DETERMINATION: Exempt DNS MDNS EIS*

DNS with conditions

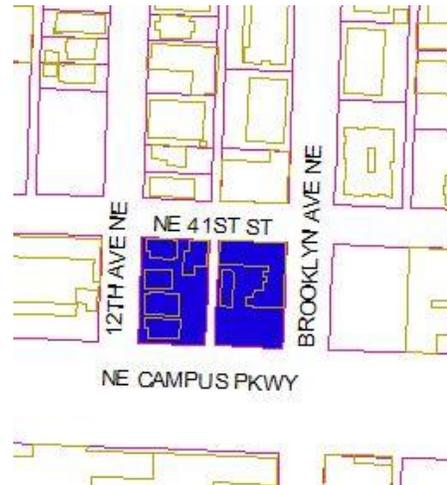
DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

*The University of Washington Capital Projects Office prepared a Draft Supplemental Environmental Impact Statement (DSEIS), published in July of 2009. The University published the Final SEIS in November, 2009.

BACKGROUND INFORMATION:

Site and Area Description

This project (referred to herein as the “Site 32W Project”) is located in the University of Washington (University) West Campus. It is part of a plan to develop student housing in the University of Washington (University) West Campus (known as the “West Campus Student Housing Project”). The sites for Phase IA correspond with Sites 31W, 32W, 33W of the *Campus Master Plan – 2003*. These four sites include in Phase IA the *University of Washington West Campus Student Housing Project* are located in the West Campus area in subarea S/W-1, which is generally bounded by Eastlake Avenue NE to the west, Lincoln Way to the south, 15th Avenue NE to the east and NE 42nd Street to the north.



A Minor Plan Change, Interpretation Number 09-006 (DPD # 30010443) was approved by the Department of Planning and Development (DPD). DPD approved the required structure setback from property lines to be reduced to zero in three locations; that 3,000 new student beds be developed; and the Cavalier Apartments be included in the development area known as 35W.

Two alley vacations have been approved for Sites 32W and 35W. These vacations were previously identified and analyzed in the *CMP-Seattle 2003 Environmental Impact Statement*.

Master Use Permits (3009689 and 3009693) were issued for the demolition of all existing buildings on the property.

An vacation action of the alley right of way through the site has received preliminary Seattle City Council approval (CF 310162).

Project Description

The Final Supplemental Environmental Impact Statement (FSEIS) identified a Preferred Alternative for the *West Campus Student Housing Project*. Phase 1A of the Preferred Alternative entails the development of three new residence hall facilities and a new student apartment facility on CMP-Seattle 2003 sites 31W, 32W, 33W and 35W and would accommodate approximately 1,645 new student residence beds. The new student housing buildings would include residence hall program space, retail, academic or office space on the ground level with bedrooms on the levels above. Open space, public space and landscaping are integrated throughout the housing sites.

Parking is managed campus-wide rather than site by site or project by project. The *Campus Master Plan – 2003* includes the approved University of Washington Transportation Management Plan.

Site 32W Project Description

The Site 32W Project (which is the subject of this decision) is a full block site comprised of 35,216 square feet including 2,237 square feet which was held in public right-of-way associated with an onsite alley (vacated). Two other small right-of-way parcels (a 5-foot wide strip adjacent to NE Campus Parkway on the western half of the site and a small triangular parcel on the southeastern corner of the site comprising approximately 0.13 acres) were also vacated. Site 32W is bounded by 12th Avenue NE and Condone Hall to the west, NE Campus Parkway to the south, Brooklyn Avenue NE and a 43-space paved parking lot to the east (Site 33W) and NE 41st Street and multi-family residential buildings to the north.

The proposal site is zoned MIO-105-MR; Major Institution Overlay with a 105 foot height limit and an underlying zoning of Midrise Multifamily. The western portion of Site 32W was until recently improved with five small structures (former single-family residences that which were either vacant or used as offices for University organizations/staff. The northeastern portion of Site 32W contained a vacant 3-story building (the Brooklyn Building). The University issued a Declaration of Non-Significance on the demolition of the Brooklyn Building and five structures on April 24, 2009. MUP Application #3009692 and #3009693 were issued for the demolition of the existing structures on the full block site.

An American Elm tree is located in the southern portion of Site 32W and to the south of the Brooklyn Building. A small gravel parking lot (Lot W3) with 30 parking spaces is located in the southeast corner of the site. This American Elm tree would be preserved under the proposed development and all other trees on the site would be removed. Street trees would be preserved to the greatest extent possible.

Site 32 W would be developed with a six-story, 70-foot tall residence hall with one basement level below grade comprising 135,465 square feet of building area accommodating approximately 442 residence hall beds. The basement would accommodate a wellness center and service spaces. Residences, common spaces for residents, and a café would be provided on the first floor. The majority of the residences would be located on floors 2 through 6.

Grading of approximately 28,400 cubic yards of excavation would be required to accommodate the development on site.

Per the *CMP-Seattle 2003*, the maximum building height permitted is 105 feet. Building heights would be developed to 70 feet, less than the maximum permitted under the *CMP-Seattle 2003*. The granted minor plan change to *CMP-Seattle 2003* eliminated the setback requirements for Site 32W.

A short-term loading and unloading area will be provided on NE 41st Street adjacent to the building. Two parking stalls will be provided to meet ADA requirements. No other parking would be provided on Site 32W. To accommodate the displaced parking spaces (approximately 30 stalls) during construction and provide the 58 parking spaces to meet the standards in the *CPM-Seattle 2003* for single student housing, accommodations for parking would be provided over time through a combination of new spaces in Phase 1A and Phase 1B sites, utilization of existing parking capacity in other areas of campus and/or other Transportation Management Plan measures with University Commuter Services. Pedestrian access to the Site 32W residence hall would be provided at the southwest and northeast interior corners of the site adjacent to the open space area. Approximately 57 bicycle parking spaces would be provided on site including both covered bicycle parking and bicycle lockers.

Site 32W will provide a significant plaza/open space area for the West Campus. The area surrounding the existing elm tree will be for the use and enjoyment of the general public year round as a public/open space. This area would include pedestrian amenities such as seating, exterior lighting, pathways and plantings. Existing unhealthy trees at Campus Parkway would be replaced and additional street trees would be planted around the perimeter of the site. Existing utilities are adequate to serve the site.

PUBLIC COMMENTS

Notice of Application for the project was published by DPD on January 25, 2010. The required public comment period ended on February 7, 2010. Written comment letter was received by DPD from two individuals. Concern was expressed that the scale of the proposed buildings is too large for the surrounding context, requests that the buildings be designed to direct students southward, asks for measures to mitigate construction impacts and expresses concern about the combined impact of the series of proposed student housing buildings on the character of the neighborhood. Three letters were received by the University of Washington commenting on the Draft Supplemental EIS. These letters and written responses to them are found in Chapter 3 of the Final Supplemental EIS. Comments and questions concerned parking, pedestrian traffic, noise, security, loss of light and air space.

ADMINISTRATIVE DESIGN REVIEW

Design Review Requirement

There are thirteen trees on the Site 32W Project site that are designated as exceptional pursuant to the Tree Protection Ordinance (Chapter 25.11 SMC), which the applicant is proposing to remove for project development. The trees will be replaced with new trees on public property. The Tree Protection Ordinance requires that the project go through administrative design review and the Ordinance states at SMC 25.11.080:

“The Director may permit an exceptional tree to be removed only if the applicant demonstrates that protecting the tree by avoiding development in the tree protection area could not be achieved through the development standard departures permitted in Section 23.41.012.”

DPD has reviewed the development standards applicable to this project to determine if there is any departure that could be granted that would allow the applicant to avoid development in the tree protection areas. However, there is no such development standard departure. Therefore, protecting the trees through a development standard departure is not possible in this instance. Nevertheless, DPD has conducted a design review of the project as set forth herein.

Design Review

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the DPD staff provided the following design guidance from the *CMP – Seattle 2003* and the design guidelines found in the City of Seattle’s “*Design Review: Guidelines for Multifamily and Commercial Buildings*” of highest priority to this project.

CAMPUS MASTER PLAN (CMP) – SEATTLE 2003

Building Design (CMP pp. 21-22)

All new projects must satisfy the following design requirements:

- **Maintain continuity with the context of surrounding buildings, or if the existing context is not clear or valued, contribute to the establishment of a new context.**

The height should be limited to 70 feet to maintain continuity with the heights of other buildings in the vicinity. Brick should be considered as an exterior building material to maintain continuity of appearance with other brick residential buildings in the vicinity.

- **Conserve valued elements of existing buildings and landscape; enhance their presence with the new development.**

Existing street trees should be preserved to the maximum extent practical. By way of mitigation, the applicant should plant trees on public property to replace the exceptional trees on site that will be removed for project development.

- **Express function in the design concept of the building through form and organization.**
- **Express the structural rhythm of the structure.**

The project should use form and organization to express its function as a student residence, including differences in building materials, window openings, and other design elements to express a difference between the upper floors (which are private residential areas) and the street level (which includes public/common areas).

- **Express entrances, places of gathering, transition from outside to inside, and protection from weather.**
- **Promote low maintenance and operating costs.**
- **Express a sense of permanence and provide for opportunities for buildings to age well.**

The project should be designed with durable exterior building materials and designed to be energy efficient. The exterior building materials should express a permanent character and age well.

- **Express designs that consider the broadest possible spectrum of human ability in use of spaces and products.**

The project should be designed to be fully accessible regardless of mobility.

- **Building design and placement should accommodate convenient pedestrian circulation.**
- **Exterior lighting will be designed to consider the impact of light and glare on surrounding buildings and spaces in the community and on campus consistent with the needs of safety and security.**

The project should be designed to allow no significant light leakage outside the curb lines, while fully lighting the sidewalks for safety and security.

- **Design solutions responsive to context, climate, and energy conservation are encouraged Contextual responses can be accomplished through siting, choice of materials, form, scale, massing, and aesthetic references. These should be considered as ways to respond to the positive attributes of buildings in the surrounding area. Response to context may be expressed with the overall form and scale of the building or as an element or detail which places or anchors the building in context. Examples are an entrance, corner, tower, roof, profile, and details.**
- **It is important to consider the existing or emerging context in order to develop a project, building, and/or landscape appropriate to a specific place and the University as a whole. The time, the uniqueness of the function of the building, and the objective of contributing to, enriching, and adding to that place and context is also important. While buildings are used for different programs over time, they usually express in their form and elevations specific functions such as lecture halls, classrooms, offices, laboratories, and circulation.**

The project should be responsive to its context through its choice of exterior building materials, form, massing, and aesthetic references. Some of the more appealing aspects of the neighborhood are the older brick apartment buildings that express a simple form. The project should be designed to be consistent with this neighborhood character. The design should also seek to strengthen the pedestrian character of the street level.

- **Climatic responses and energy conservation measures may include natural light-filled interior spaces for gathering and circulating (especially where related to entry) and “green” roof technology that considers storm water treatment and softened views from the upper levels to buildings below (Guidelines relating to environmental stewardship and sustainability principles are also included in Sustainable Construction and Resource Conservation at CMP p. 23.)**

The project should be designed to include climatic responses and energy conservation measures.

- **Depending on the context and nature of existing buildings, new buildings may be background or foreground. They may stand alone or be part of a larger grouping. Almost always, buildings should be conceived in concert with pedestrian circulation, open space and landscape and often will form outdoor space.**

The project should be designed to fit the building into the neighborhood to the extent feasible. It will be part of the larger grouping of the West Campus Student Housing Project which should be designed to fit the existing neighborhood context to the extent feasible. The buildings should be designed to support pedestrian circulation and a pedestrian streetscape. Open space on an upper floor for the use of residents is encouraged. Street-level landscaping should be provided.

Scale, Materials, and Detailing (CMP pp. 22-23)

- **The scale of the buildings should be considered in two ways. First, the overall scale – size, footprint, height, and profile – must be considered in relation to its surrounding buildings and open space. Usually, buildings will be “in scale,” similar to their surroundings and appropriate to the development area and use, unless the**

building or site is a landmark deserving special prominence. Second, a building should be experienced at various scales, one superimposed on another that is either reinforcing or contrasting. The overall scale of a building and smaller, more intimate levels of scale simultaneously should be perceived and understood. Elements that contribute to legibility at more intimate scales include windows, entrances, bases, and roof edges.

The overall scale of the project should be consistent with the surroundings, e.g., limited to 70 feet in height. The building footprint should extend to the sidewalks, consistent with other multi-family buildings in the area. A simple profile should be created, similar to the older apartment buildings in the neighborhood. Although the building will be perceived with a 70-foot scale from a distance, the building should be designed to create a more pedestrian scale from the sidewalk level.

- **Material choices should emphasize integrity of materials in their natural state. They should be of a permanent nature, able to age well, and express appropriate craftsmanship in their detailing and application. Material options will vary depending upon the campus area.**

Exterior materials should be selected that will express a permanent nature and age well. A variation in exterior materials between the street and upper levels is encouraged to express appropriate craftsmanship.

- **Detailing should convey a building's function, contemporary use of technology, and the nature of materials, structure, and systems used. Details should also address scale by helping to make the buildings sensitive to the pedestrian through providing multiple levels of perception at varying distances.**

See comments above.

CITYWIDE DESIGN REVIEW GUIDELINES

A. Site Planning.

Retain the service drive running north-south, which would allow for vehicular service to the project off-street. It also has the advantages of allowing light and air into the project site. In addition, utilize a design that brings the building to the sidewalk and provides a corner entrance that meets the street, which would represent good pedestrian-level site planning.

B. Height, Bulk, and Scale.

Although the zoning of the site is Major Institution Overlay – 105, the height should be limited to 70' to best assure compatibility with the scale of adjacent development. The CMP also includes certain setback requirements regarding the project site. To encourage a more inviting pedestrian environment in this urban setting, the UW sought and DPD approved a CMP amendment to allow development up to the property line.

C. Architectural Elements and Materials.

Please see discussion above regarding exterior building materials, canopy, and building entrance.

D. Pedestrian Environment.

The project should be designed with a convenient, attractive and protected pedestrian entry located on NE Campus Parkway which is a pedestrian corridor between the West Campus area and the main campus east of 15th Ave. NE. Blank walls should be minimized. Dumpsters, utility and service areas should be located off the service drive.

E. Landscaping.

A project landscaping plan should be submitted as part of the Master Use Permit process that includes appropriate street trees and other street level landscaping.

ANALYSIS-SEPA

The environmental analysis of the EIS Alternatives presented in the Draft SEIS represented an important information tool utilized by the University of Washington in the determination of the most appropriate density of development on the sites. A preferred plan for student housing development on the sites was not identified at the Draft SEIS stage. The Draft SEIS analyzed environmental conditions under a range of site development scenarios, including three SEIS Alternatives meeting the objectives of the University for the sites (Alternatives 1 through 3) and the No Action Alternative (Alternative 4). These Draft SEIS Alternatives represented a full range of student housing densities that the sites could accommodate in light of: the University of Washington's objectives as applicant and existing/proposed provisions of the *CMP-Seattle 2003*.

The initial disclosure of the potential impacts from this project was made in the Draft Supplemental Environmental Impact Statement (DSEIS) issued by the University of Washington in July of 2009. The information in the document, the supplemental information submitted by the applicant and the experience of the lead agency and the City of Seattle with the review of similar projects form the basis for this analysis and conditioning decision.

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

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation," subject to some limitations. Under such limited circumstances (see SMC 25.05.665.D.1-7), mitigation may be considered by the Department.

Short-term Impacts

The project is likely to have short-term adverse, construction-related environmental impacts with respect to vegetation, earth, noise, air, water quality, traffic, and pedestrian circulation. No other elements of the environment appear likely to be adversely affected, and no other elements have been identified in the Supplemental EIS.

Air, Earth, and Water. The project is likely to cause some minor soil erosion from grading and other site work while the earth is exposed. These include decreased air quality due to dust and other particulates produced by construction equipment and operations, and tracking of mud and dirt onto adjacent streets by construction vehicles. These air and earth impacts are expected to be minor in scope and would be limited to the period of site preparation. Several adopted City

codes and ordinances provide adequate mitigation. The Street Use Ordinance provides for watering the streets to suppress dust; the Stormwater, Grading and Drainage Control Code provides for mitigation of earth impacts related to grading and excavation, such as soil erosion and runoff and the Seattle Building Code provides for appropriateness of construction measures in general. (In a separate section below, this analysis addresses truck traffic associated with construction activities.)

Approximately 28,400 cubic yards of cut material would result from the project. Truck related traffic from construction workers and equipment would impact roadways in the vicinity of the project sites. Truck traffic associated with site excavation and grading would also impact area roadways. Phase 1A would result in approximately 3,130 truck trips. Truck trips associated with excavation would be distributed over multiple days and during non-peak times. In addition to excavation-related truck traffic, materials and machinery deliveries are also anticipated. Soil stabilization will be assured by compliance with the Stormwater, Grading and Drainage Control Code, and the Building Code. Further Director's Rule 2000-16 was developed to apply Best Management Practices (BMP's) to prevent erosion and sedimentation from leaving construction sites or where construction will impact receiving waters. The implementation of Best Management Practices, as contained in DR 200-16, is a standard requirement for permit approval.

Construction will result in localized, short-term increases in particulate and carbon monoxide associated with the removal of existing pavement, excavation, grading, soil compaction and operation of heavy trucks and smaller equipment. On-site activity and periodic traffic delays on adjacent streets could contribute to slight increases in localized vehicle emissions of carbon monoxide and nitrogen dioxide. It is not anticipated that increased suspended particulates or carbon monoxide emissions would cause violation of any local ambient air quality standards. Construction activities including worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increased carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions.

Noise. Short-term noise from construction would be generated during working hours. Noise levels during construction would be expected to comply with University standards and the City of Seattle Noise Ordinance. Potential mitigation measures are listed in the FSEIS. These measures will need to be implemented as necessary to meet the requirements of the Seattle Noise Ordinance and may be used, at the University's discretion, to obtain a higher degree of mitigation than required.

Circulation and Traffic. Pedestrian and bicycle routes would be temporarily affected by construction. Temporary bicycle and pedestrian routes would be in effect for the duration of all Phases. Some automobile parking spaces on or near the sites would be relocated to other parts of campus.

The University of Washington and the contractor for the project will prepare a construction traffic plan for workers and construction vehicles. This plan shall be submitted to DPD prior to issuance of a construction permit. The plan shall outline delivery routes for truck trips to minimize disruption to traffic flow on adjacent streets and roadways, including appropriate

signage, flaggers, route definitions, flow of vehicles and pedestrians during construction. The plan shall identify truck and construction equipment circulation routes between the site and regional routes such as I-5 or SR 520. The plan shall require delivery trucks and material transportation trucks to avoid P.M. peak traffic periods on City streets.

Parking. There will be a displacement of the existing parking lots on the proposed sites. There is both structured parking and surface parking located on campus within several blocks of the project sites. These facilities would serve as construction-worker parking and parking for any dislocated parking permit holders. There will also be the loss of 3 vehicle on-street parking spaces and up to 2 motorcycle on-street stalls. This loss of parking is not anticipated to be significant.

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

Long-term Impacts

The following long-term or use related impacts were identified in the DSEIS and FSEIS and supporting documents: noise; land use; housing, aesthetics; historic and cultural resources; and transportation. Elements of the environment not discussed below are not adversely affected and/or are adequately mitigated by existing codes, ordinances and/or mitigating components of the proposal itself.

Plants and Animals. An arborist report was completed for the project. A total of 270 mature trees were evaluated on the sites and vicinity. It was determined that 13 trees meet the description of “Exceptional” per the City of Seattle’s Director’s Rule 6-2001. One American elm on Site 32W was also evaluated in a prior assessment and was classified as Extraordinary. The American elm will be preserved.

To compensate for the loss of existing trees, new trees would be planted on each of the development sites. All new trees would be appropriate species for the urban environment as approved by the City of Seattle and the number and size of the new trees would meet or exceed the City of Seattle requirements for tree replacement. In addition, street trees would be planted in public right-of-way planting areas adjacent to each site. Brooklyn Avenue NE would be upgraded to “Green Street” standards with larger planting areas, widened sidewalks, and an increased number of street trees when compared to standard street improvements.

DPD considers the identified measures to be sufficient, and determines that no further mitigation of plant and animals impacts is warranted. The DSEIs and FSEIS identify no impacts to animals/endangered species warranting further mitigation.

Land Use. The projects are consistent with the *CMP-Seattle 2003* and the University of Washington *Comprehensive Housing Master Plan 2006*. The project would result in the conversion of University property into student housing use which is consistent with the approved plan for the area. The project would primarily result in the displacement of existing parking, vacant buildings, University uses, and some existing residential uses.

Development on Site 31W would replace the existing surface parking lot (Lot W2) with a six-story, approximately 196,000-square foot student apartment building; parking for approximately 125 vehicles would also be developed in the site.

The population increase, activity levels, noise levels, traffic and parking are all consistent with the uses in this part of campus and the surrounding residential and commercial areas.

Noise. The DSEIS and FSEIS notes that the City of Seattle's noise ordinance is measured at receiving property lines and does not apply within the University Campus. It further states that new noise sources have the potential to exceed the more stringent nighttime noise limits. Through identified mitigation measures such as all outdoor mechanical systems (HVAC) would be designed, installed and operated consistent with applicable noise requirements; following the University of Washington Housing and Food Services Student Handbook; and enforcement of the City of Seattle Noise Ordinance by the University of Washington police on campus, the environmental documents determine that operational noise levels should be within prescribed limits, on and off campus. DPD concludes that no further mitigation is warranted in this regard.

Aesthetics – Character, Views, Light and Glare, Shadows. The Draft and Final SEIS's analyzed views, light and glare, shadows and the character of the area of the project sites. Impacts include: increase in the level of development; the height of the facilities would generally be consistent with other buildings in the surrounding area and be below the height limits identified in the CMP-Seattle 2003. Changes to the overall visual character of the West Campus would be consistent with urban development of the City and this area both the campus and the University District. The new development would introduce new sources of light and glare to the area; however significant adverse impacts are not anticipated. There will be some new shadows associated with development of the new facilities which is unavoidable with development of these sites, but significant impacts to surrounding uses is not anticipated. The project does not adversely impact any protected views. DPD concludes that mitigation is not warranted in this regard.

Cultural Resources. No previously recorded archaeological resources were identified within or adjacent to the Phase IA area. Site 29W/42W (Phase 1B) is not located within 200 feet of the US Government Meander line, which indicates the historic shoreline of Portage Bay. If resources of potential archaeological significance are encountered during construction or excavation, the responsible project manager/director would stop work immediately and notify the Department of Planning and Development and the State Department of Archaeology and Historic Preservation so that appropriate evaluation and consultation and mitigation can take place before construction resumes. DPD concludes that no mitigation is warranted in this regard.

Historic Resources. Consistent with the *CMP-Seattle 2003*, a Historic Resource Addendum (HRA) analyzed all potential development sites. The HRA's were included in Appendix C of the Draft SEIS. Two properties in the vicinity of Site 31W were identified in the University District Historic Survey Report (Brooklyn Building, five structures on Site 32W and the Cavalier Apartment Building on Site 35W). These sites were later determined unlikely to meet the criteria for Seattle Landmark, State or National Register of Historic Places designation. DPD concludes no mitigation is warranted.

Transportation. The Draft and Final SEIS analyzes transportation impacts to vehicle circulation, traffic safety, transit services, pedestrian and bicycle circulation and parking. Traffic impacts resulting from the project's long term (operational) use are expected to be limited at peak hours (FSEID pages 2-27 through 2-23). Pedestrian pathways, sidewalks, and bicycle pathways are provided throughout campus including the West Campus. There are sidewalks throughout the West Campus which will be maintained and enhanced. Each project includes bicycle parking and lockers. The environmental documents predict that available parking supply will be sufficient to meet project-generated demand. Phase 1B will provide parking for the entire West Campus and meet parking demands from the projects and in the surrounding uses. Existing parking utilization counts show that there is adequate parking availability. Considering the analysis, DPD concludes that no further mitigation for long-term traffic and parking impacts is warranted.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the projects' energy consumption, are expected to result in increases in carbon dioxide which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project

CUCAC Review

CUCAC (City University Community Advisory Committee) has reviewed the projects and has made comments which are incorporated into the design of the projects. CUCAC did not submit a comment letter on the Draft SEIS.

DECISION – ADMINISTRATIVE DESIGN REVIEW/TREE PROTECTION ORDINANCE

There is no development standard departure that could be granted that would allow the applicant to avoid development in the exceptional tree protection areas. The applicant shall construct the Site 32W Project in accordance with the design submitted to and reviewed by DPD.

DECISION – SEPA

DPD has analyzed the proposals as described in plans provided by the University, has reviewed the Draft and Final Supplemental Environmental Impact Statements issued by the University and exercises substantive SEPA authority to condition the issuance of construction permits for the proposed developments.

DPD approved the proposals subject to the conditions listed below.

CONDITIONS – SEPA

Prior to Construction Permit Issuance (including grading, demolition and construction)

1. The University of Washington will prepare a construction traffic plan for workers, for review and approval by DPD for each construction project. The plan shall outline delivery routes for truck trips to minimize disruption to traffic flow on adjacent streets and roadways, including appropriate signage, flaggers, route definitions, flow of vehicles and pedestrians during construction. The plans shall identify truck and construction equipment circulation routes between the site and regional routes such as I-5 and/or SR 20. Truck related to the construction activity should avoid peak periods of 3:00 - 6:00 PM, Monday through Friday.
2. Provide a landscape plan identifying trees to be planted to replace the mature canopy of the exceptional trees cut on the proposal site for DPD approval.

Before and During Construction

The following condition(s), to be enforced during construction will be posted in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions will be posted on each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit sets of plans (or with the demolition permit if it is issued separately). The placards will be laminated with clear plastic or other weatherproofing material and will remain in place for the duration of construction. It is the contractor's responsibility to ensure that the subcontractors are informed of the conditions listed below.

3. The University of Washington and/or other responsible parties shall implement the mitigation identified in the arborist's report.
4. To compensate for the loss of existing trees during construction, new trees will be planted on each of the development sites and public right-of-way planting areas adjacent to each site. The number and size of new trees shall meet or exceed the applicable City of Seattle requirements.
5. Provide mulch rings of arborist wood chips around all trees scheduled for retention. The radius of the wood chip area should be as large as feasible but at least a three-foot radius from the trunk. For retained trees, schedule this work as soon as possible.
6. Tag the remaining trees with appropriate tags designed to accommodate growth of the tree.
7. If resources of potential archaeological significance are encountered during construction or excavation, the responsible project manager/director shall stop work immediately and notify the Department of Planning and Development and the State Department of Archaeology and Historic Preservation so that appropriate evaluation and consultation and mitigation can take place before construction resumes.

