



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

Application Number: 3017405
Application Name: Jodi Patterson-O’Hare for the University of Washington
Address of Proposal: 3939 15th Ave NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a two-story, 29,241 square foot building for UW Police Department. Forty-four parking spaces to be removed and 19 surface parking spaces will be provided on the site. Existing office and clinic to be demolished (4,200 square feet). Determination of Non-Significance prepared by the University of Washington.

The following approvals are required for this project:

SEPA – For conditioning only - Chapter 25.05, Seattle Municipal Code.

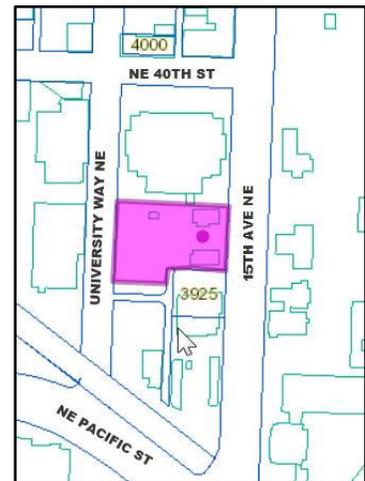
SEPA DETERMINATION: [] Exempt [] DNS [] MDNS [] EIS *
[X] DNS with conditions
[] DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction

BACKGROUND INFORMATION

Site and Vicinity

The site located on the eastern edge of the University of Washington’s West Camus area. The site is bounded on the north by Gould Hall, on the east by 15th Avenue NE, on the south by the Church of Latter-day Saints building and a portion of University Parking Area W-14, and on the west by University Way NE.

The site is accessed by maintenance and other vehicles via the east/west and north/south alleys. UW police vehicles may access the site via a proposed “emergency gate” on University Way NE. This gate is dedicated to UW police use only. No regular vehicle ingress or egress will be allowed at the emergency gate on University Way NE. There are no Environmentally Critical Areas mapped at the site.



The project is subject to DPD's Streamlined Design Review to remove an exceptional tree and has received Design Guidance.

The project site is located at 3939 15th Ave NE at the University of Washington. The University of Washington (UW) is a major institution with a Major Institution overlay (MIO) and adopted master plan. The property is zoned MIO-65-NC3-65, major institution with a Neighborhood Commercial Three underlying zone with a height limit of 65 feet. Zoning across 15th Avenue NE is MIO-105-MR, major institution overlay with an underlying Midrise residential zone with a 105 foot height limit. Zoning to the east, north and south is MIO-65-NC3-65, major institution overlay with a Neighborhood Commercial underlying zone. Uses in the vicinity are institutional and commercial.

Proposal

The project proposal is to provide a new UW Police Department Facility. The building will provide space for staff, staff offices, a dispatch/communications center, records storage, identification lab, evidence storage, lock/fitness rooms, conference rooms, community multipurpose/training rooms and fleet parking. The proposed building will replace the existing police center at NE Boat Street, a few blocks away.

Previous SEPA Related Actions

Prior to application for a Master Use Permit, the UW exercised its prerogative to act as lead agency. The University of Washington published a Determination of Non-Significance (DNS) August 1, 2014. The University submitted their MUP application to DPD for review. For the purposes of this permit application, exercise of substantive SEPA authority by DPD is limited to conditioning only for impacts previously identified by UW. Conditioning pursuant to this authority will rely on the threshold DNS issued by the University of Washington and on environmental documents prepared by them.

Public Comment and Notice

Notice of Application was published on September 4, 2014, and the public comment period ended on September 17, 2014. No comments were received.

STREAMLINED DESIGN REVIEW

Design Review Requirement

The University will remove an exceptional tree *Pinus Contorta* (Lodgepole Pine) as defined in Director's Rule 16-2008. The tree is located in a landscaped area adjacent to the east-west running alley at the south edge of the development site. (Trees located within the right-of-way of NE Campus Parkway are not regulated under the City's Tree Protection Ordinance SMC 25.11. Any tree removal within the right-of-way will need to be reviewed and approved by the City of Seattle Transportation Department.)

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 adjustments permitted in Section 23.41.018 or the departures permitted in Section 23.41.012.

DPD has reviewed the development standards applicable to this project as part of the Streamlined Design Review process. DPD concluded that there is no development standard adjustment or departures that, if approved, will allow the project to preserve an exceptional tree. DPD determined there are no adjustable or departable development standards that are applicable to development at this site. Development at this site is governed by the Campus Master Plan and not by the development standards of the underlying zoning. Therefore, protecting the trees through a development standard adjustment or departure is not possible in this instance. Therefore, removal of the exceptional trees is permitted.

The project proposal has been reviewed for compliance with the Priority Guidelines identified in the Design Guidance document. The proposal adequately addresses the priority guidelines.

ANALYSIS – STATE ENVIRONMENTAL POLICY ACT (SEPA)

Environmental impacts of the proposal have been analyzed in environmental documents prepared by the University of Washington. The initial disclosure of the potential impacts from this project was made in the SEPA checklist and supporting documents dated August 1, 2014.

The Department reviewed the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this project was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar projects form the basis of this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) establishes the relationship between codes, policies, and environmental review. Specific policies for specific elements of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

The following short-term construction related impacts have been identified in the environmental documents: Noise from demolition, earthwork and construction; green house gas emissions, hazardous material removal, loss of trees and vegetation, and truck trips. Adopted Codes and Ordinances such as the Noise Ordinance, Street Use Ordinance, Tree Protection Ordinance, Stormwater Code, and Grading Code; and other Agency review, such as the Puget Sound Clean Air Agency (PSCAA), will appropriately mitigate these and other use-related adverse impacts created by the proposal. Further, the University's environmental documents specify measures that will appropriately mitigate identified short-term impacts. However, further analysis and/or conditioning of short-term construction related impacts are warranted.

Construction Impacts

Construction related impacts identified in the University's environmental documents include air quality, greenhouse gases, hazardous materials, transportation and trees. 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. Several adopted City codes and ordinances provide adequate mitigation. The Street Use Ordinance provides for watering the streets to suppress dust; the Grading Code and Stormwater 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.

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 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.

Truck related traffic associated with demolition, site excavation and grading, construction workers, and equipment will impact roadways in the vicinity. Sidewalks and bike lanes adjacent to the site will likely be temporarily impacted by demolition and construction. The University's environmental documents specify measures that will appropriately mitigate construction impacts. Mitigation includes:

- Provide a Construction Management Plan addressing truck routes, hauling times, and staging;
- Provide temporary pedestrian and bicycle paths throughout the construction periods; and
- Limit hauling trips to off-peak periods.

Based on the analysis of impacts in the University's documents and the environmental policy for Construction Impacts (SMC 25.05) the University of Washington and the contractor for the project will be required to prepare a construction management plan (CMP). The CMP shall be submitted to DPD and reviewed and approved by DPD and SDOT prior to the issuance of a building permit (including demolition and grading). The plan will include the elements identified in the University's environmental documents.

Plants and animals

The University's environmental documents identify the loss of trees as a construction related impact. An arborist report was completed for the site. It was determined that one tree, a 13-inch Lodgepole Pine, met the definition of "exceptional" per the City of Seattle's Director's Rule 16-2008 was located on the proposed development site. This tree will be removed with redevelopment as approved under SMC 25.11. Loss of trees on site will be mitigated with the replanting of *Betula* species (birch) and *Acer griseum* (Paperbark Maple).

The applicant and the contractor for the project will prepare a Construction Management Plan to address construction traffic (specifically truck trips). This plan shall be submitted to DPD and SDOT 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 A.M. and P.M. peak traffic periods on City streets. No further mitigation is required.

Long-Term Impacts

Development of the proposed UW Police Department Facility will not result in significant changes in the area. Accordingly, the University's environmental documents did not identify any significant long-term impacts from the proposal.

Additional transportation impacts beyond existing conditions are not likely. It is anticipated that the transportation impacts in the area will increase slightly. The proposal would replace other UW Police facilities. The completed project will divert police traffic from NE Boat Street. The anticipated number of employees is not expected to create increased demand for services.

Therefore, additional conditions to mitigate long-term impacts of the proposal are not necessary.

SEPA CONDITIONS

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

1. A Construction Management Plan (CMP) shall be submitted to DPD and reviewed and approved by DPD and SDOT. The plan shall include, at a minimum, the following elements:
 - 1) truck routes, hauling times, and staging areas;
 - 2) limit hauling trips to off-peak periods; and,
 - 3) identification of temporary pedestrian and bicycle paths.

Signature: (signature on file) Date: January 26, 2015

Holly J. Godard,
Senior Land Use Planner
Department of Planning and Development

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IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered "approved for issuance". (If your decision is appealed, your permit will be considered "approved for issuance" on the fourth day following the City Hearing Examiner's decision.) Projects requiring a Council land use action shall be considered "approved for issuance" following the Council's decision.

The "approved for issuance" date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled (SMC 23-76-028). (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at prc@seattle.gov or to our message line at 206-684-8467.