



**City of Seattle**  
Edward B. Murray, Mayor

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

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

**Application Number:** 3017513  
**Applicant Name:** Erik Salisbury  
**Address of Proposal:** 4515 36<sup>th</sup> Ave SW

**SUMMARY OF PROPOSED ACTION**

Land Use Application to allow a 15,000 square foot addition and alterations to existing institution resulting in a 45,740 square foot structure (West Seattle YMCA). Four thousand square feet of the existing building will be demolished. Parking for 71 vehicles will be provided by surface parking and below grade parking within the structure.

Seattle Municipal Code (SMC) requires the following approval:

**SEPA — Environmental Determination** pursuant to Seattle Municipal Code (SMC) 25.05

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

**BACKGROUND INFORMATION**

Zoning: Neighborhood Commercial 3 – 65’ (NC3 – 65’)  
Parcel Size: +/- 61,534.66 square feet  
Existing Uses: YMCA  
Environmental Critical Areas: None

**Public Notice and Comment Period**

The public comment period for this project ended on October 19<sup>th</sup> 2014. The Land Use Application information is available at the Public Resource Center located at 700 Fifth Ave, Suite 2000<sup>1</sup>.

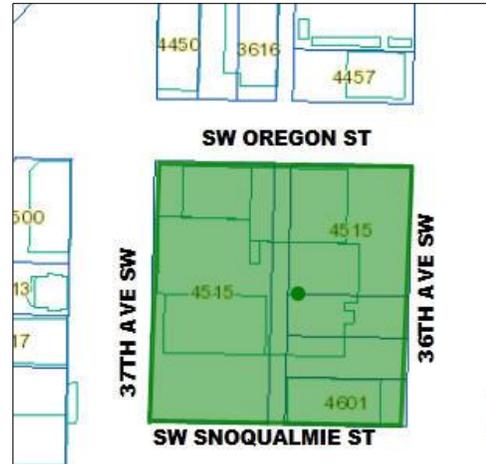
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<sup>1</sup> <http://www.seattle.gov/dpd/toolsresources/default.htm>

## ANALYSIS - SEPA

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

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



The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states, in part, “Where City regulations have been adopted to address and environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation” subject to some limitations. Under such limitations or circumstances (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate. Short-term and long-term adverse impacts are anticipated from the proposal.

City codes and/or ordinances apply to the proposal and will provide mitigation for some of the identified impacts. Specifically these are: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and Regulations for Environmentally Critical Areas (SMC 25.09).

### Short Term Impacts

The following temporary or construction-related impacts are expected; decreased air quality due to suspended particulates from demolition and building activities and hydrocarbon emissions from construction vehicles and equipment; increased traffic and demand for parking from construction equipment and personnel; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City.

Most short-term impacts are expected to be minor. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with air quality, traffic and circulation, earth/soils, and greenhouse gas emissions warrant further discussion.

### Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and will require permits for removal of asbestos or other hazardous substances during demolition. The applicant and all contactors shall take the following precautions to reduce or control emissions or other air impacts during construction:

- During demolition, excavation and construction, debris and exposed areas will be sprinkled as necessary to control dust and truck loads and routes will be monitored to minimize dust-related impacts.
- Using well-maintained equipment and avoiding prolonged periods of vehicle idling will reduce emissions from construction equipment and construction-related trucks.
- Using electrically operated small tools in place of gas powered small tools wherever feasible.
- Trucking building materials shall be prohibited during the weekday hours of 6 AM to 9 AM and 4 PM and 6 PM on the adjacent roadways.

### Traffic and Circulation

Site preparation would involve the removal of a portion of the existing building and asphalt pavement; and excavation for the foundation of the proposed building addition and lower level parking garage. Approximately 3,500 cubic yards of material would be excavated and removed from the site and 500 cubic yards of material would be import to the site.

Existing City code (SMC [11.62](#)) requires truck activities to use arterial streets to every extent possible. Traffic impacts resulting from the truck traffic associated with the removal of the existing building and excavation for the foundation of the proposed building will be of short duration and mitigated in part by enforcement of SMC [11.62](#). This immediate area is subject to traffic congestion during the PM peak hours, and large trucks turning onto arterial streets would further exacerbate the flow of traffic. Pursuant to SMC [25.05.675 B](#) (Construction Impacts Policy) and SMC [25.05.675 R](#) (Traffic and Transportation) additional mitigation is warranted.

The construction activities will require the export/import of material from the site and can be expected to generate truck trips to and from the site. In addition, delivery of concrete and other building materials to the site will generate truck trips. As a result of these truck trips, an adverse impact to existing traffic will be introduced to the surrounding street system, which is unmitigated by existing codes and regulations. Assuming contractors use double loaded trucks to export/import grade/file material, with each truck holding approximately 20 cubic yards of material, thus requiring approximately 200 truckloads (400 trips) to remove the estimated 3,500 cubic yards of excavated material and 500 cubic yards of imported material.

For the duration demolition, grading and construction, the applicant(s) and/or responsible party(ies) shall cause truck trips to cease during the hours between the hours of 6 AM to 9 AM and 4 PM and 6 PM on weekdays. This condition will assure that truck trips do not interfere with daily AM and PM peak traffic in the vicinity. As conditioned, this impact is sufficiently mitigated in conjunction with enforcement of the provisions of SMC [11.62](#).

City code (SMC [11.74](#)) provides that material hauled in trucks not be spilled during transport. The City requires that a minimum of one foot of “freeboard” (area from level of material to the top of the truck container) be provided in loaded uncovered trucks which minimize the amount of spilled material and dust from the truck bed en route to or from a site. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

### Earth/Soils

The construction plans, including shoring of excavations as needed and erosion control techniques, will receive separate review by DPD. Any additional information showing conformance with applicable ordinances and codes (ECA ordinance, the Drainage Control Ordinance, DR 18-2011 and 3-2007) will be required prior to issuance of building permits. Applicable codes and ordinances provide extensive conditioning authority and prescriptive construction methodology to assure safe construction techniques are utilized. Given the existing codes and ordinances, no additional conditioning for geotechnical review is warranted pursuant to the SEPA Overview Policy (SMC 25.05.665).

### Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

### Long Term Impacts

Long-term or use-related impacts are anticipated as a result of this proposal, including increased building bulk and scale on the site; increased demand for transportation; and increased light and glare.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. These include the City Energy Code, which will require insulation for outside walls and energy-efficient windows, and the Land Use Code, which controls site coverage, setbacks, building height and use and contains other standards to ensure compatible development. Compliance with these applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment, and no further conditioning is warranted by SEPA policies. However, due to the size and location of this proposal, transportation concurrency, and greenhouse gas emissions warrant further analysis.

### Transportation Concurrency

The City of Seattle has implemented a Transportation Concurrency system to comply with one of the requirements of the Washington State Growth Management Act (GMA). The system, described in DPD’s Director’s Rule 5-2009 and the City’s Land Use Code is designed to provide a mechanism that determines whether adequate transportation facilities would be available “concurrent” with proposed development projects. The evaluated screen-lines included in the TIA would all continue to operate below the concurrency threshold with construction of the project. As a result, no concurrency-related mitigation is warranted or required for the project.

Greenhouse Gas Emissions

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

**DECISION - SEPA**

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

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.

**CONDITIONS - SEPA**

During Demolition, Grading, and Construction

1. The applicant(s) and/or responsible party(ies) shall cause truck trips to cease between the hours of 6 AM to 9 AM and 4 PM and 6 PM on weekdays. This condition will assure that truck trips do not interfere with daily AM and PM peak traffic in the vicinity.

Signature: (signature on file) Date: January 20, 2015  
Colin R. Vasquez, 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](mailto:prc@seattle.gov) or to our message line at 206-684-8467.