



City of Seattle

Edward B. Murray, Mayor

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: 3018283
Application Name: Jon O'Hare for the University of Washington
Address of Proposal: 4331 Memorial Way NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 3 story, 105,387 sq. ft. structure (Burke Museum). Surface parking for 150 vehicles to be provided. Existing structure to be demolished. Exceptional trees are proposed to be removed. Determination of Non-Significance 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

DNS with conditions*

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

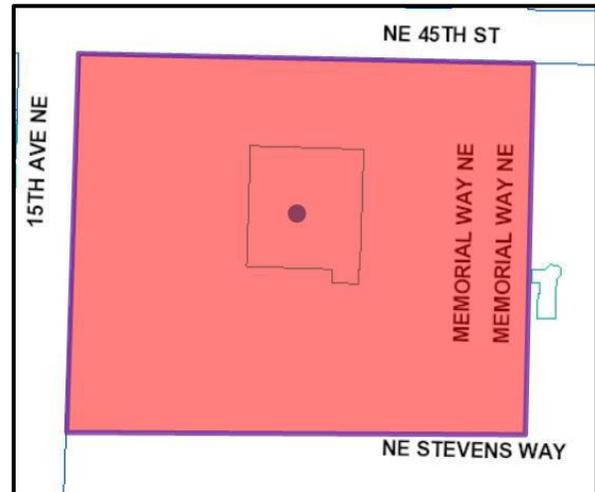
* UW DNS published April 16, 2015.

BACKGROUND INFORMATION

Site and Vicinity

The site is located on the corner of 15th Avenue NE and NE 45th Street. There are no Environmentally Critical Areas mapped at the site.

The University of Washington (UW) is a major institution with a Major Institution Overlay (MIO) and adopted master plan. The property is zoned MIO-105 of the University of Washington Major Institution Master Plan (MIMP). Zoning in the immediate vicinity is Neighborhood Commercial (NC) 2 and Lowrise 3 across 45th Street to the north and NC 3 across NE 15th Avenue. Uses in the vicinity are institutional, residential and commercial.



Proposal

The project proposal is to provide a new Burke Museum with associated landscaping and parking.

Public Comment

Public comments received focus on a desire to retain exceptional trees and the forested nature of the site

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 prepared in the SEPA checklist issued April 2, 2015.

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

There will be short-term impacts during construction of the new facility: construction noise; stormwater runoff and erosion; greenhouse gas emissions; and construction traffic and parking. Adopted Codes and Ordinances and other agency review, such as the Noise Ordinance, Street Use Ordinance, Stormwater Code, Grading Code, and Puget Sound Clean Air Agency regulations, will appropriately mitigate these potential adverse impacts. However, additional consideration of construction activity is warranted.

Grading

Excavation to construct the structure will be necessary. The project will generate approximately 54,380 cubic yards of grading (43,130 cubic yards of cut and 11,250 cubic yards of fill). The soil removed will not be reused on the site and will need to be disposed off-site by trucks. 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 enroute to or from a site. Future phases of construction will be subject to the same regulations. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Greenhouse gasses

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 further conditioning is necessary.

Traffic and Parking

The construction of the project will have adverse impacts on both vehicular and pedestrian traffic in the vicinity of the project site. During construction a temporary increase in traffic volumes to the site will occur, due to travel to the site by construction workers and the transport of construction materials. Excavation and fill activity will require approximately 5,438 round trips with 10-yard hauling trucks or 544 round trips with 20-yard hauling trucks. Considering the volume of truck trips anticipated during construction, it is reasonable that truck traffic avoid the morning and afternoon peak hours.

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. The project will be conditioned to provide a Construction Management Plan which avoids peak hours for materials transportation.

Long-Term Impacts

Plants

A total of 195 trees are located on the project site, including 104 trees that meet the City of Seattle's designation for significant trees. Of these 104 significant trees, 75 trees are considered Exceptional trees based on City of Seattle standards. The majority of the Exceptional trees are located within three separate groves on the site. As part of construction, approximately 76 trees will be removed on the site, including 16 that are considered Exceptional trees. Under the proposed project, landscaping along the northern and eastern perimeter of the site will be designed to retain a substantial portion of the existing trees that are in that area. However, nearly all of the existing trees in the western, southern and central portions of the site will be removed to accommodate the proposed new Burke Museum. Approximately 117 new trees will be planted on site along, with large and small shrubs, to mitigate the loss of trees and plants for construction. The number of trees and shrubs proposed to be planted reasonably mitigate the loss of plants. No further conditioning of the project is warranted pursuant to SEPA policies.

Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project and the project's energy consumption, 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.

Development of the proposed new Burke Museum will not result in significant, long term changes in the area due to the nature of the replacement use. 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. Therefore, further 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. The applicant and the contractor for the project shall prepare a Construction Management Plan to address construction traffic and parking for workers and construction vehicles, for review and approval by SDOT and DPD. 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. Trucks related to the construction activity shall avoid peak periods of 7:00 – 9:00 A.M. and 3:30 - 6:00 P.M., Monday through Friday.

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

Date: November 2, 2015

HG:drm

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.