



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: 3018792
Application Name: Jon O'Hare for the University of Washington
Address of Proposal: 3900 University Way NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 63 ft. tall, 10,660 sq. ft. utility building to provide emergency power and cooling for the University of Washington west and south campus areas (West Campus Utility Plant). Existing parking for 25 vehicles and structure (Gould Hall Annex) to be demolished. 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

DNS with conditions *

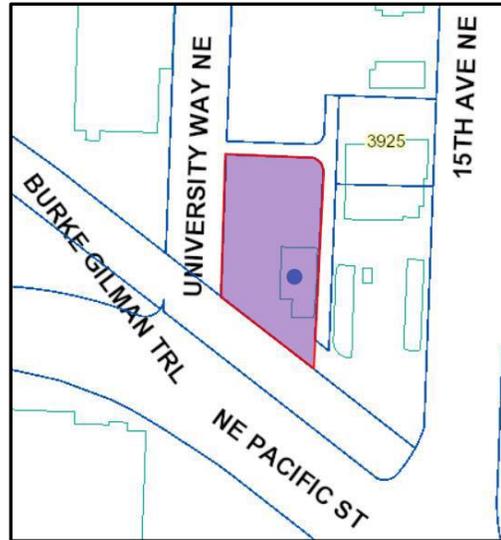
DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction

* UW DNS published April 10, 2015.

BACKGROUND INFORMATION

Site and Vicinity

The site is located on the corner of University Way NE and NE Pacific Street. The site is accessed via University Way NE or two platted alleys that run east west and north south in this block. 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-65-Neighborhood Commercial 3 with a 65' height limit of the University of Washington Major Institution Master Plan (MIMP). Underlying zoning in the immediate vicinity changes, but is still in the MIO overlay. Uses in the vicinity are institutional and commercial.

Proposal

The project proposal is to provide existing and future chilled water and emergency power for the University West Campus and South Campus. The project will include two chillers and two cooling towers and three emergency power generators with room for expansion.

Public Comment

No public comments have been received.

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 7, 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 could 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 2,200 cubic yards of grading (2,000 cubic yards of cut and 200 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 220 round trips with 10-yard hauling trucks or 110 round trips with 20-yard hauling trucks. Considering the volume of truck trips anticipated during construction, it is reasonable that truck traffic avoid the 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

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 west campus utility plant will not result in significant changes in the area due to the nature of the use and due to the lack of parking or need for parking. 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.

Signature: Denise R. Minnerly for Date: October 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.