



City of Seattle
Edward B. Murray, Mayor

Department of Construction and Inspections
Nathan Torgelson, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE SEATTLE DEPARTMENT OF CONSTRUCTION AND INSPECTIONS**

Application Number: 3020291
Application Name: Jodi Patterson-O’Hare for the University of Washington
Address of Proposal: 4318 Whitman Court NE

SUMMARY OF PROPOSED ACTION

Land Use Application to allow three congregate residence structures containing housing for approximately 2,942 students. Existing McCarty Hall will be demolished. The Supplemental Environmental Impact Statement (SEIS) has been prepared by University of Washington. Removal of exceptional trees has been approved through Streamlined Design Review (Project number 3020291, this same number).

The following approvals are required for this project:

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

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

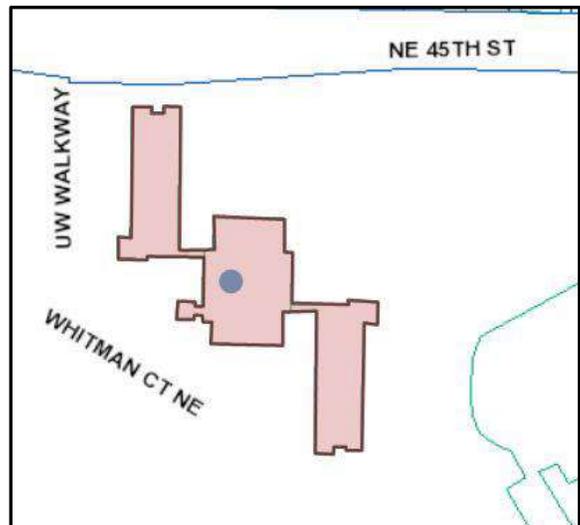
* SEIS published November 10, 2016.

BACKGROUND INFORMATION

Site and Vicinity

The site is located on the corner of Whitman Court NE south of NE 45th Street. There are steep slope, and peat settlement Environmentally Critical Areas (ECA) 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 the same. Uses in the vicinity are institutional and commercial.

Proposal

The project proposal is to replace one residential hall (McCarty Hall) with three residential halls housing approximately 2,942 students and to renovate the surrounding grounds.

Public Comment

The Department received public comments which focused on a desire to retain exceptional trees and the forested nature of the site. Other comments were submitted which are contrary to additional housing units.

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 Supplemental Environmental Impact Statement (SEIS).

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 submitted for review. 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". 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 160,000 cubic yards of grading (approximately 135,000 cubic yards of cut/excavated materials and approximately 25,000 cubic yards of imported fill material.). The soil removed will not be reused on the site and will be disposed off-site. 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. UW documents describe methods to control impacts. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Air quality

The primary types of pollutants expected during construction would be particulates and hydrocarbons. Gasoline or diesel-powered machinery used for demolition, excavation and construction would emit carbon monoxide and hydrocarbons. Such emissions, however, would be temporary in nature and localized to the immediate vicinity of the construction activity. Trucks transporting excavated earth and/or construction materials would emit carbon monoxide and hydrocarbons along truck routes used by construction vehicles. No construction activity or off-site construction-related truck traffic would be expected to cause violations of applicable ambient air quality standards. Demolition of existing buildings could potentially result in exposure to hazardous materials that may be located in the existing buildings. In the event that hazardous materials, including asbestos, are found onsite, the materials would be treated and/or removed in accordance with all applicable regulations and standards. No further conditioning of the grading/excavation element of the project is warranted pursuant to SEPA policies.

Noise

During construction, localized sound levels would temporarily increase in the vicinity of the site and streets used by construction vehicles accessing the construction site. The increase in sound levels would depend upon the type of equipment being used, the duration of such use, and the proximity of the equipment to the property line. Sound levels within 50 feet of construction equipment often exceed the levels typically recommended for residential and institutional land uses and, in general, decrease at a rate of about 6 dBA for each doubling of distance from the noise source. Construction-related noise would be temporary in nature and could result in temporary impacts to adjacent University uses. However, buildings that utilize operable windows for cooling (i.e., Hutchinson Hall, Lewis Hall, Hansee Hall, McMahan Hall, Haggett Hall) could also experience a higher level of impact from construction-related noise during warm periods when windows are relied upon for building cooling. To minimize the potential for construction activities to interfere with residential, academic and other activities at the adjacent buildings and uses, the applicant has outlined measures such as limiting the use of higher noise equipment, ensuring properly sized/maintained mufflers and other silencers, and limiting the hours of construction would be implemented. No further conditioning is necessary.

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 16,000 round trips with 10-yard hauling trucks or 8,000 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 Seattle DCI 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 and animals

The site contains 618 existing trees, of which 558 are considered significant trees per the City of Seattle Director's Rule 16-2008. Of these 558 significant trees, 259 are considered to be Exceptional per City of Seattle Director's Rule 16-2008. Approximately 275 existing trees would be removed as part of the proposed *North Campus Student Housing Project*, including approximately 215 significant trees (including 106 Exceptional trees). Approximately 343 significant trees would be retained on site. Removal of approximately 275 existing trees on the site would result in a loss of existing tree canopy within the site area. However, the retention of approximately 343 significant trees would maintain the majority of the existing tree canopy on the site. In addition, approximately 120 new replacement trees would also provide new tree canopy area in the future to replace those that were lost as part of the project. The landscape design for the *North Campus Student Housing Project* would be consistent with the University of Washington's landscape design standards and is designed to support the woodland character of the project area and create usable open space areas for students, as described above. Individual open spaces areas on the site would include landscaping that would be reflective of their use and specific location and surroundings on the project site. 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.

Earth / Soils

The ECA Ordinance and Director's Rule (DR) 18-2011 require submission of a soils report to evaluate the site conditions and provide recommendations for safe construction near steep slope or slideprone areas. Pursuant to this requirement the applicant submitted a geotechnical engineering study. The study has been reviewed and approved by Seattle DCI's geotechnical experts, who will require what is needed for the proposed work to proceed without undue risk to the property or to adjacent properties. No additional conditioning 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. 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, noise, construction traffic and parking for workers and construction vehicles, for review and approval by SDOT and Seattle DCI. 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 – 8:00 A.M. and 3:30 - 6:00 P.M., Monday through Friday.

Holly J. Godard, Senior Land Use Planner
Seattle Department of Construction and Inspections

Date: March 3, 2016

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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 Seattle DCI 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.