

# **Outline of Topics**

- Objectives
- Key findings
- Proposed changes
- Non-residential SEPA thresholds

- Relationship to growth estimates
- Archaeological resources code, rule
- Transportation topics



# **Objectives**

- Adopt State guidance for streamlining SEPA environmental review
- Speed housing production and encourage transit-oriented development
- Support small- and medium-sized businesses with easier permitting
- Streamline and clarify code and review processes
- Document existing code requirements that provide mitigation



# **Key Findings**

- New Comprehensive Plan emphasizes citywide planning, especially for housing, and we should align SEPA review consistently with that
- "SEPA infill development" provisions\* may be used citywide
  - This would exempt residential and mixed-use developments from SEPA review citywide until planned-for growth citywide is met
- Certain non-residential development will still require SEPA review
- Codes provide effective protection, SEPA mitigation is rarely imposed

\* RCW 43.21C.229



## **Proposed Changes**

- SEPA exemption for infill developments with housing, except for:
  - -- Shorelines, environmentally critical areas, historic locations
- Exemptions to last until citywide planned-for growth is achieved
- Align SDCI practices to State archaeological resource protections
  - -- Update a Director's Rule, update the grading code
- Update a non-SEPA transportation impact study
- Consolidate and clarify TMP, CMP requirements



#### Non-Residential SEPA Thresholds

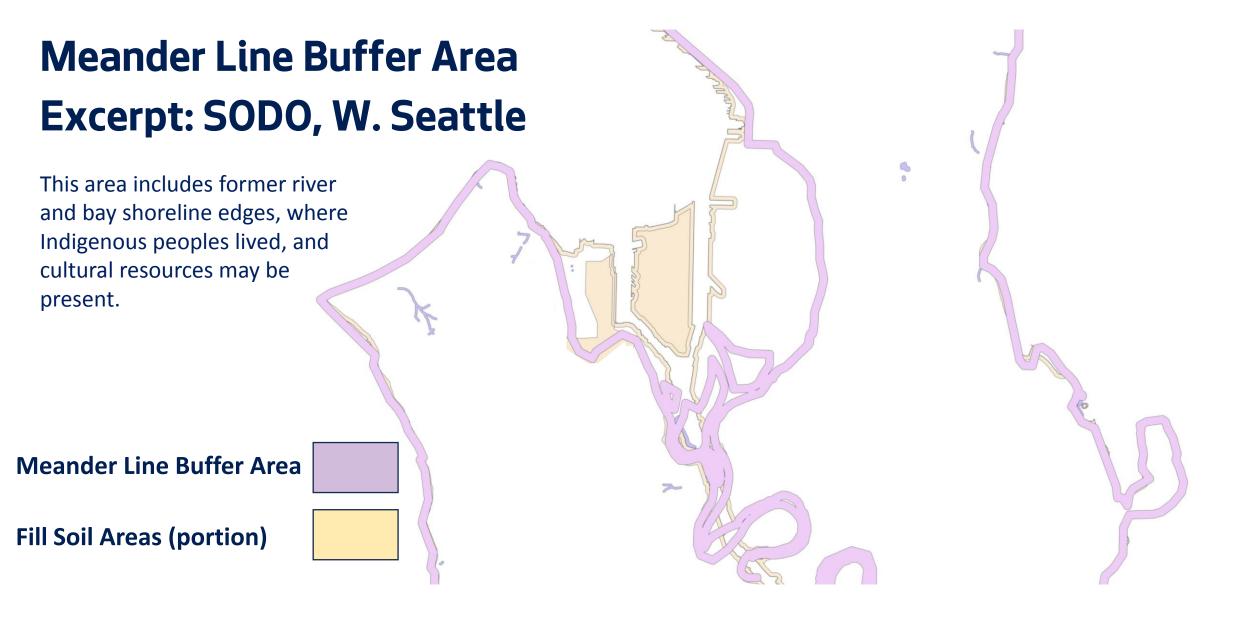
- Stand-alone non-residential uses, align with State's limits:
  - 65,000 sq.ft. for most uses
  - 30,000 sq.ft. for retail uses
- Other:
  - Stand-alone parking lot greater than 90 spaces
  - 1,000+ cubic yards of grading
  - Large tank > 10,000 gallons or 60,000 gallons on industrial land

#### Relationship to Planned Growth Estimates

- Monitor growth at citywide level
- Replace infill targets of Urban Centers and Villages, and low zone-byzone thresholds with Citywide growth targets
- Once Citywide targets are met, SEPA thresholds automatically revert to:
  - 200 dwelling units
  - 30,000 square feet of non-residential use

## Update Archaeological Resource Protection

- Update SDCI Director's Rule to match State law
  - Keep the ability for pre-development assessments
    - Research historic info/literature
    - Evaluate soil characteristics if grading
    - Possible archaeologist site visit, on-site testing, and mitigation plan
  - If inadvertent discovery occurs, State law applies (stop work)
- Add grading review requirements in areas more likely to contain resources—"meander line buffer" areas



# **Retain Non-SEPA Transportation Impact Study**

- Larger SEPA exempt projects will require transportation impact analysis (TIA):
  - 40,000+ square feet in stand-alone non-residential uses and mixed-use developments
- Not required in regional centers or major transit service areas; these areas already have good transportation access

#### **Transportation & Construction Management Plans**

- Transportation Management Plans (TMPs) are a Comprehensive Plan strategy for managing traffic congestion
  - SDOT-monitored incentives to use bus, light rail, carpool, bicycles, instead of singleoccupant vehicles
  - Required in several zones
  - Simplify code: Restate existing TMP thresholds by building floor area or unit count, consolidate in Chapter 23.52
- Construction Management Plans (CMPs) are an SDOT strategy for managing construction traffic impacts on traffic flow, pedestrian safety, etc.
  - Establish a new size-based threshold for CMPs at: >25,000 sq.ft. or 25 residential units



## **Project Referrals to WSDOT**

- WSDOT seeks referrals of proposed development projects in places where State facilities may be impacted, such as:
  - Freeway on-ramps
  - State routes such as SR 99 (Aurora Avenue)
- City department practices updated to refer permits to WSDOT
  - Fulfills a State request related to WAC 197-11-800(1), [WSDOT outreach]

#### **Questions?**

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