



EXHIBITS

Project Name: Residence Inn by Marriott		Project Number: LUA15-000280, ECF, SA-M, S-A, MOD, VAR	
Date of Hearing 7/14/15	Staff Contact Clark H. Close	Project Contact(s) Kurt Jensen / Yezi Han, Jensen Fey Architects, 7730 Leary Way NE, Redmond, WA 98052	Project Location 1100 Lake Washington Blvd N (APN's 082305-9056 and 334450-0006)

The following exhibits were entered into the record:

- Exhibit 1 ERC Report
- Exhibit 2 Neighborhood Map
- Exhibit 3 Existing Conditions Map
- Exhibit 4 Site Plan
- Exhibit 5 Conceptual Landscape Plan (Level 1 and Level 2)
- Exhibit 6 Tree Retention Plan
- Exhibit 7 Architectural Elevations (A3.0, A3.1 and A3.2)
- Exhibit 8 Project Renderings (A5.0 and A5.1)
- Exhibit 9 Floor Plans (A2.1 through A2.5)
- Exhibit 10 Geotechnical Report by Earth Solutions NW LLC (dated November 20, 2014, updated April 27, 2015)
- Exhibit 11 Preliminary Technical Information Report by Barghausen Consulting Engineer, Inc. (dated September 25, 2014, revised April 21, 2015)
- Exhibit 12 Arborist Report by Tree Solutions Inc. (dated April 8, 2015, amended April 21, 2015)
- Exhibit 13 Traffic Impact Analysis by Gibson Traffic Consultants, Inc. (dated March 2015)
- Exhibit 14 Slope Over 40% Encroachment Exhibit
- Exhibit 15 Construction Mitigation Description
- Exhibit 16 Preliminary Grading and Storm Drainage Plan (Level 1)
- Exhibit 17 Preliminary Water, Sewer and Utility Plan
- Exhibit 18 Public Comment Letter for Hampton Inn & Suites: Christ
- Exhibit 19 Sun Study at 4% Angle (dated June 8, 2015)
- Exhibit 20 Advisory Notes to Applicant
- Exhibit 21: Hearing Examiner Staff Recommendation
- Exhibit 22: Transportation Concurrency Memo: Illian
- Exhibit 23: Environmental "SEPA" Determination, ERC Mitigation Measures and Advisory Notes
- Exhibit 24: Modification Request (Off-Street Parking and Street Frontage Improvements)
- Exhibit 25: Variance Request (Critical Area Variance and Setback Variance)
- Exhibit 26: Preliminary Road Improvement Plan and Profile
- Exhibit 27: Hampton Inn & Suites: Letter of Support
- Exhibit 28: Building Signage Package
- Exhibit 29: Lighting Packet

Entire Document
Available Upon Request

ENVIRONMENTAL REVIEW COMMITTEE REPORT

ERC MEETING DATE:	June 1, 2015 (original meeting); June 8, 2015 (additional meeting)
Project Name:	Residence Inn by Marriott
Owner/Applicant:	Western International, 13647 Montfort Drive, Dallas, TX 75240
Contact:	Kurt Jensen / Yezi Han, Jensen Fey Architects, 7730 Leary Way NE, Redmond, WA 98052
File Number:	LUA15-000280, ECF, SA-M, S-A, MOD, VAR
Project Manager:	Clark H. Close, Associate Planner
Project Summary:	The applicant is requesting Master Site Plan Review, Site Plan Review, Environmental Review, two Variances, and two Modifications in order to construct a 146-guest room hotel and structured parking area. The subject property is located on the east side of Lake Washington Blvd N just north of Houser Way N at 1100 Lake Washington Blvd N. The project site totals 124,691 square feet (2.86 acres) and is located within the Urban Center North - 2 (UC-N2) zone and Design District 'C'. The proposed 124,330 square foot hotel would be 5 stories in height. A total of 147 parking stalls would be provided in a two-level parking garage and parking deck near the northern portion of the site. Access is proposed via Lake Washington Blvd N, and the site contains critical and sensitive slopes and moderate landslide and high erosion hazards. The applicant is proposing to retain 13 of the 59 inventoried trees within the 1.17 developable acres of the site, and is requesting Modification for right-of-way improvements along the south property for a distance of approximately 100 feet and a reduction in the parking ratio that would exclude parking for the employees. In addition, the applicant is requesting a variance from RMC 4-3-050 in order to construct within the critical slopes onsite and from RMC 4-2-120E in order to exceed the maximum front yard setback of five feet.
Project Location:	1100 Lake Washington Blvd N
Site Area:	124,691 square feet (2.86 acres)
STAFF RECOMMENDATION:	Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance - Mitigated (DNS-M).

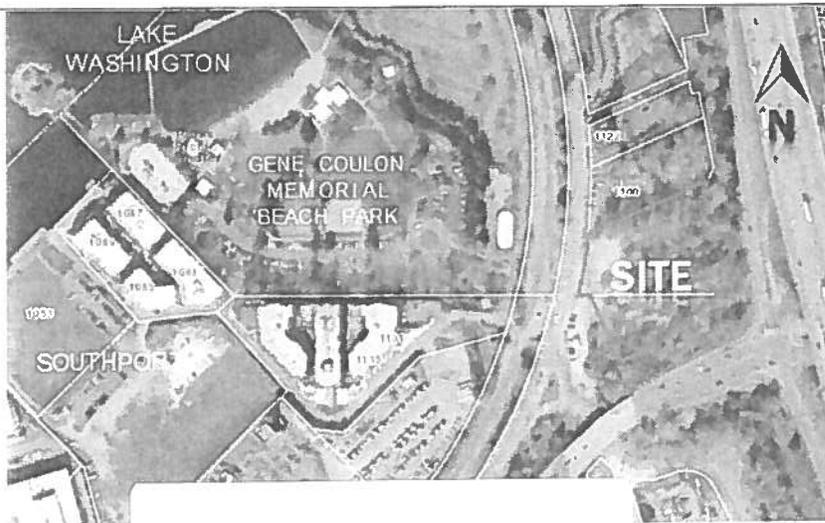
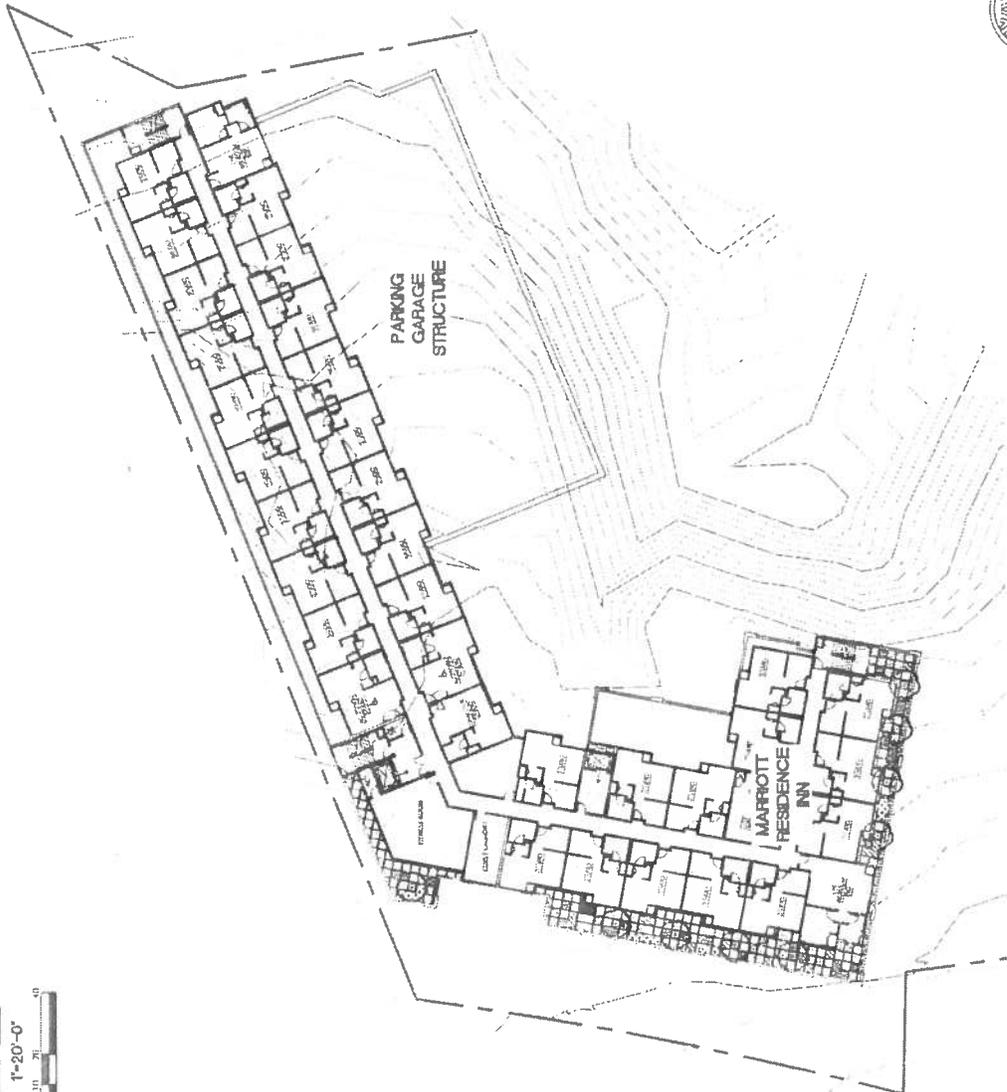
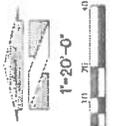


EXHIBIT 1

PRELIMINARY LANDSCAPE PLAN - 2ND FLOOR



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 CITY OF RENTON
 Planning/Design/Permit Works Dept.
 PUGET WESTERN INC.
 1815 NORTH CREEK PARKWAY, STE. 310
 BOTHELL, WA 98011



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CITY OF RENTON
 DEPARTMENT OF PUBLIC WORKS
**PRELIMINARY LANDSCAPE
 PLAN - 2ND FLOOR**
MARRIOTT RESIDENCE INN
 DRAWN BY: [Name]
 DATE: 5/11/04
 SCALE: 1"=20'-0"
 SHEET: L2 of 2



ISSUED FOR THE CITY OF RENTON
 1875 7TH AVENUE SOUTH
 RENTON, WA 98048
 (206) 875-1100
 WWW.RENTONWA.GOV
 CONSOLE 1000 1000



CHECKED FOR COMPLIANCE
 TO CITY STANDARDS
 BY: [Name] DATE: [Date]

RECOMMENDED
 FOR APPROVAL
 BY: [Name] DATE: [Date]

CALL BEFORE YOU DIG
 1-800-424-5555



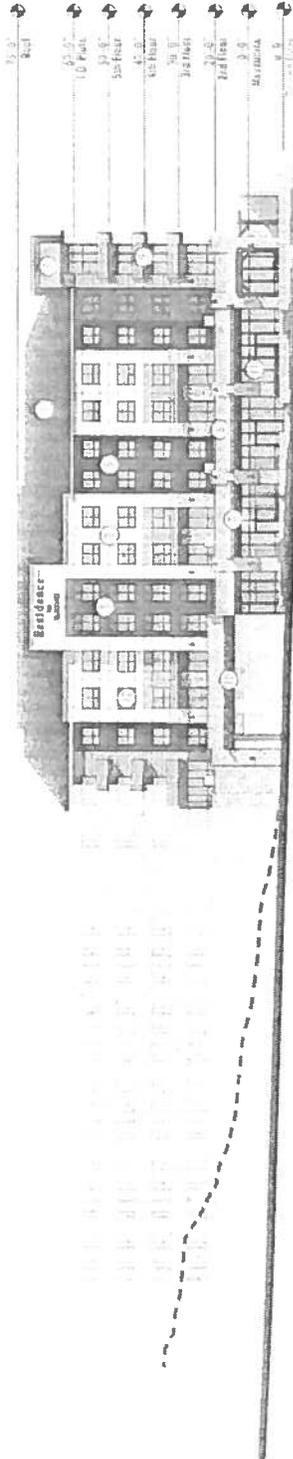
DATE	11/11/11
BY	J. J. JENSEN
PROJECT	RESIDENCE INN BY MARRIOTT
SCALE	1/8" = 1'-0"
NO.	4414

JOHNSON KEY
 ARCHITECTS
 1100 LAKE WASHINGTON BLVD N
 RENTON, WA 98056

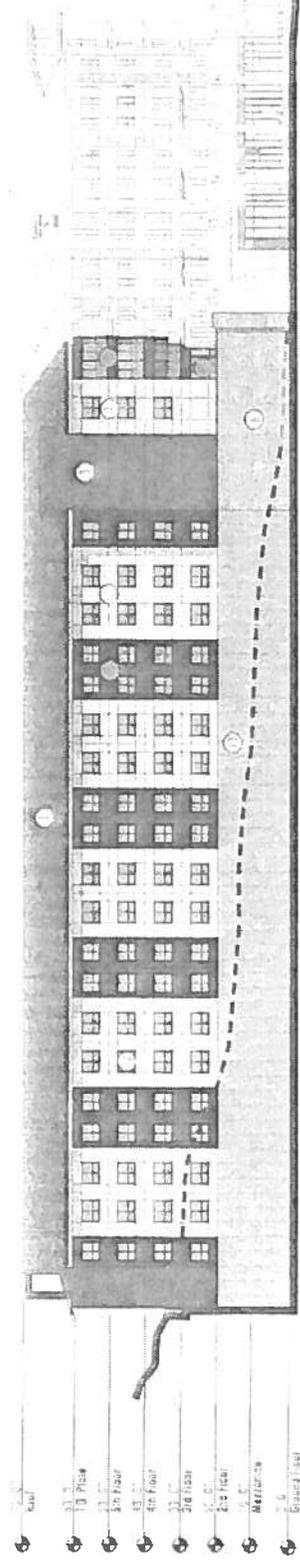


SITE PLAN REVIEW SUBMITTAL - 4.22.2015
 RESIDENCE INN BY MARRIOTT
 1100 LAKE WASHINGTON BLVD N
 RENTON, WASHINGTON 98056
 BUILDING ELEVATIONS 1

SHEET
A3.0
 OF 3



E1 LAKE WASHINGTON BLVD ELEVATION
 SCALE 1/8" = 1'-0"



E2 NORTH ELEVATION
 SCALE 1/8" = 1'-0"

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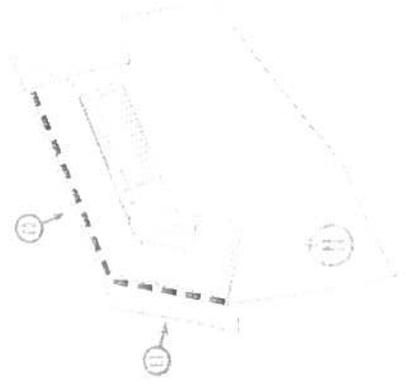


EXHIBIT 7

EXHIBIT 8

SHEET <h1 style="text-align: center;">A5.0</h1>		PROJECT RENDERINGS 1 RESIDENCE INN BY MARRIOTT 1100 LAKE WASHINGTON BLVD N RENTON, WASHINGTON 98058	
DATE: 4/22/15 DRAWN BY: YH, CC CHECKED: NJ		JENSEN FEY ARCHITECTS 11700 LAKEMAN AVE. SUITE 200 RENTON, WA 98058	
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		1100 LAKE WASHINGTON BLVD N RENTON, WA 98058	

SITE PLAN REVIEW SUBMITTAL - 4.22.2015

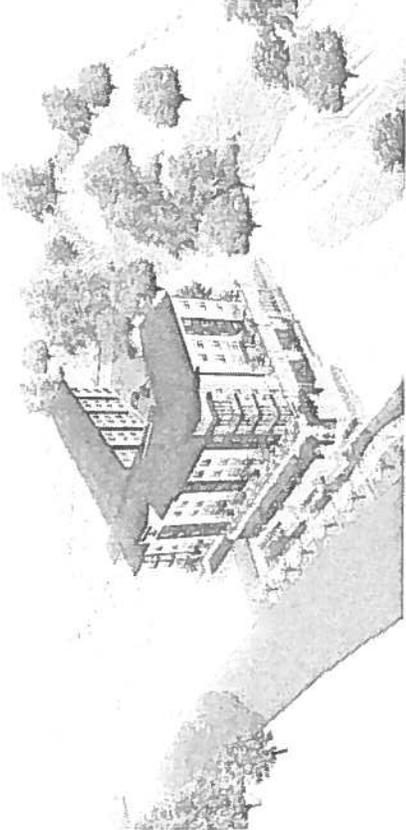
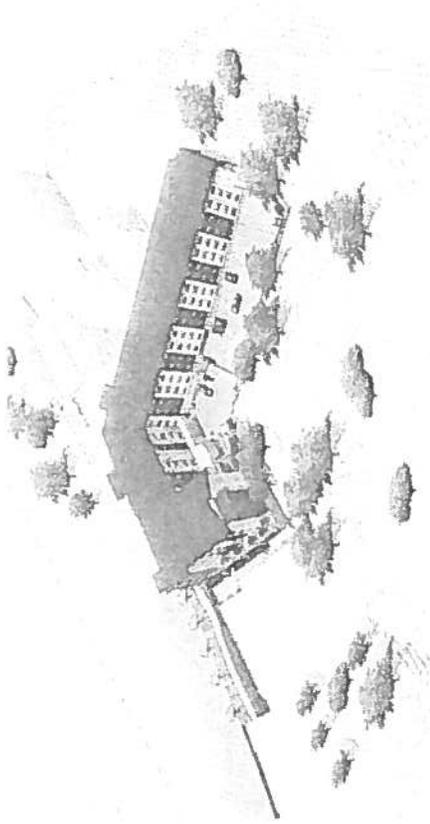
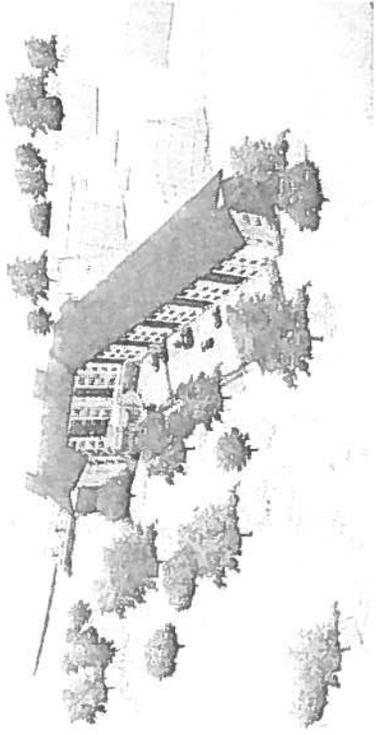
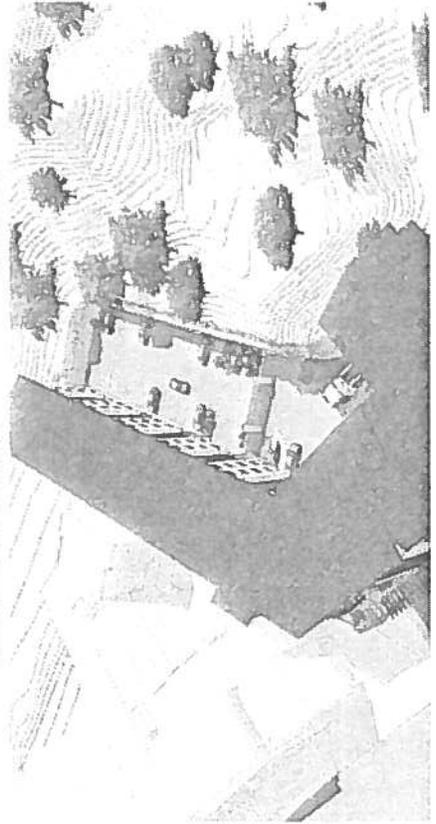
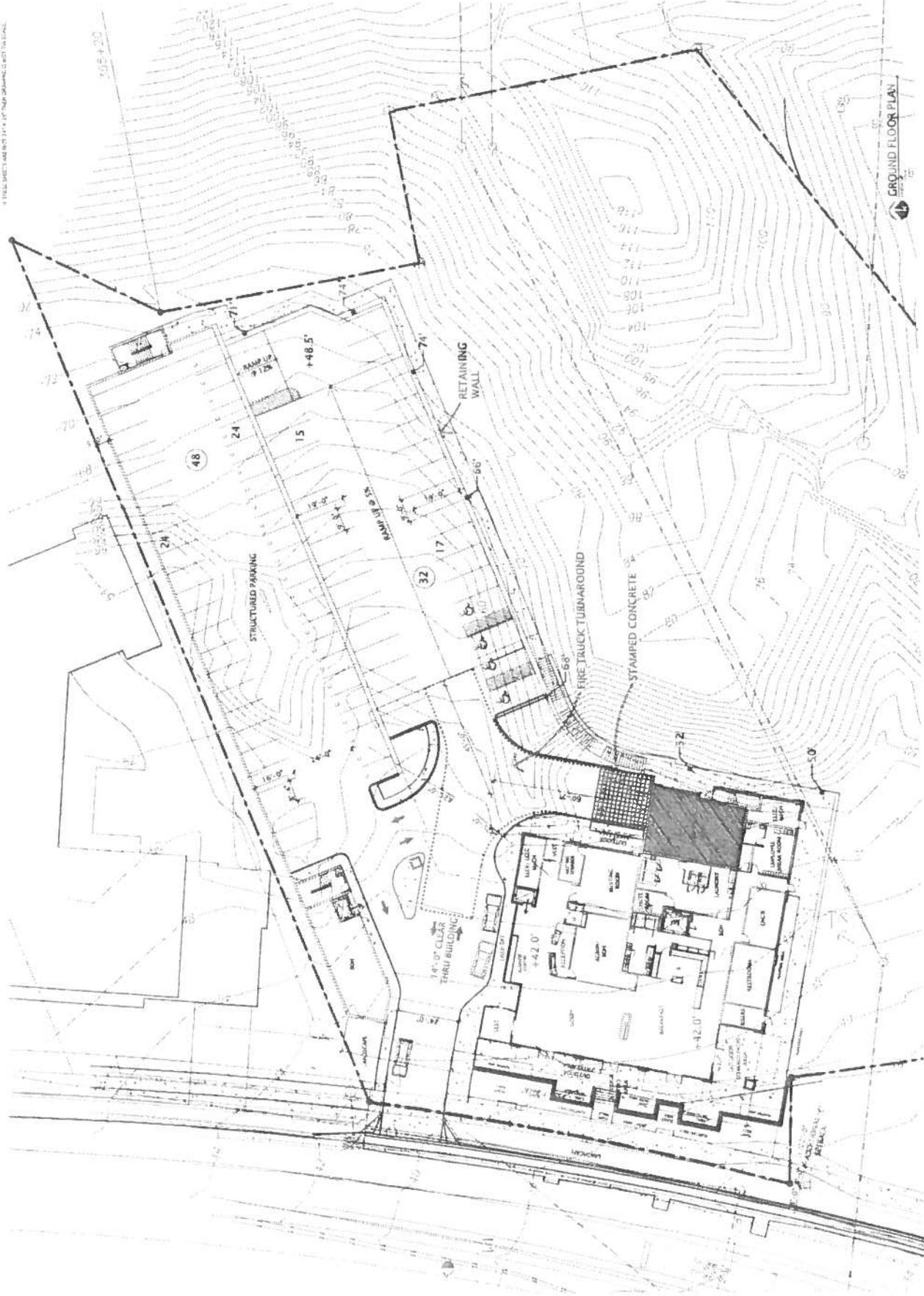


EXHIBIT 9

	SHEET: A2.1 OF: 6 SHEETS
	PROJECT: RESIDENCE INN BY MARRIOTT 1100 LAKE WASHINGTON BLVD N RENTON, WASHINGTON 98058 GROUND FLOOR PLAN
DATE: 4/22/15 DRAWN BY: VHL/CLL CHECKED BY: JENSON KEY PROJECT NO: 4414	SCALE: 1" = 10'-0" DATE: 4/22/15 DRAWN BY: VHL/CLL CHECKED BY: JENSON KEY PROJECT NO: 4414

SITE PLAN REVIEW SUBMITTAL - 4.22.2015



IF THIS SHEET AND ANY PART OF THIS PLAN DRAWING IS NOT TO SCALE

GROUND FLOOR PLAN



DATE	04-17
DESIGNER	DAVID J. FEY
CHECKER	DAVID J. FEY
DATE	04-17
PROJECT	RESIDENCE INN BY MARRIOTT
NO.	4414
CHECK DATE	4/22/15
CHECKER	JL
DATE	4/22/15
PROJECT	RESIDENCE INN BY MARRIOTT
NO.	4414

DATE: 04-17
 DESIGNER: DAVID J. FEY
 CHECKER: DAVID J. FEY
 DATE: 04-17
 PROJECT: RESIDENCE INN BY MARRIOTT
 NO.: 4414



RESIDENCE INN BY MARRIOTT
 1100 LAKE WASHINGTON BLVD N
 KENTON, WASHINGTON 98056
 MEZZANINE FLOOR PLAN

SHEET
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SITE PLAN REVIEW SUBMITTAL - 4.22.2015



IF THIS SHEET IS NOT TO BE USED, THIS MARKING MUST BE MADE

IF THESE SHEETS ARE NOT 11" x 17" THIS DRAWING IS NOT TO SCALE.



HOTEL ROOM COURTYARD

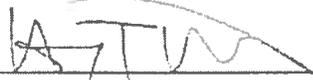
LEVEL 2	15 ROOMS
LEVEL 3	17 ROOMS
LEVEL 4	17 ROOMS
LEVEL 5	17 ROOMS
TOTAL	148 ROOMS

SECOND FLOOR PLAN

		<p>SECOND FLOOR PLAN</p> <p>RENTON, WASHINGTON 98056</p>
<p>DATE: 4/22/15</p> <p>PROJECT: 4414</p>	<p>CHECKED BY: [Signature]</p> <p>DATE: 4/22/15</p>	<p>PROJECT NO: 4414</p>
<p>DATE: 4/22/15</p> <p>BY: [Signature]</p>	<p>DATE: 4/22/15</p> <p>BY: [Signature]</p>	<p>DATE: 4/22/15</p> <p>BY: [Signature]</p>

PREPARED FOR
W.I. REALTY ACQUISITION CORP.

November 20, 2014
Updated April 27, 2015


Henry T. Wright, E.I.T.
Staff Engineer



Raymond A. Coglas, P.E.
Principal

UPDATED
GEOTECHNICAL ENGINEERING STUDY
MARRIOTT RESIDENCE INN
PROPOSED HOTEL FACILITY
RENTON, WASHINGTON

ES-3569.01

Earth Solutions NW, LLC
1805 - 136th Place Northeast, Suite 201
Bellevue, Washington 98005
Phone: 425-449-4704 Fax: 425-449-4711
Toll Free: 866-336-8710

Entire Document
Available Upon Request

PRELIMINARY TECHNICAL INFORMATION REPORT

Marriott Residence Inn

NEC - Lake Washington Boulevard North and N.E. Park Drive
Renton, Washington

Prepared for:
Western International
13647 Montfort Drive
Dallas, Texas 75240



Revised April 21, 2015
Revised March 31, 2015
Revised December 4, 2014
September 25, 2014
Our Job No. 15564



18215 72ND AVENUE SOUTH - KENT, WA 98032 (425) 251-6222 (425) 251-8782 FAX
BRANCH OFFICES → TUMWATER, WA → LONG BEACH, CA → ROSEVILLE, CA → SAN DIEGO, CA
www.baghause.com

EXHIBIT 11

Project No. TS - 4750

Arborist Report

TO: Western International c/o Jennifer Bushnell, Jensen Fey Architecture
SITE: Plots east of Gene Coulon Park, Renton
RE: Marriot Residence Inn Project
ORIGINAL DATE: April 8, 2015
AMENDED DATE: April 21, 2015
PREPARED BY: Chris Madison, ISA Certified Arborist #PN- 7671A
ISA Qualified Tree Risk Assessor
REVIEWED BY: Scott D. Baker, Registered Consulting Arborist 414
Board Certified Master Arborist PN0670B, ISA Qualified Tree Risk Assessor

Summary

I inventoried a total of forty-eight (48) trees on site. Thirty-five (35) of these trees are slated for removal during clearing and grading due to the fact that they lie within the footprint of the proposed building and parking areas.

I observed eight significant trees on the west facing slope near tree 668 that were not located on the original 'Tree Retention Plan'. These trees can be located in the Attachment: Tree Retention Plan with Mark ups. I believe these trees may be impacted by the construction activities, and I am assuming these trees are to be removed.

Three additional significant trees were noted on the north slope near tree 653. These trees were noted by a Landscape architect who was sent out by Ali Sadr. I am assuming these trees are to be removed. These trees can be located in the Attachment: Tree Retention Plan with Mark ups.

Using the above tallies, a total of twenty three percent (22%) will be retained- twelve percent above the retention requirements for this site.

Tree protection fencing should be installed using around the protected tract of trees to the south. The tree protection fencing should be placed outside of the drip lines of the protected trees.

Tree protection fencing should be installed around the western drip lines of the neighboring trees A and B.

Assignment & Scope of Report

This report outlines the site inspection by Chris Madison of Tree Solutions Inc, on April 2, 2015. Included are observations and data collected at the project site located east of Gene Coulon Park. Jennifer Bushnell of Jensen Fey Architecture requested these services to acquire information for project planning.

Entire Document
Available Upon Request

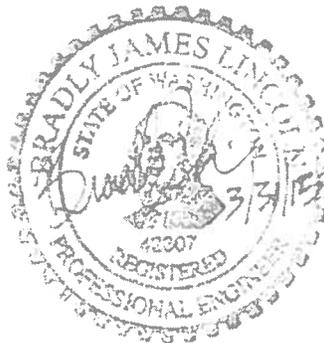
GTC

Gibson Traffic Consultants, Inc.
2802 Wetmore Avenue
Suite 220
Everett, WA 98201
425.339.8266

Renton Residence Inn Traffic Impact Analysis

Jurisdiction: City of Renton

March 2015





H A L V O R S O N

April 20, 2015

Western International
Ms. Cary Fisher 13647
Montfort Dr.
Dallas, TX 75240

RE: Marriott Residence Inn, Renton WA
Proposed Construction Mitigation

Dear Ms. Fisher,

Our proposed construction is based on an estimated start date of August 3rd 2015 and end October 3rd 2016. We are planning on the site being disrupted for approximately 14 months to allow for the construction.

During the construction time period we will utilize the following mitigation measures to minimize the impact of the construction on the City and surrounding neighbors:

Hours of Operation: We will restrict construction activity to the hours of 7:00 am to 8:00 pm, Monday thru Friday and 9:00 am to 8:00 pm Saturday. We will not work Sundays.

Erosion / Weather Control: We anticipate that a Temporary Erosion Control Plan will developed as part of the Contract Documents. We would anticipate that the planned measures would include the following:

- Silt fence along the downhill portions of the site.
- Standard Quarry Spall Construction Entrance.
- Collection Trenches along the downhill portions leading to a temporary sump.
- Storm water treatment / dispersal will be via a pump system from the sump up onto the vegetated portions of the site (which are to remain undisturbed during construction). This is a system we have previously employed very successfully.
- Storm Drain inlet protection and street sweeping as necessary to control track-out.

Dust Control: Based on an August start we do not anticipate needing dust control. However, if needed, during site clearing and grading activities we will have water available on-site to control dust via either tanker truck or hydrant use permit.

Transportation Route: We are planning on most of our access to the site being via the Sunset ramp on and off the 405 freeway (see attached Proposed Transportation Route plan).

Halvorson Construction Group, LLC
General Contractor

M. Christ 1083 Lake Washington Blvd. N Suite 50 Renton WA 98056

Dear Rocale:

I have just reviewed the traffic study as provided by the applicant – the Renton Hotel being considered at (Hampton Inn) 1300 Lake Washington Blvd .N. The date of the traffic Impact Analysis is October 2013 by Gibson Traffic Consultants, Inc.

The Hampton Inns project must be looked at in a traffic analysis which considers its impact on the entire area. The traffic study analysis only looked at two intersections: the intersection at Lake Washington Blvd. N and the Southport /Gene Coulon Park entrance, which is being funded by Southport; and the entrance to the subject site. The study area and study intersections need to be expanded to be consistent with City TIA Guidelines which require LOS evaluation of intersections impacted by 20 or more peak hour trips. The TIA has an insufficient description of existing transportation system in the study area and does not consider summer conditions at the LWB/Houser/Coulon intersection given the proximity and access for Gene Coulon Park and the influence of visitor and boat traffic from Memorial Day to Labor Day.

The applicant's hotel project needs to be understood in terms of its impact on morning and evening peak hour traffic and reflect the impact on visitors, workers and residents which are coming in and out of the surrounding neighborhood, including the Southport site, to make sure affected intersections do not get degraded, and to allow for Southport operations to run smoothly. The Southport EIS transportation analysis and subsequent traffic studies for the area were required to include the factors discussed above; the Hampton Inns project should be held to the same standard.

Two nearby intersections not included in the applicant's traffic study are perfect examples of why the scope of the study should be expanded. According to the Dec 2014 staff presentation to the city council, the intersection at 44th and Lake Washington Blvd N. will be of issue, yet it was not part of the Hampton Inns analysis. In addition the potential two-way conversion of Houser Way currently is in the city's 6-Year TIP, so the intersection at Houser Way, Gene Coulon Park/Southport and Lake Washington Blvd should be analyzed. It is immediately adjacent to the subject site and is an important aspect of circulation in this area. The Stoneway concrete plant on Houser had certain conditions which enabled it to be placed near this proposed hotel. The impact/influence of other projects identified in the TIP also should be included in the analysis.

The Lake Washington Blvd N and the Southport/Gene Coulon Park entrance intersection is being improved as part of the final phase of Southport, yet the traffic study for the Hampton Inns did not adequately address the impact of the applicant's hotel development on this intersection – 100% of all the cars arriving at the applicant's hotel site both from the north and the south will be utilizing Lake Washington Blvd N.

The traffic analysis also must include projects planned and in various stages of permitting to be realistic and valid. The study looked at Southport "to be built" or "not built" alternatives; in fact Southport has been under construction and development since 2001, with two phases of multifamily housing completed, a hotel under construction since October 2014, the office site actively proceeding, and many of the utilities and road improvements under construction or completed. The traffic study should include full buildout of Southport as an approved pipeline project. The traffic analysis must also look at the effect of this proposal on Southport's queuing at intersections within its traffic models. Other approved pipeline developments such

as Hawks Landing and Port Quendall need to be included in the background traffic conditions. The future redevelopment of the Puget Power site also should be included in the analysis.

The city needs to make sure that the project will not create unacceptable delays on area streets and intersections, and if it does, that adequate mitigations are required. Southport is spending what will be millions of dollars towards the traffic improvements on Lake Washington Blvd N. and the entrance to Gene Coulon Park to both allow for the full build out of Southport and to improve the overall traffic circulation in this area. Southport's offsite traffic mitigations were predicated on a full 10 intersection study which allows for a tolerable access and egress movement for the full build out. Other projects also should be required to study their impacts on the overall traffic circulation in the area and mitigate their impacts.

Finally, the applicant is seeking a modification of the city's parking standards to reduce the number of parking spaces required for a hotel. If approved, the reduction will create a burden on Gene Coulon Park and other properties in the area. The Park is absolutely full during the summer, which coexists with the peak hotel demand period. There is no other use within the site to provide shared parking and there currently is no public transportation near the site. In short, automobiles will be the means by which hotel guests and employees arrive and depart the hotel.

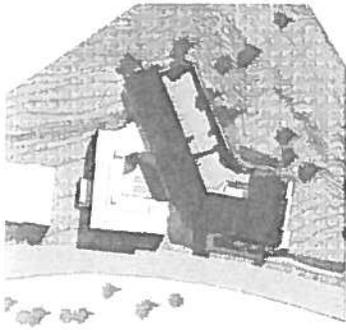
The property owners to the North on Lake Washington Blvd are the most expensive in the Renton market, and those residents pay some of the highest property taxes on residential homes in Renton. When Southport was planned we reached out to that community to achieve an end result that was desirable and acceptable.

The Hampton Inns traffic study should be rejected and a traffic study prepared that meets the same requirements imposed on other traffic studies for this area in order to protect citizens' use of Gene Coulon Park, minimize impacts on area residents, and assure that the city's overall transportation system functions properly.

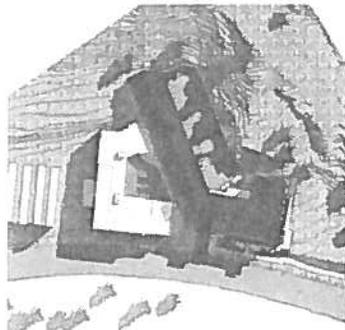
Sincerely,



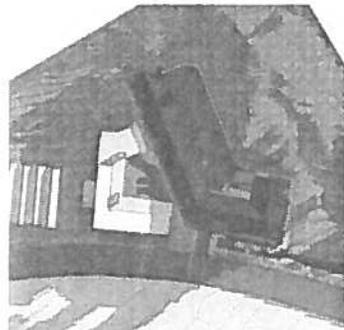
Michael Christ



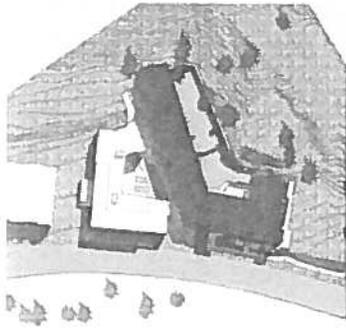
HOTEL - JUNE 21st, 10:00am



HOTEL - SEPTEMBER 21st, 10:00am



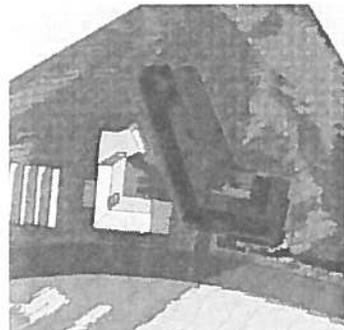
HOTEL - DECEMBER 21st, 10:00am



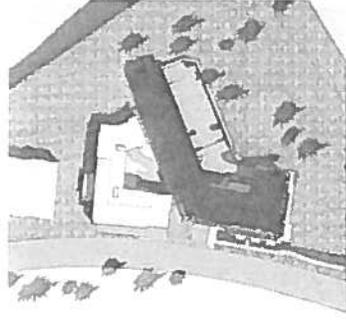
HOTEL + 4% ANGLE - JUNE 21st, 10:00am



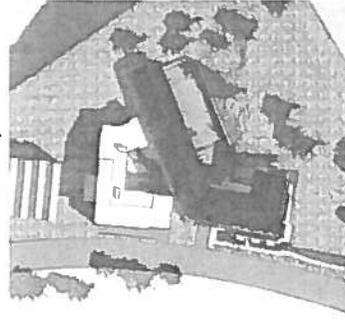
HOTEL + 4% ANGLE - SEPTEMBER 21st, 10:00am



HOTEL + 4% ANGLE - DECEMBER 21st, 10:00am



HOTEL - JUNE 21st, 2:00pm



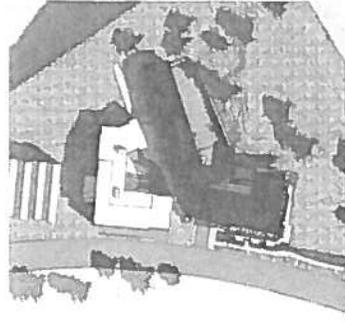
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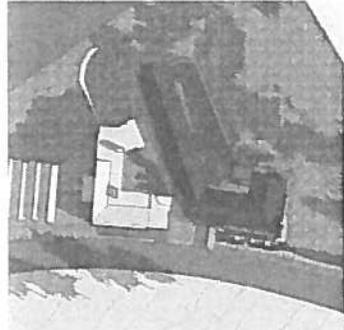
HOTEL - DECEMBER 21st, 2:00pm



HOTEL + 4% ANGLE - JUNE 21st, 2:00pm



HOTEL + 4% ANGLE - SEPTEMBER 21st, 2:00pm



HOTEL + 4% ANGLE - DECEMBER 21st, 2:00pm

SHADOW CAST ONTO ADJACENT PROPERTY BY HOTEL
DIFFERENCE BETWEEN 4% ANGLED HOTEL LOCATION & ORIGINAL



JENSEN FEY ARCHITECTS
7730 LEARY WAY NE REDMOND, WA 98052
www.jensenfey.com

425.216.0318 F 425.216.0329 F

RESIDENCE INN RENTON, WA: SUN STUDY (+ 4% ANGLE)

PLAN REVIEW COMMENTS LUA15-000280



Application Date: April 27, 2015
Name: Residence Inn by Marriott

Site Address: 1100 Block of Lake Washington Blvd. N.,
Renton, WA 98056

Plan – Planning Review

Engineering Review Comments

Vicki Grover | 425-430-7291 | vgrover@rentonwa.gov

I have reviewed the application for Environmental Review for the Marriott Residence Inn located at 1100 – Lake Washington Blvd and I have the following comments:

EXISTING CONDITIONS

WATER There is an existing 12-inch water main located within Lake Washington Blvd. (refer to City project plans no. W-0327 & W-2131). The static water pressure is about 120 psi at ground elevation of 40 feet.

SEWER Sewer service is provided by the City of Renton. There is an 8-inch sewer main in Lake Washington Blvd.

STORM There is existing conveyance systems to the south of the site, along Houser Way North & NE Park Drive.

CODE REQUIREMENTS

WATER

1. Two new fire hydrants and one relocated existing fire hydrant are shown on the plans as required by Renton Fire Prevention.
2. Installation of fire sprinkler stub with an 8-inch detector double check valve assembly (DDCVA) for backflow prevention will be required. The DDCVA shall be installed inside the building.
3. Domestic water meter with a reduced backflow prevention assembly (RPBA) is shown on the plans. The RPBA shall be installed behind the meter and inside a heated enclosure ("hot-box") per City standard plan no. 350.2. This box is to be installed on private property and not within the right-of-way. Meter size 3-inch and above shall be installed inside a concrete vault located outside of the building per City Standard Plan No. 320.4. The applicant/design engineer shall provide adequate room in the parking lot or in the landscape areas for the installation of the water meter(s) vault and fire sprinkler vault.
4. A 1-inch landscape irrigation meter and double check valve assembly (DCVA) was included on the plan sheet.
5. System development fees for water will be owed based on the size of the new domestic water meter, fire line and landscape irrigation meter that will serve the new building. Meter installation fees will be based on the size of each new meter.

SANITARY SEWER

1. 6-inch side sewer connections are shown for the underground parking structure and the hotel are shown on the plans.
2. System development fees for sewer will be owed based on the size of the new domestic water meter(s) that will serve the new building. Meter installation fees will be based on the size of each new meter.
3. Grease interceptor shall be sized in accordance with the UPC and shall be reviewed and approved by the City's waste water department.

SURFACE WATER

1. A surface water system development fee of \$0.540 per square foot of new impervious surface will apply. This is payable prior to issuance of the utility construction permit.
2. A drainage report dated April 21, 2015 has been submitted by Barghausen Consulting Engineers with the site plan application. The proposed development is subject to Full Drainage Review in accordance with the 2009 King County Surface Water Manual and City of Renton Amendments to the KCSWM, Chapters 1 and 2. The existing 2.89 acre site consists of 1.17 acres of developed area with 1.11 acres of impervious surface area and 0.06 acres of pervious area. The

PLAN REVIEW COMMENTS LUA15-000280



Engineering Review Comments, continued

Vicki Grover | 425-430-7291 | vgrover@rentonwa.gov

engineer performed a Level 1 Analysis.

All core and special requirements have been discussed in the report. Based on the City's flow control map, this site falls within the Flow Control Duration Standard, Existing Conditions. The site is located within the Lake Washington Drainage Basin. Runoff from the new impervious areas will be routed through a detention vault and then in to a modular wetland water quality system before discharging into the City's conveyance system along Lake Washington Blvd.

3. A Construction Stormwater General Permit from Department of Ecology will be required if grading and clearing of the site exceeds one acre. A Stormwater Pollution Prevention Plan (SWPPP) is required for this site.

4. Traffic impact fees will be determined at time of building permit(s).

5. Paving and trench restoration will comply with the City's Trench Restoration and Overlay Requirements.

TRANSPORTATION/STREET

1. Existing right-of-way width in Lake Washington Blvd is 60 feet. This street is classified as a collector street. Minimum right-of-way width is 83 feet. To meet the City's complete street standards, street improvements fronting this site would include 22 feet of pavement from the centerline of the roadway, a 0.5 foot of curb, an 8-foot planter strip, an 8 foot sidewalk for a total of 38.5 feet. Approximately 8.5 feet of right of way dedication would be required to install these improvements. Pavement centerline and right-of-way centerline are not always coincident; the final right-of-way width of dedication will need to be surveyed.

2. Street lighting meeting City's lighting levels for arterial streets is required along the project side.

3. A traffic impact analysis is required when estimated vehicular traffic generated from a proposed development exceeds 20 vehicles per hour in either the AM (6:00 - 9:00) or PM (3:00 -6:00) peak periods. A peak hour volume of 20 vehicles per hour would relate to daily volume of approximately 200 vehicles per day. Generally this would apply to commercial sites that generate 20 vehicles per hour.

4. Traffic impact fees for this use will be based on the number of rooms. Current fee is \$1,038.59 per room.

GENERAL COMMENTS

1. Separate permits and fees for storm connections, side sewer and water meter installations will be required.

Planning Review Comments

Clark Close | 425-430-7289 | cclose@rentonwa.gov

Recommendations:

1. RMC section 4 4 030.C.2 limits haul hours between eight thirty (8:30) a.m. and three thirty (3:30) p.m., Monday through Friday unless otherwise approved in advance by the Development Services Division.

2. Commercial and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays is by permission only. No work is permitted on Sundays.

3. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plants appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.

4. A National Permit Discharge Elimination System (NPDES) permit is required when more than one acre is being cleared.

PLAN REVIEW COMMENTS LUA15-000280



Fire Review - Building Comments

Corey Thomas | 425-430-7024 | cthomas@rentonwa.gov

Recommendations: Environmental Impact Comments:

1. Fire mitigation impact fees are currently applicable at the rate of \$0.61 per square foot. No charge for covered parking area. This fee is paid at time of building permit issuance.

Code Related Comments:

1. The preliminary fire flow is 2,500 gpm. A minimum of three fire hydrants are required. One within 150 feet and two within 300 feet of the building. It appears adequate fire flow is available in the area. Hydrants are required within 50 feet of all fire department connections for standpipes and sprinkler systems. Existing hydrants may be counted toward the requirements as long as they meet current code, some of the existing hydrants do and some do not.
2. Approved fire sprinkler and fire alarm systems are required throughout the building. Dry standpipes are required in all stairways. Direct outside access is required to the fire sprinkler riser room. Fire alarm system is required to be fully addressable and full detection is required. Separate plans and permits required by the fire department.
3. Fire department apparatus access roadways are required within 150 feet of all points on the buildings. Fire access roads are required to be a minimum of 20 feet unobstructed width with turning radius of 25 feet inside and 45 feet outside minimum. Fire lane signage required for the onsite roadways. Maximum grade on roadways is 15%. Roadways shall support a minimum of a 30 ton vehicle and 322 psi point loading. Dead end access roadways exceeding 150 feet will require an approved turnaround. Vertical clearance is minimum 13 feet 6 inches.
4. An electronic site plan is required prior to occupancy for pre fire planning purposes.
5. All buildings equipped with an elevator in the City of Renton are required to have at least one elevator meet the size requirements for a bariatric size stretcher. Car size shall accommodate a minimum of a 40 inch by 84 inch stretcher.
6. The building shall comply with the City of Renton Emergency Radio Coverage ordinance. Testing shall verify both incoming and outgoing minimum emergency radio signal coverage. If inadequate, the building shall be enhanced with amplification equipment in order to meet minimum coverage. Separate plans and permits are required for any proposed amplification systems

Police Review Comments

Holly Trader | 425-430-7519 | htrader@rentonwa.gov

Recommendations: 184 Police Calls for Service Estimated Annually

CONSTRUCTION PHASE

Theft from construction sites is one of the most commonly reported crimes in the City. To protect materials and equipment it is recommended that all materials and tools be locked up when not in use. The site should have security lighting, and any construction or storage trailers should be completely fenced in with portable chain link fencing. The fence will provide both a physical and psychological barrier to any prospective criminal and will demonstrate that the area is private property. Construction trailers should be kept locked when not in use, and should be fitted with heavy duty deadbolts with a minimum 1 1/2" throw when bolted. Any construction material that contains copper should be removed from the construction site at the end of each working day. Glass windows in construction trailers should be shatter resistant. Toolboxes and storage containers should be secured with heavy duty padlocks and kept locked when not in use.

"No Trespassing" signs should be posted on the property during the construction phase. These signs allow officers, upon contact, to provide a verbal warning to trespassers that should they be contacted on the property again, they could be cited and/or arrested.

COMPLETED COMPLEX

All exterior doors (to include the structured garage) should be made of solid metal or metal over wood, with heavy duty

PLAN REVIEW COMMENTS LUA15-000280



Police Review Comments, continued

Holly Trader | 425-430-7519 | htrader@rentonwa.gov

deadbolt locks, latch guards or pry resistant cylinders around the locks, and peepholes. All strikeplates should have 2 1/2 to 3" wood screws. If glass doors are used, they should be fitted with the hardware described above and additionally be fitted with a layer of security film. Security film can increase the strength of the glass by up to 300%, greatly reducing the likelihood of breaking glass to gain entry. Access to the back of the buildings should be limited, preferably with security fencing or gates, as these areas could be vulnerable to crime due to the lack of natural surveillance by hotel guests or staff.

It is recommended that all commercial areas be monitored with recorded security. It's common for hotels to experience theft, burglary and/or vandalism especially during the hours of darkness. This particular part of Renton (following commuter hours) is very quiet, which tends to attract property thieves. An auxiliary security service should be used to patrol the property during random times, preferably between the hours of 10:00 p.m. and 6:00 a.m. It is important to direct all foot traffic into the main entrance of the building. Any alternative employee or guest entrances should have coded access to prevent trespassing. Exterior doors should be checked routinely to insure they are not being propped open (this includes the structured garage). This is a common occurrence, especially when hotel guests or employees go outside to smoke, take out the garbage, etc.

All areas of this project need to have adequate lighting. This will assist in the deterrent of theft from motor vehicle (one of the most common crimes in Renton) as well as provide safe pedestrian travel for both guests and employees.

The structured garage will be a very tempting target for auto thieves. Theft from motor vehicle and auto theft are prevalent, and with this garage housing vehicles utilized by travelers, there are likely to be items of value left inside (luggage, clothing, electronic equipment, GPS units, etc.). I recommend the installation, and substantial advertisement of, surveillance cameras inside and outside this garage, an overabundance of lighting, and a noticeable presence of courtesy patrol – especially between the hours of 10:00 p.m. and 6:00 a.m. I strongly recommend this garage be limited access and that a fob or security card system be utilized. During the summer months, there will be a very large influx of vehicles brought into the area, with very little parking to accommodate. Beach goers will be searching for alternative places to park their cars and with the garage being private property. Police will not be monitoring, towing or citing vehicles inside this structure. You may also want to provide temporary tags for your hotel guests to hang by their rearview mirrors, designating their vehicle as an authorized hotel guest's car.

Landscaping should be installed with the objective of allowing visibility – not too dense and not too high. Too much landscaping will make guest and employees feel isolated and will provide criminals with concealment to commit crimes such as burglary, theft, malicious mischief, etc.

If this hotel will not be on a 24 hours a day / 7 days a week schedule, there will need to be a keypad Knox box provided for Police and Fire so emergency personnel have access keys, fobs, or security cards to all areas of the hotel and garage structure.

I highly recommend that the developer have a Renton Police Crime Prevention Representative conduct a security survey of the premises once construction is complete.

Technical Services Comments

Bob Mac Onie | 425-430-7369 | bmaconie@rentonwa.gov

Recommendations: Site Plan: Bob Mac Onie 05/04/2015

The various pages of the site plan that show the site boundary geometry does not include bearing to center information of non-tangent curves along the boundary.

The basis of bearing is purported to be two City of Renton Survey Control Network monuments but the relative position of the site to these monuments is not shown in the site plan documentation. This would be useful for validating the geometry shown.



Community Services Comments

Leslie Betlach | 425-430-6619 | lbetlach@rentonwa.gov

Recommendations:

A. ENVIRONMENTAL IMPACT COMMENTS (from Community Services)

B. POLICY RELATED COMMENTS

1. The minimum Bike Lane width is 5' (not 4') when there is a curbed roadway. Please revise.
2. Request clarification that sufficient employee parking will be available due to the request for "Modification for R.O.W. Improvements."
3. No parking within Coulon Park.

C. CODE RELATED COMMENTS

No comment provided.

M E M O R A N D U M

DATE: July 7, 2015

TO: Clark H. Close, Associate Planner

FROM:  Jan Illian, Development Engineering

SUBJECT: **Traffic Concurrency Test – Residence Inn by Marriott;
File No. LUA15-000280, ECF, SA-M, S-A, MOD, VAR**

The Residence Inn by Marriott (herein referred to as Residence Inn) seeks to construct a 146 guest room hotel and structured parking area. The project is located on two (2) parcels (2.86 acres) and is generally located west of Interstate 405 on the east side of Lake Washington Blvd N just north of Houser Way N at 1100 Lake Washington Blvd N. The total square footage of the building would be approximately 124,330 square feet (including parking garage square footage) and the total conditioned space would be 98,970 square feet. The 5-story hotel building would be 75 feet in height.

The Traffic Analysis prepared by Gibson Traffic Consultants, Inc. (dated March 2015) included information that the net new peak hour trips generated by the project would be 77 in the weekday AM peak-hour and 88 net new trips in the PM peak-hour with a total of 1,193 net new average daily trips. The proposed project passes the City of Renton Traffic Concurrency Test per RMC 4-6-070.D as follows:

Traffic Concurrency Test Criteria	Pass
Implementation of citywide Transportation Plan	Yes
Within allowed growth levels	Yes
Project subject to transportation mitigation or impact fees	Yes
Site specific street improvements to be completed by project	Yes
Traffic Concurrency Test Passes	

Evaluation of Test Criteria

Implementation of citywide Transportation Plan: As shown on the attached citywide traffic concurrency summary, the city's investments in completion of the forecast traffic improvements are at 130% of the scheduled expenditure through 2014.

Within allowed growth levels: As shown on the attached citywide traffic concurrency summary, the calculated citywide trip capacity for concurrency with the city adopted model for 2014 is 93,185 trips, which provides sufficient capacity to accommodate the 124 additional trips from this project. A resulting 91,992 trips are remaining.

Project subject to transportation mitigation or impact fees: The project will be subject to transportation impact fees at time of building permit. Note that the 2015 transportation impact rate for each new hotel room is \$1,512.77 (estimated \$220,864.42 for 146 room hotel). In addition, the project will be subject to its fair share of Lake Washington Blvd signal/intersection improvement costs that would be prorated based upon its future traffic impact for development trips versus a certain future trips at the intersection.

Site specific street improvements to be completed by project: The project will be required to complete all internal and frontage street improvements for the plat prior to recording. Any additional off-site improvements identified through SEPA or land use approval will also be completed prior to final occupancy.

Background Information on Traffic Concurrency Test for Renton

The City of Renton Traffic Concurrency requirements for proposed development projects are covered under Renton Municipal Code (RMC) 4-6-070. The specific concurrency test requirement is covered in RMC 4-6-070.D, which is listed for reference:

D. CONCURRENCY REVIEW PROCESS:

1. Test Required: A concurrency test shall be conducted by the Department for each nonexempt development activity. The concurrency test shall determine consistency with the adopted Citywide Level of Service Index and Concurrency Management System established in the Transportation Element of the Renton Comprehensive Plan, according to rules and procedures established by the Department. The Department shall issue an initial concurrency test result describing the outcome of the concurrency test.

2. Written Finding Required: Prior to approval of any nonexempt development activity permit application, a written finding of concurrency shall be made by the City as part of the development permit approval. The finding of concurrency shall be made by the decision maker with the authority to approve the accompanying development permits required for a development activity. A written finding of concurrency shall apply only to

the specific land uses, densities, intensities, and development project described in the application and development permit.

3. Failure of Test: *If no reconsideration is requested, or if upon reconsideration a project fails the concurrency test, the project application shall be denied by the decision maker with the authority to approve the accompanying development activity permit application.*

The Concurrency Management System established in the Transportation Element on page XI-65 of the Comprehensive Plan states the following:

Based upon the test of the citywide Transportation Plan, consideration of growth levels included in the LOS-tested Transportation Plan, payment of a Transportation Mitigation Fee, and an application of site specific mitigation, development will have met City of Renton concurrency requirements.

**ENVIRONMENTAL (SEPA) DETERMINATION OF NON-SIGNIFICANCE
- MITIGATED (DNS-M)**

PROJECT NUMBER: LUA15-000280, ECF, SA-M, S-A, MOD, VAR
APPLICANT: Western International, 13647 Montfort Drive, Dallas, TX 75240
PROJECT NAME: Residence Inn by Marriott

PROJECT DESCRIPTION: The applicant is requesting Master Site Plan Review, Site Plan Review, Environmental Review, two Variances, and two Modifications in order to construct a 146-guest room hotel and structured parking area. The subject property is located on the east side of Lake Washington Blvd N just north of Houser Way N at 1100 Lake Washington Blvd N. The project site totals 124,691 square feet (2.86 acres) and is located within the Urban Center North - 2 (UC-N2) zone and Design District 'C'. The proposed 124,330 square foot hotel would be 5 stories in height. A total of 147 parking stalls would be provided in a two-level parking garage and parking deck near the northern portion of the site. Access is proposed via Lake Washington Blvd N, and the site contains critical and sensitive slopes and moderate landslide and high erosion hazards. The applicant is proposing to retain 13 of the 59 inventoried trees within the 1.17 developable acres of the site, and is requesting Modification for right-of-way improvements along the south property for a distance of approximately 100 feet and a reduction in the parking ratio that would exclude parking for the employees. In addition, the applicant is requesting a variance from RMC 4-3-050 in order to construct within the critical slopes onsite and from RMC 4-2-120E in order to exceed the maximum front yard setback of five feet.

PROJECT LOCATION: 1100 Lake Washington Blvd N
LEAD AGENCY: City of Renton
Environmental Review Committee
Department of Community & Economic Development

The City of Renton Environmental Review Committee has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). Conditions were imposed as mitigation measures by the Environmental Review Committee under their authority of Section 4-9-070D Renton Municipal Code. These conditions are necessary to mitigate environmental impacts identified during the environmental review process. Because other agencies of jurisdiction may be involved, the lead agency will not act on this proposal for fourteen (14) days.

Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on June 26, 2015. Appeals must be filed in writing together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by RMC 4-8-110 and more information may be obtained from the Renton City Clerk's Office, (425) 430-6510.

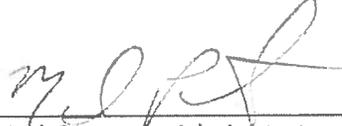
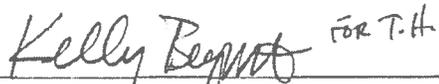
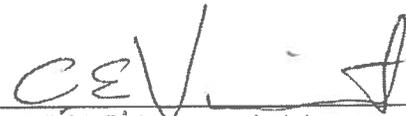
DEPARTMENT OF COMMUNITY
AND ECONOMIC DEVELOPMENT



PUBLICATION DATE: JUNE 12, 2015

DATE OF DECISION: JUNE 8, 2015

SIGNATURES:

 _____ Gregg Zimmerman, Administrator Public Works Department	<u>6/8/15</u> Date	 _____ Mark Peterson, Administrator Fire & Emergency Services	<u>6/8/15</u> Date
 _____ Terry Higashiyama, Administrator Community Services Department	<u>6/8/15</u> Date	 _____ C.E. "Chip" Vincent, Administrator Department of Community & Economic Development	<u>6/8/15</u> Date

**DETERMINATION OF NON-SIGNIFICANCE-MITIGATED (DNSM)
MITIGATION MEASURES AND ADVISORY NOTES**

PROJECT NUMBER: LUA15-000280, ECF, SA-M, S-A, MOD, VAR
APPLICANT: Western International, 13647 Montfort Drive, Dallas, TX
75240

PROJECT NAME: Residence Inn by Marriott

PROJECT DESCRIPTION: The applicant is requesting Master Site Plan Review, Site Plan Review, Environmental Review, two Variances, and one Modification in order to construct a 146 guest room hotel and structured parking area. The subject property is located on the east side of Lake Washington Blvd N just north of Houser Way N at 1100 Lake Washington Blvd N. The project site totals 124,691 square feet (2.86 acres) and is located within the Urban Center North - 2 (UC-N2) zone and Design District 'C'. The proposed 124,330 square foot hotel would be 5 stories in height. A total of 147 parking stalls would be provided in a two-level parking garage and parking deck near the northern portion of the site. Access is proposed via Lake Washington Blvd N. The site contains critical and sensitive slopes and moderate landslide and high erosion hazards. The applicant is proposing to retain 13 of the 59 inventoried trees within the 1.17 developable acres of the site. The applicant is requesting Modification for right-of-way improvements along the south property for a distance of approximately 100 feet and a reduction in the parking ratio that would exclude parking for the employees. In addition, the applicant is requesting a variance from RMC 4-3-050 in order to construct within the critical slopes onsite and from RMC 4-2-120E in order to exceed the maximum front yard setback of five feet.

PROJECT LOCATION: 1100 Lake Washington Blvd N

LEAD AGENCY: The City of Renton
Department of Community & Economic Development
Planning Division

MITIGATION MEASURES:

1. The applicant shall comply with all design recommendations included within the Geotechnical Report, as prepared by Earth Solutions Northwest LLC (ESNW), updated April 21, 2015 or an updated report submitted at a later date.
2. The applicant shall be required to provide, to the Current Planning Project Manager, a replanting plan of the south and southeast portions of the site ("hillside") that includes identifying disturbances to the existing native vegetation prior to construction permit approval.

3. A prorated share of the traffic signal and roadway improvement costs (currently being constructed by SECO Development) shall be collected from the proposed project based upon the ratio of number of trips that will be added by the project to the number of future baseline trips at the Southport/Gene Coulon Park entrance/Lake Washington Blvd N Intersection. Should SECO establish a street and utility Latecomers Agreement, these funds could be used to reimburse the cost of these roadway improvements in the amount established by such an agreement. The fee will be based on (new PM peak hour trips) / (total PM peak hour trips) x (cost of new signal and improvements). The fee shall be paid prior to final occupancy.
4. The applicant shall create a public outreach plan in coordination with City of Renton to communicate with road users, the general public, area residences and businesses, and appropriate public entities about project information; road conditions in the work zone area; and the safety and mobility effects of the work zone. The public outreach plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.

ADVISORY NOTES:

The following notes are supplemental information provided in conjunction with the administrative land use action. Because these notes are provided as information only, they are not subject to the appeal process for the land use actions.

Plan – Planning Review

Engineering Review Comments Vicki Grover | 425-430-7291 | vgrover@rentonwa.gov

I have reviewed the application for Environmental Review for the Marriott Residence Inn located at 1100 – Lake Washington Blvd and I have the following comments:

EXISTING CONDITIONS

WATER There is an existing 12-inch water main located within Lake Washington Blvd. (refer to City project plans no. W-0327 & W-2131). The static water pressure is about 120 psi at ground elevation of 40 feet.

SEWER Sewer service is provided by the City of Renton. There is an 8-inch sewer main in Lake Washington Blvd.

STORM There is existing conveyance systems to the south of the site, along Houser Way North & NE Park Drive.

CODE REQUIREMENTS

WATER

1. Two new fire hydrants and one relocated existing fire hydrant are shown on the plans as required by Renton Fire Prevention.
2. Installation of fire sprinkler stub with an 8-inch detector double check valve assembly (DDCVA) for backflow prevention will be required. The DDCVA shall be installed inside the building.

3. Domestic water meter with a reduced backflow prevention assembly (RPBA) is shown on the plans. The RPBA shall be installed behind the meter and inside a heated enclosure ("hot-box") per City standard plan no. 350.2. This box is to be installed on private property and not within the right-of-way. Meter size 3-inch and above shall be installed inside a concrete vault located outside of the building per City Standard Plan No. 320.4. The applicant/design engineer shall provide adequate room in the parking lot or in the landscape areas for the installation of the water meter(s) vault and fire sprinkler vault.

4. A 1-inch landscape irrigation meter and double check valve assembly (DCVA) was included on the plan sheet.

5. System development fees for water will be owed based on the size of the new domestic water meter, fire line and landscape irrigation meter that will serve the new building. Meter installation fees will be based on the size of each new meter.

SANITARY SEWER

1. 6-inch side sewer connections are shown for the underground parking structure and the hotel are shown on the plans.

2. System development fees for sewer will be owed based on the size of the new domestic water meter(s) that will serve the new building. Meter installation fees will be based on the size of each new meter.

3. Grease interceptor shall be sized in accordance with the UPC and shall be reviewed and approved by the City's waste water department.

SURFACE WATER

1. A surface water system development fee of \$0.540 per square foot of new impervious surface will apply. This is payable prior to issuance of the utility construction permit.

2. A drainage report dated April 21, 2015 has been submitted by Barghausen Consulting Engineers with the site plan application. The proposed development is subject to Full Drainage Review in accordance with the 2009 King County Surface Water Manual and City of Renton Amendments to the KCSWM, Chapters 1 and 2. The existing 2.89 acre site consists of 1.17 acres of developed area with 1.11 acres of impervious surface area and 0.06 acres of pervious area.

All core and special requirements have been discussed in the report. Based on the City's flow control map, this site falls within the Flow Control Duration Standard, Existing Conditions. The site is located within the Lake Washington Drainage Basin. Runoff from the new impervious areas will be routed through a detention vault and then in to a modular wetland water quality system before discharging into the City's conveyance system along Lake Washington Blvd.

3. A Construction Stormwater General Permit from Department of Ecology will be required if grading and clearing of the site exceeds one acre. A Stormwater Pollution Prevention Plan (SWPPP) is required for this site.

4. Traffic impact fees will be determined at time of building permit(s).

5. Paving and trench restoration will comply with the City's Trench Restoration and Overlay Requirements.

TRANSPORTATION/STREET

1. Existing right-of-way width in Lake Washington Blvd is 60 feet. This street is classified as a collector street. Minimum right-of-way width is 83 feet. To meet the City's complete street standards, street improvements fronting this site would include 22 feet of pavement from the centerline of the roadway, a 0.5 foot of curb, an 8-foot planter strip, an 8 foot sidewalk for a total of 38.5 feet. Approximately 8.5 feet of right of way dedication would be required to install these improvements. Pavement centerline and right-of-way centerline are not always coincident; the final right-of-way width of dedication will need to be surveyed.
2. Street lighting meeting City's lighting levels for arterial streets is required along the project side.
3. A traffic impact analysis is required when estimated vehicular traffic generated from a proposed development exceeds 20 vehicles per hour in either the AM (6:00 - 9:00) or PM (3:00 -6:00) peak periods. A peak hour volume of 20 vehicles per hour would relate to daily volume of approximately 200 vehicles per day. Generally this would apply to commercial sites that generate 20 vehicles per hour.
4. Traffic impact fees for this use will be based on the number of rooms. Current fee is \$1,038.59 per room.

GENERAL COMMENTS

1. Separate permits and fees for storm connections, side sewer and water meter installations will be required.

Planning Review Comments Clark Close | 425-430-7289 | cclose@rentonwa.gov

Recommendations:

1. RMC section 4 4 030.C.2 limits haul hours between eight thirty (8:30) a.m. and three thirty (3:30) p.m., Monday through Friday unless otherwise approved in advance by the Development Services Division.
2. Commercial and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays is by permission only. No work is permitted on Sundays.
3. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plants appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.
4. A National Permit Discharge Elimination System (NPDES) permit is required when more than one acre is being cleared.

Fire Review - Building Comments Corey Thomas | 425-430-7024 | cthomas@rentonwa.gov

Recommendations: Environmental Impact Comments:

1. Fire mitigation impact fees are currently applicable at the rate of \$0.61 per square foot. No charge for covered parking area. This fee is paid at time of building permit issuance.

Code Related Comments:

1. The preliminary fire flow is 2,500 gpm. A minimum of three fire hydrants are required. One within 150 feet and two within 300 feet of the building. It appears adequate fire flow is available in the area. Hydrants are required within 50 feet of all fire department connections for standpipes and sprinkler systems. Existing hydrants may be counted toward the requirements as long as they meet current code, some of the existing hydrants do and some do not.

2. Approved fire sprinkler and fire alarm systems are required throughout the building. Dry standpipes are required in all stairways. Direct outside access is required to the fire sprinkler riser room. Fire alarm system is required to be fully addressable and full detection is required. Separate plans and permits required by the fire department.

3. Fire department apparatus access roadways are required within 150 feet of all points on the buildings. Fire access roads are required to be a minimum of 20 feet unobstructed width with turning radius of 25 feet inside and 45 feet outside minimum. Fire lane signage required for the onsite roadways. Maximum grade on roadways is 15%. Roadways shall support a minimum of a 30 ton vehicle and 322 psi point loading. Dead end access roadways exceeding 150 feet will require an approved turnaround. Vertical clearance is minimum 13 feet 6 inches.

4. An electronic site plan is required prior to occupancy for pre fire planning purposes.

5. All buildings equipped with an elevator in the City of Renton are required to have at least one elevator meet the size requirements for a bariatric size stretcher. Car size shall accommodate a minimum of a 40 inch by 84 inch stretcher.

6. The building shall comply with the City of Renton Emergency Radio Coverage ordinance. Testing shall verify both incoming and outgoing minimum emergency radio signal coverage. If inadequate, the building shall be enhanced with amplification equipment in order to meet minimum coverage. Separate plans and permits are required for any proposed amplification systems

Police Review Comments Holly Trader | 425-430-7519 | htrader@rentonwa.gov

Recommendations: 184 Police Calls for Service Estimated Annually

CONSTRUCTION PHASE

Theft from construction sites is one of the most commonly reported crimes in the City. To protect materials and equipment it is recommended that all materials and tools be locked up when not in use. The site should have security lighting, and any construction or storage trailers should be completely fenced in with portable chain link fencing. The fence will provide both a

physical and psychological barrier to any prospective criminal and will demonstrate that the area is private property. Construction trailers should be kept locked when not in use, and should be fitted with heavy duty deadbolts with a minimum 1 1/2" throw when bolted. Any construction material that contains copper should be removed from the construction site at the end of each working day. Glass windows in construction trailers should be shatter resistant. Toolboxes and storage containers should be secured with heavy duty padlocks and kept locked when not in use.

"No Trespassing" signs should be posted on the property during the construction phase. These signs allow officers, upon contact, to provide a verbal warning to trespassers that should they be contacted on the property again, they could be cited and/or arrested.

COMPLETED COMPLEX

All exterior doors (to include the structured garage) should be made of solid metal or metal over wood, with heavy duty deadbolt locks, latch guards or pry resistant cylinders around the locks, and peepholes. All strikeplates should have 2 1/2 to 3" wood screws. If glass doors are used, they should be fitted with the hardware described above and additionally be fitted with a layer of security film. Security film can increase the strength of the glass by up to 300%, greatly reducing the likelihood of breaking glass to gain entry. Access to the back of the buildings should be limited, preferably with security fencing or gates, as these areas could be vulnerable to crime due to the lack of natural surveillance by hotel guests or staff.

It is recommended that all commercial areas be monitored with recorded security. It's common for hotels to experience theft, burglary and/or vandalism especially during the hours of darkness. This particular part of Renton (following commuter hours) is very quiet, which tends to attract property thieves. An auxiliary security service should be used to patrol the property during random times, preferably between the hours of 10:00 p.m. and 6:00 a.m. It is important to direct all foot traffic into the main entrance of the building. Any alternative employee or guest entrances should have coded access to prevent trespassing. Exterior doors should be checked routinely to insure they are not being propped open (this includes the structured garage). This is a common occurrence, especially when hotel guests or employees go outside to smoke, take out the garbage, etc.

All areas of this project need to have adequate lighting. This will assist in the deterrent of theft from motor vehicle (one of the most common crimes in Renton) as well as provide safe pedestrian travel for both guests and employees.

The structured garage will be a very tempting target for auto thieves. Theft from motor vehicle and auto theft are prevalent, and with this garage housing vehicles utilized by travelers, there are likely to be items of value left inside (luggage, clothing, electronic equipment, GPS units, etc.). I recommend the installation, and substantial advertisement of, surveillance cameras inside and outside this garage, an overabundance of lighting, and a noticeable presence of courtesy patrol – especially between the hours of 10:00 p.m. and 6:00 a.m. I strongly recommend this garage be limited access and that a fob or security card system be utilized.

During the summer months, there will be a very large influx of vehicles brought into the area, with very little parking to accommodate. Beach goers will be searching for alternative places to park their cars and with the garage being private property. Police will not be monitoring, towing or citing vehicles inside this structure. You may also want to provide temporary tags for your hotel guests to hang by their rearview mirrors, designating their vehicle as an authorized hotel guest's car.

Landscaping should be installed with the objective of allowing visibility – not too dense and not too high. Too much landscaping will make guest and employees feel isolated and will provide criminals with concealment to commit crimes such as burglary, theft, malicious mischief, etc.

If this hotel will not be on a 24 hours a day / 7 days a week schedule, there will need to be a keypad Knox box provided for Police and Fire so emergency personnel have access keys, fobs, or security cards to all areas of the hotel and garage structure.

I highly recommend that the developer have a Renton Police Crime Prevention Representative conduct a security survey of the premises once construction is complete.

Technical Services Comments **Bob Mac Onie | 425-430-7369 | bmaconie@rentonwa.gov**

Recommendations: Site Plan: Bob Mac Onie 05/04/2015

The various pages of the site plan that show the site boundary geometry does not include bearing to center information of non-tangent curves along the boundary.

The basis of bearing is purported to be two City of Renton Survey Control Network monuments but the relative position of the site to these monuments is not shown in the site plan documentation. This would be useful for validating the geometry shown.

Community Services Comments **Leslie Betlach | 425-430-6619 | lbetlach@rentonwa.gov**

Recommendations:

A. ENVIRONMENTAL IMPACT COMMENTS (from Community Services)

B. POLICY RELATED COMMENTS

1. The minimum Bike Lane width is 5' (not 4') when there is a curbed roadway. Please revise.
2. Request clarification that sufficient employee parking will be available due to the request for "Modification for R.O.W. Improvements."
3. No parking within Coulon Park.

C. CODE RELATED COMMENTS

No comment provided.



Jensen Fey ARCHITECTURE
PLANNING
INTERIOR DESIGN

April 22, 2015

Project Name: Residence Inn by Marriott
1100 Lake Washington Blvd
Renton, WA

MODIFICATIONS

We are requesting the following two modifications for the proposed Residence Inn by Marriott development;

1. We are proposing a parking ratio that has 1 stall for each guest room (146 guest room and 147 parking stalls). We are not including additional parking for the employees.

Response:

We exceed the new parking standard recently adopted by the City of Renton, which allows for a 25% reduction in parking. Also, employee parking for hotels generally are at their peak demand during the day, which is the opposite demand for hotel guests.

2. We are proposing to improve the street frontage, to include a sidewalk and planting strips (that will be similar to what is on the street frontage within our property line) to extend approximately 110 LF south of our southwest property line that fronts on Lake Washington Blvd.

Response:

The City has required that this project improve the street frontage mentioned above.

EXHIBIT 24

The Justice White House
7730 Leary Way
Redmond, WA 98052
425.216.0318 fax: 425.216.0329



Jensen Fey
ARCHITECTURE
PLANNING
INTERIOR DESIGN

April 22, 2015

**Project: Residence Inn by Marriott
1100 Lake Washington Blvd
Renton, WA**

VARIANCE REQUESTS

We are requesting the following two variances for the proposed Residence Inn by Marriott development;

1. We are requesting a variance to develop approximately 9.5% (3,115 sf) of the critical (over 40%) slopes on the site.

Response;

The City of Renton has required that this project be subject to a reduction in height, by one story less than allowed by zoning, and an 22 feet additional setback. These requirements has created the project to be subject to a small amount of development into the critical slopes area (those slopes over 40%). We have gone to great length to minimize the impact of development into the critical slopes and we are which actually more than 5% less than the hotel development to the north of our project. Our design was able to eliminate areas that would have been designed more into the critical slopes, such as surface parking and fire truck access.

2. We are requesting a variance to set back the building more than 5 feet from the property line. We are proposing to the development the building approximately 22 feet back from the street front property line

Response;

The additional setback was required by the City of Renton.

EXHIBIT 25

The Justice White House
7730 Leary Way
Redmond, WA 98052
425.216.0318 fax: 425.216.0329

June 3, 2015

Faizel M. Kassam
Legacy Renton, LLC
6501 Eagle Rock Avenue NE, Suite B5
Albuquerque, NM 87113

Letter of Support: Marriott Residence Inn by Western International

City of Renton:

Please accept this letter as our formal support of Western International's intent to pursue the development of a Marriott Residence Inn adjacent to our property and prospective Hampton Inn & Suites at 1300 Lake Washington Boulevard.

I eagerly await the economic enhancement and forward momentum that these projects will undoubtedly bring the City of Renton and I am happy to support my colleagues in this endeavor.

Respectfully,



Faizel M. Kassam
Managing Member



DATE	DESCRIPTION
12/22/15	FOR PLAN REVIEW SUBMITTAL
12/22/15	FOR PLAN REVIEW SUBMITTAL

DATE: 12/22/15	PROJECT: 4414
CHECKED BY: [Signature]	DATE: 12/22/15
DATE: 12/22/15	PROJECT: 4414



LIGHTING PLAN 1
RESIDENCE INN BY MARRIOTT
 1700 LAKE WASHINGTON BLVD N
 RENTON, WASHINGTON 98056

SHEET
A6.0
 SHEETS

SITE PLAN REVIEW SUBMITTAL - 4.22.2015



E1 LAKE WASHINGTON BLVD ELEVATION
 SCALE: 1/32" = 1'-0"



E2 NORTH ELEVATION
 SCALE: 1/32" = 1'-0"



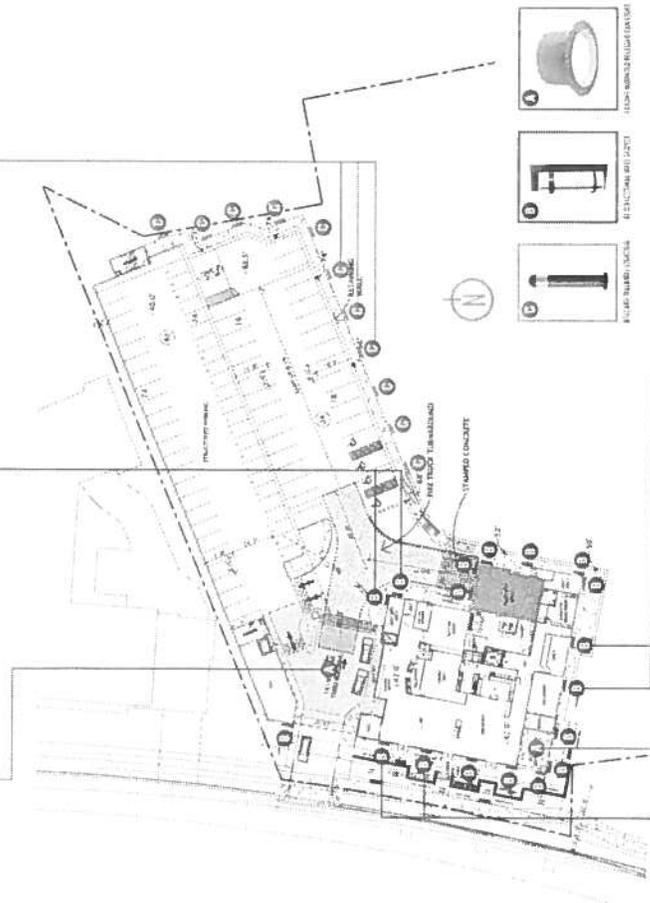
E3 EAST ELEVATION
 SCALE: 1/32" = 1'-0"



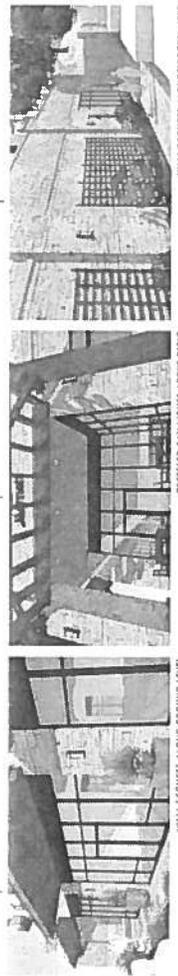
BOLLARD LIGHTS ALONG PEDESTRIAN WALKWAY

WALL SCONES NEAR REAR ENTRY

RECESSED CAN LIGHTS ABOVE DRIVEWAY



- A. [Image of bollard light] BOLLARD LIGHTING
- B. [Image of wall sconce] WALL SCONES
- C. [Image of recessed can light] RECESSED CAN LIGHTS
- D. [Image of bollard light] BOLLARD LIGHTING
- E. [Image of bollard light] BOLLARD LIGHTING
- F. [Image of bollard light] BOLLARD LIGHTING
- G. [Image of bollard light] BOLLARD LIGHTING
- H. [Image of bollard light] BOLLARD LIGHTING
- I. [Image of bollard light] BOLLARD LIGHTING
- J. [Image of bollard light] BOLLARD LIGHTING
- K. [Image of bollard light] BOLLARD LIGHTING
- L. [Image of bollard light] BOLLARD LIGHTING



WALL SCONES ALONGSIDE TRELLISES

RECESSED CAN LIGHTS ABOVE PATIO

WALL SCONES ALONG GROUND LEVEL

EXHIBIT 29