

**REPORT TO THE HEARING EXAMINER**

**HEARING DATE:** July 14, 2015

**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)



*Project Location Map*

**B. EXHIBITS:**

- 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

**C. GENERAL INFORMATION:**

- 1. **Owner(s) of Record:** Western International, 13647 Montfort Drive, Dallas, TX 75240
- 2. **Zoning Classification:** Urban Center North-2(UC-N2)
- 3. **Comprehensive Plan Land Use Designation:** Urban Center North (UC-N) and Employment Area Industrial (EAI)
- 4. **Existing Site Use:** Vacant with on-site soft surface pedestrian trail from NE Park Dr to Lake Washington Blvd N
- 5. **Neighborhood Characteristics:**
  - a. **North:** Renton Hampton Inn & Suites (UC-N2) - LUA14-000061
  - b. **East:** Interstate-405
  - c. **South:** Right-of-way NE Park Dr (S.R. 900)
  - d. **West:** Gene Coulon Memorial Beach Park (R-1 zone); Southport Development (UC zone)
- 6. **Site Area:** 124,691 square feet (2.86 acres)

**D. HISTORICAL/BACKGROUND:**

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan (based on complete application date)	N/A	5228	11/27/2006
Updated Comprehensive Plan	N/A	5758	06/22/2015
Zoning (based on complete application date)	N/A	5100	11/01/2004

Updated zoning	N/A	5758	06/22/2015
Friends of Youth Annexation	A-59-006	1791	09/09/1959

**E. PUBLIC SERVICES:**

**1. Existing Utilities**

- a. Water: Water service will be provided by the City of Renton. There is an existing 12-inch water main located within Lake Washington Blvd N (refer to City project plans no. W-0327 & W-2131). The static water pressure is about 120 psi at ground elevation of 40 feet.
- b. Sewer: Sewer service is provided by the City of Renton. There is an existing 8-inch sewer main in Lake Washington Blvd N.
- c. Surface/Storm Water: There is existing conveyance systems to the south of the site, along Houser Way North & NE Park Drive.

**2. Streets:** There are partial street improvements along Lake Washington Blvd N.

**3. Fire Protection:** City of Renton Fire Department

**F. APPLICABLE SECTIONS OF THE RENTON MUNICIPAL CODE:**

**1. Chapter 2 Land Use Districts**

- a. Section 4-2-020: Purpose and Intent of Zoning Districts
- b. Section 4-2-060: Zoning Use Table – Uses Allowed in Zoning Designations
- c. Section 4-2-120: Commercial Development Standards

**2. Chapter 3 Environmental Regulations**

- a. Section 4-3-050: Critical Area Regulations
- b. Section 4-3-100: Urban Design Regulations

**3. Chapter 4 City-Wide Property Development Standards**

**4. Chapter 6 Streets and Utility Standards**

- a. Section 4-6-060: Street Standards

**5. Chapter 9 Procedures and Review Criteria**

- a. Section 4-9-200: Master Plan and Site Plan Review
- b. Section 4-9-250: Variances, Waivers, Modifications, and Alternates

**6. Chapter 11 Definitions**

**G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:**

- 1. Land Use Element (based on the completed application date)
- 2. Community Design Element (based on the completed application date)

**H. FINDINGS OF FACT (FOF):**

- 1. The applicant has requested 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.

2. The total square footage of the building would be approximately 124,330 square feet (including parking garage square footage).
3. The Planning Division of the City of Renton accepted the above master application for review on April 27, 2015 and determined it to be complete on May 1, 2015. The project complies with the 120-day review period.
4. The subject site is 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.
5. The majority of the site is currently undeveloped. However, there is a soft surface pedestrian trail from NE Park Dr to Lake Washington Blvd N.
6. Access to the site would be provided via one curb cut extended from Lake Washington Blvd N.
7. The property is located within the Urban Center North (UC-N) Comprehensive Plan land use designation.
8. The site is located within the Urban Center North-2 (UC-N2) zoning classification and within Design District 'C'.
9. There are approximately 59 inventoried trees within the 1.17 developable acres of the site of which the applicant is proposing to retain a total of 13 trees.
10. The site is located within a High Erosion Hazard area and a Moderate to High Landslide Hazard Area (throughout the steep slope eastern portions of the site). The protected slopes (a hillside, or portion thereof, with an average slope of forty percent (40%) or greater grade and having a minimum vertical rise of fifteen feet (15')) on the site represent approximately 32,788 square feet, representing 26.3% of the subject site. The applicant is requesting a Critical Area Variance, from RMC 4-3-050, Critical Areas Regulations, in order to encroach into the protected critical slope by approximately 3,115 square feet (*Exhibit 14*).
11. Approximately 17,800 cubic yards of material would be cut and removed from the site and approximately 1,000 cubic yards of structural fill is proposed to be brought into the site. Following construction is anticipated the impervious cover would be approximately 39% of the site.
12. The applicant is proposing to begin construction in August of 2015 and be completed by October 2016 with site disruption lasting approximately 14 months.
13. Staff has received public comment via letter and telephone. The nature of the public comment was about traffic impacts created by the three new hotels on Lake Washington Blvd N (Southport Hotel, Hampton Inn and Suites and Residence Inn by Marriott) and the overall impacts of development occurring within the Kenndale Area. Hampton Inn & Suites also provided a letter in support of Western International's intent to pursue to development of a Marriott Residence Inn (*Exhibit 27*).
14. No other public or agency comments were received.
15. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on June 8, 2015 the Environmental Review Committee issued a Determination of Non-Significance - Mitigated (DNS-M) for the Residence Inn by Marriott (*Exhibit 23*). The DNS-M included four (4) mitigation measures. A 14-day appeal period commenced on June 12, 2015 and ended on June 26, 2015. No appeals of the threshold determination have been filed.
16. Based on an analysis of probable impacts from the proposal, the Environmental Review Committee (ERC) issued the following mitigation measures with the Determination of Non-Significance – Mitigated:
  - a. 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.

- b. 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.
  - c. 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.
  - d. The applicant shall create a public outreach plan in coordination with the 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.
17. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments has been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
18. **Comprehensive Plan Compliance:** The site is designated Urban Center North (UC-N) on the City’s Comprehensive Plan Map. The purpose of UC-N is to accommodate mixed-use projects high in design and construction quality, and offer landmark living, shopping, and working environments planned to take advantage of a regionally centralized location, efficient access, mass transit, potential passenger ferry connections, stellar views of lake and mountains, and restored natural environments along the Cedar River and Lake Washington shorelines. The proposal is compliant with the following development standards if all conditions of approval are met:

Compliance	Comprehensive Plan Analysis
✓	<b>Objective CD-L:</b> New commercial and industrial buildings should be architecturally compatible with their surroundings in terms of their bulk and scale, exterior materials, and color when existing development is consistent with the adopted land use vision and Purpose Statements for each Commercial, Center Designation, and Employment Area in the Comprehensive Plan.
✓	<b>Objective CD-M:</b> Well-designed landscaping provides aesthetic appeal and makes an important contribution to the health, safety, economy, and general welfare of the community. The City of Renton should adopt regulations that further the aesthetic goals of the City.
✓	<b>Policy CD-36.</b> Developments within Commercial and Centers land use designations should have a combination of internal and external site design features, such as: 1) Public plazas; 2) Prominent architectural features; 3) Public access to natural features or views; 4) Distinctive focal features; 5) Indication of the function as a gateway, if appropriate;

	6) Structured parking; and 7) Other features meeting the spirit and intent of the land use designation.
--	--

**19. Zoning Development Standard Compliance:** The site is classified Urban Center North-2 (UC-N2) on the City’s Zoning Map. The purpose of UC-N2 is to accommodate new development in the zone which serves to create distinctive urban neighborhoods, mixed use employment centers, and significant public open space and amenities. The proposal is compliant with the following development standards if all conditions of approval are met:

Compliance	UC-N2 Zoning Develop Standards and Analysis
✓	<b>Use:</b> Hotel uses are permitted within the UC-N2 zone as long as specified entertainment and sports uses are not within 1,000-feet of the centerline of Renton Municipal Airport runway. Buildings oriented to pedestrian streets must have ground-floor commercial uses within them.
✓	<b>Airport Influence Area:</b> The subject site is located in the Airport Influence Area zone 6 - Traffic Pattern Zone (RMC 4-3-020F). Construction permits would be subject to airport related height and use restrictions.
N/A	<b>Lot Dimensions:</b> The minimum lot size is 25 acres. Minimum lot size can be amended through Site Development Plan Review (RMC 4-9-200).  <i>Staff Comment: The proposal does not include the creation of new lots, and the existing two (2) parcels will be combined to become a legally non-conforming lot.</i>
✓	<b>Lot Coverage:</b> The allowed lot coverage is 90% of total area or 100% if parking is provided within the building or within a parking garage.  <i>Staff Comment: The proposed building and parking garage would have a footprint of approximately 36,160 square feet on the 124,691 square foot site resulting in a building lot coverage of approximately 29 percent. 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 (Exhibit 4).</i>
Compliant if condition of approval is met  See FOF 23, Variance Analysis	<b>Setbacks:</b> The UC-N2 zoning classification does not contain minimum setbacks for buildings. There is a maximum front yard setback of 5 feet.  <i>Staff Comment: The proposed building footprint crosses over the shared property line. Staff recommends as a condition of approval that, the applicant complete a lot combination, such that the building does not cross over a property line. A lot combination shall be reviewed and recorded prior to building permit issuance.</i>  <i>The proposed building would have a front yard setback of 22 feet from the front (Lake Washington Blvd N) property line which exceeds the maximum front yard setback. The applicant has requested a Variance in order to exceed the maximum setback. See FOF 24, Setback Variance Analysis.</i>
Compliant if condition of approval is met	<b>Landscaping:</b> Per RMC 4-4-070 ten feet of on-site landscaping is required along all public street frontages, with the exception of areas for required walkways and driveways or those projects with reduced setbacks.  <i>Staff Comment: A conceptual landscape plan was submitted with the project application (Exhibit 5). The conceptual landscape plan illustrates materials that would be used to enhance the visual character of the building.</i>  <i>The proposed street level landscaping utilizes street trees including autumn brilliance</i>

	<p><i>serviceberry, kousa dogwood, and marilee crabapple. Shrubbery proposed includes: springwood white winter heath, bonanza dwarf daylily, scarletta drooping leucothoe, sienna sunrise heavenly bamboo, western sword fern, rhododendron 'Elizabeth', and evergreen huckleberry.</i></p> <p><i>The landscape plan includes landscaping, hardscape and site furniture (such as permanent seating) that would be incorporated throughout the outdoor patio area and be of durable, vandal- and weather-resistant materials. The furniture in the outdoor patio space, between Lake Washington Blvd and the building, would enhance and not impede or block pedestrian access to the public spaces or building entrances. The proposal complies with the landscaping requirements of the zone. The use of a variety of vegetation along the property edge helps to create human scale, add visual interest along the façade and create a safe separation between vehicles and pedestrians and provides a transition between the development and surrounding properties to reduce noise and glare and maintain privacy.</i></p> <p><i>The conceptual landscape plan includes vegetation proposed for planters located in the outdoor space above the first floor along the west and south elevations and a portion of the north elevation near the front of the lot. No landscaping was proposed on the second floor patio area beyond the stairwell. Therefore staff recommends, as a condition of approval, the applicant be required to submit a detailed landscaping plan depicting similar screening along the north elevation second floor patio area that is consistent with the landscaping proposed along the west elevation second floor patio area to achieve a significant landscaped roof patio screen between the two hotels. The landscaping plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.</i></p>
<p style="text-align: center;">✓</p>	<p><b>Building Height:</b> Building height is restricted to 10 stories along primary and secondary arterials and 6 stories along residential/minor collectors.</p> <p><i>Staff Comment: The applicant has provided a varied roofline consisting primarily of sloped asphalt shingles. The project would incorporate shed roof designs throughout the building, including within the stairwells, main entry and southwest corner of the building. The central roof height would also be slightly taller than the rest of the building for enhanced architectural design visual interest and hierarchy (Exhibit 7). The height of the ground level at the southwest corner of the building (at finished grade) would be 75 feet to the tallest point of the pitched roof and would be considered 5 stories above the grade plane. The proposal complies with the height requirement of the zone.</i></p>
<p style="text-align: center;">✓</p>	<p><b>Screening:</b> Per RMC 4-4-095 all mechanical equipment and outdoor service and storage areas shall be screened to reduce visibility, noise, and related impacts while allowing accessibility for providers and users.</p> <p><i>Staff Comment: The applicant is not proposing roof mounted equipment and/or screening for such equipment. The loading and service area are located behind the building away from the street and any public pedestrian-oriented functions.</i></p>
<p><b>Compliant if condition of approval is met</b></p>	<p><b>Fences/Walls:</b> Per RMC 4-4-040 all material and height of retaining walls, particularly in front yards and in yards abutting public rights-of-way, are regulated in order to promote traffic and public safety and to maintain or create aesthetically pleasing neighborhoods. The regulations are also intended to provide and maintain adequate sight distances along public rights-of-way at intersections, encourage safe ingress and egress from individual properties, encourage the feeling of spaciousness along</p>

	<p>neighborhood streets, promote crime prevention through environmental design, and reduce conflicting interests between abutting property owners.</p> <p><i>Staff Comment:</i> The applicant is proposing retaining walls along the front of the property between the landscaping and the outdoor patio area. From the project renderings or materials board, it is unclear how tall the retaining walls are along the street. The reveal of the retaining wall from the sidewalk should be screened with landscaping and berming to effectively screen the wall face from street view. Any retaining wall that is four feet (4') or taller, as measured by the vertical distance from the bottom of the footing to the finish grade at the top of the wall (i.e., not measured by exposed retaining wall height), is required to obtain a building permit. Staff is recommending, as a condition of approval, that the applicant provide a sample material of the finished cast-in-place concrete retaining wall representing the reveals, score joints and sandblasted treatment. The cast-in-place concrete, used to create the retaining wall in the front yard setback, shall be screened with landscaping and berming to shield at least fifty percent (50%) of the wall. The wall shall not exceed a height that would necessitate pedestrian safety railing. The retaining wall shall be designed to be used as a pedestrian seating wall from the outdoor patio area. A retaining wall detail with materials and treatments shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p>												
<p>✓</p>	<p><b>Refuse and Recyclables:</b> Per RMC 4-4-090 non-residential developments are required to provide a minimum of 3 square feet per every one 1,000 square feet of building gross floor area for recyclables deposit areas and a minimum of ten 6 square feet per 1,000 square feet of building gross floor area for refuse deposit areas.</p> <p><i>Staff Comment:</i> The refuse and recyclable area would be built-in as part of the building vocabulary and not a separate standalone structure. The trash area would be located at the southeast corner of the building at the ground level and enclosed with self-closing wood doors. Based on the proposal for a total conditioned space of 98,970 square feet of hotel space (not including the structured parking area) a minimum area of 296.9 square feet of recycle area and 593.8 square feet of refuse are would be required for the project. The proposal meets the required refuse and recyclable deposit areas by providing 890 square foot area dedicated to refuse and recycle (Exhibit 9).</p>												
<p>See FOF 20, Parking Modification Analysis</p>	<p><b>Parking:</b> The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls be provided based on the square footage of the use. Additionally, parking may not be located between the proposed building and pedestrian-oriented public streets unless located within a structured parking garage. Parking for all uses shall be located consistent with RMC 4-3-100, Urban Center Design Overlay Regulations. Site planning must demonstrate feasible future location(s) of structured parking to accommodate infill development.</p> <p><i>Staff Comment:</i> The proposed hotel is anticipated to have 51 employees and a total of 146 hotel rooms, therefore the following would be applicable to the site:</p> <table border="1" data-bbox="430 1701 1461 1971"> <thead> <tr> <th><u>Use</u></th> <th><u># of Rooms/Employees</u></th> <th><u>Ratio</u></th> <th><u>Required Spaces</u></th> </tr> </thead> <tbody> <tr> <td>Rooms</td> <td>146</td> <td>A minimum and maximum of 1 per guest room</td> <td>146</td> </tr> <tr> <td>Employees</td> <td>17</td> <td>A minimum and maximum of 1 for every 3 employees</td> <td>17</td> </tr> </tbody> </table>	<u>Use</u>	<u># of Rooms/Employees</u>	<u>Ratio</u>	<u>Required Spaces</u>	Rooms	146	A minimum and maximum of 1 per guest room	146	Employees	17	A minimum and maximum of 1 for every 3 employees	17
<u>Use</u>	<u># of Rooms/Employees</u>	<u>Ratio</u>	<u>Required Spaces</u>										
Rooms	146	A minimum and maximum of 1 per guest room	146										
Employees	17	A minimum and maximum of 1 for every 3 employees	17										

	<p>Based on the proposed uses, a minimum of 163 parking spaces would be required in order to meet code. The applicant proposed a total of 147 functional structured parking stalls. The proposed stalls are comprised of 84 standard stalls, 59 compact stalls, and 6 ADA stalls, which also includes two less-than-functional stalls (1 standard stall and 1 ADA stall due to the parking garage support columns), bringing the total down to 147 spaces.</p> <p>The proposal appears to comply with the accessible parking requirements of the code. Pursuant to RMC 4-4-080F.8.g the minimum number of accessible spaces required for 101-150 parking spaces within a garage is 5 accessible stalls. The applicant has provided 6 ADA parking stalls.</p> <p>The applicant has requested a parking modification in order to provide 16 stalls less than the minimum required (See discussion under FOF 20, Parking Modification Analysis).</p>
✓	<p><b>Pedestrians:</b> Pedestrian access must conform to pedestrian regulations located in Urban Center Design Overlay regulations.</p> <p><u>Staff Comment:</u> See FOF 24, Design Review: Pedestrian Environment.</p>
<i>Compliant if Condition of Approval is met</i>	<p><b>Signs:</b> Pole signs and roof signs are prohibited. Signs subject to Urban Center Design Overlay regulations (RMC 4-3-100).</p> <p><u>Staff Comment:</u> The applicant is proposing three (3) wall signs and one (1) monument sign. See additional discussion under FOF 24, Design Review: Signage.</p>
✓	<p><b>Loading Areas and Driveways:</b> Parking, docking and loading areas for truck traffic shall be off-street and screened from view of abutting public streets. The width of any driveway shall not exceed thirty feet (30') exclusive of the radii of the returns or the taper section, the measurement being made parallel to the centerline of the street roadway (RMC 4-4-080I.3.c)</p> <p><u>Staff Comment:</u> The applicant is proposing a 23.6-foot wide driveway approach to access the development.</p>
<i>See FOF 22, Critical Area Variance Analysis</i>	<p><b>Critical Areas:</b> The site is located within a High Erosion Hazard area and a Moderate to High Landslide Hazard Area. The site also contains areas of sensitive and protected slopes onsite.</p> <p><u>Staff Comment:</u> Critical slopes on-site represent approximately 32,788 square feet. The applicant is proposing to encroach into 3,115 square feet of critical slope necessitating a critical area variance per RMC 4-3-100 (See FOF 22, Critical Area Variance Analysis).</p>

**20. Parking Modification Analysis:** 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. The applicant is requesting a parking modification from RMC 4-4-080 in order to reduce the number of minimum required parking stalls from 163 to the proposed 147 functional parking stalls. The proposal is compliant with the following modification criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff is recommending approval of the requested Parking Modification, subject to the Parking Modification Criteria and Analysis noted below:

Compliance	Parking Modification Criteria and Analysis
✓	a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these

	<p>policies and objectives.</p> <p><i>Staff Comment: See FOF 18, Comprehensive Plan Analysis.</i></p>
<p>✓</p>	<p>b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p> <p><i>Staff Comment: The applicant contends that through site plan review for nonresidential use, up to a 25% parking space reduction is allowed. The proposed 147 spaces represent roughly a 10% reduction from the minimum number of parking spaces required per RMC 4.4.080.10.d. The number of parking spaces provided is higher than what is calculated based on the average ITE parking demand and high occupancy rate. The proposed parking supply will meet the 1 room to 1 parking space (1:1) supply required (Exhibit 13). If utilized, shuttle service would assist in reducing the overall parking demand for the hotel. Shuttle service would likely reduce the parking demand on the facility by roughly 5-10%.</i></p> <p><i>The minimum parking stall length in UC-N2 zone is less than other zones throughout the rest of the City of Renton. The maximum length required for a surface stall is only nineteen feet (19') in length, as opposed to twenty (20') in length in other zones. Parallel stalls, measured along both sides of the usable portion of the stalls, shall be twenty three feet by nine feet (23' x 9') in size. The size of the stall may be reduced if created as part of structured parking. The structured parking stall must be a minimum of seven feet, six inches (7'6") in width, twelve feet (12') in length, measured along both sides for stalls designed at less than forty five degrees (45°) or a minimum of thirteen feet (13') in length, for stalls designed at forty five degrees (45°) or greater. The maximum number of compact spaces shall not exceed fifty percent (50%).</i></p> <p><i>The applicant has provided structured parking stalls that measure 8'-4" wide by 16' long under the guestroom tower and 9'-0" wide by 19'-0" long for the standard stalls under and on the covered deck. There exists enough flexibility within the required stall size and the proposed stall size to maintain a minimum of 147 parking spaces as part of the development.</i></p> <p><i>Staff concurs the proposed modification would meet the objectives of function and maintainability intended by the code requirements through the provision of sufficient off-street parking to meet the needs of the hotel if 147 parking stalls are provided.</i></p>
<p>✓</p>	<p>c. Will not be injurious to other property(ies) in the vicinity.</p> <p><i>Staff Comment: In the vicinity of the subject site there are intense existing and planned uses (Southport, Gene Coulon Memorial Park, and Hampton Inn and Suites). As a result adequate parking is particularly important for the proposal in order to not cause adverse impacts on surrounding properties. The applicant contends that there would be no impacts to surrounding properties as it is anticipated that the proposed parking supply would be considerably higher than the calculated demand (Exhibit 13). However, given the intensity of surrounding uses and existing public parking limitations in the immediate vicinity, the proposal would at least provide one stall for each hotel room and employees would be able to use those stalls available due to low parking demand and occupancy rates on any given day.</i></p>
<p>✓</p>	<p>d. Conforms to the intent and purpose of the Code.</p> <p><i>Staff Comment: See comments under criterion 'b'.</i></p>

✓	e. Can be shown to be justified and required for the use and situation intended; and <i>Staff Comment: See comments under criterion 'b'.</i>
✓	f. Will not create adverse impacts to other property(ies) in the vicinity. <i>Staff Comment: See comments under criterion 'c'.</i>

**21. Street Modification Analysis:** All frontage roads are required to meet street standards pursuant to RMC 4-6-060. The applicant is requesting a street modification from RMC 4-6-060, in order to modify the requirement for frontage improvements along the west public right-of-way of the south parcel (APN 082305-9056). The existing right-of-way width in Lake Washington Blvd is approximately 60 feet. Pursuant to RMC 4-6-060 the required right-of-way width is 83 feet necessitating an 8.5 feet of right-of-way dedication along the frontage of the subject site. This would allow for 22 feet of pavement from the centerline of the roadway, a 0.5 foot of curb, an 8-foot planter strip, and an 8-foot sidewalk for a total of 38.5 feet. Pavement centerline and right-of-way centerline are not always coincident; the final right-of-way width of dedication will need to be surveyed. The modification request is being made in order to match the City's Transportation Department's plans for Lake Washington Blvd N at this location which includes extending the street frontage improvements approximately 100 feet south of the existing southwest property line that fronts Lake Washington Blvd N (APN 334450-0006) in order to match with the existing frontage improvements along the project's frontage. The proposal is compliant with the following modification criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff recommends approval of the requested street modification, subject to a condition of approval as noted below:

Compliance	Street Modification Criteria and Analysis
✓	<p>a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.</p> <p><i>Staff Comment: See FOF 14, Comprehensive Plan Compliance.</i></p>
Compliant if condition of approval is met	<p>b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p> <p><i>Staff Comment: The purpose of the City's street standards is to establish design standards and development requirements for street improvements to ensure reasonable and safe access to public and private properties. Transportation Department has a transportation corridor plan for Lake Washington Blvd N which includes frontage improvements. The required frontage improvements, within the right-of-way, would provide convenient access and travel for all users including pedestrians, bicyclists, and vehicles. The improvements would extend the right-of-way improvements along Lake Washington Blvd N from the end of the north lot to the railroad tracts, west of the south lot, for a distance of approximately 100 feet. Therefore, the requested modification places the street frontage improvements along Lake Washington Blvd N instead of along the west property line of the south parcel. The applicant is not proposing an access point along this portion of Lake Washington Blvd N, which would serve as an access point to future overflow staff parking from Gene Coulon Memorial Park, which exists today. Staff recommends, as a condition of approval, that the applicant submit a revised road improvement plan depicting a 24-foot wide driveway approach between the railroad tracks and the southwest property line of parcel no. 334450-0006 along</i></p>

	<i>Lake Washington Blvd N (Exhibit 26). The revised road improvement plan shall be submitted to, and approved by, the Plan Reviewer prior to construction permit approval.</i>
✓	<p>c. Will not be injurious to other property(ies) in the vicinity.</p> <p><u>Staff Comment:</u> <i>The proposed relocation and reduction in the right-of-way improvements is not anticipated to be injurious to other properties within the vicinity of the site.</i></p>
✓	<p>d. Conforms to the intent and purpose of the Code.</p> <p><u>Staff Comment:</u> <i>See comments under criterion 'b'.</i></p>
✓	<p>e. Can be shown to be justified and required for the use and situation intended; and</p> <p><u>Staff Comment:</u> <i>See comments under criterion 'b'.</i></p>
✓	<p>f. Will not create adverse impacts to other property(ies) in the vicinity.</p> <p><u>Staff Comment:</u> <i>See comments under criterion 'c'.</i></p>

**22. Critical Area Variance Analysis:** Critical slopes on-site represent approximately 32,788 square feet. Pursuant to RMC 4-3-100 development is prohibited on protected slopes. The applicant is proposing to encroach into 3,115 square feet of critical slope necessitating a critical area variance. The proposal is compliant with the following variance criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff recommends approval of the requested Critical Area Variance, subject to a condition of approval as noted below:

Compliance	Critical Area Variance Criteria and Analysis
✓	<p>a. That the granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which subject property is situated.</p> <p><u>Staff Comment:</u> <i>In support of the requested variance, the applicant provided a slope reconnaissance across the entire site (Exhibit 14). The prohibition on protected slopes is not intended to prevent the development of property that includes forty percent (40%) or greater slopes on a portion of the site, provided there is enough developable area elsewhere to accommodate building pads. The purpose of the Critical Area Regulations as it relates to critical slopes is to reduce the risks to the City and its citizens from development occurring on unstable slopes. The applicant's slope reconnaissance contends that there is no evidence of widespread severe erosion activity throughout the subject site. The provided geotechnical report, prepared by Earth Solutions Northwest LLC (ESNW), updated on April 27, 2015 (Exhibit 10) states that the planned outdoor parking lot structures incorporating structural retaining wall elements will effectively improve overall site stability and support at the base of the slope. The stable conditions that exist on-site are a reflection of the high strength characteristics of the underlying geology. The subsurface data collected (the Standard Penetration Blow Count data) and the numerical slope stability analyses of the geotechnical report all supports the slope stability characterization of good. It is anticipated that the proposed building's structural foundation wall elements would effectively improve the overall stability of the site and therefore proposed grading within the protected slopes would not be detrimental to the public welfare or injurious to property or improvements in the vicinity of the site.</i></p>
✓	<p>b. There is no reasonable use of the property left if the requested variance is not</p>

	<p>granted.</p> <p><i>Staff Comment: The combined area of sensitive and protective slopes is roughly 50% of the site area. The proposal is perusing a plan that would minimize the impacts to the protected slopes. The current proposal only impacts roughly 9.5% (3,115 SF / 32,788 SF) of the protected areas. The development has reduced impacts to the protected slopes by relocating the structured parking to the north parcel, stacking the parking, providing below grade parking and reducing the height of the building to five stories. Given the relatively small impact to the protected slopes onsite, the site plan represents a reasonable building pad and use of the property as envisioned by the urban character of the UC-N2 zone. It should also be noted that the zone anticipates a 100% building lot coverage and the proposed building footprint represents a 29% building lot coverage.</i></p>
<p>✓</p>	<p>c. The variance granted is the minimum amount necessary to accommodate the proposal objectives.</p> <p><i>Staff Comment: The proposed building has been sited 22 feet from Lake Washington Blvd N, with a front yard setback to accommodate an existing utility easement and meaningful pedestrian areas. The applicant has sited the proposed hotel to minimize impacts to the protected slopes which are located in the northeastern portion of the site. The applicant has achieved a good balance in setbacks from Lake Washington Blvd N, in order to provide pedestrian scale amenities in the public realm, without compromising much of the steep slopes on site. The requested variance is the minimum amount necessary to accommodate reasonable use of the property and meet the objectives and purpose of the UC-N2 zone.</i></p> <p><i>As part of Environmental Review, staff has considered the impacts of increasing the 5-foot building setback along the north property line through a 4% angle/pivot to the northwest wing of the building. The pivot would increase the building separation from the proposed Residence Inn to the entitled Hampton Inn &amp; Suites from roughly 7 feet to 18 feet (near the common property lines in the northeast and southeast corners of the sites).</i></p> <p><i>By completing a 4% pivot to the existing floor plan, the impacts to the protected slopes would increase from 9.5% to roughly 12.5% which would still have a relatively small impact on the protected slopes. The benefits of pivoting the building by 4% would be better realized through increased privacy, increased building separation and better opportunities for landscaping along the north property line, overall resulting in an improved building to building scale and relationship.</i></p>
<p>✓</p>	<p>d. The need for the variance is not the result of actions of the applicant or property owner.</p> <p><i>Staff Comment: The steep slopes on-site were created as a result of the placement of fill on the property during the construction of I-405. The proposal also does not include the creation of any new critical areas.</i></p>
<p><b>Compliant if conditions of approval is met</b></p>	<p>e. The proposed variance is based on consideration of the best available science as described in WAC 365-195-905; or where there is an absence of valid scientific information, the steps in RMC 4-9-250F are followed.</p> <p><i>Staff Comment: The applicant provided a geotechnical report, prepared by Earth Solutions Northwest (ESNW), which was prepared utilizing best available science (Exhibit 10). However, the geotechnical report mentions that the proposed facility would only encroach into approximately 2,181 square feet of the steep slope area on</i></p>

*the east side of the site. Given the relatively small impact, the assumptions presented within the current geotechnical report regarding slope stability are expected to remain valid with revisions accounting for impacts to slopes. However, to ensure adequate recommendations are included in the geotechnical report staff recommends, as a condition of Hearing Examiner Site Plan and Variance approval, that a revised Geotechnical report shall be submitted prior to engineering permit approval noting corrected impacts to steep slopes and any changes in recommendations accordingly.*

*Staff is also recommending, as a condition of variance approval, that the applicant completes an annual geotechnical monitoring report. Therefore, the property owner shall retain a qualified geotechnical consulting firm to perform, on an annual basis, a reconnaissance-level geologic hazard and risk evaluation of the steep slopes on the designated critical areas of this property. The objective of the evaluation is to assess current slope conditions and advise the owner on areas of elevated risk for impacts to property or conditions that present life and safety concerns. The consulting firm shall provide an annual report to the property owner summarizing observations, conclusions and recommendations in regard to the evaluation. Copies of the reports shall be made available to the City of Renton upon request. This requirement shall be recorded as a restrictive covenant running with the land and shall apply to the owner and all heirs and assigns.*

**23. Setback Variance Analysis:** The proposed hotel would have a front yard setback of 22 feet from the front (Lake Washington Blvd N) property line which exceeds the maximum front yard setback of five feet pursuant to RMC 4-2-120E. The applicant has requested a Variance in order to exceed the maximum setback. The proposal is compliant with the following variance criteria, pursuant to RMC 4-9-250. Therefore, staff recommends approval of the requested Setback Variance.

Compliance	Setback Variance Criteria and Analysis
✓	<p><b>a.</b> That the applicant suffers practical difficulties and unnecessary hardship and the variance is necessary because of special circumstances applicable to subject property, including size, shape, topography, location or surroundings of the subject property, and the strict application of the Zoning Code is found to deprive subject property owner of rights and privileges enjoyed by other property owners in the vicinity and under identical zone classification.</p> <p><i>Staff Comment: There is an existing Puget Sound Energy easement (20061006001807) along the frontage of the site which would preclude the applicant from meeting the maximum front yard setback requirement. The existing easement represents a practical difficulty in meeting the maximum front yard setback requirement.</i></p>
✓	<p><b>b.</b> That the granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which subject property is situated.</p> <p><i>Staff Comment: The granting of the variance would not be materially detrimental to the public welfare or injurious to surrounding properties or improvements in the vicinity. The proposed setback of 22 feet would accommodate an outdoor patio of sufficient area to allow for pedestrian amenities which can be enjoyed by patrons of the hotel. The increase in the setback would serve to create a usable and inviting open space that is accessible to the public and to promote pedestrian activity on Lake Washington Blvd N as required by Design District 'C' (see FOF 25, Design District Review).</i></p>

✓	<p>c. That approval shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the subject property is situated.</p> <p><i>Staff Comment: The Lake Washington Blvd N corridor has a variety of established uses on the east side of the street in the immediate vicinity of the subject site. The uses include large townhome developments, apartment complexes, live-work units, lofts, and a future hotel. Each of the identified uses are generally setback approximately 20-feet or more from the property line and contain substantial vegetation or pedestrian plaza spaces. The applicant is proposing a setback that is consistent with those existing setbacks that are maintained in the Lake Washington Blvd N corridor. Additionally, the existing utility easement onsite would preclude meeting the maximum setback requirement, which was placed on the Hampton Inn &amp; Suites Hotel to the north of the subject site. Therefore, the approval would not constitute a grant of special privilege.</i></p>
✓	<p>d. That the approval is a minimum variance that will accomplish the desired purpose.</p> <p><i>Staff Comment: The code required maximum setback helps to create distinctive urban neighborhoods envisioned in the UC-N2 zone (RMC 4-2-020.T). The form of development is expected to use urban development standards and setbacks urban in scale to create a human-scale, pedestrian-oriented new center. The applicant's request includes an additional 22 feet beyond the required 8.5-foot right-of-way dedication, representing an approximate 17-foot increase beyond the maximum setback requirement. However, the additional area requested, as part of the variance, permits a functional and usable common open space. This plaza space would serve as an integral aspect of the development for users and pedestrians, and as a result accomplishes the desired purpose to create a human scale pedestrian oriented site.</i></p>

24. **Design District Review:** The project site is located within Design District 'C'. The following table contains project elements intended to comply with the standards of the Design District 'C' Standards and guidelines, as outlined in RMC 4-3-100.E:

Compliance	Design District Guideline and Standard Analysis
	<p><b>1. SITE DESIGN AND BUILDING LOCATION:</b></p> <p><b>Intent:</b> To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity.</p>
	<p><b>a. Building Location and Orientation:</b></p> <p><b>Intent:</b> To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses; and increase privacy for residential uses.</p>
	<p><b>Guidelines:</b> Developments shall enhance the mutual relationship of buildings with each other, as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment. Lots shall be configured to encourage variety and so that natural light is available to buildings and open space. The privacy of individuals in residential uses shall be provided for.</p>

✓	<p><b>Standard:</b> The availability of natural light (both direct and reflected) and direct sun exposure to nearby buildings and open space (except parking areas) shall be considered when siting structures.</p> <p><i>Staff Comment:</i> The shape and placement of the building on the site attempt to balance impacts to critical areas while still considering impacts to blocking the sun exposure to nearby buildings and open space in the area. The building is setback five feet from the north property line to increase sun exposure to the hotel to the north. Staff is encouraging an additional 4% angle to the north wing of the building in order to increase the availability of natural light to the north (Exhibit 19). See also FOF 26, Master and Hearing Examiner Site Plan Review.</p>
N/A	<p><b>Standard:</b> Commercial mixed-use buildings shall contain pedestrian-oriented uses, feature “pedestrian-oriented façades,” and have clear connections to the sidewalk.</p>
N/A	<p><b>Standard:</b> Office buildings shall have pedestrian-oriented façades. In limited circumstances the Department may allow façades that do not feature a pedestrian orientation; if so, substantial landscaping between the sidewalk and building shall be provided. Such landscaping shall be at least ten feet (10') in width as measured from the sidewalk.</p>
N/A	<p><b>Standard:</b> Residential and mixed-use buildings containing street-level residential uses and single-purpose residential buildings shall be:</p> <ul style="list-style-type: none"> <li>a) Set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building (illustration below); or</li> <li>b) Have the ground floor residential uses raised above street level for residents’ privacy.</li> </ul>
<p><b>b. Building Entries:</b></p> <p><b>Intent:</b> To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.</p> <p><b>Guidelines:</b> Primary entries shall face the street, serve as a focal point, and allow space for social interaction. All entries shall include features that make them easily identifiable while reflecting the architectural character of the building. The primary entry shall be the most visually prominent entry. Pedestrian access to the building from the sidewalk, parking lots, and/or other areas shall be provided and shall enhance the overall quality of the pedestrian experience on the site.</p>	
✓	<p><b>Standard:</b> A primary entrance of each building shall be located on the façade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements.</p> <p><i>Staff Comment:</i> The primary entrances to the hotel (both pedestrian and vehicular) are located along Lake Washington Blvd N. The location of the entrances are located as far north as possible from the existing railroad crossing (north of the new street light at Lake Washington Blvd N and Houser Way N) to maximize safety vehicle and pedestrian circulation to and from the site. The proposed outdoor patio area, along Lake Washington Blvd N, serves as a focal point for the development and allows space for social interaction. Through design elements and significant landscaping, a visually prominent entry along Lake Washington Blvd N would be created.</p> <p>The main entrance for the hotel is marked with a prominent wooden entry trellis near the northwest corner of the building. The access to the parking and drop-off zone continues under the building. There is also multiple pedestrian connections to the</p>

	<p>sidewalk from the hotel: one directly perpendicular to the hotel lobby and another one from mid-sidewalk to the outdoor patio area. The provided elevations include details for the urban amenities such as seating areas, lighting fixtures, wood trellises, awnings, and vertical landscaping.</p>
✓	<p><b>Standard:</b> A primary entrance of each building shall be made visibly prominent by incorporating architectural features such as a façade overhang, trellis, large entry doors, and/or ornamental lighting.</p> <p><i>Staff Comment:</i> The main vehicular and pedestrian entrance for the hotel is marked with a large prominent wooden entry trellis that is approximately 40' long and ten feet (10') wide. See also Ground Level Details.</p>
✓	<p><b>Standard:</b> Building entries from a street shall be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping and include weather protection at least four and one-half feet (4-1/2') wide (illustration below). Buildings that are taller than thirty feet (30') in height shall also ensure that the weather protection is proportional to the distance above ground level.</p> <p><i>Staff Comment:</i> All entries to the hotel space along the street would have a canopy, wooden trellis for weather protection that is approximately eight feet (8') wide.</p>
N/A	<p><b>Standard:</b> Building entries from a parking lot shall be subordinate to those related to the street.</p> <p><i>Staff Comment:</i> All entry to the hotel lobby from the covered parking side is less pronounced and subordinate to the main entry off Lake Washington Blvd N. An overhead canopy marks the entry location along the east elevation.</p>
✓	<p><b>Standard:</b> Features such as entries, lobbies, and display windows shall be oriented to a street or pedestrian-oriented space; otherwise, screening or decorative features should be incorporated.</p> <p><i>Staff Comment:</i> All hotel public functions are located along the street frontage to promote visual interest for pedestrians from the street view. The back of house functions would be located to the back of the site. See also discussion above under 24.1.b - Building Entries.</p>
N/A	<p><b>Standard:</b> Multiple buildings on the same site shall direct views to building entries by providing a continuous network of pedestrian paths and open spaces that incorporate landscaping.</p>
N/A	<p><b>Standard:</b> Ground floor residential units that are directly accessible from the street shall include entries from front yards to provide transition space from the street or entries from an open space such as a courtyard or garden that is accessible from the street.</p>
<p><b>c. Transition to Surrounding Development:</b></p> <p><b>Intent:</b> To shape redevelopment projects so that the character and value of Renton's long-established, existing neighborhoods are preserved.</p> <p><b>Guidelines:</b> Careful siting and design treatment shall be used to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale.</p>	
N/A	<p><b>Standard:</b> For properties along North 6th Street and Logan Avenue North (between North 4th Street and North 6th Street), applicants shall demonstrate how their project provides an appropriate transition to the long-established, existing residential</p>

	neighborhood south of North 6th Street known as the North Renton Neighborhood.
N/A	<b>Standard:</b> For properties located south of North 8th Street, east of Garden Avenue North, applicants must demonstrate how their project appropriately provides transitions to existing industrial uses.
<b>d. Service Element Location and Design:</b>	
<b>Intent:</b> To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from high-volume pedestrian areas, and screening them from view in high visibility areas.	
<b>Guidelines:</b> Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.	
✓	<b>Standard:</b> Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements shall be concentrated and located where they are accessible to service vehicles and convenient for tenant use.  <i>Staff Comment:</i> The loading and refuse and recycling areas are located directly adjacent to the loading and service areas at the back of the hotel (east elevation) in order to not be visible from the street and/or pedestrian-oriented functions. See also FOF 19, Zoning Development Standard Compliance: Refuse and Recyclables.
✓	<b>Standard:</b> In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof, and screened around their perimeter by a wall or fence and have self-closing doors.  <i>Staff Comment:</i> The loading and refuse and recycling areas are located within the building and not separate from the hotel. See also FOF 19, Zoning Development Standard Compliance: Refuse and Recyclables.
✓	<b>Standard:</b> Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three (3).  <i>Staff Comment:</i> See discussion above of FOF 19, Zoning Development Standard Compliance: Refuse and Recyclables.
✓	<b>Standard:</b> If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of such facility.  <i>Staff Comment:</i> The refuse and recycling area and service area would be adjacent to one pedestrian-oriented space (meeting room) and the outdoor space adjacent to the meeting room. The applicant is proposing a three foot (3') landscaping strip with emerald green arborvitae to screen the service area from the meeting room and its public functions.
<b>e. Gateways:</b>	
<b>Intent:</b> To distinguish gateways as primary entrances to districts or to the City, special design features and architectural elements at gateways should be provided. While gateways should be distinctive within the context of the district, they should also be compatible with the district in form and scale.	

<p><b>Guidelines:</b> Development that occurs at gateways should be distinguished with features that visually indicate to both pedestrians and vehicular traffic the uniqueness and prominence of their locations in the City. Examples of these types of features include monuments, public art, and public plazas.</p>	
N/A	<p><b>Standard:</b> Developments located at district gateways shall be marked with visually prominent features.</p>
N/A	<p><b>Standard:</b> Gateway elements shall be oriented toward and scaled for both pedestrians and vehicles.</p>
N/A	<p><b>Standard:</b> Visual prominence shall be distinguished by two (2) or more of the following:</p> <ol style="list-style-type: none"> <li>1) Public art;</li> <li>2) Special landscape treatment;</li> <li>3) Open space/plaza;</li> <li>4) Landmark building form;</li> <li>5) Special paving, unique pedestrian scale lighting, or bollards;</li> <li>6) Prominent architectural features (trellis, arbor, pergola, or gazebo);</li> <li>7) Neighborhood or district entry identification (commercial signs do not qualify).</li> </ol>
<p><b>2. PARKING AND VEHICULAR ACCESS:</b></p> <p><b>Intent:</b> To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building façades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.</p>	
<p><b>a. Surface Parking:</b></p> <p><b>Intent:</b> To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.</p> <p><b>Guidelines:</b> Surface parking shall be located and designed so as to reduce the visual impact of the parking area and associated vehicles. Large areas of surface parking shall also be designed to accommodate future infill development.</p>	
✓	<p><b>Standard:</b> Parking shall be at the side and/or rear of a building and may not occur between the building and the street. However, if due to the constraints of the site, parking cannot be provided at the side or rear of the building, the Administrator may allow parking to occur between the building and the street. If parking is allowed to occur between the building and the street, no more than sixty feet (60') of the street frontage measured parallel to the curb shall be occupied by off-street parking and vehicular access.</p> <p><i>Staff Comment: The applicant is proposing to locate all parking at the rear of the site in structured parking, hidden from street view. No guest or public parking would be provided between the building and the public right-of-way. See also FOF 19, Zoning Development Standard Compliance: Parking.</i></p>
✓	<p><b>Standard:</b> Parking shall be located so that it is screened from surrounding streets by buildings, landscaping, and/or gateway features as dictated by location.</p> <p><i>Staff Comment: Parking would be structured and screened from surrounding streets.</i></p>

	<i>The building itself would act as a screen. See also FOF 19, Zoning Development Standard Compliance: Parking.</i>
N/A	<b>Standard:</b> Surface parking lots shall be designed to facilitate future structured parking and/or other infill development. For example, provision of a parking lot with a minimum dimension on one side of two hundred feet (200') and one thousand five hundred feet (1,500') maximum perimeter area. Exception: If there are size constraints inherent in the original parcel.
<b>b. Structured Parking Garages:</b>	
<b>Intent:</b> To promote more efficient use of land needed for vehicle parking; encourage the use of structured parking; physically and visually integrate parking garages with other uses; and reduce the overall impact of parking garages.	
<b>Guidelines:</b> Parking garages shall not dominate the streetscape; they shall be designed to be complementary with adjacent and abutting buildings. They shall be sited to complement, not subordinate, pedestrian entries. Similar forms, materials, and/or details to the primary building(s) should be used to enhance garages.	
N/A	<b>Standard:</b> Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of seventy five percent (75%) of the building frontage width.
N/A	<b>Standard:</b> The entire façade must feature a pedestrian-oriented façade. The Administrator of the Department of Community and Economic Development 2015approve parking structures that do not feature a pedestrian orientation in limited circumstances. If allowed, the structure shall be set back at least six feet (6') from the sidewalk and feature substantial landscaping. This landscaping shall include a combination of evergreen and deciduous trees, shrubs, and ground cover. This setback shall be increased to ten feet (10') when abutting a primary arterial and/or minor arterial.
N/A	<b>Standard:</b> Public facing façades shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials.
✓	<b>Standard:</b> The entry to the parking garage shall be located away from the primary street, to either the side or rear of the building.  <i>Staff Comment:</i> The entry to the parking garage is located through the main entry, the porte-cochere of the hotel, to the rear of the building. There is not a separate access point off the street for the parking garage. The parking garage is "entered" from the drive aisle after a vehicle has travelled through the porte-cochere and past the primary building located along Lake Washington Blvd N.
✓	<b>Standard:</b> Parking garages at grade shall include screening or be enclosed from view with treatment such as walls, decorative grilles, trellis with landscaping, or a combination of treatments.  <i>Staff Comment:</i> The portions of the parking garage that are at grade or open towards the interior and rear of the project, would be screened from view with the use of vertical mesh screens for ventilation and visibility for guest security (Exhibit 8). Additionally, landscaping will be provided around the building for vegetative screening (Exhibit 5).
N/A	<b>Standard:</b> The Administrator of the Department of Community and Economic Development or designee may allow a reduced setback where the applicant can successfully demonstrate that the landscaped area and/or other design treatment

	<p>meets the intent of these standards and guidelines. Possible treatments to reduce the setback include landscaping components plus one or more of the following integrated with the architectural design of the building:</p> <ul style="list-style-type: none"> <li>a) Ornamental grillwork (other than vertical bars);</li> <li>b) Decorative artwork;</li> <li>c) Display windows;</li> <li>d) Brick, tile, or stone;</li> <li>e) Pre-cast decorative panels;</li> <li>f) Vine-covered trellis;</li> <li>g) Raised landscaping beds with decorative materials; or</li> <li>h) Other treatments that meet the intent of this standard...</li> </ul>
<p><b>c. Vehicular Access:</b></p> <p><b>Intent:</b> To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or eliminating vehicular access off streets.</p>	
<p><b>Guidelines:</b> Vehicular access to parking garages and parking lots shall not impede or interrupt pedestrian mobility. The impacts of curb cuts to pedestrian access on sidewalks shall be minimized.</p>	
✓	<p><b>Standard:</b> Parking garages shall be accessed at the rear of buildings.</p> <p><i>Staff Comment:</i> The entry to the parking garage is located to the rear of the building.</p>
✓	<p><b>Standard:</b> Parking lot entrances, driveways, and other vehicular access points shall be restricted to one entrance and exit lane per five hundred (500) linear feet as measured horizontally along the street.</p> <p><i>Staff Comment:</i> There is only one vehicular access point for the entrance/exit for the site.</p>
<p><b>3. PEDESTRIAN ENVIRONMENT:</b></p> <p><b>Intent:</b> To enhance the urban character of development in the Urban Center and the Center Village by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safer and more convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.</p>	
<p><b>a. Pedestrian Circulation:</b></p> <p><b>Intent:</b> To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.</p>	
<p><b>Guidelines:</b> The pedestrian environment shall be given priority and importance in the design of projects. Sidewalks and/or pathways shall be provided and shall provide safe access to buildings from parking areas. Providing pedestrian connections to abutting properties is an important aspect of connectivity and encourages pedestrian activity and shall be considered. Pathways shall be easily identifiable to pedestrians and drivers.</p>	
✓	<p><b>Standard:</b> A pedestrian circulation system of pathways that are clearly delineated and connect buildings, open space, and parking areas with the sidewalk system and abutting properties shall be provided.</p>

	<p>a) Pathways shall be located so that there are clear sight lines, to increase safety.</p> <p>b) Pathways shall be an all-weather or permeable walking surface, unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the development.</p> <p><i>Staff Comment: The local roadway network is complex with multiple intersections in a small area, one-way segments, horizontal curves and significant intermittent rail impact. The provided Traffic Impact Analysis (TIA) provides a narrative of the existing area pedestrian and bicycle facilities (existing bike lanes on both sides of Lake Washington Blvd N, curb, gutter and sidewalk north of the site that will be constructed as part of the Hampton Inn &amp; Suites to the north). As part of the proposed project, sidewalks would be constructed along frontage of the Residence Inn by Marriott site in order to connect to the existing sidewalk system to the north. Staff recommends, as a condition of approval, that the applicant tie into the intersection improvements recently completed at Lake Washington Blvd N and Coulon Beach Park/Houser Way N. The revised road improvement plan shall be submitted to, and approved by, the Plan Reviewer prior to construction permit approval.</i></p> <p><i>See additional discussion above under 24.1.b - Building Entries.</i></p>
<p>N/A</p>	<p><b>Standard:</b> Pathways within parking areas shall be provided and differentiated by material or texture (i.e., raised walkway, stamped concrete, or pavers) from abutting paving materials. Permeable materials are encouraged. The pathways shall be perpendicular to the applicable building façade and no greater than one hundred fifty feet (150') apart.</p>
<p>✓</p>	<p><b>Standard:</b> Sidewalks and pathways along the façades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:</p> <p>a) Sidewalks and pathways along the façades of mixed use and retail buildings 100 or more feet in width (measured along the façade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface.</p> <p>b) Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than twelve feet (12').</p> <p>c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users.</p> <p><i>Staff Comment: See comment above.</i></p>
<p>N/A</p>	<p><b>Standard:</b> Mid-block connections between buildings shall be provided.</p>
<p><b>b. Pedestrian Amenities:</b></p> <p><b>Intent:</b> To create attractive spaces that unify the building and street environments and are inviting and comfortable for pedestrians; and provide publicly accessible areas that function for a variety of activities, at all times of the year, and under typical seasonal weather conditions.</p> <p><b>Guidelines:</b> The pedestrian environment shall be given priority and importance in the design of projects. Amenities that encourage pedestrian use and enhance the pedestrian experience shall be included.</p>	
<p>✓</p>	<p><b>Standard:</b> Architectural elements that incorporate plants, particularly at building entrances, in publicly accessible spaces and at façades along streets, shall be provided.</p> <p><i>Staff Comment: The public open space in front of the hotel project proposes to have a</i></p>

	<p><i>large landscaped outdoor patio area that would have a planting retaining wall along the perimeter with a variety of plants for visual interest. See discussion above under 24.1.b - Building Entries and 24.5.b - Ground Level Details.</i></p>
✓	<p><b>Standard:</b> Amenities such as outdoor group seating, benches, transit shelters, fountains, and public art shall be provided.</p> <p>a) Site furniture shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.</p> <p>b) Site furniture and amenities shall not impede or block pedestrian access to public spaces or building entrances.</p> <p><i>Staff Comment: See 24.1.b - Building Entries.</i></p>
✓	<p><b>Standard:</b> Pedestrian overhead weather protection in the form of awnings, marquees, canopies, or building overhangs shall be provided. These elements shall be a minimum of 4.5 feet wide along at least seventy 75 percent of the length of the building façade facing the street, a maximum height of 15 feet above the ground elevation, and no lower than 8 feet above ground level.</p> <p><i>Staff Comment: Building extends over the entry drive aisle to provide weather protection at the porte-cochere. Weather protection would also be provided along the street façade in the form of 8' wide metal canopies. The canopies are roughly 14' above the ground level. See additional discussion under 24.1.b - Building Entries and 24.5.b - Ground Level Details.</i></p>
<p><b>4. RECREATION AREAS AND COMMON OPEN SPACE:</b></p> <p><b>Intent:</b> To ensure that areas for both passive and active recreation are available to residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations. To create usable and inviting open space that is accessible to the public; and to promote pedestrian activity on streets particularly at street corners.</p> <p><b>Guidelines:</b> Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity (illustration below). Recreation and common open space areas are integral aspects of quality development that encourage pedestrians and users. These areas shall be provided in an amount that is adequate to be functional and usable; they shall also be landscaped and located so that they are appealing to users and pedestrians.</p>	
N/A	<p><b>Standard:</b> All mixed use residential and attached housing developments of ten (10) or more dwelling units shall provide common opens space and/or recreation areas.</p>
✓	<p><b>Standard:</b> All buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space.</p> <p><i>Staff Comment: A total conditioned space would be 98,970 square feet (not including the structured parking area) is proposed. Therefore a pedestrian oriented space is required. The applicant has proposed an outdoor pedestrian patio located off of Lake Washington Blvd N which serves to provide an active public space between the building and the right-of-way. The plaza includes a retaining wall and landscaping to transition the grades along the right-of-way and finish elevation at the ground floor. The landscaping buffer along the eastern edge of the patio softens the edge at the sidewalk to the raised patio area and the barrier-free hotel entry way.</i></p>

	<p><i>Outdoor steps, located around the middle portion of the landscaped outdoor patio space, provides for a further connection from the public sidewalk to the building entrances.</i></p> <p><i>A total of 3,500 square feet of passive and active open spaces is provided on the site and is of sufficient size for hotel patrons and the public. Pedestrian-oriented spaces and/or walkways are located around the west, south and east elevations. See also discussion under 24.1.b - Building Entries.</i></p>
✓	<p><b>Standard:</b> The pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses shall include all of the following:</p> <ul style="list-style-type: none"> <li>a) Visual and pedestrian access (including barrier-free access) to the abutting structures from the public right-of-way or a nonvehicular courtyard; and</li> <li>b) Paved walking surfaces of either concrete or approved unit paving; and</li> <li>c) On-site or building-mounted lighting providing at least four (4) foot-candles (average) on the ground; and</li> <li>d) At least three (3) lineal feet of seating area (bench, ledge, etc.) or one individual seat per sixty (60) square feet of plaza area or open space.</li> </ul> <p><i>Staff Comment: The outdoor patio area would be predominantly paved. The project would provide for a minimum four (4) foot-candles with the use of building-mounted wall sconces along the perimeter of the hotel (on public sides). The applicant is proposing furniture in the form of several movable bench seats. In addition, the retaining wall could also serve as seating. See also comment above.</i></p>
✓	<p><b>Standard:</b> The following areas shall not count as pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses:</p> <ul style="list-style-type: none"> <li>a) The minimum required walkway. However, where walkways are widened or enhanced beyond minimum requirements, the area may count as pedestrian-oriented space if the Administrator of the Department of Community and Economic Development or designee determines such space meets the definition of pedestrian-oriented space.</li> <li>b) Areas that abut landscaped parking lots, chain link fences, blank walls, and/or dumpsters or service areas.</li> </ul> <p><i>Staff Comment: The proposed pedestrian oriented space does not include areas for required walkways or areas which abut parking lots, chain link fences, blank walls and/or dumpsters or service areas. See comments above.</i></p>
N/A	<p><b>Standard:</b> Outdoor storage (shopping carts, potting soil bags, firewood, etc.) is prohibited within pedestrian-oriented space.</p>
<p><b>5. BUILDING ARCHITECTURAL DESIGN:</b></p> <p><b>Intent:</b> To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate. To discourage franchise retail architecture.</p>	
<p><b>a. Building Character and Massing:</b></p> <p><b>Intent:</b> To ensure that buildings are not bland and visually appear to be at a human scale; and ensure that all sides of a building, that can be seen by the public, are visually interesting.</p>	

	<p><b>Guidelines:</b> Building façades shall be modulated and/or articulated to reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Articulation, modulation, and their intervals should create a sense of scale important to residential buildings.</p>
<p>✓</p>	<p><b>Standard:</b> All building façades shall include measures to reduce the apparent scale of the building and add visual interest. Examples include modulation, articulation, defined entrances, and display windows.</p> <p><i>Staff Comment:</i> The hotel building uses less of the development envelope than permitted by the zone (Exhibits 7 &amp; 8). Massing along Lake Washington Blvd N is accentuated in three masses that wrap around the building. The building steps back along the north property line to transition with the hotel and Live/Work development to north. Along Lake Washington Blvd N, the upper level guestroom tower is setback an additional nine feet (9') to 13' along the street frontage to reduce perceived mass from the public realm. The additional step backs reduces the impression of an oversized structure and provides opportunities to screen the building with additional landscaping.</p> <p>The scale and bulk of the building is also reduced through the use of differing materials on the building façades. The building materials vary and are a combination of painted stucco (rust, cream and dark brown), cultured stone, metal panels, clear glass windows, aluminum storefront, metal balconies, asphalt roof shingles, and stained wood trellis (Materials Board). The stone along the base of the building has been wrapped around the first floor of the building and carries up into the second story along the west elevation in order to reduce the scale of the building. The modulation of the elevations in conjunction with the use of different color treatments helps to create a gentle rhythmic pattern into the design in order to break the monotony of the street facing façade and comply with the intent of this standard.</p> <p>In addition to incorporating modulation, the applicant has also provided articulation and other varying degrees of design, such as wooden trellises and different window sizes, in an effort to reduce the apparent bulk of the building. Also, the HVAC units are proposed to be integrated into the building modulation, along the sides of the building modulation/columns, in order to reduce visibility from the street. Staff recommends, as a condition of approval, that the individual HVAC units shall not be relocated to be under the window mounts that face the public realm.</p>
<p>✓</p>	<p><b>Standard:</b> All buildings shall be articulated with one or more of the following:</p> <ul style="list-style-type: none"> <li>a) Defined entry features;</li> <li>b) Bay windows and/or balconies;</li> <li>c) Roof line features; or</li> <li>d) Other features as approved by the Administrator.</li> </ul> <p><i>Staff Comment:</i> See comment above.</p>
<p>N/A</p>	<p><b>Standard:</b> Single purpose residential buildings shall feature building modulation as follows:</p> <ul style="list-style-type: none"> <li>a) The maximum width (as measured horizontally along the building's exterior) without building modulation shall be forty feet (40').</li> <li>b) The minimum width of modulation shall be fifteen feet (15').</li> <li>c) The minimum depth of modulation shall be greater than six feet (6').</li> <li>d) All buildings greater than one hundred sixty feet (160') in length shall provide a</li> </ul>

	<p>variety of modulations and articulations to reduce the apparent bulk and scale of the façade (as illustrated in District B above); or provide an additional special design feature such as a clock tower, courtyard, fountain, or public gathering area.</p>
<p><b>b. Ground-Level Details:</b></p> <p><b>Intent:</b> To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest.</p> <p><b>Guidelines:</b> The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a façade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.</p>	
✓	<p><b>Standard:</b> Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the façade’s ground floor.</p> <p><i>Staff Comment:</i> The applicant has proposed human-scaled elements such as windows, building-mounted decorative wall sconces, decorative wooden trellises, metal awnings and balconies, cultured stone, or other landscape features along the majority of the Lake Washington Blvd N façade (Exhibits 7 &amp; 8). The variety and human-scaled elements provided visual interest and reinforces the intended pedestrian environment at the ground level.</p>
✓	<p><b>Standard:</b> On any façade visible to the public, transparent windows and/or doors are required to comprise at least 50 percent of the portion of the ground floor façade that is between 4 feet and 8 feet above ground (as measured on the true elevation).</p> <p><i>Staff Comment:</i> Approximately 70% of the street façade, along Lake Washington Blvd N and visible to the public, is comprised of transparent windows and/or doors at the ground level podium. The storefront windows would be transparent from about six inches (6”) up to 10’ above the ground. The store front theme is wrapped around the south elevation to provide additional transparent windows and/or doors visible to the public. A large portion of the remaining ground floor façade would be screened with plants to grow or climb vertically along wall trellises.</p>
✓	<p><b>Standard:</b> Upper portions of building façades shall have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be 50 percent.</p> <p><i>Staff Comment:</i> Upper portions of the building façades have windows that have clear visibility into and out of the building.</p>
N/A	<p><b>Standard:</b> Display windows shall be designed for frequent change of merchandise, rather than permanent displays.</p>
✓	<p><b>Standard:</b> Where windows or storefronts occur, they must principally contain clear glazing.</p> <p><i>Staff Comment:</i> Windows and storefront windows at the ground level principally contain clear glazing.</p>
✓	<p><b>Standard:</b> Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.</p>

	<p><i>Staff Comment: No tinted, dark, highly reflective (mirror-type) glass or film is included in the proposal.</i></p>
<p>✓</p>	<p><b>Standard:</b> Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways are prohibited. A wall (including building façades and retaining walls) is considered a blank wall if:</p> <ul style="list-style-type: none"> <li>a) It is a ground floor wall or portion of a ground floor wall over 6 feet in height, has a horizontal length greater than 15 feet, and does not include a window, door, building modulation or other architectural detailing; or</li> <li>b) Any portion of a ground floor wall has a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.</li> </ul> <p><i>Staff Comment: With the public lobby functions located along the street frontage, most of the back-of-house functions for the hotel are located towards the side and rear of the first floor. This creates a potential for blank walls along the south end of the building where the public restrooms and engineer's room are located. The applicant is proposing to treat this potential blank wall with articulations, such as columns and vertical wooden wall trellises for plants to climb for additional dimension and year-round visual interest.</i></p> <p><i>The applicant is proposing a cast-in-place concrete retaining wall at the highly visible southwest corner of the site. The wall nearly abuts the public right-of-way space, leaving little room to create a landscaping screen in front of the wall. Staff recommends, as a condition of approval, that the applicant work with Community Services Department to provide additional landscaping within the public right-of-way or wall treatments that would minimize the impact of the cast-in-place concrete retaining wall from Lake Washington Blvd N. The additional landscaping or wall treatments shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i></p>
<p>✓</p>	<p><b>Standard:</b> If blank walls are required or unavoidable, blank walls shall be treated with one or more of the following:</p> <ul style="list-style-type: none"> <li>a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall;</li> <li>b) Trellis or other vine supports with evergreen climbing vines;</li> <li>c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard;</li> <li>d) Artwork, such as bas-relief sculpture, mural, or similar; or</li> <li>e) Seating area with special paving and seasonal planting.</li> </ul> <p><i>Staff Comment: See comment above.</i></p>
<p><b>c. Building Roof Lines:</b></p>	
<p><b>Intent:</b> To ensure that roof forms provide distinctive profiles and interest consistent with an urban project and contribute to the visual continuity of the district.</p>	
<p><b>Guidelines:</b> Building roof lines shall be varied and include architectural elements to add visual interest to the building.</p>	
<p>✓</p>	<p><b>Standard:</b> Buildings shall use at least one of the following elements to create varied and interesting roof profiles:</p>

	<p>a) Extended parapets;                  b) Feature elements projecting above parapets;                  c) Projected cornices;                  d) Pitched or sloped roofs                  e) Buildings containing predominantly residential uses shall have pitched roofs with a minimum slope of one to four (1:4) and shall have dormers or interesting roof forms that break up the massiveness of an uninterrupted sloping roof.</p> <p><i>Staff Comment: The applicant has proposed a pitched asphalt shingle roof that has been broken up into different components with the use of varying heights and multiple feature roof elements that project above the main roof line. The proposal includes the following items: a tower roof element at the southwestern corner with a different vocabulary to mark the corner of the building with a shed roof design; the roof volume located directly above the main pedestrian and vehicular entry has added height and another shed roof element that opens up and out towards the street frontage; and the stairwells each have various roof heights and designs to break up the massing of the building and create interesting roof profiles.</i></p>
<p><b>d. Building Materials:</b></p> <p><b>Intent:</b> To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.</p>	
<p><b>Guidelines:</b> Building materials are an important and integral part of the architectural design of a building that is attractive and of high quality. Material variation shall be used to create visual appeal and eliminate monotony of façades. This shall occur on all façades in a consistent manner. High quality materials shall be used. If materials like concrete or block walls are used they shall be enhanced to create variation and enhance their visual appeal.</p>	
<p>✓</p>	<p><b>Standard:</b> All sides of buildings visible from a street, pathway, parking area, or open space shall be finished on all sides with the same building materials, detailing, and color scheme, or if different, with materials of the same quality.</p> <p><i>Staff Comment: The applicant has proposed a variety of durable high quality materials including: rich-looking cultured stone, pre-finished metal panels, stucco (rust, cream, dark brown), clear glass guardrails, metal balconies, and metal canopies, stained wood trellises, metal panels, aluminum storefront and guestroom windows, and cast-in-place concrete retaining walls.</i></p>
<p>✓</p>	<p><b>Standard:</b> All buildings shall use material variations such as colors, brick or metal banding, patterns or textural changes.</p> <p><i>Staff Comment: See comment above.</i></p>
<p>✓</p>	<p><b>Standard:</b> Materials shall be durable, high quality, and consistent with more traditional urban development, such as brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass and cast-in-place concrete.</p> <p><i>Staff Comment: See comment above.</i></p>
<p>✓</p>	<p><b>Standard:</b> If concrete is used, walls shall be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture.</p> <p><i>Staff Comment: Exposed concrete would be utilized at the structured parking areas and also for the retaining wall along the hillside. The concrete would have reveals, score</i></p>

	<p><i>joints and be sandblasted for added visual interest. A sample material would be necessary to determine texturing, reveals, and/or coloring with a concrete coating or admixture techniques. Therefore, staff is recommending that the applicant submit a sample material of the finished cast-in-place concrete retaining wall. The retaining wall material shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i></p>
<p><b>N/A</b></p>	<p><b>Standard:</b> <i>If concrete block walls are used, they shall be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or shall incorporate other masonry materials.</i></p>
<p><b>5. SIGNAGE:</b></p>	
<p><b>Intent:</b> To provide a means of identifying and advertising businesses; provide directional assistance; encourage signs that are both clear and of appropriate scale for the project; encourage quality signage that contributes to the character of the Urban Center and the Center Village; and create color and interest.</p>	
<p><b>Guidelines:</b> Front-lit, ground-mounted monument signs are the preferred type of freestanding sign. Blade type signs, proportional to the building façade on which they are mounted, are encouraged on pedestrian-oriented streets. Alteration of trademarks notwithstanding, corporate signage should not be garish in color nor overly lit, although creative design, strong accent colors, and interesting surface materials and lighting techniques are encouraged.</p>	
<p><b>Compliant if Condition of Approval is Met</b></p>	<p><b>Standard:</b> Entry signs shall be limited to the name of the larger development.</p> <p><i>Staff Comment: The applicant provided a conceptual sign package which indicates the approximate location of wall signage (Exhibit 28). The proposed signage package includes three (3) channel letter wall signs with views from north and southbound traffic at Lake Washington Blvd N and possible views from I-405 south bound traffic or the I-405 off ramp at NE Park Dr. The west elevation wall sign is three rows deep and reads "Residence" followed by "Inn," followed by "Marriott" in dark maroon and red colors. The sign is located above the fifth floor within the center of the building and measures 17'-3 5/8" wide by 7'-7" tall (131.2 square feet). The east elevation sign is located above the rooms at the end of the north wing and reads "Residence Inn" in maroon followed below by "Marriott" in red. The colors for this wall sign are the same as the west elevation sign. This wall sign measures 29'-4 1/2" wide by 7'-7 7/8" tall (224.9 square feet). The south elevation sign is located above a wooden trellis at the southwest corner of the first floor at the podium level. The sign reads "Residence Inn" in white followed below by "Marriott" in red. This sign measures 19'-7" wide by 4'-5 1/4" tall (86.9 square feet).</i></p> <p><i>In addition to the three wall signs, the applicant is proposing one monument sign. The location of the monument sign is yet to be determined. The sign measures 7'-8 5/16" wide by 6' tall (46.2 square feet). The support is constructed of a concrete foundation that is 1'-9" tall with a fabricated aluminum base/cover with a grey finish, followed by a fabricated aluminum reveal that is 3" tall, and completed with a .125 fabricated aluminum cabinets (mounted between steel supports) and painted dark burgundy. The words "Residence Inn by Marriott" are routed out of the cabinet and "Residence Inn" would be white during the day and white led illumination at night and "Marriott" would be white by day and have red illumination at night.</i></p> <p><i>The proposed sign package is compatible with the building's architecture and exterior finishes and contributes to the character of the development. The height of the</i></p>

	<i>monument sign is limited to 5 feet above finished grade and should include decorative landscaping or incorporate cultured stone into the base. The final sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit issuance.</i>
<b>Compliant if Condition of Approval is Met</b>	<b>Standard:</b> Corporate logos and signs shall be sized appropriately for their location. <b>Staff Comment:</b> See comment above.
<b>N/A</b>	<b>Standard:</b> In mixed use and multi-use buildings, signage shall be coordinated with the overall building design.
<b>Compliant if Condition of Approval is Met</b>	<b>Standard:</b> Freestanding ground-related monument signs, with the exception of primary entry signs, shall be limited to five feet (5') above finished grade, including support structure. <b>Staff Comment:</b> See comment above.
<b>Compliant if Condition of Approval is Met</b>	<b>Standard:</b> Freestanding signs shall include decorative landscaping (ground cover and/or shrubs) to provide seasonal interest in the area surrounding the sign. Alternately, signage may incorporate stone, brick, or other decorative materials as approved by the Director. <b>Staff Comment:</b> See comment above.
<b>✓</b>	<b>Standard:</b> All of the following are prohibited: a) Pole signs; b) Roof signs; and c) Back-lit signs with letters or graphics on a plastic sheet (can signs or illuminated cabinet signs). Exceptions: Back-lit logo signs less than ten (10) square feet are permitted as area signs with only the individual letters back-lit (see illustration, subsection G8 of this Section). <b>Staff Comment:</b> The proposal does not include pole, roof, or back lit signage.
<b>6. LIGHTING:</b>	
<b>Intent:</b> To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night.	
<b>Guidelines:</b> Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.	
<b>Compliant if Condition of Approval is met</b>	<b>Standard:</b> Pedestrian-scale lighting shall be provided at primary and secondary building entrances. Examples include sconces on building façades, awnings with down-lighting and decorative street lighting. <b>Staff Comment:</b> The applicant has provide pedestrian-scale lighting, such as building-mounted bi-directional wall sconces along with primary and secondary building lighting at the entrances that indicates adequate public safety can be achieved without casting excessive glare on adjacent properties. The lighting package includes bollard lights along pedestrian walkways as well as down-lights under the building at the porte-cochere and under canopies located above the building entries (Exhibit 29). Staff recommends, as a condition of approval, that the applicant provide a lighting plan with foot-candles levels that adequately provide for public safety without casting excessive

	<i>glare on adjacent properties. The final lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i>
<b>Compliant if Condition of Approval is met</b>	<b>Standard:</b> Accent lighting shall also be provided on building façades (such as sconces) and/or to illuminate other key elements of the site such as gateways, specimen trees, other significant landscaping, water features, and/or artwork.  <b>Staff Comment:</b> See comment above.
<b>Compliant if Condition of Approval is met</b>	<b>Standard:</b> Downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075, Lighting, Exterior On-Site (i.e., signage, governmental flags, temporary holiday or decorative lighting, right-of-way-lighting, etc.).  <b>Staff Comment:</b> See comment above.

**25. Master and Hearing Examiner Site Plan Review:** Pursuant to RMC 4-9-200.B, Master Plan Review and Site Plan Review are required for all development in the UC-N2 zoning classification. For Master Plan applications, compliance with the review criteria for Site Plans are analyzed at a general level of detail to ensure nothing would preclude the development of the Site Plan. Given Site Plan applications are evaluated for compliance with the specific requirements of the RMC 4-9-200.E.3 the following table contains project elements intended to comply with level of detail needed for both the Master and Site Plan requests:

<b>Compliance</b>	<b>Site Plan Criteria and Analysis</b>
✓	<b>a. Comprehensive Plan Compliance and Consistency.</b> <b>Staff Comment:</b> See discussion under FOF 18, Comprehensive Plan Analysis.
<b>Compliant if Conditions of Approval are Met</b>	<b>b. Zoning Compliance and Consistency.</b> <b>Staff Comment:</b> See discussion under FOF 19, UC-N2 Zoning Develop Standards and Analysis.
<b>Compliant if Conditions of Approval are Met</b>	<b>c. Design Regulation Compliance and Consistency.</b> <b>Staff Comment:</b> See discussion under FOF 24, Design District Review.
<b>N/A</b>	<b>d. Planned action ordinance and Development agreement Compliance and Consistency.</b>
<b>Compliant if Conditions of Approval are Met</b>	<b>e. Off Site Impacts.</b>
	<b>Structures:</b> Restricting overscale structures and overconcentration of development on a particular portion of the site. <b>Staff Comment:</b> See FOF 24, Design District Review: Building Character and Massing.
	<b>Circulation:</b> Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties.  <b>Staff Comment:</b> All vehicular access to parking areas would be via one curb cut, along Lake Washington Blvd N, northwest corner of the building. The consolidation of curb cuts along the street would reduce conflict points between pedestrians and vehicles. The proposal promotes safe and efficient circulation through the single access point.

	<p><b>Loading and Storage Areas:</b> Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables to minimize views from surrounding properties.</p> <p><i>Staff Comment: See FOF 19, Zoning Development Standard: Screening.</i></p> <hr/> <p><b>Views:</b> Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features.</p> <p><i>Staff Comment: There are territorial views to the south (Mt. Rainier) and to the west (Lake Washington). Staff received no comments from adjacent properties regarding views.</i></p> <p><i>Views of the site would be altered with the proposed development. However, the proposed hotel would be architecturally compatible with the surrounding environment in terms of bulk and scale, exterior materials, and color if all conditions are met.</i></p> <p><i>The proposed hotel would establish new visual access for patrons to Mt. Rainier from the south facing façades. Additionally, the outdoor patio area, as well as the hotel rooms on the west façade would be able to enjoy visual access to Lake Washington across Gene Coulon Memorial Park.</i></p> <hr/> <p><b>Landscaping:</b> Using landscaping to provide transitions between development and surrounding properties to reduce noise and glare, maintain privacy, and generally enhance the appearance of the project.</p> <p><i>Staff Comment: See discussion under FOF 19, Zoning Development Standard: Landscaping and FOF 25, Design District Review: Structure Scale.</i></p> <hr/> <p><b>Lighting:</b> Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness or glare to adjacent properties and streets.</p> <p><i>Staff Comment: See discussion under FOF 24, Design District Review: Lighting.</i></p>
<p><b>Compliant if Condition of Approval is met</b></p>	<p><b>f. On Site Impacts.</b></p> <hr/> <p><b>Structure Placement:</b> Provisions for privacy and noise reduction by building placement, spacing and orientation.</p> <p><i>Staff Comment: The building has a primary orientation to the west. The entrance has a large porte-cochere to provide both an architectural entry statement and weather protection for hotel guests arriving and departing by car, van or tour bus.</i></p> <p><i>Location of the hotel's main vehicular and pedestrian entrance is located on the north side of the site, near the entrance to the Hampton Inn &amp; Suites to the north. The upper guestroom tower of the building also vertically steps back from the street and additional 9 to 13 feet to better transition to the hotel development to the north. With the front yard building setback at 22 feet and the location of the rooms on the northern façade the privacy of the existing residential units and the proposed hotel rooms along Lake Washington Blvd N would be protected.</i></p> <p><i>The upper guestroom tower of the building along the north elevation also vertically steps back from the north property line 10 to 13 feet for additional privacy between the two hotels. Increased privacy and noise reduction would be gained through landscaping along the north property line and additional second floor patio area landscaping in-front of the guestroom tower.</i></p> <p><i>It is anticipated that most of the noise impacts would occur during the construction phase of the project. The applicant has submitted a Construction Mitigation Plan that</i></p>

*provides measures to reduce construction impacts such as noise, control of dust, traffic controls, etc (Exhibit 15). In addition, the project would be required to comply with the City's noise ordinance regarding construction hours.*

**Structure Scale:** Consideration of the scale of proposed structures in relation to natural characteristics, views and vistas, site amenities, sunlight, prevailing winds, and pedestrian and vehicle needs.

*Staff Comment: The hotel complies with the height standards of the UC-N2 zoning classification. The hotel building uses less of the development envelope than permitted by the zone. The building steps back along the north property line to transition the building to the hotel development to the north. Additionally, the guestroom tower portion of the building is stepped back along the north, west and south elevations to reduce perceived mass from the public realm. The step backs help to avoid the impression of an oversized structure and allow for second story outdoor patio areas and modulation throughout the build façades.*

*The scale and bulk of the building is reduced through the use of differing materials on the building façades, building articulation and modulation. The building materials vary and are a combination of painted stucco (rust, cream and dark brown), cultured stone, metal panels, clear glass windows, aluminum storefront, metal balconies, asphalt roof shingles, and stained wood trellis (Materials Board).*

*The proposed structure would not have a significant impact on light access or air movement on adjacent properties. The use of the project is not influenced by factors of light or air. The upper story balconies will be exposed to the prevailing winds from the south. The design of the structure would not result in excessive shading of the property.*

*Through a sun study (Exhibit 19), the applicant shows shade and shadow throughout various times of the year (June, September, and December). The sun study was processed using a 5-foot building setback along with a 4% angle/pivot to the south over a portion of the same building elevation along the north property line. The differences between the two locations of the buildings are highlighted in yellow. The impacts are largely realized to the east of the Hampton Inn & Suites hotel in the fall and winter months. Therefore, a 4% pivot to a portion of the north elevation of Residence Inn by Marriott would have a minimal impact on the shadows cast from the construction of a five-story hotel. The benefits of pivoting the building by 4% would be better realized through increased privacy, increased building separation and better opportunities for landscaping along the north property line.*

*The use of trees along the street would provide shading of the sidewalk and plaza areas with little impact on adjacent properties. The applicant would be required to provide a final detailed landscape plan to the Current Planning Project Manager prior to construction permit approval.*

*If all recommended conditions of approval are met, the building's ground floor street frontage will be visually distinct from the upper floors of the building to create a well-defined, pedestrian-scaled base. Entrance canopies, exterior lighting elements, planted containers and outdoor dining furniture at the street intersection is recommended to be used to reinforce the pedestrian scale and orientation of the ground floor frontage.*

**Natural Features:** Protection of the natural landscape by retaining existing vegetation and soils, using topography to reduce undue cutting and filling, and limiting impervious surfaces.

	<p><i>Staff Comment: The site is currently vacant with opportunities for temporary parking. The remainder of the site exists as a combination of grassy and forested areas. There are 59 inventoried trees located on site consisting of the following species: bigleaf maple, red alder, madrona, and black cottonwood. Per RMC4-4-130 the applicant is required to retain ten percent (10%) of the significant trees onsite. The applicant is proposing to retain 13 trees or roughly twenty-two (22%) of the surveyed trees on site, thereby complying with the tree retention requirements of the code.</i></p> <p><i>The applicant provided a geotechnical report, prepared by Earth Solutions Northwest (ESNW), updated on April 21, 2015 (Exhibit 10). Topsoil was observed in the upper six inches (6") from existing grade. Existing fill was encountered within the existing gravel-surfaced parking lot (west frontage) portion of the site. Underlying the topsoil and fill, native soils consist primarily of medium dense to dense silt, silty sand, poorly graded sand with silt deposits to a maximum exploration depth of 41 feet below existing grades. Groundwater seepage was observed at all boring locations at depths of approximately 19 to 35 feet below existing grades. Locally shallow perched seepage was also observed at boring locations B-1 and B-5 (western portion of the site) at depths of approximately nine feet (9') and five and one-half feet (5 ½'), respectively. The geotechnical report states that the groundwater table is located at roughly 15.5 feet (15 ½') below existing grade. The depth of the competent native soil deposits was estimated to be on the order of up to 20 feet (20') below existing site grades (and possibly deeper at some locations). Based on the results of the geotechnical study, the proposed development is feasible from a geotechnical standpoint and the hotel facility building can be supported on conventional and continuous footings bearing on competent undisturbed dense to very dense native soil or aggregate piers.</i></p> <p><i>The applicant is proposing the excavation of approximately 17,800 cubic yards of on-site material that would be removed from the site. Approximately, 1,000 cubic yards of structural fill would be imported. The Geotechnical Report stated that the liquefaction susceptibility at this site was determined to be generally low. Along the westerly (frontage) side of the property, a moderate susceptibility would exist. Crushed rock and aggregate pier support of foundations would mitigate this risk, according to the report.</i></p> <p><i>Critical slopes on site represent approximately 32,788 square feet. The applicant is proposing to encroach into 3,115 square feet of critical slope necessitating a critical area variance per RMC 4-3-100 (See FOF 22, Critical Area Variance Analysis). Approximately 41% of the site would remain in a natural state, which is well beneath the requirements of the UC-N2 zone.</i></p> <p><b>Landscaping:</b> Use of landscaping to soften the appearance of parking areas, to provide shade and privacy where needed, to define and enhance open spaces, and generally to enhance the appearance of the project. Landscaping also includes the design and protection of planting areas so that they are less susceptible to damage from vehicles or pedestrian movements.</p> <p><i>Staff Comment: See FOF 19, Zoning Development Standard: Landscaping.</i></p>
<p><b>Compliant if Condition of Approval is met</b></p>	<p><b>g. Access</b></p> <p><b>Location and Consolidation:</b> Providing access points on side streets or frontage streets rather than directly onto arterial streets and consolidation of ingress and egress points on the site and, when feasible, with adjacent properties.</p> <p><i>Staff Comment: All vehicular access to parking areas would be via a single curb cut along Lake Washington Blvd N at the northwest corner of the site. The location of the</i></p>

	<p>curb cut would minimize conflicts with the intersection improvements at Lake Washington Blvd N and Houser Way N. Additionally, the applicant has provided under building parking and a parking garage from the single entry point off the street in order to reduce conflicts. Additionally, service elements (trash/recycling) are located within the building, adjacent to the parking garage entry, to reduce impacts on pedestrians. The proposed development is expected to maintain the safety and efficiency of pedestrian and vehicle circulation on the site if all conditions of approval are complied with.</p>
	<p><b>Internal Circulation:</b> Promoting safety and efficiency of the internal circulation system, including the location, design and dimensions of vehicular and pedestrian access points, drives, parking, turnarounds, walkways, bikeways, and emergency access ways. <u>Staff Comment:</u> See Location and Consolidation discussion above.</p>
	<p><b>Loading and Delivery:</b> Separating loading and delivery areas from parking and pedestrian areas. <u>Staff Comment:</u> The applicant is proposing to utilize a portion of the fire hammerhead turnaround and a portion of the stamped concrete in front of the refuse and recycling area as a loading and delivery areas. The loading area is located behind the building and adjacent to the garage parking area. The loading and delivery area would be separated from the onsite dedicated pedestrian walkways.</p>
	<p><b>Transit and Bicycles:</b> Providing transit, carpools and bicycle facilities and access. <u>Staff Comment:</u> Per RMC 4-4-080F.11.a bicycle parking spaces are required at ten percent (10%) of the number of required off-street parking spaces. Based on the proposed uses, a minimum of 163 parking spaces would be required in order to meet code. Therefore, 16 bicycle parking stalls shall be required. The applicant has not provided bicycle parking in either the site plan or floor plans.  Staff recommends, as a condition of approval, that the applicant add 16 bicycle parking spaces. Bicycle parking shall be provided for secure extended use and shall protect the entire bicycle and its components and accessories from theft and weather. Acceptable examples include bike lockers, bike check-in systems, in-building parking, and limited access fenced areas with weather protection. A final bicycle parking plan demonstrating compliance with the bicycle requirements outlined in RMC 4-4-080F.11 shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</p>
	<p><b>Pedestrians:</b> Providing safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties. <u>Staff Comment:</u> See FOF 24, Design District Review</p>
<p>✓</p>	<p><b>h. Open Space:</b> Incorporating open spaces to serve as distinctive project focal points and to provide adequate areas for passive and active recreation by the occupants/users of the site. <u>Staff Comment:</u> See FOF 24, Design District Review: Recreation Areas and Common Open Space.</p>
<p>✓</p>	<p><b>i. Views and Public Access:</b> When possible, providing view corridors to shorelines and Mt. Rainier, and incorporating public access to shorelines <u>Staff Comment:</u> The proposed structure would not block view corridors to shorelines or</p>

	<i>Mt. Rainier. The public access requirement is not applicable to the proposal.</i>
<b>N/A</b>	<b>j. Natural Systems:</b> Arranging project elements to protect existing natural systems where applicable.
<b>Compliant if Conditions of Approval are met</b>	<b>k. Services and Infrastructure:</b> Making available public services and facilities to accommodate the proposed use:
	<b>Police and Fire.</b>  <i>Staff Comment: Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development if the applicant provides Code-required improvements and fees. A Fire Impact Fee, based on new hotel square footage, is required in order to mitigate the proposal's potential impacts to City emergency services. The applicant would be required to pay the applicable Fire Impact Fee at time of building permit issuance. The 2015 fee is \$0.61 per square foot and no fire impact fee charges are required for covered parking areas.</i>
	<b>Water and Sewer.</b>  <i>Staff Comment: The site is served by the City of Renton for all utilities. It has been determined that the preliminary fire flow demand for the proposed development is 2,500 gpm. There is an existing 12-inch water main in Lake Washington Blvd N which would provide adequate fire flow to the proposal.</i>  <i>There is an 8-inch sewer main in Lake Washington Blvd N which is of sufficient size to support the proposed development. Any use in the building (kitchen, restaurant) involving the handling of grease requires installation of a properly sized grease interceptor. A system development fee for sewer is based on the size of the new domestic water to serve the proposed project.</i>
	<b>Drainage.</b>  <i>Staff Comment: The site is located within the Lake Washington Drainage Basin. Approximately 140 feet of sheet flow is currently draining from the project site in a southwesterly direction toward an unfounded existing catch basin near the BNSF railroad tracks in Lake Washington Blvd N roadway, which then drains in a southerly direction and ultimately southwesterly again, and then northerly into Lake Washington.</i>  <i>A preliminary drainage plan and drainage report has been submitted with the site plan application, prepared by Barghausen Consulting Engineer, Inc. dated September 25, 2014 (revised April 21, 2015; Exhibit 11). The report addresses compliance with the 2009 King County Surface Water Manual and the City of Renton Amendments to the KCSWM, Chapters 1 and 2. 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. 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) will be required with the final submittal.</i>  <i>The applicant is proposing an enclosed water quality feature known as a modular wetland system (MWS) which meets the Enhanced Basic Water Quality Requirements of the KCSWM and has General Use Level Designations (GULD) approval from the Department of Ecology for Enhanced Water Quality (Exhibit 17). Runoff from the new impervious areas will be routed through a detention vault and then in to a modular</i>

wetland water quality system before discharging into the City's conveyance system along Lake Washington Blvd N. Paving and trench restoration will comply with the City's Trench Restoration and Overlay Requirements.

The applicant has indicated that there are no problems associated with this downstream drainage course or upstream basin contributing to this project site. The one catch basin and one manhole that could not be located were a result of grinding of NE Park Drive. This area downstream from the project site was being used as a staging area for that construction.

**Transportation.**

Staff Comment: Access to the site is proposed via a single curb cut from Lake Washington Blvd N. The applicant submitted a Traffic Impact Analysis (TIA) prepared by Gibson Traffic Consultant, dated March 2015. City staff reviewed the provided TIA and found it met the intent of the TIA guidelines (Exhibit 13).

Temporary Impacts:

Given the concentration of potential development to occur in the immediate vicinity of the project site (Southport, Residence Inn, Gene Coulon Park, etc.) within the same construction time frame, staff anticipates that the proposed project would contribute to short term impacts to the City's street system. Temporary adverse transportation impacts are primarily associated with site work. The applicant has proposed construction mitigation through the limitation of construction hours stipulated in Renton Municipal Code (Exhibit 15). Also, with the sites close in proximity to Interstate-405, construction materials would be brought directly to the site via the Sunset ramps to the south and east of the site.

However, additional public outreach would assist in improving driver and worker safety, lessen traffic delays, and reduce driver frustration, which is anticipated due to the concentration of proposed development in the immediate vicinity. Therefore, staff recommended a mitigation measure requiring the applicant to 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.

Level of Service:

It is anticipated that the proposed development is anticipated to generate approximately 1,193 average daily trips with 77 AM peak-hour trips and 88 PM peak-hour trips. Approximately 55% of the development's trips will travel along I-405 (35% to and from the south and 20% to and from the north); 25% of the development's trips are anticipated to travel to and from the west (10% to and from local areas and 15% along Logan Ave N); and 15% would travel to and from the east along NE Park Drive. The remaining 5% of the development's trips would travel to and from the north along Lake Washington Blvd N.

The provided Traffic Impact Analysis (TIA) does not specifically identify the study area boundaries, but provides analysis on the Lake Washington Blvd N at Gene Coulon Park entrance/Houser Way. This intersection is conditioned to be enhanced by the Southport development via channelization and signalization improvements. These improvements are anticipated to be completed before the proposed development is

constructed.

*Level of service analysis has not been performed at other adjacent intersections since the development will not increase the existing volumes by five percent (5%). Analysis has only been performed for the PM peak-hour since this is when the development is anticipated to generate the highest number of trips and surrounding intersections that operate at a lower level of service during the PM peak-hour. The provided analysis notes that the intersection of Lake Washington Blvd N at Gene Coulon Park entrance/Houser Way will operate at LOS E (74.9 sec delay) with the conservatively high Southport Development volumes, regardless of whether the subject project is constructed. It is important to note that the actual impacts of the Southport Development are anticipated to be lower and the intersection is likely to operate with less delay with the actual reduced impacts of the Southport Development. The following pipeline projects were also considered when looking at levels of service: Hawk's Landing – Hotel development; Quendall Terminals – Residential and commercial development; Southport Development – Residential and commercial development, and Renton Hotel – Hampton Inn & Suites hotel development.*

*The analysis shows that the Lake Washington Blvd N, at the site access, would operate a LOS C (21.7 sec delay) in 2016 with development conditions. The intersection was analyzed for the 2016 future to determine if inbound left-turn or right-turn channelization warrants were met. The analysis shows that a southbound left-turn lane is not required. However, a right-turn pocket or taper could be warranted. The access analysis was performed without a northbound right-turn taper or pocket and the access was shown to operate acceptably.*

*The level of service analysis shows that the Residence Inn by Marriott will not cause the adjacent intersection of N Lake Washington Blvd N at Coulon Park/Houser Way to operate at a deficient level of service and will only increase the delay at the intersection by approximately six percent (6%) and account for approximately three percent (3%) of the PM peak-hour trips at the intersection. Additionally, the development is not anticipated to generate a significant number of pedestrians. The TIA identifies no specific mitigation requirement for site development other than full frontage improvements and appropriate transportation impact mitigation fees.*

*Included as public comment for the Hampton Inn & Suites hotel was a letter sharing concerns that new development is not paying for its fair share of costs for Lake Washington Blvd N/Gene Coulon Park/Houser Way intersection improvements being completed as part of the Southport development (Exhibit 18). While the proposed development is not expected to impact the Level of Service of the intersection (LOS E with or without development based on 2016 baseline and future development conditions), additional trips would be generated by the proposed development which would impact the intersection by causing an increased delay of 4.5 seconds. Therefore, staff recommends a mitigation measure requiring that 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.*

*Increased traffic created by the development on the remainder of the transportation system would be mitigated by payment of transportation impact fees. Currently this fee is assessed at \$1,512.77 per room (estimated \$220,864.42 for 146 room hotel). The fee is expected to increase in 2016 to \$1,952.79 and will be determined by the Renton Municipal Code at the time of building permit issuance.*

*Frontage Improvements:*

*All frontage roads are required to meet street standards pursuant to RMC 4-6-060. The applicant is requesting a street modification, from RMC 4-6-060, in order to modify the requirement for right-of-way improvements along the south property line for a distance of approximately 110 linear feet southwest of the north development parcel. The existing right-of-way runs parallel with Houser Way N and BNSF railroad (approximately 95 feet northeast of the railroad tracks) and no direct access is provided from Houser Way N, across the tracks, to the south parcel. In fact, the only allowed point of access to this portion of right-of-way is from Lake Washington Blvd N. Therefore, the applicant is proposing to extend the frontage improvements along Lake Washington Blvd N only, rather than complete the frontage improvements along Houser Way N. A modification request for Lake Washington Blvd N is being made in order to match the City's Transportation Department's plans for the street at this location.*

*The existing Lake Washington Blvd N right-of-way is approximately 60 feet. This street is classified as a collector street which carries a minimum right-of-way width of 83 feet. In order 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, and an 8-foot sidewalk for a total of 38.5 feet. Approximately 8.5 feet of right-of-way dedication, on the east side of Lake Washington Blvd N, 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 by a professional land surveyor. The modification request for Lake Washington Blvd N is being made in order to match the City's Transportation Department's plans for the street at this location.*

*As part of the Site Plan recommendation to the Hearing Examiner, staff will likely be recommending approval of the proposed Lake Washington Blvd street modification. The analysis will be included in the staff report to the Hearing Examiner.*

*Pedestrian Improvements:*

*The TIA provides a narrative of the existing area pedestrian and bicycle facilities. There are bicycle lanes on each side of Lake Washington Blvd N and there is curb, gutter and sidewalk north of the site that will be constructed as part of Hampton Inn & Suites hotel. South of the site, between the site and the Coulon Park/Houser Way intersection, there are not any pedestrian facilities. As part of the proposed project, sidewalks would be constructed along the frontage of the site in order to connect to the existing sidewalk system to the north. The local roadway network is complex with multiple intersections in a small area, one-way segments, horizontal curves and significant intermittent rail impact. The TIA does note the intersection improvements for Lake Washington Blvd N at Gene Coulon Park entrance/Houser Way are likely to include pedestrian facilities that could connect to the Residence Inn hotel frontage improvement. Code compliant street lighting for arterial streets will be required along*

	<p><i>the project side.</i></p> <p><u>Concurrency:</u> Staff recommends a transportation concurrency approval based upon a 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 (Exhibit 22).</p>
N/A	I. <b>Phasing:</b> The applicant is not requesting any additional phasing.

**I. RECOMMENDATION:**

Staff recommends approval of the Master Site Plan, Site Plan, Parking Modification, Street Modification, Critical Area Variance, and Setback Variance for Residence Inn by Marriott, File No. LUA15-000280, as depicted in Exhibit 4, subject to the following conditions:

1. The applicant shall comply with the four (4) mitigation measures issued as part of the Determination of Non-Significance Mitigated, dated June 12, 2015.
  - a. 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.
  - b. 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.
  - c. 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.
  - d. The applicant shall create a public outreach plan in coordination with the 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.
2. The applicant shall complete a lot combination prior to building permit issuance.
3. A revised Geotechnical report shall be submitted to the Plan Reviewer prior to engineering permit approval, noting corrected impacts to steep slopes and any changes in recommendations accordingly.
4. The property owner shall retain a qualified geotechnical consulting firm to perform, on an annual basis, a reconnaissance-level geologic hazard and risk evaluation of the steep slopes on the designated critical areas of this property. The objective of the evaluation is to assess current slope conditions and advise the owner on areas of elevated risk for impacts to property or conditions that present life and safety concerns. The consulting firm shall provide an annual report to the property owner summarizing observations, conclusions and recommendations in regard to the evaluation. Copies of the reports shall be made available to the City of Renton upon request. This requirement shall be recorded as a restrictive covenant running with the land and shall apply to the owner and all heirs and assigns. The draft covenant shall be submitted to, and approved by, the Plan Reviewer prior to construction permit

- approval. The final covenant shall be submitted to, and approved by, the Plan Reviewer prior to final building occupancy.
5. The applicant shall submit a revised road improvement plan depicting a 24-foot wide driveway approach between the railroad tracks and the southwest property line of parcel no. 334450-0006 along Lake Washington Blvd N. The road improvements shall tie into the recently completed intersection improvements at Lake Washington Blvd N and Coulon Beach Park/Houser Way N. The revised road improvement plan shall be submitted to, and approved by, the Plan Reviewer prior to construction permit approval.
  6. The applicant shall be required to submit a detailed landscaping plan depicting similar screening along the north elevation second floor patio area that is consistent with the landscaping proposed along the west elevation second floor patio area to achieve a significant landscaped roof patio screen between the two hotels. The landscaping plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.
  7. The applicant shall be required to submit a sign package which indicates the location of the monument sign. The monument sign shall be compatible with the building's architecture and exterior finishes and contributes to the character of the development. The final sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
  8. The applicant shall provide a lighting plan with foot-candles levels that adequately provide for public safety without casting excessive glare on adjacent properties. The final lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
  9. The applicant shall be required to add 16 bicycle parking spaces onsite. Bicycle parking shall be provided for secure extended use and shall protect the entire bicycle and its components and accessories from theft and weather. Acceptable examples include bike lockers, bike check-in systems, in-building parking, and limited access fenced areas with weather protection. A final bicycle parking analysis and bicycle parking plan demonstrating compliance with the bicycle requirements outlined in RMC 4-4-080F.11 shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
  10. The applicant shall be required to submit a sample material of the finished cast-in-place concrete retaining wall representing the reveals, score joints and sandblasted treatment. The cast-in-place concrete, used to create the retaining wall in the front yard setback, shall be screened with landscaping and berming to shield at least fifty percent (50%) of the wall. The wall shall not exceed a height that would necessitate pedestrian safety railing. The retaining wall shall be designed to be used as a pedestrian seating wall from the outdoor patio area. A retaining wall detail with materials and treatments shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
  11. The applicant shall retain the location of the guestroom HVAC units, along the sides of the building modulation/columns, in order to reduce visibility from the street. No individual HVAC unit shall be relocated to be under the window mounts that face the public realm.
  12. The applicant shall consult with the City of Renton Community Services Department to provide additional landscaping within the public right-of-way and/or wall treatments that would minimize the impact of the cast-in-place concrete retaining wall from Lake Washington Blvd N. The additional landscaping or wall treatments shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

EXPIRATION PERIODS:

Pursuant to RMC 4-8-100, the City declares that circumstances surrounding land use decisions change rapidly over a period of time. In order to assure the compatibility of a decision with current needs and concerns, any such decision must be limited in duration, unless the action or improvements authorized by the decision is implemented promptly. Any application or permit approved pursuant to this Chapter with the exception of rezones shall be implemented within two (2) years of such approval unless other time limits are prescribed elsewhere in the Renton Municipal Code. Any application or permit which is not so implemented shall terminate at the conclusion of that period of time and become null and void. For large scale or phased development projects, the Examiner may at the time of approval or recommendation set forth time limits for expiration which exceed those prescribed in this Section for such extended time limits as are justified by the record of the action.

Pursuant to RMC 4-9-200 the Hearing Examiner shall determine, and document in writing, an appropriate expiration date for the master plan, granting up to five (5) years. An applicant shall submit a complete site plan application for the development within the specified time frame if a site plan was not combined with the master plan application. The Administrator may grant a one year extension for good cause.

Site Plan Approval expires two (2) years from the date of approval. An extension may be requested pursuant to RMC section 4-9-200.

Pursuant to RMC 4-9-250 any variance granted, unless otherwise specified in writing, shall become null and void in the event that the applicant or owner of the subject property for which a variance has been requested has failed to commence construction or otherwise implement effectively the variance granted within a period of two (2) years after such variance has been issued. For proper cause shown, an applicant may petition for an extension of the two (2) year period during the variance application review process, specifying the reasons for the request. The time may be extended but shall not exceed one additional year in any event.



# EXHIBITS

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

**The following exhibits were entered into the record:**

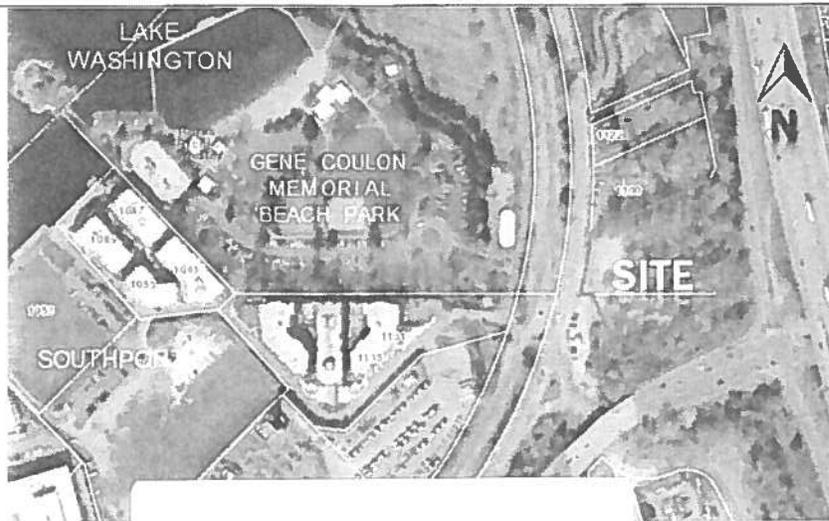
- Exhibit 1      ERC Report
- Exhibit 2      Neighborhood Map
- Exhibit 3      Existing Conditions Map
- Exhibit 4      Site Plan
- Exhibit 5      Conceptual Landscape Plan (Level 1 and Level 2)
- Exhibit 6      Tree Retention Plan
- Exhibit 7      Architectural Elevations (A3.0, A3.1 and A3.2)
- Exhibit 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**

<b>ERC MEETING DATE:</b>	June 1, 2015 (original meeting); June 8, 2015 (additional meeting)
<b>Project Name:</b>	Residence Inn by Marriott
<b>Owner/Applicant:</b>	Western International, 13647 Montfort Drive, Dallas, TX 75240
<b>Contact:</b>	Kurt Jensen / Yezi Han, Jensen Fey Architects, 7730 Leary Way NE, Redmond, WA 98052
<b>File Number:</b>	LUA15-000280, ECF, SA-M, S-A, MOD, VAR
<b>Project Manager:</b>	Clark H. Close, Associate Planner
<b>Project Summary:</b>	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.
<b>Project Location:</b>	1100 Lake Washington Blvd N
<b>Site Area:</b>	124,691 square feet (2.86 acres)
<b>STAFF RECOMMENDATION:</b>	<b>Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance - Mitigated (DNS-M).</b>



**EXHIBIT 1**





4. THIS PLAN IS A PRELIMINARY PLAN. IT IS NOT TO BE USED FOR CONSTRUCTION.

**Project Data**  
 Zoning: HC-R2  
 Parcel No: 13440 0608 & 08125 7616  
 Legal Description: MILLON'S LAWN CARBON CP  
 13440 0608 & 08125 7616  
 235 FT LESS TO 400 LESS 15' W/100'

N 102° 11' 00" W 100' 00" DIST. TO  
 CENTERLINE OF COLUMBIA & W  
 WITH 10' OFFSET TO W/100' & 10' TO  
 CENTERLINE OF LAKE WASHINGTON P.C.C.D.  
 10' LESS 15' W/100' P.A. RELATION  
 TO UTTERBALLE LESS FOR IN THE  
 124.001 06 337715 - 34' x 60'

Lot Area	Construction Type	Type and Type Use
124.001 06 337715 - 34' x 60'		

Particular	Area	Per Sq. Ft.
Minimum Lot Coverage	14	0.4%
Set Back (Front)	42	7.0'
Set Back (Side)	2	0.4'
Standard Side/End/Corner	34	5.0'
Front Set Back (Corner)	11	1.8'
Set Back (Corner)	2	0.3'
Top-Soak Paved	117	

Room	Count
2nd Floor	15
3rd Floor	17
4th Floor	23
5th Floor	23
Total	46

Floor Area	Value
Structure Parking	44,851 SF
Ground Level	10,550 SF
Upper Floors	231,028 SF
Total Conditioned	46,429 SF



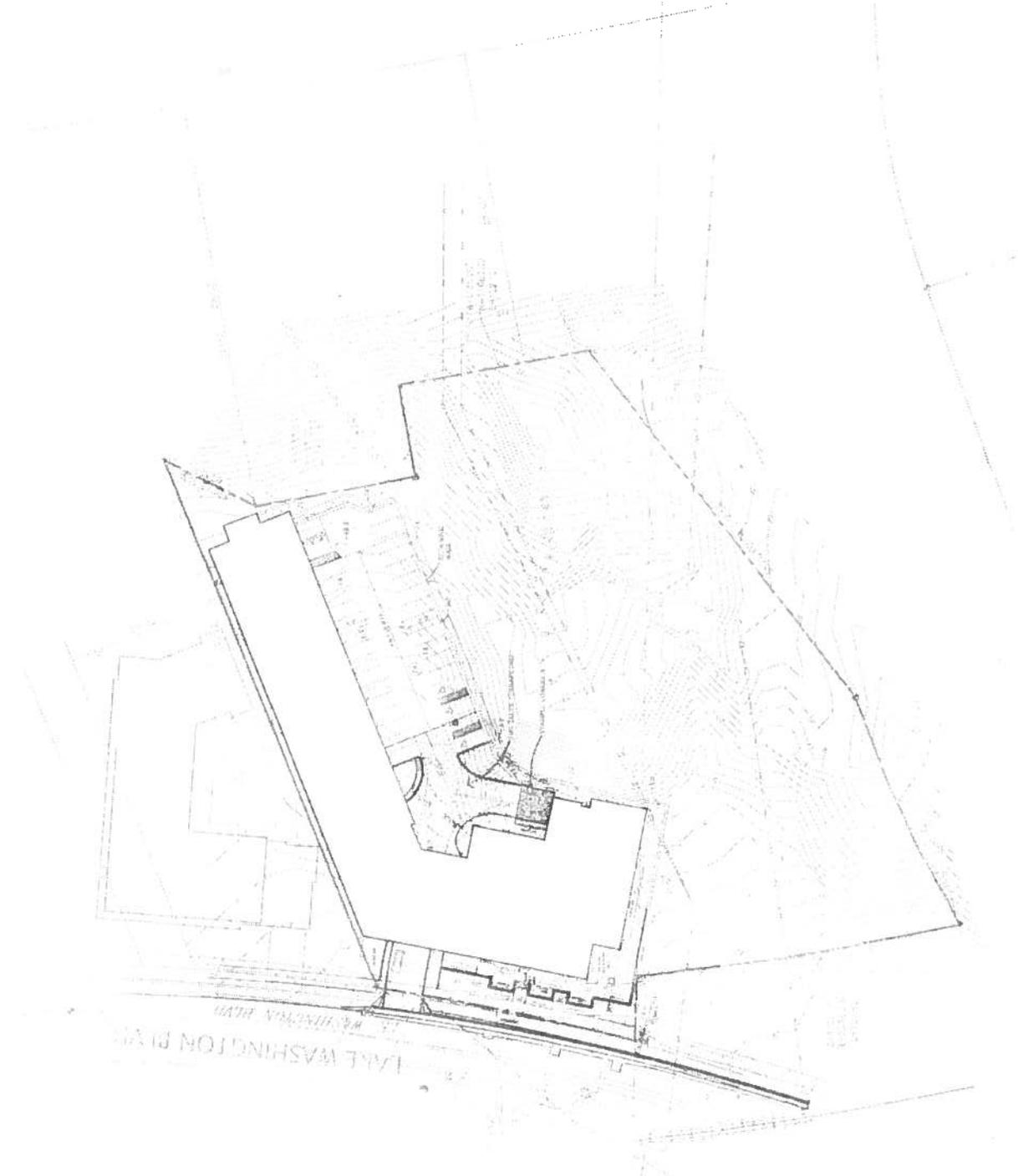
DATE	DESCRIPTION
4/11/13	1ST PLAN REVIEW
11/22/12	2ND PLAN REVIEW
11/22/12	3RD PLAN REVIEW

DATE: 11/22/12  
 SHEET: 4414



**SITE PLAN**  
 RESIDENCE INN BY MARRIOTT  
 1100 LAKE WASHINGTON BLVD N  
 RENTON, WASHINGTON 98016

SHEET: A2.0  
 OF: 14 Pgs



SITE PLAN  
 1"=30'-0"

**EXHIBIT 4**

SITE PLAN REVIEW SUBMITTAL - 4.22.2015





# TREE RETENTION PLAN



PPP-SS-1111 PUGET WESTERN INC 19315 NORTH CREEK PARKWAY, STE 310 BOTHELL, WA 98011	CITY OF RENTON Planning/Building/Public Works Dept		DATE: 11/11/11 APPR: [Signature] DESG: [Signature] DRAW: [Signature]	3 RANSON
---	---	--	---	-------------

NO.	DATE	DESCRIPTION	BY	APPR
1	11/11/11	PRELIMINARY TREE RETENTION PLAN	[Signature]	[Signature]
2	11/11/11	REVISED TREE RETENTION PLAN	[Signature]	[Signature]
3	11/11/11	FINAL TREE RETENTION PLAN	[Signature]	[Signature]

CITY OF RENTON  
 DEPARTMENT OF PUBLIC WORKS  
**TREE RETENTION PLAN**  
 MARROTT RESIDENCE INN  
 SHEET NO. 3 OF 3  
 DATE: 11/11/11  
 DRAWN BY: [Signature]  
 CHECKED BY: [Signature]  
 APPROVED BY: [Signature]



L.S. LITTLE  
 LANDSCAPE ARCHITECTURE  
 10000 1/2 AVENUE, SUITE 300  
 SEASIDE, WA 98148  
 (206) 467-1111  
 CONTACT: L.S. LITTLE



CHECKED FOR COMPLIANCE TO CITY STANDARD  
 BY: [Signature]  
 DATE: 11/11/11

REVISIONS FOR APPROVAL  
 BY: [Signature]  
 DATE: 11/11/11

CALL BEFORE YOU DIG  
 1-800-424-5555



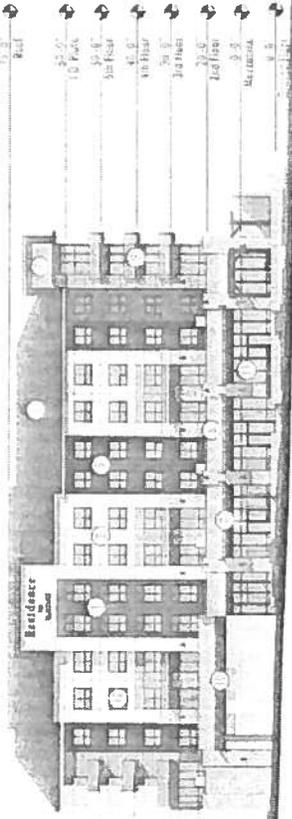
DATE	10/15/13
BY	J. P. [Signature]
PROJECT	RESIDENCE INN BY MARRIOTT
NO.	4414

JOHNSON FRY  
ARCHITECTURAL ASSOCIATES  
1100 LAKE WASHINGTON BLVD. N.  
RENTON, WA 98056

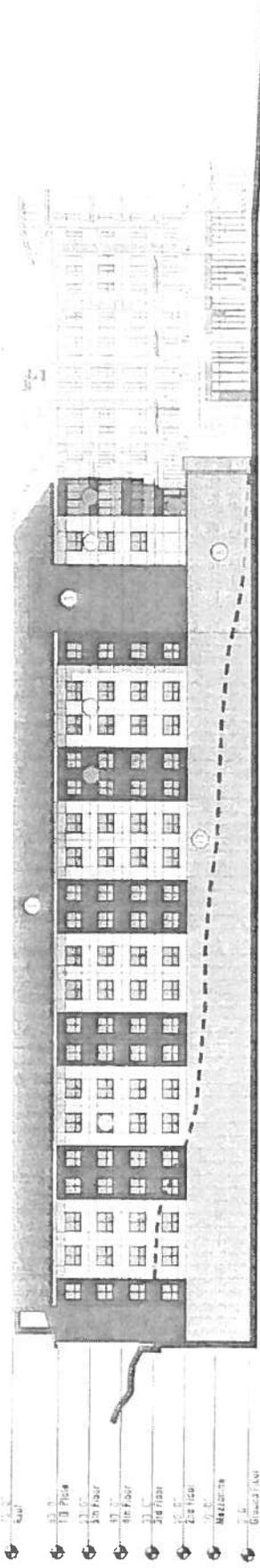
1100 LAKE WASHINGTON BLVD. N.  
RENTON, WASHINGTON 98056  
BUILDING ELEVATIONS 1

SITE PLAN REVIEW SUBMITTAL - 4.22.2015

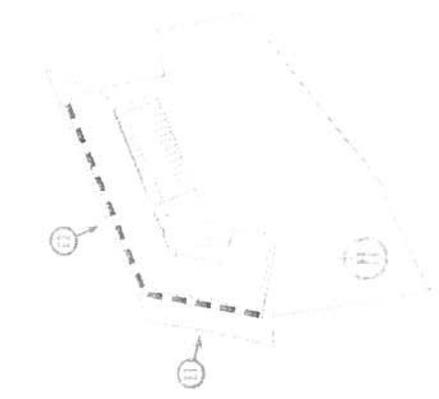
SCALE: 1/8" = 1'-0"



E. LAKE WASHINGTON BLVD. ELEVATION  
SCALE: 1/8" = 1'-0"



E. NORTH ELEVATION  
SCALE: 1/8" = 1'-0"



- 1 ASPHALT SHINGLE  
DARK GRAY CHESTNUT
- 2 STUCCO (31-40)
- 3 STUCCO (31-40)
- 4 STUCCO (31-40)
- 5 STUCCO (31-40)
- 6 STUCCO (31-40)
- 7 METAL PANEL (31-40)
- 8 METAL CASSETT - DARK GRAY
- 9 STUCCO (31-40)
- 10 STUCCO (31-40)
- 11 ASPHALT SHINGLE  
DARK GRAY CHESTNUT
- 12 METAL CASSETT - DARK GRAY

EXHIBIT 7









IF THESE SHEETS ARE NOT IN FULL COMPLIANCE WITH THE MAZL



DATE	02/27/13	DATE	02/27/13
PROJECT	RESIDENCE INN BY MARRIOTT	DATE	02/27/13
CLIENT	100 LAKE WASHINGTON BLDG N	DATE	02/27/13
LOCATION	RENTON, WASHINGTON 98056	DATE	02/27/13
DESIGNER	JENSEN FEY ARCHITECTS & ENGINEERS	DATE	02/27/13
SCALE	AS SHOWN	DATE	02/27/13

DESIGNED BY	JF
CHECKED BY	KL
DATE	4/22/13
PROJECT NO.	4414

**JF**  
**Jensen Fey**  
 ARCHITECTS & ENGINEERS  
 100 LAKE WASHINGTON BLDG N  
 RENTON, WASHINGTON 98056  
 TEL: (206) 881-1111  
 WWW.JENSENFEY.COM

**RESIDENCE INN BY MARRIOTT**  
 100 LAKE WASHINGTON BLDG N  
 RENTON, WASHINGTON 98056  
**MEZZANINE FLOOR PLAN**

SHEET	A2.2
PAGE	2

SITE PLAN REVIEW SUBMITTAL - 4.22.2015



MEZZANINE FLOOR PLAN

IF THIS SHEET IS NOT 11" X 17" THIS DRAWING IS NOT TO SCALE.



HOTEL ROOM COUNT

LEVEL 2	15 ROOMS
LEVEL 3	17 ROOMS
LEVEL 4	16 ROOMS
LEVEL 5	37 ROOMS
<b>TOTAL</b>	<b>146 ROOMS</b>

SECOND FLOOR PLAN



DATE	04/22/15
BY	JF
PROJECT	RESIDENCE INN BY MARRIOTT
NO.	4414
DATE	04/22/15
BY	JF
PROJECT	RESIDENCE INN BY MARRIOTT
NO.	4414

OWNER	WJ GC
DATE	04/22/15
PROJECT	RESIDENCE INN BY MARRIOTT
NO.	4414



RESIDENCE INN BY MARRIOTT  
 1100 LAKE WASHINGTON BLVD N  
 RENTON, WASHINGTON 98056

SHEET  
**A2.3**  
 SHEETS

SITE PLAN REVIEW SUBMITTAL - 4.22.2015

SECOND FLOOR PLAN

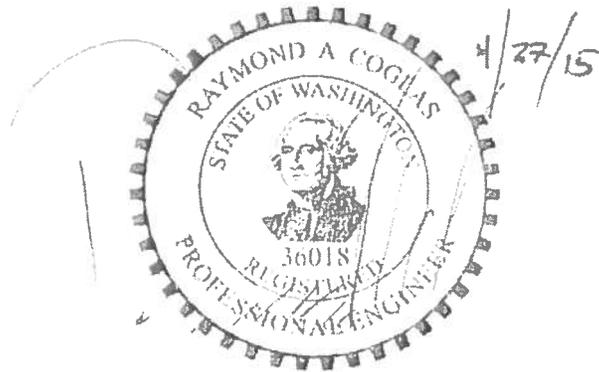




PREPARED FOR  
W.I. REALTY ACQUISITION CORP.

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 - 136<sup>th</sup> Place Northeast, Suite 201  
Bellevue, Washington 98005  
Phone: 425-449-4704 Fax: 425-449-4711  
Toll Free: 866-336-8710

**EXHIBIT 10**

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.barjhausen.com

**EXHIBIT 11**



Consulting Arborists

Entire Document  
Available Upon Request

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



# PRELIMINARY WATER, SEWER AND UTILITY PLAN

S.E. 110TH ST.  
(MORGAN AVE.)

TOWN BLVD

Interstate-405

SUNSET BLVD  
(N.E. PARK DR.)

ARCELA  
of PARKWAY-acc-

1"=30'



**WATERMAIN INSTALLATION TABLE**

INSTALL 12\"/>
----------------

**SEWER INSTALLATION TABLE**

INSTALL 12\"/>
----------------

**CONCRETE AND MASONRY**

INSTALL 6\"/>
---------------

**FINISHES**

INSTALL 1/2\"/>
-----------------

**PAINTS AND COATINGS**

INSTALL 1\"/>
---------------

**MECHANICAL**

INSTALL 1\"/>
---------------

**ELECTRICAL**

INSTALL 1\"/>
---------------

**PLUMBING**

INSTALL 1\"/>
---------------

PP-SS-TTTT

PUGET WESTERN INC  
3915 NORTH CREEK PARKWAY, BTE 310  
BOTHELL, WA 98011

CITY OF RENTON  
Planning/Building/Public Works Dept

DATE: 5/22/15  
BY: [Signature]

PROJECT: [Project Name]

SCALE: 1/8\"/>

PROJECT NO: [Project Number]

DATE: 5/22/15

**SANITARY SEWER INSTALLATION TABLE**

INSTALL 12\"/>
----------------

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

1-1/2\"/>

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 44<sup>th</sup> 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.

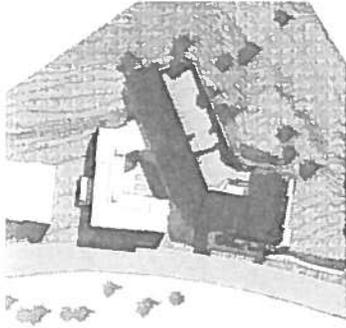
The property owners to the North on Lake Washington Blvd are the most expensive in the Renton market, and those residents pay some of the highest property taxes on residential homes in Renton. When Southport was planned we reached out to that community to achieve an end result that was desirable and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

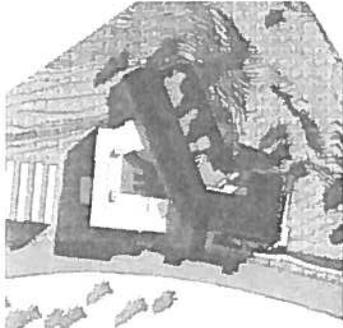
Sincerely,



Michael Christ



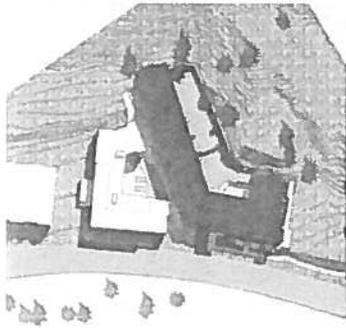
HOTEL - JUNE 21st, 10:00am



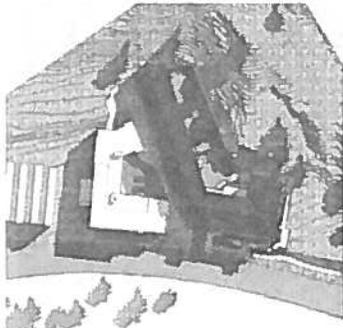
HOTEL - SEPTEMBER 21st, 10:00am



HOTEL - DECEMBER 21st, 10:00am



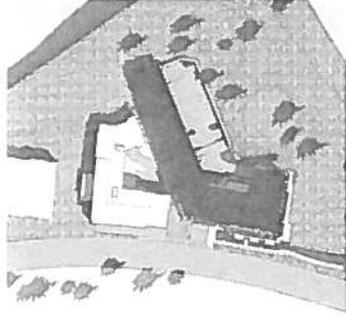
HOTEL + 4% ANGLE - JUNE 21st, 10:00am



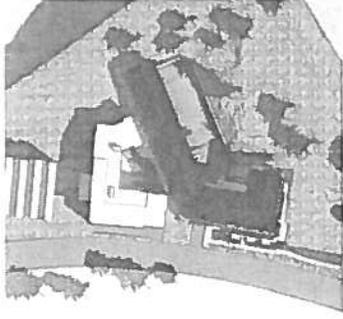
HOTEL + 4% ANGLE - SEPTEMBER 21st, 10:00am



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



HOTEL - JUNE 21st, 2:00pm



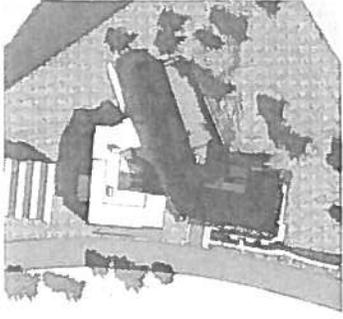
HOTEL - SEPTEMBER 21st, 2:00pm



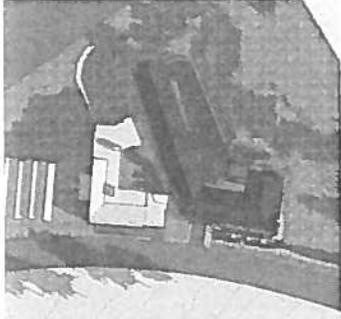
HOTEL - DECEMBER 21st, 2:00pm



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.

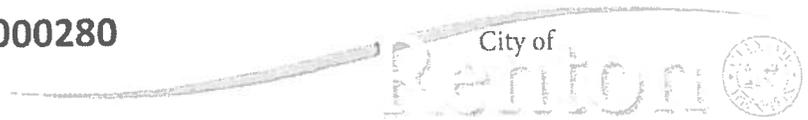
#### SANITARY SEWER

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



**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](mailto: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
<b>Traffic Concurrency Test Passes</b>	

### **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.

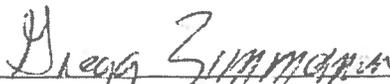
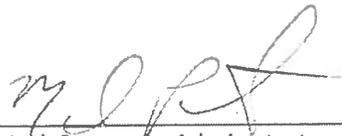
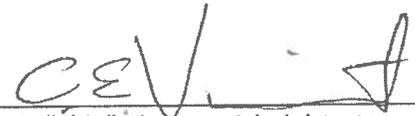
DEPARTMENT OF COMMUNITY  
AND ECONOMIC DEVELOPMENT



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](mailto: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](mailto: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;**

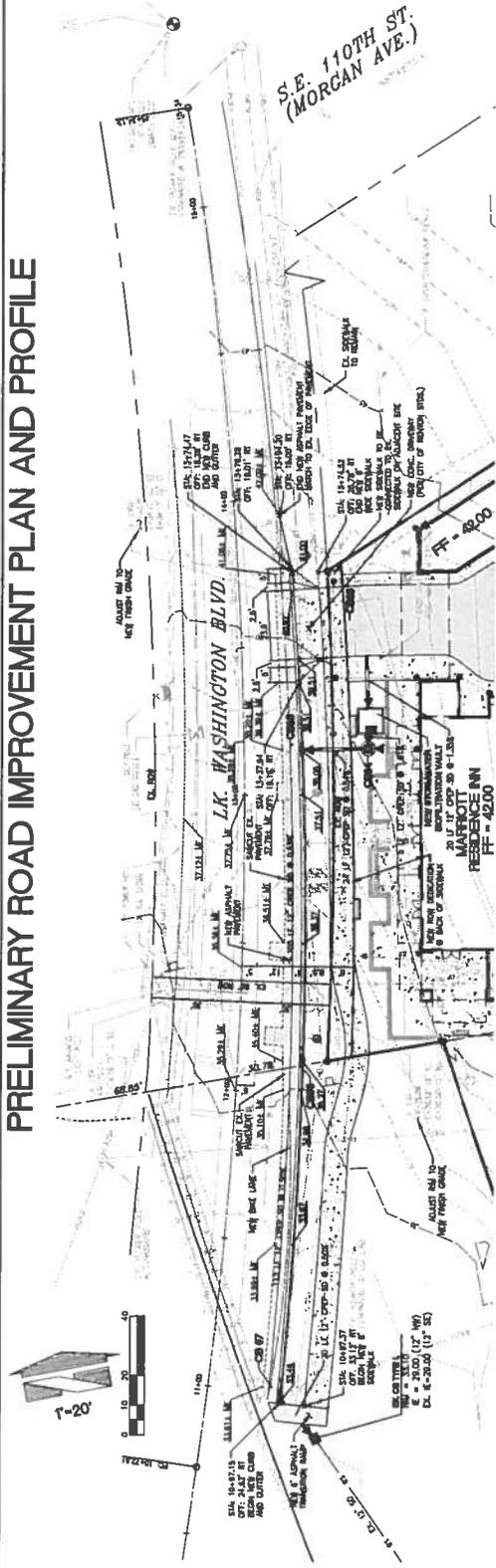
The additional setback was required by the City of Renton.

## **EXHIBIT 25**

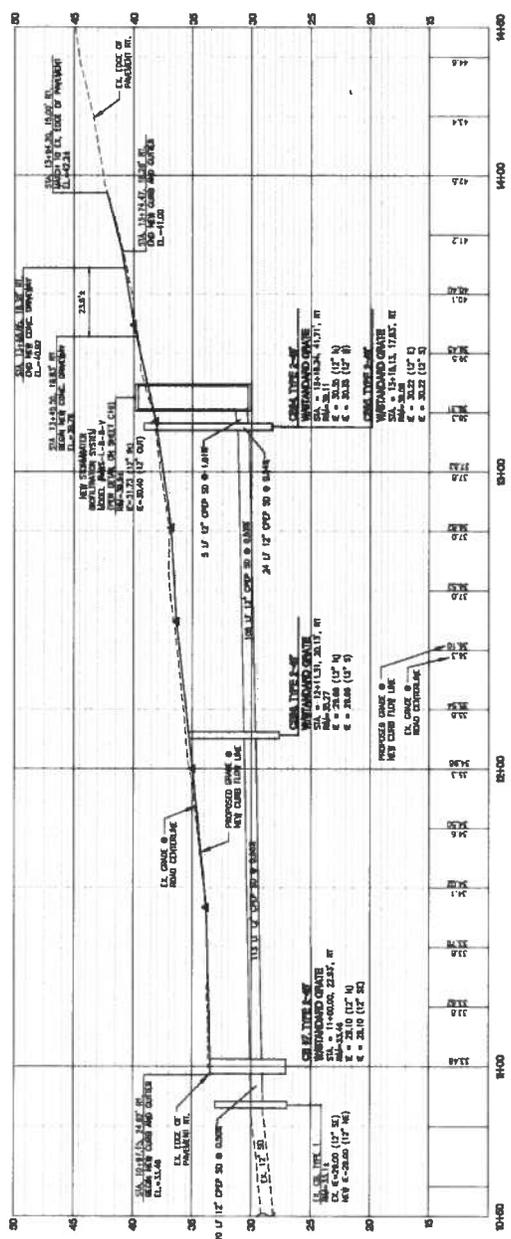
The Justice White House  
7730 Leary Way  
Redmond, WA 98052  
425.216.0318 fax: 425.216.0329

# PRELIMINARY ROAD IMPROVEMENT PLAN AND PROFILE

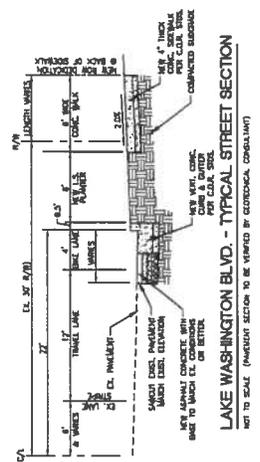
PUGET WESTERN INC. 1815 NORTH CREEK PARKWAY, STE. 310 BOTHELL, WA 98011	CITY OF RENTON Planning/Building/Public Works Dept.		DATE: 11/15/11 DRAWN BY: JLD CHECKED BY: JLD APPROVED BY: JLD	REVISION 1 11/15/11 JLD	NO. 1 ISSUE FOR PERMIT	DATE: 11/15/11 DRAWN BY: JLD CHECKED BY: JLD APPROVED BY: JLD	CITY OF RENTON DEPARTMENT OF PUBLIC WORKS PRELIMINARY ROAD IMPROVEMENT PLAN AND PROFILE LAKE WASHINGTON BLVD.	DATE: 11/15/11 DRAWN BY: JLD CHECKED BY: JLD APPROVED BY: JLD	PROJECT NO. 11-0004 SHEET NO. 01 TOTAL SHEETS: 01
---	--	--	--	----------------------------------	---------------------------	--	---	--	---



LAKE WASHINGTON BLVD. ROAD IMPROVEMENT PLAN VIEW  
SCALE: 1"=20'



LAKE WASHINGTON BLVD. ROAD IMPROVEMENT PROFILE VIEW  
SCALE: 1"=20' H, 1"=5' V.



LAKE WASHINGTON BLVD. - TYPICAL STREET SECTION  
NOT TO SCALE (HORIZONTAL SECTION TO BE VIEWED IN GEOTECHNICAL CONSULTING)

CITY OF RENTON  
 DEPARTMENT OF PUBLIC WORKS  
 PRELIMINARY ROAD IMPROVEMENT  
 PLAN AND PROFILE  
 LAKE WASHINGTON BLVD.

BJORKHAUGEN  
 ENGINEERING & CONSTRUCTION  
 10000 1st Avenue, Suite 200  
 Kirkland, WA 98033  
 (206) 834-4277  
 CONTACT: DAN BJORKHAUGEN

CITY OF RENTON  
 DEPARTMENT OF PUBLIC WORKS

CHECKED FOR COMPLIANCE  
 TO CITY STANDARDS

RECOMMENDED  
 FOR APPROVAL

BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_ DATE: \_\_\_\_\_

CALL BEFORE YOU DIG  
 1-800-424-5555

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 Marriot 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



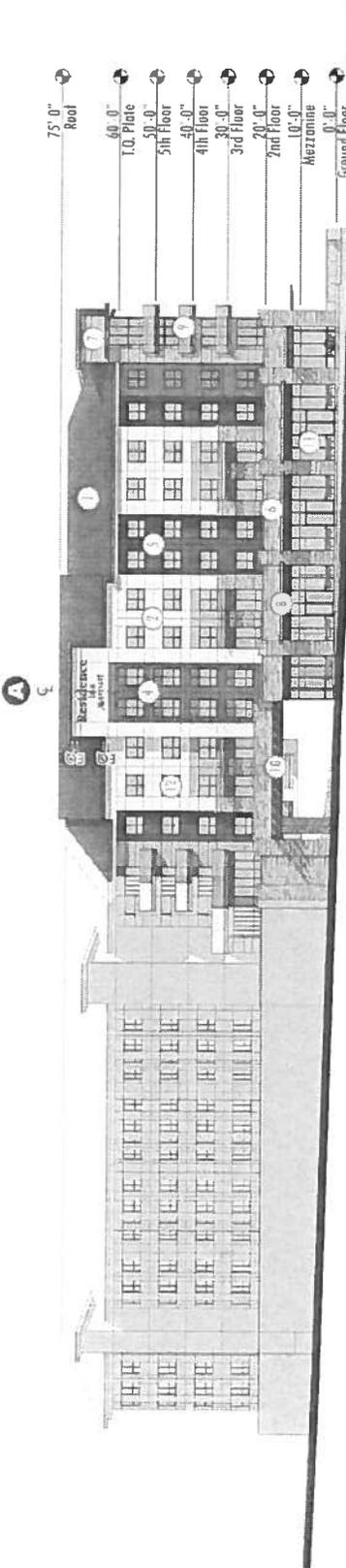
Design #	G382873A
Sheet	1 of 6
Client	RESIDENCE INN
Address	1100 Lu. Washington Bldg. N. RENTON, WASHINGTON
Account Rep.	DS / AN
Designer	MAB
Date	4-21-15
Approvals / Data	
Client	
Sales	
Estimating	
Engineering	
Landscaping	
Lighting	
Revision / Date	

Client	
Sales	
Estimating	
Engineering	
Landscaping	
Lighting	
Revision / Date	

Client	
Sales	
Estimating	
Engineering	
Landscaping	
Lighting	
Revision / Date	

**Chandler Signs**  
 www.chandleresigns.com  
 2500 Broadway, Suite 200, Dallas, TX 75210  
 214-343-3294  
 1739 San Pedro Avenue, Suite 200, San Antonio, TX 78216  
 214-343-3294  
 103 Parkside Drive, Unit C, Mark, GA 30248  
 765-947-7000  
 2344 Laurel Hill, Dallas, TX 75219  
 945 Baccus Avenue, Suite 200, Dallas, TX 75219  
 37 Westmoreland Park Court, Dallas, TX 75219  
 204 One of Dicks, Richardson, TX 76784  
 361-882-2199

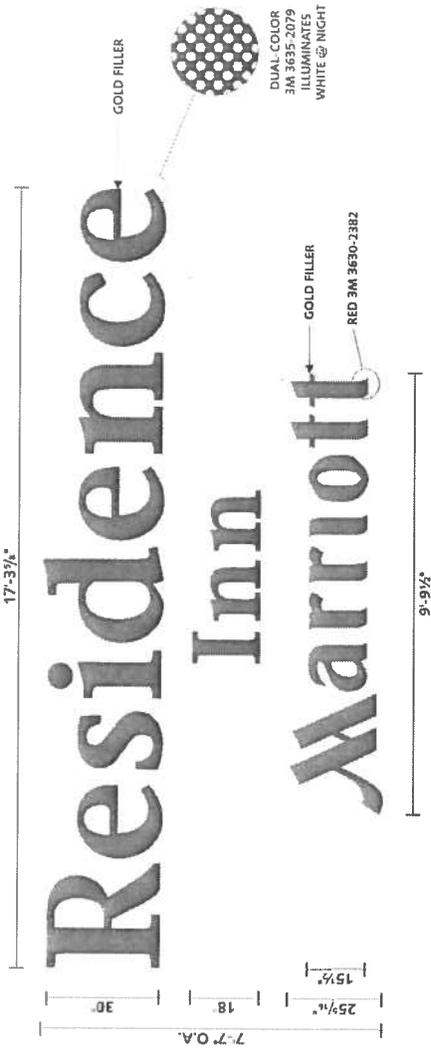
**FINAL ELECTRICAL CONNECTION BY CUSTOMER**



SCALE: 1/32" = 1'-0"

**WEST (LAKE WASHINGTON BLVD.) ELEVATION**

**NOTE:**  
 VERIFY ALL BUILDING DIMENSIONS  
 PERTINENT TO MANUFACTURING  
 SIGN BEFORE FABRICATING SIGN



SCALE: 3/8" = 1'-0"

**RI 305-CL LETTER DISPLAY**  
 (1) SET REQ'D - MANUFACTURE & INSTALL

