City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3005841

Applicant Name: Jensen/Fey Architects for Mark Modawell, Sutor Group

Address of Proposal: 300 Roy Street

SUMMARY OF PROPOSED ACTION

Land Use Application to establish the use for the future construction of a five-story, 136-room hotel building with two residential units on the fifth floor. The project also contains approximately 7,340 square feet of retail on the ground floor. Parking for 84 vehicles will be located at and below grade. The project includes approximately 15,200 cubic yards of excavation.
The following approvals are required:

SEPA - Environmental Determination – Chapter 25.05 SMC

Design Review – Chapter 23.41 SMC

SEPA DETERMINATION: [ ] Exempt [ ] DNS [ ] MDNS [ ] EIS

[X] DNS with conditions

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

BACKGROUND INFORMATION:

Site and Area Description
The proposal is for development of a five-story hotel and apartment building with ground floor commercial and hotel uses located on a parcel fronting Roy Street, stretching between 3rd Avenue North and Nob Hill Avenue North. Roy Street is a one-way, busy street, with several commercial uses including restaurants, offices, and retail businesses. The street functions as the

westbound complement to the one-way eastbound Mercer Street to the south. Seattle Center is located one block south of the project site.

The project site is located within the NC3-40' zone; properties surrounding the site are zoned L-3 to the north, and NC3-40' to the south. The project site is located within the Uptown Urban Center. Surrounding uses include a Seattle Center parking garage to the south, multi-family residential buildings adjacent to the subject site to the north, and mixed use commercial and residential buildings to the east and west along Roy Street.

The project site rises approximately eight feet along Roy Street from the east to west and rises another eight feet from the south to north. The site is currently used as a surface parking lot.

Project Description

The project includes approximately 136 hotel rooms and two residential units. The residential units will be located on the fifth floor. Approximately 7,340 square feet of commercial space will be located at street level, and parking for 84 cars will be located at and below grade. The project includes excavation of approximately 15,200 cubic yards of material. The project will encompass half of the block between Roy Street, Valley Street, 3rd Avenue North and Nob Hill Avenue North. Vehicle access is proposed via a full access driveway on Nob Hill Avenue North and an entrance-only driveway on Roy Street. All delivery truck loading would occur via a separate driveway on 3rd Avenue North.

The hotel lobby would be at sidewalk grade near mid-block of the project site. Further west, a restaurant in a tall, two-story space would be located four feet below sidewalk grade. An entry at the corner would access a landing and stairs down to the main restaurant level. Access to the restaurant could also be gained through the hotel lobby. Another restaurant space with entry at the sidewalk level would be located at the eastern end of the Roy Street frontage. At the eastern corner, the building would provide an area for sidewalk seating for the restaurant.

Parking would be provided in two levels, one below grade, and one at grade. The parking areas would be partially within the structure and partially exposed in northern areas of the site with no structure above.

PUBLIC NOTICES AND MEETINGS

The Notice of Application for the project was published on April 5, 2007. The required public comment period ended April 18, 2007.

The Magnolia/Queen Anne Design Review Board held two properly noticed Early Design Guidance meetings for the project on January 3 and February 7, 2007. A properly noticed recommendation meeting was held on October 3, 2007. One public comment letter was received and public comment was taken at the various Design Review Board public meetings. The written comment letter indicated a concern about providing adequate 24-hour parking to offset the loss of the surface parking previously on the site. Public comment received at the meetings included concern about the L-3 zoning areas to the north. The introduction of hotel and restaurant uses along Roy Street was applauded as consistent with neighborhood planning

efforts. Concerns about expressive corners, the restaurant space, and vertical architectural elements were also communicated.

ANALYSIS-DESIGN REVIEW

Design Guidelines Priorities

The initial ideas for the project were presented at Early Design Guidance meetings on January 3 and February 7, 2007. After considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified the following design guidelines found in the City of Seattle's "Design Review: Guidelines for Multifamily and Commercial Buildings" of highest priority to the project. The recommendations made were agreed to by all of the Board members present, unless otherwise noted.

A-2. Streetscape Compatibility
The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

Board Comments:
The pedestrian environment should dictate the streetscape. Currently there are a number of uses in the area, restaurants, shops, offices, which have entrances directly off the sidewalk and add to the general level of pedestrian activity. This project should be designed with uses well connected to the sidewalk realm.

Project Response:
All entrances to the different uses from the building are from the sidewalk.

A-3 Entrances Visible From the Street
Entries should be clearly identifiable and visible from the street.

A-4. Human Activity
New development should be sited and designed to encourage human activity on the street.

A-10 Corner Lots
Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

Board Comments:
Two prominent corners along Roy Street should be expressed.

Entrances to the hotel and the other non-residential uses should be well-expressed on the exterior of the building. The planned restaurant at the western-most end of the building, to be below sidewalk grade at the corner, needs to be carefully designed. The proposed two-story glass wall of this space will help to enliven and announce the space. A corner entry would also go far to ensure the restaurant space is successfully connected to the sidewalk and street realm.

Human activity on the street frontage and sidewalks is an important feature to be accomplished in this urban location. Retail, restaurant and hotel lobby uses should all be closely connected to the sidewalk realm and should treat the area as an integral element of the uses on-site.

Project Response:
The restaurant is accessible from both a corner entrance and through the hotel. Entrances for all uses are from the sidewalk. The corners along Roy Street have been expressed through the use of entryways, and bracketing of the tops of the buildings.

A-8 Parking and Vehicle Access
Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties, and pedestrian safety.

Board comments:
The in-only driveway from Roy Street should be kept at a minimum width in order to interrupt as little of the sidewalk area as possible. The driveway location should also be coordinated with the location of any bus stops along the site to avoid safety conflicts. The two-way driveway on Nob Hill Avenue North should be located as far north as possible to separate vehicle entry and exiting from the intersection with Roy Street and to maximize space for non-residential uses at the corner.

Project Response:
The driveway from Roy Street is the smallest width possible, and the driveway from Nob Hill Avenue North was pushed to the north, maximizing commercial space.

B-1 Height, Bulk and Scale Compatibility
Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to nearby, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

Board Comments:
The project, which proposes to make full use of the NC3-40' height envelope with five different levels, should have a massing with varied and generous setbacks from the L-3 zoned areas to the north and should also provide good building forms along the front and side facades.

Project Response:
The project is pushed to the south of the site, leaving a surface parking and landscaped area buffer for the L-3 zoned property to the north. Conditions of design review require "something green" to be planted along the back of the building façade to help break up the appearance of bulk.

C-2 Architectural Concept and Consistency
Building design elements, details and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept. Buildings should exhibit form and

features identifying the functions within the building. In general, the roofline or top of the structure should be clearly distinguished from its façade walls.

Board Comment:
The Board thought the third massing option, the applicant-preferred option, works well. However, the second story setback to provide additional separation from existing power lines creates a horizontal line across two of the facades which should be addressed as part of the architecture, either to de-emphasize it or to utilize it as part of a building expression. Most likely, there should be areas of vertical expression to de-emphasize this horizontality.

The building should have a good deal of unification in its expression. There can be repetition with variation, but care should be taken not to lose the unified expression of the building. The functional expression of the uses within should also be maintained.

The building should not read as a "single family home grown up." Instead it should add to the urban context of the area. Notable elements of that context include the Fisher Pavilion, the theater district with its neon and fun nightlife, the Willows and the Eye Doctor buildings nearby and the soon-to-be constructed Gates Foundation Headquarters. This should not be a suburban expression with stucco and vinyl.

Signage should be incorporated into the overall building architecture in a considered and appropriate manner.

Project Response:
The design has evolved to include several brick "pillars" that will help to break up the horizontal lines on the façade. High quality materials were presented at the meeting for use in the building, including real brick and etched glass elements.

D-1 Pedestrian Open Spaces and Entrances
Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.

D-2 Blank walls
Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable they should receive design treatment to increase pedestrian comfort and interest.

Board Comments:
The proposal presents ample opportunity to provide areas which enhance the pedestrian realm, including entries and outdoor eating areas. Overhead weather protection should be incorporated.

Rising topography along the two side streets create areas where there are no internal uses that connect well to the sidewalk. Blank walls in these areas and elsewhere are to be avoided wherever possible and should be treated with architectural measures, landscaping, etc. where unavoidable.

Project Response:
The building has been pulled back an additional nine feet from the required setback at the northeast corner of the building to provide an area for outdoor seating and congregation. Canopies also cover the sidewalk, providing protection from the weather. Brick "pillars" have been provided along the 3rd Avenue and Nob Hill frontages to avoid blank walls and provide architectural interest.

D-6 Screening of Dumpsters, Utilities, and Service Areas
Building sites should locate service elements like trash dumpsters, loading docks, and mechanical equipment away from the streetfront where possible. When elements such as dumpsters cannot be located away from the streetfront, they should be situated and screened from view and should not be located in the pedestrian right-of-way.

Project Response:
The dumpster area will be completely enclosed by a wall with a roof at the rear of the building. The wall and the roof, as well as dense landscaping, will screen this area from neighbors' views. Dumpsters will also be monitored for safety purposes.

MASTER USE PERMIT APPLICATION

The applicant revised the design according to the Design Review Board's guidance and applied for a Master Use Permit with a design review component on March 27, 2007. The application was deemed complete on April 2, 2007.

DESIGN REVIEW BOARD RECOMMENDATION

The Design Review Board conducted a recommendation meeting on October 3, 2007 to review the applicant's formal project proposal developed in response to the previously identified priorities. At the public meeting, site plans, elevations, floor plans, landscaping plans and computer renderings of the proposed exterior materials were presented for the Board members' consideration.

Public Comments

Approximately give citizens made comments at the October 3, 2007 meeting. Questions and comments included:

1) Concern with height of building and views from neighboring residences
2) Location, screening, operation and security of loading area on 3rd Avenue North
3) Concern with interior design for workers
4) Screening of parking area at rear of project
5) Lighting of building for safety but not too bring to bother neighbors

Board Deliberation

Board members congratulated the project team for the improvements in the project design since it was last presented. Board member Roewe liked the "remnant" aspect of the brick element of the building, and appreciated the 10-foot upper level setback of the Roy Street frontage to break up the long building. Board member Vandeventer was concerned with the height of the tower elements with respect to the residents behind the building, and requested more texture on the fibre-cement panels on the building. Board members agreed with the comments regarding the treatment of the rear of the building, and requested that "something green" as high as possible be planted for the entire property length to soften up the treatment of the rear view. Board member Rose commented that he liked the corner wrapped in retail, but thought that the tower elements' height should be reconsidered.

Board member Roewe commented that he did not like the "bracket" elements on the towers, and felt they were unnecessary. He also commented that the articulation of the brick columns should be simplified—either the crenellation of the columns should be one color of brick, or the windows should be made wider. Other board members agreed with this statement, and also added that a railing in that location could also be successful to simplify the design. The board members also asked the applicant to examine the height of the sentinels and explore ways to either lower the towers or make them appear lower—but reiterated that this was not a condition, but feedback. Board member Roewe asked the applicant to look at the southeast corner of the building where the balcony is on the same plane as the tower, and to resolve how the two relate—possibly add an additional trim piece that extends on the eastside of the building to tie the two sides together.

On the southwest corner, Board member Vandeventer didn't believe the signage should be located here, and the applicant agreed that a sign would not be appropriate right above a hotel room window, or on the 3rd Avenue frontage. Additional comment was made regarding the columns on the western side of the building, and that possibly the columns do not need to be brick, but could be made simpler with less contrasting materials. Board members agreed that the applicant should explore the use of different materials on the columns on both the west and east facades. The Board members all commented on the nicely designed lobby entrance and porte cochere.

At the end of the meeting, the Board unanimously recommended that the DPD Director approve the design of the proposal, subject to the following conditions:

1. Tall landscaping, as high as possible, shall be planted along the rear property line to soften the rear view of the building.
2. The articulation of the panel between the windows and pilasters at the lower floors of the south facades shall be simplified with either the panels clad in brick or the windows made wider. A railing between the crenellations at the 10 foot setback east of the entry is an alternative approach which, at the option of the applicants, may be used to achieve the desired design simplification.
3. The applicant shall explore the use of different materials on the brick column elements on both the west and east facades and consider the use of less contrasting materials.

DIRECTOR'S ANALYSIS - DESIGN REVIEW

The Director finds no conflicts with SEPA requirements or state or federal laws, and has reviewed the Citywide Design Guidelines and finds that the Board neither exceeded its authority nor applied the guidelines inconsistently in the approval of this design. In addition, the Director is bound by any condition where there was consensus by the Board and agrees with the conditions recommended by four Board members and the recommendation to approve the design, as stated above.

DECISION - DESIGN REVIEW

The proposed design is **CONDITIONALLY GRANTED**. Design Review conditions are listed at the end of this report.

ANALYSIS-SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist prepared by the applicant on March 14, 2007 and annotated by the Department. The information in the checklist, the supplemental information submitted by the applicant and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665D) clarifies the relationship between codes, policies and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part, "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" subject to some limitations. Under such limitations/circumstances (SMC 25.05.665D1-7) mitigation can be considered.

Short-term Impacts

Construction activities could result in the following adverse impacts: construction dust and storm water runoff, erosion, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, and a small increase in traffic and parking impacts due to construction related vehicles. Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as the Noise Ordinance, the Stormwater Grading and Drainage Control Code, the Street Use Ordinance, and the Building Code. Additionally, due to the temporary nature and limited scope of these impacts, they are not considered significant per SMC 25.05.794. The following is an analysis of construction-related noise, drainage, earth, grading, traffic and parking impacts as well as mitigation.

Noise

The project is expected to generate loud noises during excavation, grading, and construction. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The surrounding properties are developed with retail, restaurant, commercial, and residential uses and will be impacted by construction noise. Due to the proximity of other sensitive uses, the limitations of the Noise Ordinance are considered inadequate to mitigate the potential noise impacts. Pursuant to the SEPA Overview Policy (SMC.25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675 B), mitigation is warranted. The applicant will be required to limit periods of construction to between the hours of 7:00 AM to 6:00 PM on non-holiday weekdays. To shorten the overall construction time frame, construction will also be allowed on Saturdays between the hours of 9:00 AM and 6:00 PM.

The Department may allow work of an emergency nature or allow low noise interior work after the exterior of the structure is enclosed outside the above-approved hours. Subject to approval by the Department, low noise exterior work (e.g., installation of landscaping), may also be allowed outside the above-approved hours.

Earth//Grading

An excavation to construct the below grade parking for the proposal will be necessary. The depth of the excavation will be a maximum of approximately 30 feet in depth. Approximately 15,200 cubic yards of soil and existing material will be removed from the site, which could create potential earth-related impacts. Compliance with the Stormwater, Grading, and Drainage Control Code (SMC 22.800) will require the proponent to identify a legal disposal site for excavation and demolition debris prior to commencement of demolition/construction.

Compliance with the Uniform Building Code and the Stormwater, Grading, and Drainage Control Code will also require that Best Management Practices (BMPs) be employed during demolition/excavation/construction including that the soils be contained on-site and that the excavation slopes be suitably shored and retained in order to mitigate potential water runoff and erosion impacts during excavation and general site work.

According to the geotechnical study, on-site groundwater levels occur at depths ranging from 10 to 20 feet. In the engineers' opinion, the groundwater observations represent a perched water condition where the vertical flow of groundwater is inhibited by layers of low permeability soil. As such, permanent drainage provisions are recommended by the study to prevent hydrostatic pressures from developing behind the project's basement walls. The permanent drainage provisions should include, at a minimum, drainage behind the permanent basement walls, and groundwater seepage conditions should be monitored by an engineer.

With the mitigations and systems described above, the geotechnical report stated that groundwater seepage is not anticipated to have an adverse impact on the planned excavation. A drainage control plan, including a temporary erosion and sedimentation control plan will be required with the building permit application. In addition, a Shoring and Excavation Permit will be required by SDOT prior to issuance of a building permit.

Based upon the above considerations it is concluded that no SEPA-based conditioning is necessary for the anticipated earth-related impacts.

Pedestrian Circulation

The Street Use Ordinance includes regulations that regulate dust, mud, and circulation within the public right-of-way. Street use permits obtained from SDOT will be necessary for any temporary closures of sidewalks and/or traffic lanes. The sidewalk along Roy Street is an important pedestrian route which should be kept open to the greatest extent possible. SEPA authority will be exercised to require that safe pedestrian routes along both streets be kept open as much as possible. Permit approval by SDOT to allow closure of these routes as necessary will overrule this condition.

Construction-Related Traffic and Parking

Under SMC 25.05.675.B.2, DPD has authority under SEPA to impose conditions to mitigate parking impacts related to the project. During construction, parking demand will increase due to construction personnel and equipment. Off-site parking during construction hours in the general vicinity of the project is limited. To minimize on-street parking in the vicinity due to construction impacts, construction workers will be required to park in the on-site garage when it becomes available.

Truck trips could be generated during excavation, shoring, and foundation construction. A truck route for site excavation has not yet been worked out with the City. A construction traffic plan must be provided to the City in connection with the issuance of a street use permit.

It is the policy of the City of Seattle to minimize or prevent temporary adverse impacts associated with construction activities, including measures to address parking and transportation impacts during construction per SMC 23.05.675.B.1.g. Pursuant to this policy, project approval shall be conditioned upon the following:

- To minimize on-street parking in the project vicinity due to construction impacts, construction workers will be required to park in the on-site garage when it becomes available.
- Prior to issuance of a street use permit, the contractor shall provide the City with a construction traffic plan. Site work shall be conducted in a manner that would minimize interference with vehicular, pedestrian, and other non-motorized forms of circulation. Temporary traffic control or pedestrian obstructions during construction (if any) shall be managed in accordance with the current City of Seattle Traffic Control Manual for In-Street Work and Manual of Uniform Traffic Control Devices. In the event that work requires closure of an entire sidewalk or travel lane, a signage plan and traffic control plan shall be prepared for approval by SDOT.

Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff from greater site coverage by impervious surfaces,

potentially decreased water quality in surrounding watersheds, increased on-site bulk and scale, increased ambient noise due to increased human activity, increased demand on public services and utilities, increased light and glare, increased energy consumption, increased on-street parking demand, and increased vehicle traffic. These long-term impacts are not considered significant.

Notwithstanding the Determination of Non-Significance, the following impacts merit more detailed discussion.

Earth

There would be almost no potential for erosion from the completed development, since almost no exposed earth would remain on-site. Landscaping would be provided by built-in containers and by street trees. As there is no erosion potential, impacts are not considered significant and no mitigation is warranted.

Traffic and Parking

Transportation Engineers Northwest ("TENW") completed a traffic study for the project which was submitted to the City as part of the application and review process.

For its analysis, TENW utilized trip generation rates associated with ITE Land Use Code 310, Hotel and LUC 932 High-Turnover (Sit-Down) Restaurant to estimate trips that would be generated for the project. All rates were obtained from the ITE 7th Edition (2003). The study estimated that the project would generate approximately 1,400 new trips per day, of which 103 new trips would be generated during the AM peak hour, and 106 new trips during the PM peak hour. Thirteen percent of the trips would be pass-by trips that only occur at the project site driveways.

The project will include 84 parking spaces, and would displace the existing 126-stall public pay surface parking lot. The proposed 84 on-site parking stalls would exceed the minimum Land Use Code requirements of 0.25 parking stalls per hotel room, and one parking stall per residential unit. Peak parking demand for hotels is estimated to be 0.91 stalls per hotel room resulting in a peak demand of 127 parking stalls. During days of high hotel occupancy, peak parking demand for hotel guests and the complementary restaurant uses would exceed on-site parking supply during the hours of 10:00 AM and 2:00 PM, and after 7:00 PM. A large amount of available pay parking exists within a few blocks of the site to accommodate any potential parking spillover from the proposed project. The urban site, next to the Seattle Center and with good transit connection to the downtown core can be expected to attract some number of guests without cars. The number of hotel guests without cars would be expected to increase over time in this increasingly urban location.

The traffic study also evaluated transportation concurrency for the proposed project. The calculated v/c ratios for the tested screenlines were determined to remain below the adopted LOS standard; therefore, the proposed project was determined to meet the City of Seattle concurrency requirements.

Transit service to and from the project vicinity is provided by King County Metro Transit. Within a quarter mile of the project, five transit stops provide access to six transit routes that travel in all directions to and from the vicinity area.

The project will reduce the total number of site driveways from six to two by consolidating the existing four driveways on Roy Street into a single inbound access. Access from Roy Street will be in-only, and the access on Nob Hill Avenue will allow both inbound and outbound vehicles. Sidewalks will be constructed along property frontages where existing sidewalks are inadequate.

Expected traffic and parking impacts of the proposal are not considered significant and while present are considered to be consistent with the density of uses envisioned for an urban center context. No SEPA-based conditioning of traffic or parking impacts are imposed.

Water Quality/Drainage

The site is not located within the Shoreline District. Upon completion of the project, the site will be mostly covered by impervious surfaces. All vehicle parking will be provided in an at-grade and underground parking garage. Stormwater from impervious surfaces, including the at-grade parking area, will be collected and conveyed to a flow control vault at the lower garage grade level. The vault facility will discharge, in a controlled release, to the City's existing storm sewer system by means of a new connection at Roy Street near the southeast corner of the project site.

Plants/Animals

Any existing vegetation would be removed during the site excavation and construction. There is no known occurrence of threatened or endangered species on or near the site.

Frontage improvements will include street trees. Landscaped open spaces will be provided in the public rights-of-way.

Impacts to plants and animals are not considered significant and no mitigation is warranted.

Energy and Natural Resources

Natural gas and electricity would be used as the principal source of energy for space heating. Electrical energy would be used for lighting and operating appliances. It is not expected that the height and configuration of the proposed structure would interfere with the potential use of solar energy by adjacent properties. Building construction would comply with this and other requirements of the Seattle Energy Code, at a minimum, to be reviewed at the time of Building permit application.

Long term impacts to energy and natural resources are not considered significant and no mitigation is warranted.

Height, Bulk and Scale

The subject proposal has been through the Design Review Process, previously discussed in this decision. A project that is approved pursuant to the design review process is presumed to comply with the City's height, bulk and scale policies. This presumption may be rebutted only by clear and convincing evidence that the height, bulk and scale impacts documented through environmental review have not been adequately mitigated. SMC 25.05.675.G.2. Measures employed to mitigate height, bulk and scale impacts, as incorporated into the building architecture, were reviewed by the Design Review Board and found sufficient.

Long-term height, bulk and scale impacts have been addressed through the Design Review process. No additional SEPA mitigation measures are warranted.

Light and Glare

The project will replace a surface parking lot that included large parking lot lights on the entire property. In comparison, sources of light following the project's completion will include lights from inside hotel rooms, low-level landscape lighting, and lighting at exterior entrances. Individual businesses are expected to provide signage consistent with the Seattle Land Use Code.

No reflection materials, such as highly reflective glass or polished metal are proposed for the building exterior. The proposal includes use of low-level, directional lighting, and low-reflective exterior building materials to minimize the occurrence of light and glare from circulating or parked vehicles.

Impacts from light and glare are not considered significant and mitigation is not warranted.

Public Services and Utilities

The change of use, increase in development on the site, type of development (residential and commercial), and the introduction of a resident population are expected to result in an increased demand for public services. There are no existing deficiencies in needed services or utilities to the site. The project would comply with applicable codes and requirements of the Seattle Fire Department for fire protection and fire suppression, to be reviewed at the time of Building Permit application. All exterior entrances to the building would be well-lit and equipped with security gates.

All utilities required to serve the proposed mixed-used residential/commercial development are located within adjacent street frontages. Only side service connections should be required for each utility service. Overall, the impacts to public services and utilities are not considered significant and no mitigation is warranted.

Existing and Projected Land Use; Comprehensive and Neighborhood Plan

The site was previously a surface parking lot. With the redevelopment proposal, the parking lot would be redeveloped into a hotel and apartments with associated commercial uses. The land use of the site would thus be changed with the proposal.

The proposed project is compatible with surrounding uses and is located in an area of mixed Commercial and Neighborhood Commercial zoning. The site itself is zoned Neighborhood Commercial 3 (NC3-40'). The redevelopment proposal is consistent with the NC3-40 zoning of the property. Hotel, commercial, and retail uses are permitted outright in the NC3 zone. The proposal complies with development standards applicable to mixed-use development within the NC3-40' zone.

The City of Seattle Comprehensive Plan designates the site as a Commercial Mixed Use Area, and is located in the Uptown Urban Center. The proposed mixed-use hotel development is consistent with the Comprehensive Plan designation.

In addition, the proposed project complies with the Queen Anne Neighborhood Plan. This Plan is one of 37 neighborhood plans prepared with the participation of people in the neighborhood to articulate a vision for growth and change over the next 20 years, which identifies actions to be taken to help achieve this vision and further implement the Citywide Comprehensive Plan. The Plan adopts several neighborhood specific goals and policies. The project is consistent with the following policies and goals:

- QA-G3: The Urban Center is a vital residential community as well as a viable and attractive commercial/employment center and mixed-use neighborhood which enjoy a strong relationship with Seattle Center.
- QA-P11: Provide for an attractive and harmonious transition between different land uses, including commercial areas and single-family areas.
- QA-P40: Strive to provide urban character-enhancing improvements to Queen Anne's streets such as sidewalk improvements, transit facilities, landscaping, and appropriate lighting.
- QA-P42: Strive to ensure adequate facilities, such as lighting for safety in pedestrian and parking areas in Queen Anne's business districts.
- QA-P45: Seek to fill identified market gaps in Queen Anne and support locally-owned businesses and other businesses that meet the needs of the local population.

The proposal directly supports the above-stated goals and policies. With 136 new hotel units in an area with few hotel options, the project will add needed services to the local area economy, serving those visiting Seattle Center, Downtown and surrounding areas. The increased population will generate additional foot traffic, and support existing and future businesses in the vicinity. The increased density located near to a transit hub in the Uptown Urban Center also supports existing and future transit service.

It is the City's SEPA policy to ensure that proposed uses in development projects are reasonably compatible with surrounding uses and are consistent with adopted City land use policies. The subject proposal is compatible with surrounding uses, zoning, and City policies. The proposed mixed use project is consistent with the Queen Anne Neighborhood Plan and the Seattle Comprehensive Plan. No mitigation resulting from land use impacts is warranted.

Summary

In conclusion, certain non-significant adverse impacts on the environment are anticipated to result from the proposal. The conditions imposed below are intended to mitigate specific impacts identified in the foregoing analysis, or to control impacts not regulated by codes or ordinances per adopted City policies.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

CONDITIONS - SEPA

The owner(s) and/or responsible parties shall:

Prior to Issuance of Demolition, Grading, or Construction Permits

1. Prior to issuance of a construction permit, the contractor shall provide a construction traffic plan to SDOT for review and approval. Site work shall be conducted in a manner that would minimize interference with vehicular, pedestrian, and other non-motorized forms of circulation. Temporary traffic control or pedestrian obstructions during construction (if any) shall be managed in accordance with the current City of Seattle Traffic Control Manual for In-Street Work and Manual of Uniform Traffic Control Devices. In the event that work requires closure of an entire sidewalk or travel lane, a signage plan and traffic control plan shall be prepared for approval by SDOT.

2. A drainage control plan, including a temporary erosion and sedimentation control plan will be required with the construction permit application.

3. A Shoring and Excavation Permit shall be required by SDOT prior to issuance of a construction permit.

During Construction

4. Construction work shall be limited to between the hours of 7:00 AM and 6:00 PM on non-holiday weekdays and on Saturdays between the hours of 9:00 AM and 6:00 PM.

5. Safe pedestrian routes along Roy Street shall be kept open past the project site during construction. Permit approval by SDOT to allow closure of these routes as necessary will overrule this condition.

6. Construction workers shall limit parking in residential neighborhoods and will utilize the on-site parking garage when it becomes available.

Design Review Conditions

7. The building constructed shall substantially conform to the one represented to the Design Review Board and which received a recommendation of approval.

8. Tall landscaping, a maturity, shall be planted along the rear property line to soften the rear view of the building.

9. The articulation of the panel between the windows and pilasters at the lower floors of the south facades shall be simplified with either the panels clad in brick or the windows made wider. A railing between the crenellations at the 10 foot setback east of the entry is an alternative approach which, at the option of the applicants, may be used to achieve the desired design simplification.

10. The applicant shall explore the use of different materials on the brick column elements on both the west and east facades and consider the use of less contrasting materials.

11. Any proposed changes to the exterior of the building or the site must be submitted to DPD for review and approval of the Land Use Planner (Scott Kemp, scott.kemp@seattle.gov). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

12. Compliance with all images and text on the MUP drawings, Design Review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project, or by the Design Review Manager.

13. An appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.

14. All of the conditions contained in this decision must be embedded in the cover sheet for updated MUP permit plans and for all subsequent permits including any MUP revisions, and all building permits.

Signature: _____(signature on file)_____ Date: January 14, 2007
Scott Kemp, Senior Land Use Planner
Department of Planning and Development
Land Use Services

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