



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: 3006862
Applicant Name: Michael Whalen
Address of Proposal: 515 Madison Street

SUMMARY OF PROPOSED ACTION

Land Use Application to allow an 11,191 sq. ft. addition to an existing hotel.

The following approvals are required:

SEPA - Environmental Determination - (SMC Chapter 25.05)

SEPA DETERMINATION: Exempt DNS MDNS EIS

DNS with conditions

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

BACKGROUND DATA

Site and Vicinity Description

The subject site is located at the intersection of 6th Avenue and Madison Street in Downtown Seattle. The site and surroundings are zoned Downtown Office Core 1 – Unlimited 450 (DOC 1-U450).

The site is at the uphill and eastern edge of the Downtown office core and bordered on the east by Interstate 5. To the north is the Nakamura Federal Courthouse, to the south is a six-story residential building, and to the west are the College Club Building and a vacant two-story office structure to the south of the College Club.

Proposal Description

The applicant proposes to construct an 11,191 sq. ft. addition to the existing Madison Renaissance Hotel. The addition will consist of a banquet hall, small retail space, expansion of the existing lobby bar (6,696 square foot total) along with mechanical and building service spaces in the remaining 4,495 square feet. The addition will replace the public benefit feature / plaza currently at the south side of the hotel. This public benefit feature was required under Seattle Municipal Code Title 24 (the previous Land Use Code) to gain additional FAR (floor area ratio) for the construction of the hotel. The replacement of Title 24 public benefit features is allowed under Title 23 (the current Seattle Land Use Code) through obtaining TDR (Transfer of Development Rights). The applicant has demonstrated that they will obtain the required amount of TDR credits for this proposal (see project file and plans for details).

Public Comments

No public comments were received during the public comment period, which ended on April 18, 2007.

ANALYSIS – SEPA

The initial disclosure of the potential impacts from this project was made in the SEPA environmental checklist dated March 15, 2007. The information in the SEPA checklist and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. The potential environmental impacts identified in the SEPA checklist are discussed below where mitigation under Seattle's SEPA Ordinance is warranted.

The SEPA Overview Policy (SMC 25.05.665 D) 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 25.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Impacts

Construction Impacts

The SEPA Overview Policy (SMC 25.05.665) and the SEPA Construction Impacts Policy (SMC 25.05.675B) allow the reviewing agency to mitigate temporary adverse impacts on noise, pedestrian circulation and transportation associated with construction activities.

The following temporary or construction-related impacts are expected: construction noise at the adjacent Dover Apartment building, closure of the 6th Avenue sidewalk adjacent to the construction area and consequent limitation of pedestrian circulation, and partial street and alley closures for construction material delivery and storage. Due to the temporary nature and anticipated limited scope of these impacts, they are not considered significant (SMC 25.05.794). Although not significant, these impacts are adverse and mitigation may be warranted.

Noise

Hours of construction and the associated level of noise are regulated by the Noise Control Ordinance (SMC 25.08). However, due to the close proximity of the residential apartment building directly to the south of the proposed building addition **Conditioning** is required to address noise impacts during construction.

The Noise Ordinance allows permissible levels of noise to exceed these allowed levels during the hours of 7 AM to 10 PM, Monday to Friday and 9AM and 10 PM on weekends in general. To reduce the noise impact of construction on the adjacent residential structure, all construction activities shall be limited on non-holiday weekdays to 7 AM to 6 PM. In addition, only low noise impact work such as that listed below shall be permitted on Saturdays from 9:00 a.m. to 6:00 p.m. and on Sundays from 10:00 a.m. to 6:00 p.m.:

1. Surveying and layout;
2. Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. Such construction activities will have a minimal impact on adjacent uses. Restricting the ability to conduct these tasks could extend the construction schedule, thus the duration of associated noise impacts.

DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours. To this end, the hours may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner prior to each occurrence. Periodic monitoring of work activity and noise levels may be conducted by DPD Construction Inspections.

Pedestrian Circulation

A public sidewalk extends along the site's construction area and 6th Avenue. This sidewalk provides a significant pedestrian pathway and connection along 6th Avenue. There is a minimal sidewalk along the east side of 6th Avenue in this block that ends at its intersection with Marion Street. There is no crosswalk or safe line of sight for vehicles and pedestrians at this intersection. Closure of the sidewalk adjacent to the site's construction area would create adverse impacts on pedestrian safety and circulation. Consequently, the project is **Conditioned** to maintain an open pedestrian sidewalk (covered or open) during the life of construction. In the event that a brief and temporary closure of the 6th Avenue sidewalk is required this must be approved by DPD and conform to SDOT standards for re-routing of pedestrian travel.

Transportation

Construction traffic for delivery of materials and hauling of construction debris could result in street blockage along 6th Avenue and the alley along the western property boundary. The street has one lane at the intersection with Marion Street that widens to two lanes at Madison Street and on the west side has limited parking and a loading area for the hotel. The adjacent alley is narrow and provides access to deliveries and pick-up for buildings facing both 5th and 6th Avenues. Blockage and constriction of either of these rights of way could have adverse impacts on the surrounding traffic flow and access to adjacent properties. The Seattle Street Use Ordinance controls project related use of the ROW during construction, such as amount, duration, and permissible hours of street and alley blockage or closure and will be adequate to address these anticipated impacts, therefore no conditioning is necessary.

Long-Term Impacts

Traffic and Transportation

The addition of the banquet hall, small retail space, and expanded lobby bar (6,696 square foot total) is expected to generate additional traffic on the surrounding Downtown street system. No appreciable trips are expected to be generated from the additional mechanical and building service areas. Additional trips during the AM and PM peak hours could have an adverse transportation impact. To assess the extent of this impact a trip generation analysis was performed by Heffron Transportation, Inc. and the results submitted in a memo dated July 27, 2007 for review by DPD's transportation planner.

The submitted memo reported the number of anticipated new AM and PM peak hour trips both beginning and ending at the hotel site based on the traffic currently generated from the existing ballroom facility. The memo found that the new banquet facility will generate additional traffic beyond that currently generated by the existing ballroom only when events in the new room are scheduled simultaneous to events in the existing ballroom. Considering this anticipated increase, the DPD transportation planner analyzed possible impacts to the surrounding traffic system and found that no mitigation for the minor anticipated increased traffic is warranted.

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 requirements 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 any significant adverse impacts 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

Conditions of Approval

Prior to Building Permit Issuance

1. The project applicant and / or general contractor shall designate an on-site representative of the general contractor, along with a 24-hour accessible phone number, who shall be the point of contact for the public or adjacent apartment residents to contact in the event of a perceived violation of the noise and pedestrian circulation conditions below.

During Construction

2. In addition to the Noise Ordinance requirements, to reduce the noise impact of construction on nearby properties, all construction activities shall be limited to non-holiday weekdays between 7:00 a.m. and 6:00 p.m. Only low noise impact work such as that listed below shall be permitted on Saturdays from 9:00 a.m. to 6:00 p.m. and on Sundays from 10:00 a.m. to 6:00 p.m.:
 - Surveying and layout;
 - Other ancillary tasks to construction activities will include site security, surveillance, monitoring, and maintenance of weather protecting, water dams and heating equipment.

After each floor of the building is enclosed with exterior walls and windows, interior construction on the individual enclosed floors can be done at other times in accordance with the Noise Ordinance. DPD recognizes that there may be occasions when critical construction activities could be performed in the evenings and on weekends, which are of

an emergency nature or related to issues of safety, or which could substantially shorten the total construction time frame if conducted during these hours. Therefore, the hours may be extended and/or specific types of construction activities may be permitted on a case-by-case basis by approval of the Land Use Planner prior to each occurrence. Periodic monitoring of work activity and noise levels may be conducted by DPD Construction Inspectors.

3. The sidewalk adjacent the project site and running along the 6th Avenue right-of-way shall be kept open and made safely passable throughout the construction period, *according to the City of Seattle Traffic Control Manual for In-Street Work: (<http://www.seattle.gov/transportation/trafficcontrolmanual.htm>)*. Should a determination be made by the Seattle Department of Transportation (SDOT) that closure of this sidewalk is temporarily permissible as necessary for demolition or other purposes, DPD and SDOT shall be notified by the developer or general contractor *ten business* days prior to the planned temporary closure, and a traffic control plan shall be presented and approved by SDOT Traffic Management prior to the closure. The temporary closure plan shall present alternative mitigation that is sufficient to mitigate the impacts this condition is intended to address.
4. The SEPA conditions above and the name and 24-hour accessible phone number of the general contractor's on-site representative shall be posted on the perimeter of the project site and clearly visible and readable from the sidewalk.

Signature: _____ (signature on file) Date: October 11, 2007
Art Pederson, Land Use Planner
Department of Planning and Development

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