



**City of Seattle**  
Edward B. Murray, 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:** 3018822  
**Applicant Name:** Kimberly Orr  
**Address of Proposal:** 669 S King Street

**SUMMARY OF PROPOSED ACTION**

Land Use Application to change the use of an existing hotel building to 85 residential units above 12,092 sq. ft. of commercial space. Project includes a partial 5th floor addition. Parking for 25 vehicles to be provided below grade.

The following approval is required:

**SEPA – Environmental Threshold 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

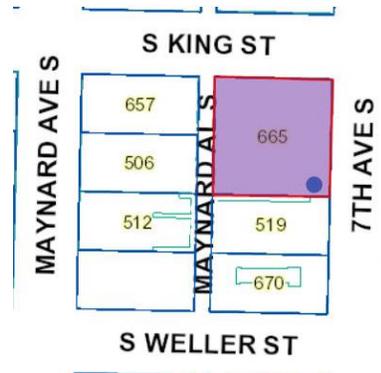
**BACKGROUND INFORMATION**

**Location:** The site is located at the southwest corner of S King Street and 7<sup>th</sup> Ave S in the International District.

**Zoning:** IDM-75-85

**Parcel size:** 14,400 square feet

**Environmental Critical Areas:** None.



**Existing Conditions:** The site is occupied by a three-story mixed-use building. A large portion of the western half of the building was damaged by fire in 2013. Removal of fire damaged areas and stabilization of the building were completed under permit #640524.

A designated landmark, the Chinese Community Bulletin Board, is located on the east façade of the structure.

**Proposal Description:** The project includes substantial alteration of the existing mixed use building, including reconstruction of fire damaged areas and the south and west facades of the western portion of the building. The project also includes a change of use from a Single Room Occupancy (SRO) hotel to apartments, conversion of basement storage to below-grade parking, and an addition of a 5th floor penthouse containing additional apartment units.

Pursuant to SMC 23.66, the Department of Neighborhoods (DON) Director, in consultation with the International District Special Review Board (IDSRB), is in the process of reviewing a Certificate of Approval for the project. (DON application on file with DPD.)

**Public Comment:** The public comment period ended on July 5, 2015. DPD received no comment letters.

Additional public notice regarding the review of the project by DON was issued association with the IDSRB meetings. An IDSRB public briefing regarding the proposal was held on May 6, 2015.

### **ANALYSIS – SEPA**

Environmental review resulting in a Threshold Determination is required pursuant to the Seattle State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant on May 5, 2015. The Department of Planning and Development has analyzed and annotated the environmental checklist submitted by the project applicant; reviewed the project plans and any additional information in the file and any pertinent comments which may have been received regarding this proposed action have been considered. The information in the checklist, the supplemental information, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature and limited effects, the impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The SEPA Overview Policy (SMC 25.05.665) states, in part, *“Where City regulations have been adopted to address and environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation”* subject to some limitations. Under such limitations or circumstances (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

### Short-term Impacts

The following temporary or construction-related activities could result in the following adverse impacts: construction dust and storm water runoff, emissions from construction machinery and vehicles, increased particulate levels, increased noise levels, occasional disruption of adjacent vehicular and pedestrian traffic, a small increase in traffic and parking impacts due to construction related vehicles, and increases in greenhouse gas emissions.

Several construction-related impacts are mitigated by existing City codes and ordinances applicable to the project such as: the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Street Use Ordinance (SMC Title 15), the Seattle Building Code, and the Noise Control Ordinance (SMC 25.08). Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality.

### Greenhouse Gas Emissions

Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant.

### Construction Parking and Traffic

Increased trip generation is expected during the proposed demolition, grading, and construction activity. The area is subject to significant traffic congestion during peak travel times on nearby arterials. Large trucks turning onto arterial streets would be expected to further exacerbate the flow of traffic.

The area includes limited and timed or metered on-street parking. Additional parking demand from construction vehicles would be expected to further exacerbate the supply of on-street parking. It is the City's policy to minimize temporary adverse impacts associated with construction activities.”

Pursuant to SMC 25.05.675.B (Construction Impacts Policy), additional mitigation is warranted and a Construction Management Plan is required, which will be reviewed by Seattle Department of Transportation (SDOT). The requirements for a Construction Management Plan include a Haul Route and a Construction Parking Plan. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

### Long-term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased bulk and scale on the site; increased public demand for public services and utilities; increased energy consumption; increased traffic and parking demand. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment. However, greenhouse gas emissions; historic and cultural preservation; traffic and transportation; and parking impacts warrant further analysis.

### Greenhouse Gas Emissions

Operational activities, primarily vehicular trips associated with the project construction and the project's energy consumption, are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant, therefore, no further mitigation is warranted.

### Historic and Cultural Preservation

The SEPA Historical Preservation Policies provide authority to mitigate impacts to historic buildings (SMC 25.05.675.H.2). Special review district boards, such as the International Special Review District (ISRDB), have been established to protect certain historic areas, such as the International Special Review District (District) (SMC 25.05.675.H.1.d). Projects within the District are subject to development controls and review by the International Special Review District Board (ISRDB). The subject site and project lies within the District. Under SMC 23.66, no construction of a new structure or demolition of an existing structure is allowed in the District without a Certificate of Approval from the DON after consultation and recommendation of the ISRDB.

The ISRDB has reviewed the proposed design on May 26, 2015 and September 22, 2015, including plans for building restoration and reconstruction and the addition of a new 5<sup>th</sup> floor penthouse and underground parking. Given the review by the City's designated special review Board, pursuant to SMC 25.05.675.H.d, no further mitigation is warranted.

The landmarked Chinese Community Bulletin Board is located on the east façade of the structure. No changes to the landmark are proposed. In addition, the site is adjacent to the Eastern Hotel (to the west). Section 25.05.675.H of the SEPA code describes the City's policies for protecting historical sites. *"It is the City's policy to maintain and preserve significant historic sites and structures and to provide opportunity for analysis of archeological sites... When a project is proposed adjacent to or across the street from a designated site or structure, the decision maker shall refer the proposal to the City's Historic Preservation Officer for an assessment of any adverse impacts on the designated landmark and for comments on possible mitigating measures..."*

SEPA provides authority to mitigate impacts to historic buildings (SMC 25.05.675.H.2.c). In this instance, the Department of Neighborhoods staff has determined that no impacts to historic resources are anticipated, given that the ISRDB briefings have taken into account changes to the building as well as the historic district as a whole when considering this project under SMC 23.66.302. No additional review or mitigation is warranted based on the City's SEPA Historic Preservation Policy.

### Air Quality

Demolition and construction activities will result in localized short-term increases in air particulates and carbon monoxide which could temporarily affect the quality in the vicinity. Demolition/construction activities that would contribute to these impacts include excavation, grading, soil compaction, and operation of heavy trucks and smaller equipment (i.e., generators and compressors). Compliance with the Street Use Ordinance (SMC 15.22.060) will require the

contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations requires activities which produce airborne materials or other pollutant elements to be contained with temporary enclosure.

Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency (“PSCAA”) prior to demolition. A report by NVL Labs (*Asbestos Abatement/Demolition/Disposal Specification for “Louisa Hotel” 669 King Street, Project #2014-0079-1, 2/19/2014*) was provided by the applicant, outlining procedures for controlling asbestos emissions during demotion and renovation, and disposal of asbestos containing waste.

There is no indication of unusual short term adverse impacts. Existing regulations and agencies responsible for enforcing the regulations are adequate to provide mitigation and pursuant to the Overview Policy (SMC Section 25.05.665) and Air Quality Policy (SMC Section 25.05.675A). Therefore, no further mitigation is warranted.

### Environmental Health

The building sustained fire damage in 2013, and the fire damaged portion of the building was demolished in 2015 under permit #640524. Environmental assessments provided by the applicant indicate that contaminated materials, including asbestos and lead paint, may remove and disposed of during construction. If not properly handled, contamination could have an adverse impact on environmental health.

A series of assessments and reports were submitted to DPD (*Phase I Environmental Site Assessment*, SoundEarth Strategies 10/3/2014; *Work Plan for the Remediation of Water & Mold-Impacted Materials*, NVL Labs, 2/29/2014; and *Limited Indoor Environmental Quality Mold Investigation*, NVL Labs, 2/28/2014). These studies indicated procedures for identifying, handling, and disposing of contaminated material during construction, consistent with existing regulations.

Mitigation of contamination and remediation is in the jurisdiction of Washington State Department of Ecology (“Ecology”), consistent with the City’s SEPA relationship to Federal, State and Regional regulations described in SMC 25.05.665.E. This State agency Program functions to mitigate risks associated with removal and transport of hazardous and toxic materials, and the agency’s regulations provide sufficient impact mitigation for these materials. The City acknowledges that Ecology’s jurisdiction and requirements for remediation will mitigate impacts associated with any contamination. Any contamination encountered during the construction process would be cleaned up in a manner consistent with State Department of Ecology regulations at that time. No additional mitigation is required.

### Parking and Traffic

The applicant submitted a Traffic Impact Study (Traffic Generation and Parking Demand Analysis, 7 May 2015, Heffron Transportation, Inc.), which was reviewed by DPD’s Senior Transportation Planner. The study indicates that the proposed project is estimated to result in a net increase of 170 daily vehicle trips, 12 AM peak hour trips, and 17 PM peak hour trips, compared to the conditions that existed in the building prior to the fire in December 2013. The ground floor commercial spaces are not expected to result in new vehicle trips or parking

demand, compared to prior conditions. The study also indicates that the proposed project is estimated to generate a peak parking demand of between 24 and 26 vehicles overnight. The proposed on-site parking supply of 25 spaces would accommodate almost all of the estimated demand.

The DPD Transportation Planner reviewed the information and determined that while these impacts are adverse, they are not expected to be significant; therefore, no further mitigation 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 requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- 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 43.21.030(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).

The lead agency for this proposal 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). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This DNS is issued after using the Optional DNS process in WAC 197-11-355 and Early review DNS process in SMC 25.05.355. There is no further comment period on the DNS.

### **SEPA CONDITIONS OF APPROVAL**

*Prior to Issuance of a Construction Permit:*

- 1) Provide a Construction Management Plan that has been approved by SDOT. The submittal information and review process for Construction Management Plans are described on the SDOT website at: <http://www.seattle.gov/transportation/cmp.htm>.

Signature: Denise R. Minnerly for Date: October 5, 2015  
Katy Haima, Land Use Planner  
Department of Planning and Development

KH:drm

K:\Decisions-Signed\3018822.docx

**IMPORTANT INFORMATION FOR ISSUANCE OF YOUR MASTER USE PERMIT**

Master Use Permit Expiration and Issuance

The appealable land use decision on your Master Use Permit (MUP) application has now been published. At the conclusion of the appeal period, your permit will be considered “approved for issuance”. (If your decision is appealed, your permit will be considered “approved for issuance” on the fourth day following the City Hearing Examiner’s decision.) Projects requiring a Council land use action shall be considered “approved for issuance” following the Council’s decision.

The “approved for issuance” date marks the beginning of the **three year life** of the MUP approval, whether or not there are outstanding corrections to be made or pre-issuance conditions to be met. The permit must be issued by DPD within that three years or it will expire and be cancelled. (SMC 23-76-028) (Projects with a shoreline component have a **two year life**. Additional information regarding the effective date of shoreline permits may be found at 23.60.074.)

All outstanding corrections must be made, any pre-issuance conditions met and all outstanding fees paid before the permit is issued. You will be notified when your permit has issued.

Questions regarding the issuance and expiration of your permit may be addressed to the Public Resource Center at [prc@seattle.gov](mailto:prc@seattle.gov) or to our message line at 206-684-8467.