

Community and Economic Development

Master Land Use Application

Staff Use Only: Candlewood Suites			
Project Name:			
Master Project #: CUP22-0001	Sub-Projects #: SEP22-0004	Pre-Application #/Date:	

Check all specific Land Use Actions you are applying for in the boxes provided:

<input type="checkbox"/> Accessory Dwelling Unit <input type="checkbox"/> Code Interpretation <input type="checkbox"/> *Comprehensive Plan Amendment <input type="checkbox"/> *Conditional Use – Minor <input checked="" type="checkbox"/> *Conditional Use – Major <input type="checkbox"/> *Development Agreement <input type="checkbox"/> *Development Regulations Amendment <input type="checkbox"/> Lot Line Adjustment <input type="checkbox"/> *Planned Unit Development <input type="checkbox"/> *Preliminary Site Plan Review	<input type="checkbox"/> *Public Utility Exception <input type="checkbox"/> *Reasonable Use Exception <input type="checkbox"/> SEPA <input type="checkbox"/> Separate Lot Status Determination <input type="checkbox"/> Shoreline Exemption <input type="checkbox"/> *Shoreline Substantial Development <input type="checkbox"/> *Short Plat – Preliminary <input type="checkbox"/> *Short Plat – Final <input type="checkbox"/> *Subdivision – Preliminary <input type="checkbox"/> *Subdivision – Final	<input type="checkbox"/> Sign Special Event or Grand Opening <input type="checkbox"/> *Sign Variance <input type="checkbox"/> *Special Home Occupation (SHOP) <input type="checkbox"/> Temporary Use Permit <input type="checkbox"/> *Variance <input type="checkbox"/> Wireless Communication Facility (WCF) <input type="checkbox"/> Zoning Compliance Letter <input type="checkbox"/> *Zone Reclassification (Rezone)
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This Master Land Use Application **and** specific Land Use Action(s) Checklist must be completed, with all required supplemental documents provided for an application to be considered complete and accepted through the Permit Center.

Failure to submit all requested items (in legible form) may delay processing of your application. Additional information may be required after review of your proposal.

In an effort to reduce paper and transition to digital review, electronic plan submittal is preferred via files on a USB/Thumb drive instead of hard copies.

Please note that any land use action above marked with an asterisk (*) will require a pre-application meeting prior to an intake appointment when ready to submit. Please see the “Application Requirements” section below for more information.

Application Requirements:

- ☒ Schedule pre-application meeting, if applicable (click [here](#) for request form);
- ☒ Master Land Use Application completed;
- ☒ Specific Land Use Action submittal checklist(s) completed (please see the [Permits & Land Use Applications Page](#));
- ☒ Multimodal Transportation Concurrency Application completed (click [here](#) to view);
- ☒ Schedule intake appointment, if applicable (click [here](#) to view intake appointment FAQ);
- ☒ Payment of applicable fees via Check or Card (Visa + MasterCard limit of \$2,500).

SITE/PROPERTY INFORMATIONSite Address: 14831 Military Rd S, Seatac, WA 98168Parcel #: 004100-0030

Property's Existing Zoning:

☐ UL ☐ UM ☒ UH ☐ UH-UCR ☐ T ☐ MHP ☐ NB ☐ O/C/MU ☐ O/CM ☐ ABC ☐ CB ☐ CB-C ☐ BP ☐ I

☐ P ☐ AVC ☐ AVO

APPLICANT/OWNER INFORMATION

Applicant's Information:

Name: IHB Architects☐ Owner ☒ Authorized Agent ☐ PurchaserMailing Address: 21620 84th Ave S.; Suite 200, Kent, WA 98032Phone: 253-236-5154Email: david@ihbarchitects.com

Property Owners Information:

*(If an LLC, please provide documentation
of being an authorized signer)*Name: DAMAC LLCMailing Address: 26220 116TH Ave SE, Kent, WA 98030Phone: 206-841-3355Email: parasmalik@outlook.com

Designated Contact Person:

*(Who will receive and disseminate all
correspondence from the City)*

Same as:

☒ Applicant ☐ Property Owner ☐ OtherName: IHB ArchitectsMailing Address: 21620 84th Ave S.; Suite 200, Kent, WA 98032Phone: 253-236-5154Email: david@ihbarchitects.com*(Contact 1)*

PROFESSIONAL CONTACT INFORMATION

Architect:

Name: IHB Architects

Mailing Address: 21620 84th Ave S.; Suite 200, Kent, WA 98032

Phone: 253-236-5154

Email: imad@ihbarchitects.com

Engineer:

Name: Furr Eningeering Services, PLLC

Mailing Address: 4715 142nd Place SW, Edmonds, WA 98026

Phone: 206-890-8291

Email: furrengineering@gmail.com

Surveyor:

Name: HOLMVIG, DEWITT, GALLION & ASSOC., LLC.

Mailing Address: 139 N. PIONEER ST. BUCKLEY, WA 98321

Phone: 360-825-6963

Email: phil@hdgallion.com

Designer/Landscape Architect/etc.:

Name: Main Street Designs

Mailing Address: 9402 TIDAL COURT, BAINBRIDGE, WA 98110

Phone: 206-842-7886

Email: main_street@earthlink.net

ACKNOWLEDGEMENTS

1. *By signing this application, I authorize employees/agents of the City of SeaTac to enter onto the property that is the subject of this application during regular business hours. The sole purpose of entry is to make an examination of the property that is necessary to process this application.*
2. *I certify that I am the owner of this property or the owner's authorized agent. If acting as an authorized agent, I further certify that I have full power and authority to file this application and to perform, on behalf of the owner, all acts required to enable the jurisdiction to process and review such application. I will comply with all provisions of the law and ordinance governing this type of application. If the scope of work requires a licensed contractor to perform the work, the information will be provided prior to permit issuance.*
3. *I CERTIFY THAT THE INFORMATION FURNISHED BY ME AS PART OF THIS APPLICATION IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.*

I am the: ☐ Owner ☒ Authorized Agent

Applicant Signature:  _____

Date: April 15, 2022

Printed Name: David L. White

Conditional Use Permit Submittal Checklist

Staff Use Only:

CUP #: **22-0001** Project Name: **Candlewood Suites**
SEP22-0004

DEFINITION AND PURPOSE

A use which is not permitted outright in a zone classification due to the nature of impacts created by the use, but which may be authorized under specific conditions based upon decision criteria of SMC 15.115.020.

The Conditional Use process is a means of imposing special conditions and requirements on development, so that the compatibility of uses shall be maintained considering other existing and potential uses within the general area where the conditional use is proposed. Conditions imposed on a Conditional Use Permit (CUP) will reasonably assure that a nuisance or hazard to life or property will not occur. The CUP process is not a means to reduce the requirements of a zone classification where the conditional use is proposed.

AUTHORITY AND APPLICATION

1. **Major Conditional Use Permit.** The applicant must show that the proposed development meets all the criteria for approval in SMC 15.115.020(D). A decision will be made by the City's Hearing Examiner through a public hearing process.
2. **Minor Conditional Use Permit.** The expansion of an existing, legal conditional use, no greater than twenty percent (20%) of the gross floor area and exempt from SEPA may be granted administratively by the Planning Manager (as the CED Director's designee), provided the criteria in SMC 15.115.020(D) are met in addition to the criteria in SMC 15.115.020(E).

REVIEW PROCESS AND PROCEDURES

A Major Conditional Use shall be considered in accordance with SMC 15.115.020 and be processed as a Type III Action per SMC Title 16A.

1. A submittal will NOT be accepted for intake if the project has not had the required Pre-Application meeting. To schedule the required meeting, you must complete the required Pre-Application meeting request found here: <https://www.seatacwa.gov/government/city-departments/community-and-economic-development/permits-land-use-applications> and submit it to the Permit Center.
2. A Determination of Completeness (DOC) will be made within twenty-eight (28) days of the application submittal stating whether the application is complete or if additional information is required.
3. A Notice of Application (NOA) will be published and sent to adjacent property owners. The NOA will be issued within fourteen (14) days after a DOC is made.
 - a. A notice board is required to be posted on said property on or before the publish date of the NOA. An Affidavit of Installation shall be submitted to the City that the notice board has been installed on the property.

4. The Hearing Examiner will make a decision on the conditional use permit after a public hearing is held on the proposal. The date for the public hearing will be set after Staff review of the application. Once the date is established, the public will be notified at least fourteen (14) days in advance in the same manner as the Notice of Application (see #3 above).
5. The decision of the Hearing Examiner may be appealed to the King County Superior Court within twenty-one (21) days by filing a land use petition. Refer to SMC 16A.17.100 for further information.

A Minor Conditional Use shall be considered in accordance with SMC 15.115.020 and be processed as a Type II Action per SMC Title 16A.

1. A submittal will NOT be accepted for intake if the project has not had the required Pre-Application meeting. To schedule the required meeting, you must complete the required Pre-Application meeting request found here: <https://www.seatacwa.gov/government/city-departments/community-and-economic-development/permits-land-use-applications> and submit it to the Permit Center.
2. A Determination of Completeness (DOC) will be made within twenty-eight (28) days of the application submittal stating whether the application is complete or if additional information is required.
3. A Notice of Application (NOA) will be published and sent to adjacent property owners. The NOA will be issued within fourteen (14) days after a DOC is made.
 - a. A notice board is required to be posted on said property on or before the publish date of the NOA. An Affidavit of Installation shall be submitted to the City that the notice board has been installed on the property.
4. Once a DOC is issued, the City has one hundred twenty (120) days to make a decision regarding the application. A Notice of Decision (NOD) will be sent to the applicant/property owner and to all parties of record.
5. The decision on a Minor Conditional Use may be appealed to the Hearing Examiner by submitting an appeal form and fee to the City Clerk within fourteen (14) days of the issuance of such decision.

Application Checklist

The following materials are the minimum that must be submitted to review your application. **Please do not turn in your application until all items listed below have been checked off.** Submittals will not be accepted unless complete. Return completed checklist with application.

Additional detailed specifications will be required in the plan submittal requirements at time of BLD and/or STE stage.

Refer to current fee schedule, and/or contact a permit coordinator @ 206-973-4750 for information regarding required fees at the time of application submittal.

SUBMITTAL REQUIREMENTS FOR BOTH MAJOR & MINOR CUP		APPLICANT	STAFF
1	Master Land Use Application form, completed.	✓	
2	Required fee(s) paid.		
3	Electronic: A thumbdrive with electronic copies of all documents, OR Paper: Original, plus four (4) copies of all documents.	✓	
4	An environmental (SEPA) checklist, if applicable.	✓	
5	Water and Sewer availability letter.	✓	
6	In a separate written attachment, please provide the following:	✓	

SUBMITTAL REQUIREMENTS FOR BOTH MAJOR & MINOR CUP		APPLICANT	STAFF
	<ul style="list-style-type: none"> Description of the current property, noting any critical areas. Scope of the project: <ul style="list-style-type: none"> Physical / Spatial changes (i.e. additions, lot coverage, gross floor area, unit counts, and underground space). Land use (i.e. business type, uses proposed). Parking stalls. Open space, landscaping and amenities. 	✓	
7	Vicinity map.	✓	
8	Plan set requirements: <ul style="list-style-type: none"> Existing Site Plan Proposed Site Plan Conceptual Landscaping Plan Conceptual Architectural Plan 	✓	
9	Additional items as identified in a pre-application meeting, if applicable.	N/A	
10	In a separate written attachment, please provide a response to criteria for approval (see below).	✓	

CRITERIA FOR MAJOR CUP APPROVAL [SMC 15.115.020(D)]		APPLICANT	STAFF
<i>Address each item specifically and in writing:</i>			
1	The proposed use is listed as a conditional use under SMC 15.205.040, Use Chart.	✓	
2	The site is adequate in size and shape for the proposed project and the use conforms to the general character of the neighborhood.	✓	
3	The unique character of topography, arterial streets and adjacent land use complement the proposed conditional use.	✓	
4	The conditional use would not be detrimental to surrounding land use.	✓	
5	Modifications to standards are limited to those which will mitigate impacts in a manner equal to or greater than the standards of this code.	✓	
6	The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood.	✓	
7	The conditional use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area unless conditions can be established to mitigate adverse impacts.	✓	

CRITERIA FOR MINOR CUP APPROVAL [SMC 15.115.020(E)]		APPLICANT	STAFF
<i>In addition to the Major CUP criteria above, a Minor CUP must meet the following criteria. Address each item specifically and in writing:</i>		N/A	
1	The minor conditional use must conform to the criteria as set forth in this section and all other requirements of this code.	↓	
2	To allow the expansion of an existing, legal conditional use which has previously been permitted within the zone classification, provided the requested expansion of the existing conditional use is either:	↓	

CRITERIA FOR MINOR CUP APPROVAL [SMC 15.115.020(E)]		APPLICANT	STAFF
	a. No greater than twenty percent (20%) of the gross floor area of the existing conditional use; and b. Exempt from environmental review under the State Environmental Policy Act (SEPA).	N/A	

PLAN REQUIREMENTS FOR BOTH MAJOR & MINOR CUP		APPLICANT (List sheet number for each item)	STAFF
<i>Unless otherwise noted, all plans shall have the following: Scale, north arrow and date drawn. Scale shall be standard engineering or architectural. The scale must allow clear depiction of all required information, typically between 1" = 10' and 1" = 40'.</i>			
1	Existing Site Plan		
	Location, dimensions, and use of existing structures on site (includes fences, accessory buildings, temporary structures such as trailers/mobile homes, and retaining walls).	✓	
	Indicate all structures to be removed / demolished.	✓	
	Distances between structures and property lines.		
	Land uses, lot lines, and approximate location of structures and pavement on abutting properties, including the King County parcel number(s).	✓	
	Location of existing private and public utility lines and/or easements.	✓	
	All existing street and alley rights of way abutting the site. Include street name, width of right of way.	✓	
	On-site vehicular and non-motorized paving such as driveways, drive lanes, auto courts, or private roads, bike paths, sidewalks, including dimensions and materials.	✓	
	If applicable, a Critical Area(s) Report & Critical Area Map, including: <ul style="list-style-type: none"> Location of critical area(s) on site or in the vicinity; and Buffer area. See Critical area code SMC 15.700 for specific detailed requirements.	N/A	
	Elevation contours at intervals not greater than 5 feet.	✓	
2	Proposed Site Plan		
	Location, dimensions, and use of proposed structures on site (includes fences, accessory buildings, temporary structures such as trailers/mobile homes, and retaining walls).	✓	
	Distances between proposed structures, existing structures, and property lines.	✓	
	Location of all proposed paving – including sidewalks, driveways, pedestrian, and bicycle paths, on site and within the adjacent right-of-way.	✓	
	Contours showing alternations to existing land elevations.	✓	
	Location, height, top elevation, and width of existing and proposed retaining walls and rockeries, if applicable.	✓	
	Location of existing and proposed utilities within the site such as sewer, water, surface storm water facilities, gas, and electricity.	✓	

PLAN REQUIREMENTS FOR BOTH MAJOR & MINOR CUP		APPLICANT (List sheet number for each item)	STAFF
	Location of existing fire hydrants.	✓	
	Indicate proposed easements.	✓	
	Parking ratio detail provided on plans, including: <ul style="list-style-type: none"> Required parking unit count; and Proposed parking unit count. Location, dimension, and number of parking spaces (including accessible spaces), bicycle parking, drop-off areas and driveway access (ingress & egress).	✓	
	Required Open Space areas delineated on plans and ratio detail including: <ul style="list-style-type: none"> Required open space square footage; and Proposed open space square footage. 	N/A	
	If property is comprised of multiple lots, provide description of current status and/or explain proposed intent, i.e. lot line adjustment, lot consolidation, binding site plan, etc.	N/A	
3	Conceptual Landscaping Plan		
	Tree survey including: <ul style="list-style-type: none"> Size, type, and location of all significant trees on site; Indication of which trees are “to remain” or “to be removed”; and Replacement ratio detail, if required.	✓	
	Type (e.g. Type I, Type II, etc.) and width of proposed landscaping areas. Refer to SMC 15.445.110 & 15.445.210 for further detail.		
	Right-of-way landscaping, if applicable.	✓	
4	Conceptual Architectural Plan	✓	
	Building facades drawn at 1/4", 1/8" = 1' or comparable scale showing: <ul style="list-style-type: none"> Elevations; Building height; Entrances. 	✓	
	Floor plans with uses labeled. Include parking garage layout if applicable.	✓	

Candlewood Hotel - Response to criteria for Major CUP approval

April 15th, 2022

1. The proposed use is listed as a conditional use under SMC 15.205.040, Use Chart.

Response: Yes

2. The site is adequate in size and shape for the proposed project and the use conforms to the general character of the neighborhood.

Response: The long and narrow property with a substantial elevation difference from East to West is well suited for the proposed project. All building setbacks and height limits associated with the current UH-900 zone will be met. The proposed building is conforming to the surrounding developments, which are primarily multi-family structures.

3. The unique character of topography, arterial streets and adjacent land use complement the proposed conditional use.

Response: The topography of the existing site consists of a rolling hill with an elevation change from East to West of approximately 46'. This elevation change lends itself well to hide most of the parking in a structured parking concept below the hotel. The Eastern ingress/egress to Military Road S connects to highway 99 and 518 less than a mile from the site for easy site access and way-finding. Adjacent land-uses to the North, South and West are multi-family developments that are compatible, and immediately to the East is zoned for Regional Commercial use.

4. The conditional use would not be detrimental to surrounding land use.

Response: Surrounding the property to the North, South and West are multi-family developments, and immediately to the East is zoned for Regional Commercial use. The proposed conditional use would have no detriment to the existing surrounding uses, as a hotel use is transient in nature and would be very compatible with the existing uses.

5. Modifications to standards are limited to those which will mitigate impacts in a manner equal to or greater than the standards of this code.

Response: We propose 2 modifications to the standards, both of which still meet the standards of the SMC and Fire Dept. Code.

1) Building Facade Landscaping - Deviation Request.

Standard: 5' Type V landscaping.

Proposal: Our request is to provide an average of 5', by creating wider and narrower landscaped areas at the perimeter of our building. Our site width is very limited, and impacted by hotel prototype widths, driveway access and parking arrangements. We believe our deviation still meets the intent of the standard and the departure criteria in SMC 15.445.015

2) Emergency Vehicle Access

Standard: 2 EVA points of access

Proposal: 1 EVA point of access off of Military Rd, which has already been approved by the fire department. (see attached approval letter)

6. The conditional use is such that pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with existing and anticipated traffic in the neighborhood.

Response: The hotel will provide a shuttle service, which reduces the number of required parking spaces, and in turn reduces the amount of traffic to the site. A traffic study will be part of our permit submittal application materials. Frontage improvements to include curb, gutter and sidewalk will improve the current pedestrian safety. Therefore, the proposed use will not conflict with the existing neighborhood.

7. The conditional use will be supported by adequate public facilities or services and will not adversely affect public services to the surrounding area unless conditions can be established to mitigate adverse impacts..

Response: There is a bus stop located less than a quarter mile from the project site which will provide access both to and from the property by public transportation. Additionally, the hotel will provide complimentary shuttle service to guests. Utilities in the street are adequate for this size use, as evidenced through the pre-application process. Therefore, the proposed project will have no adverse effects on the existing public services in the surrounding area.

END OF RESPONSE

A handwritten signature in blue ink, appearing to read 'David White', with a stylized, cursive script.

By: David White, Project Manager, / IHB Architects

IHB Architects

Architecture * Planning * Feasibility * Project Management

Imad H. Bahbah, Principal

Updated responses to CUP Criteria on pages 6-8.

February 10, 2023

Re: REVISED RESPONSE TO COMMENTS - CUP22-0002, SEP22-0004: Major Conditional Use Permit, SEPA; Candlewood Suites; Comment Letter 1
14831 Military Rd, Seatac, WA 98037-6627

Planning Division, Dennis Hartwick (206-973-4837)

Please correct and/or respond to the following:

1. The site configuration on Sheet L-1 doesn't match configuration on A1.0. On sheet L-1, the hotel is approximately 20' shorter in length, there are only 3 parking spaces adjacent to the north façade, and the gazebo is shown on the entry plaza.
Response: The revised landscaping sheet L-1 has been coordinated with the architectural site plan, and is showing the current building configuration.
2. The location of the trash enclosure needs to be approved by Recology CleanScapes (contact is Steve Aiton, 206-499-1481, saiton@recology.com).
Response: The trash enclosure has been relocated and coordinated with Recology CleanScapes for both access and scheduling.
3. The parapets on the north facade exceed the maximum height limit of 55'. Parapets are only allowed to exceed the maximum height limit when required by building and/or fire code.
Response: The parapet design & height has been adjusted to comply with the maximum height limit of 55' from avg gradet, see elevations on sheet A3.0 for further information.
4. The loading space adjacent to the garbage enclosure doesn't meet the required dimensions of 10' by 30' [SMC 15.455.200(D)].
Response: The loading space has been adjusted to meet the minimum requirements, see sheet A1.0 for clarity.
5. **Landscaping:**
 - A. The properties to the west and south of the site are zoned UM-2,400 and UL-7,200 respectively. Therefore, 20' of Type I landscaping is required for the western property line and a portion of the southern property line (SMC 15.445.210). See attached.
Response: The project design has been revised to include 20' of type I landscape buffer at the West and a portion of the southern property line.
 - B. The landscaping types (e.g. Type I, II) are not shown on Sheet L-1.
Response: Landscape types are now called out on revised L-sheets.

- C. Portions of the hotel are located less than 10' from the east and south property lines, which prevents 10' of landscaping (5' for the yard landscaping and 5' for the building façade landscaping) from being installed (SMC 15.445.210). See comments regarding the CUP criteria.

Response: The hotel building and parking structure have been redesigned and both building maintain a minimum 10' setback from all property lines. All landscape buffer requirements will be met.

- D. The parking structure is located less than 10' from the north and south property lines, which prevents 10' of landscaping (5' for the side yard landscaping and 5' for the building façade landscaping) from being installed (SMC 15.445.210).

Response: The parking structure has been redesigned and will be a minimum of 10' setback from all property lines. The minimum landscape buffer requirements will be met.

- E. Portions of the north façade of the hotel, including the garbage enclosure, is missing 5' of building façade landscaping (SMC 15.445.210).

Response: With the exception of exiting and access requirements for a hotel, we have included 5' of planting against the north facade to the extent possible. Please accept our solution.

- F. The retaining wall near the northern property line appears to be encroaching into the landscaping buffer. The required width for landscaping areas is the measurement of usable soil. Curbs and walls cannot be included in the measurement.

Response: The retaining walls have been adjusted to more than 10' from property lines.

- G. Significant tree #368 does not appear to be located in the footprint of the buildings or in a paved area. Please explain why this tree cannot be retained.

Response: Tree #368, a 14" dia. Big leaf maple, will be tagged for retaining prior to demolition and site work. All other trees are either dead, in decay or within the footprint of the building and will be removed.

- H. The parking area on the north side of the hotel is missing 5' of Type III perimeter parking lot

Response: Additional landscaping has been added to the site plan, also see sheet L-1 for clarity

- I. landscaping [SMC 15.445.250(E)]. This landscaping may be placed adjacent to the building as building façade landscaping.

Response: Additional landscaping has been added to the site plan, see sheet L-1 for clarity

6. Conditional Use Permit Criteria:

- A. Criteria 2 – 4. The site is adjacent to Urban Low, Medium, and High Density Residential zones. Please explain how a transient use like a hotel conforms to the general character of a residential neighborhood and how it would not be detrimental. The Residential High Density designation is primarily residential in character that allows compatible non-residential uses such as neighborhood oriented commercial (Policy 2.3E).

SMC 15.115.020.D:

2. The site is adequate in size and shape for the proposed project and the use conforms to the general character of the neighborhood;

Response: Urban High Density zones expressly allow a hotel with a CUP, see SMC 15.205.040, meaning that Council has determined, with appropriate conditions, that such a use is not per se incompatible with other uses in the UH zone.

The size and shape of this property is very typical for such projects, being long and rectangular, having the ability to accommodate several small buildings or one large building, and the topography of the site lends itself to excavation of a large underground garage without going below the lowest grade of the site or creating risk to adjacent properties. The shape of the property, along with the topography, also minimizes any visual impact of the project on neighborhoods to the west.

It is important to recognize that this property fronts a street, and will send traffic towards, much higher intensity uses across the right-of-way in the City of Tukwila. When considering the “character” of this neighborhood, it should be noted that this property is more “a part of” the neighborhood across that street than it is the more residential areas further inside of the City of SeaTac’s boundaries.

The properties to the north and south are also designated UH-900. Permitted uses in the UH Zone, even without a CUP, include Professional Offices, Medical Offices/Outpatient Clinics, Nonprofits, Religious Uses, and more. As for the current use of the properties to the north and south (and west), they appear to be largely multi-family. The traffic associated with these large, multi-family buildings, should not be any greater or less than the proposed hotel use. Family members who cannot stay with their relatives to the north and south in apartments will be able to stay nearby in the proposed hotel.

A hotel use is also more consistent with the general character of a residential zone than would be strictly commercial, retail, or industrial uses. A hotel is the quintessential residential use with the overlay of a commercial business application, such as short term rentals. The abutting right of way is already a busy street, and the noise associated with a hotel use is not likely to increase the intensity of the already-busy business-oriented neighborhood the property is oriented towards. The proposed hotel will also be marketed, though not exclusively, as an “extended stay” hotel, further aligning with the residential properties to the north and south. The extended stay model is quasi-residential in nature and allows guests to orient themselves with the community and surrounding neighborhood during their stays of longer duration. The extended stay model also often provides people a more cost-effective alternative than renting a traditional apartment, especially in King County where rent has continued to increase at a rate that exceeds wage growth

The sites across the street, which are in the jurisdiction of Tukwila, have a “Regional Commercial” (RC) designation. This district implements the Regional Commercial

Comprehensive Plan designation. It is intended to provide for areas characterized by commercial services, offices, lodging, entertainment, and retail activities with associated warehousing, and accessory light industrial uses, along a transportation corridor and intended for high-intensity regional uses. See Tukwila Municipal Code 18.24.010. The proposed hotel use is directly compatible with the character of the uses across the street, which by their stated purpose, can benefit from and include similar uses.

3. The unique character of topography, arterial streets and adjacent land use complement the proposed conditional use;

As discussed above, the unique topography of the site contributes significantly to the proposed use, hiding the less aesthetic aspects of the project underground while utilizing the entire site, as opposed to simply excavating downward. Comparatively, purely residential uses, including multi-family, may not have sufficient means for such uses to justify the expense that such excavation will require. Thus, other proposed land uses may not be able to take full advantage of the topography of this site, or would have to layer multiple buildings in a manner that would have a more detrimental effect on surrounding uses, especially those to the west, because of more/taller above-ground structures higher up the slope.

The street that the proposed hotel fronts on is large and can certainly accommodate the additional traffic flow. The general character of the neighborhood is already trending commercial because of the higher intensity uses directly across the street, which will support and be compatible with the hotel. The proposed maximum building height at the rear of the property will be below the maximum elevation of the ground at the rear boundary line, meaning that upsloper properties will not have their views, if any, impeded, and will not be required to look out into a building mass that overtakes their panorama.

The hotel use will clearly complement the higher intensity uses to the east. Given the availability of amenities and resources that can be accessed by hotel goers to the east, guests will likely travel away from the residential neighborhoods on the property's west side, using the abutting right-of-way to travel north, south, or east, where the nearest amenities are located.

4. The conditional use would not be detrimental to surrounding land use;

There is no reason to conclude that the hotel use will be detrimental to properties north, south, or west, and the hotel use will directly benefit other uses to the east. Additionally, the proposed use as a hotel will directly support and provide a transition to the lower density residential zones further west. As discussed in more detail above, the proposed use is also for an extended-stay hotel, though not exclusively. This means that many guests are more likely to treat the hotel as one would an apartment building.

Also as discussed above, the topography of the site limits any visual disturbance to surrounding land uses, especially those to the west.

Consistency with Comprehensive Plan Policies and Goals. While not explicitly mentioned in the CUP criteria, the proposed use is also consistent with several Comprehensive Plan Goals and Policies, as that use is described above, including, but not limited to:

Economic Goal 8.8: Enhance the visitor experience and foster the local travel and tourism ecosystem to maximize the benefits of the City of SeaTac's geographic position regionally and globally.

Policy 8.8C

Promote programming, open spaces and physical connections that enhance the visitor experience. Providing activities and amenities like shuttle service, connected sidewalks, bike paths and open space, can simplify access for hotel guests and other visitors to amenities in SeaTac. This expanded access enables visitors to contribute to local tax revenue and job creation.

Policy 8.8E

Engage in regional destination promotion to attract overnight visitors to SeaTac
SeaTac should engage with regional cities and partners to maximize regional destination promotion to a national and international audience. This regional collaboration* on tourism promotion and destination development should also elevate SeaTac within the region as part of an amenity-rich sub-region within Puget Sound and further the goals and policies stated in 8.8A-D.

It's interesting that bed and breakfast and short-term rental properties are allowed outright in this zone, but Hotels / Motels are considered a Conditional Use. We would argue that the hotel project is not only a short-term use, but is also a medium or high density use, which is more compatible with the High Density and Medium Density designations for this area in the comp plan. Additionally, the project is an extended stay model, which is less transient than a bed and breakfast or short-term rental. .

As for the small area of Urban Low residential area to the south and west corner of our property, even that is designated as Medium Density residential in the comp plan. Lastly, it's interesting to note that Office and Retail uses are also allowed outright in a residential zone, where they are definitely not a medium or high density residential occupancy, and yet a hotel is a conditional use. A hotel is as much or more compatible with residential zoning than an office or retail activity, especially a hotel of the extended stay model.

- B. Criteria 5(1). Please explain how reducing or eliminating building façade landscaping meets or exceeds the standards of Chapter 15.445 SMC. The departure code referenced in the response (SMC 15.445.015) is only for crime prevention purposes.

Response: All landscape buffer requirements will be met. We are not requesting to reduce or eliminate any building facade landscaping, but are instead asking for accepting our practical solution, where sidewalks for exiting and user access is required around the building at some areas.

- C. Criteria 5(2). The approval from the Fire Authority that was included in the application was based off the design presented in the pre-application meeting. It was not a blanket approval for future designs

Response: It is understood that the approval was provided based on the design provided during the pre-application. As long as we meet the 26' wide and 150' max EVA requirement, it will be allowed. Additional conversations have been coordinated with the Fire Authority, and approval will be collected AND included prior to building permit application.

. 7. **SEPA Checklist:**

- A. Section B(4)(b). The tree inventory submitted with the application contradicts the

response to this question.

Response: A revised response has been provided in the amended SEPA checklist, see attached.

B. Section B(8)(f). The comprehensive plan designation was not provided.

Response: The SEPA checklist has been revised, and indicates that the comprehensive plan designation of the site is Residential High Density.

C. Section B(8)(j). The existing use of the site is residential. Please list how many people will be displaced by the project.

Response: The existing site has a single family residence on it, however is unoccupied, thus no people will be displaced.

D. Section B(8)(l). The current land use is single-family residential. Please explain what measures will be taken to ensure the new land use (hotel) is compatible with the adjacent residential properties. E. Section B(14)(d). Frontage improvements will be required.

Response: The developments immediately to the North, South and East are all multi-family apartment structures. With the provisions of significant landscape buffers and frontage improvements the proposed design will be visibly concealed from the single-family residents to the West, and buffered from the adjacent apartments.

In addition, We would argue that the hotel project is not only a short-term use, but is also a medium or high density use, which is more compatible with the High Density and Medium Density Residential designations for this area in the comp plan. Further, extended stay hotels in practice are a quasi-residential use that often serve as a residential use for low-income individuals and families. As for the small area of Urban Low residential area to the south and west corner of our property, even that is designated as Medium Density residential in the comp plan. Lastly, it's interesting to note that Office and Retail uses are also allowed outright in a residential zone, where they are definitely not a medium or high density residential occupancy, and yet a hotel is a conditional use. A hotel is much more compatible with residential zoning than an office or retail activity.

F. Section B(14)(f). The number of vehicular trips per day for the hotel was not provided.

Response: Trip generation is provided in the Traffic Impact Analysis on page 9/32.

Anticipated Conditions

1. Shuttle service for the hotel must be maintained for the life of the hotel's operation.

Response: Shuttle service will be provided for the life of the hotel's operation.

2. A landscaping maintenance bond will be required before the issuance of a certificate of occupancy.

Response: A landscaping maintenance bond will be provided prior to CofO.

3. The landscaping details (e.g. species, location, number, size, spacing, legend, notes) and irrigation will be reviewed at the time of building permit. Only the landscaping widths and types have been reviewed at this time.

Response: This is understood.

4. Irrigation plans must be submitted when applying for a building permit.

Response: Irrigation plans will be included with the construction documents when the building permits are submitted for approval.

Engineering Review Division, Serena Lee (206-973-4733)

1. The radius of the driveway is encroaching on the adjacent property. Driveways are required to be setback 5 feet from property lines per King County Road Design Standards 3.01(C)(3).

Response: The driveway is setback 5' from the property line, and the driveway radius along the North property line will not encroach on the neighbors property once the Right of Way dedication has been completed.

2. Please show frontage improvements for Military Rd S. See attached typical section for requirements. A 12' Right-of-Way dedication will be required to complete the half-street frontage improvements because the current width of the roadway is 60' and the full frontage improvement requires an 84' roadway width.

Response: 12' Right-of-Way dedication has been shown and provided.

Puget Sound Regional Fire Authority, Kevin Varao (253-856-4400)

1. Please provide fire department access within 150' to all portions of the first floor.

Response: Fire department access is provided within 150' of all portions of the first floor. The parking structure West of the primary building has been separated to provide a walkway between the structures.

Building Division, Doug Powell (206-973-4762)

1. Accessible Route: 2018 IBC Section 1104.1 Site arrival points. At least one accessible route within the site shall be provided from public transportation stops, accessible parking, accessible passenger loading zones, and public streets or sidewalks to the accessible building entrance served.

Response: An accessible route has been provided from the nearest public transportation stop, via the street sidewalk and accessible ramp to the main entry lobby facing the street.

Regards,

A handwritten signature in blue ink, appearing to read 'David White', with a stylized, cursive script.

David White
Project Manager, IHB Architects



Public Works Engineering Review Division

4800 S 188th St, SeaTac, WA 98188-8605

2020 Application for Multimodal Transportation Concurrency

FOR OFFICE USE ONLY

Date Received: _____

File Number: CON _____

All Applicants Please Note:

Concurrency project review is required for all projects that may have an increase in PM peak hour trips above the current use of the site. Please submit this form prior to, or along with the submittal of a land use permit application. A land use application will not be accepted at the permit counter without submittal of this Application for Multimodal Transportation Concurrency. It is preferred that it be submitted prior to a Pre-Application meeting. Complete applications must be submitted to the **Permit Counter** with payment of the Concurrency Evaluation Fee of **One-hour Standard Hourly Rate** per the City of SeaTac Fee Schedule.

PROPOSED PROJECT INFORMATION

Project Name: Candlewood SuitesProject Address: 14831 Military Road S, Seatac, WA 98168Assessor's Parcel Number(s): 004100-0030

Concurrency District Number (See Map on page 3): _____

PROPOSED PROJECT DESCRIPTION:

THE EXISTING SITE CONSISTS OF A SINGLE FAMILY RESIDENCE WITH A DETACHED SHED ON A ROLLING HILLSIDE WITH SCATTERED TREES AND LOW BRUSH POPULATING THE WEST HALF OF THE PROPERTY. THE SITE HAS NO CRITICAL AREAS.

THE PROJECT SCOPE WILL INCLUDE DEMOLITION OF THE EXISTING STRUCTURES, REGRADING THE HILLSIDE, STRUCTURAL RETAINING WALLS, AND CONSTRUCTION OF A NEW 5 STORY HOTEL BUILDING, INCLUDING SITE LANDSCAPING & ROADWAY IMPROVEMENTS. THE HOTEL BUILDING WILL CONSIST OF 2 STORIES OF CONCRETE STRUCTURE WITH 3 STORIES OF WOOD FRAMING ABOVE. A SEPARATE 2 STORY (BELOW GRADE) CONCRETE PARKING STRUCTURE WILL PROVIDE 51 OF THE 71 TOTAL ON-SITE PARKING STALLS. ADDITIONAL STALLS WILL BE PROVIDED AT THE LOWEST LEVEL OF THE HOTEL STRUCTURE. ADDITIONALLY SHUTTLE SERVICE WILL BE INCLUDED FOR THIS PROJECT TO SERVE ALL GUESTS. PERIMETER LANDSCAPING WILL PROVIDE PRIVACY AND A VISUAL BUFFER FROM THE ADJACENT MULTI-FAMILY PROPERTIES, AND A LARGE OPEN SPACE IS PROVIDED IMMEDIATELY WEST OF THE PARKING STRUCTURE.

COMMERCIAL

Office _____ Retail _____ Industrial/Manufacturing _____ Institutional _____ Mixed Use _____ Other ☒Gross square footage of non-residential building 36,645 sq. ft.

RESIDENTIAL (show number of each)

Single family residential _____ Multi-family residential _____ ADU _____

Total number of units _____

Expected Date of Project Completion/Occupancy: FALL 2023

APPLICANT INFORMATION

Name David White Company IHB ARCHITECTSMailing Address 21620 84th Ave. S, Suite 200, Kent, WA 98032Phone 253-691-6365 Email david@ihbarchitects.com, imad@ihbarchitects.com

ENGINEER/CONSULTANT INFORMATION

Name Aaron Van Aken, P.E., PTOE Company Heath & AssociatesMailing Address PO Box 397 Puyallup, WA 98371Phone (253)-770-1401 Email avanaken@heathtraffic.com

As the project applicant, I hereby acknowledge that I have read this Multimodal Transportation Concurrency application and I state that the information is correct, and agree to comply with all City ordinances and State laws regulating activities covered by this permit application.

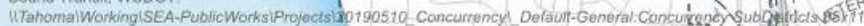
Signature:  Date: 5-12-2022

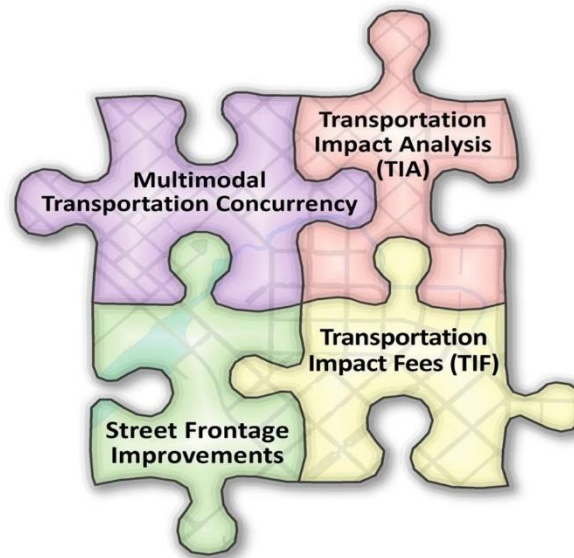
Land Use(s) and Trip Generation

Per Institute of Transportation Engineers (ITE) Trip Generation Manual (10th edition, 2017) or the Schedule of Transportation Impact Fees

Land Use Description	ITE Land Use Code	ITE Trip Generation Rate	Number of Residential Units or Commercial/Industrial Gross Square Feet	Total Proposed Trips
Proposed Land Uses				
LUC - 310 Hotel	310	0.59	88 Rooms	52
			Subtotal New Vehicle Trips =	
Existing Land Uses	<i>100% Credit for previous land use (provided the previous use was continuously maintained during the previous five year period or since the previous used was permitted, whichever is less)</i>			
LUC - 210 Single-Family Detached	210	0.94	1 dwelling unit	1
			Subtotal Existing Vehicle Trips =	
Optional/Voluntary Performance Measures to Reduce Vehicle Trips				
Please contact the Engineering Review Division if this project results in more than 25 total trips, and the applicant would like to create a commute trip reduction plant.				
Total Net New Vehicle Trips =				51
2020 Transportation Concurrency Evaluation =				

City of SeaTac





Transportation Concurrency is only one piece of the development review puzzle.

Application and Concurrency Process



City of SeaTac Resources

Additional transportation planning resources are available on the City of SeaTac website:

www.seatacwa.gov/government/city-departments/public-works/engineering-review-division/forms-and-fees

Administrative staff contacts:

Engineering Review Division Manager
Permit Counter

(206) 973-4734
(206) 973-4750



SEPA ENVIRONMENTAL CHECKLIST & APPLICATION FORM

DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT

PURPOSE

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of certain proposals before making permitting decisions.

The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an Environmental Impact Statement (EIS) is required.

An EIS must be prepared for all proposals with probable significant adverse impacts on the quality of the environment.

CITY HALL CONTACT

4800 South 188th Street
SeaTac, WA, 98188
Ph: 206.973.4750

INSTRUCTIONS

This Environmental Checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your observation or project plans without the need to hire experts.

If You Don't Know the Answer

If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "*does not apply*". Complete answers to the questions may avoid unnecessary delays later. Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions to the best of your ability; or if you have difficulty, the City can assist you.

Staged Development

The Checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal, or its environmental effects. The City may ask you to explain your answers or provide additional information related to determining if there may be significant adverse impact.

PACKET MATERIALS

This packet is divided into two (2) sections. Both sections must be completed and submitted for review. An incomplete packet will not be accepted for review.

FORM A: Environmental (SEPA)
Application Form

FORM B: Environmental (SEPA)
Checklist

APPLICATION FEE

The application fee is paid at the time of submitting a complete application. This fee is in addition to any other permit related fees.

See SEPA review on fee schedule [CLICK HERE FOR FEE SCHEDULE](#)
or find fee schedule at: www.ci.seatac.wa.us/feeschedle

'SIMPLE' LAND USE & SEPA REVIEW PROCESS

Pre Application Meeting

An applicant shall have a Pre-Application Meeting with the City before an application is accepted.

Determination of Completeness (DOC)

Upon the City's acceptance of a permit application, you will receive a "Determination of Completeness" (DOC) within 28 days of the submittal of your application stating whether your permit application is complete, not complete or if additional information is required. Note, this process only pertains to permits that require a comment period.

Notice of Application (NOA)

A "Notice of Application" (NOA) will be published and sent to adjacent property owners within 300ft -1,000 ft of the subject property. The NOA will be issued within 14 days after a DOC is issued. There is a 14 day comment period for a NOA. Note, this process only pertains to permits that require a comment period.

Notice Board Posting:

At this time, you will be required to post a "Notice Board" on the property detailing the proposed land use action. An example of the sign and further instructions will be provided to you as part of your NOA Letter.

SEPA Determination Issued

A SEPA determination will be issued shortly after the NOA comment period ends. Notification of the SEPA determination will be in the same manner as a NOA.

14 day comment period & 10 Day Appeal Period Follows

The determination will be published, posted and sent to all parties of record within 300ft-1,000ft of the subject property and to all "Parties of Record". People will have 14 days to make comment, followed by a 10 day appeal period. If no appeals are recieved, the process is complete.

Removal of Notice Board

The "Notice Board" shall be removed within 30 calendar days of the publication of the SEPA Determination.

FORM A: ENVIRONMENTAL (SEPA) APPLICATION FORM

The following materials are the **minimum** materials that must be submitted to review your application to determine that it is complete or incomplete as provided under RCW 36.70B.060 and RCW 36.70B.090.

Please note additional information may be required after review of your proposal.

This form is provided for your benefit and to aid the City in determining if your application contains the minimum information necessary to review your application.

Incomplete submittals will not be accepted or acted upon.

This application also will not be accepted if you have not had a Pre-Application Meeting with the City.

This checklist must be submitted for your application review.

If you have any questions, contact the Department of Community and Economic Development.

For Office Use Only

Date Reviewed: _____ **Date of Pre-App Meeting:** _____

PLAN SUBMITTAL		Applicant	Staff
1	<i>Completed Environmental Checklist:</i> Original copy.	✓	
2	A check written to the City of SeaTac for the filing fee of the Environmental Checklist.	✓	
3	A dimension Site Plan, drawn to scale (1 in. = 20, 30, 40 ft.) showing the following: <ul style="list-style-type: none"> a) Dimension and shape of lot with adjacent street names b) A legal description of the subject property is provided. c) Location and dimensions of existing and proposed buildings (engineering scale only) including the building height of proposed buildings d) Adjacent street improvements, ingress and egress, parking layout showing the number of stalls and stall sizes e) Required landscaping areas. A detailed landscape plan is not required, however, the site plan must show the dimensioned 'block' areas of landscape to demonstrate the code required landscaping can be accommodated on site. f) Existing water courses, wetlands, utility lines, structures, rockeries or other relevant manmade or natural features, ordinary high water mark g) The gross floor area of buildings h) Parking calculations and dimensioned parking stalls as per Code i) Existing and finished grades at 5' contours j) Location and dimensions of all easements referenced in the title report with the recording number and type of easement (e.g. access, sewer, etc.) k) Proposed storm drainage, sidewalks, conceptual grading and drainage plan l) The location of any recreation/open space with dimensions m) Proposed public dedication/open space (if any) 	✓	

4	<p>Two (2) sets of plans:</p> <ul style="list-style-type: none"> • 24" x 36"; and • 8 1/2" x 11" (reduced version of above plan) <p>Note: All oversized plans folded to 8 1/2" x 14".</p>	N/A, FLASH DRIVE PROVIDED	
5	Building elevations of the proposal showing two facades at 1"=50', 1"=100' or 1"=200' (<i>engineering scale only</i>)	✓	
6	Drawing and/or text describing the scale, bulk and architectural character of the proposed structure	✓	
7	A text describing conditions or features which cannot be adequately displayed on maps or drawings	✓	
8	A description of plans for covenants, uses and continuous maintenance provisions for the project	✓	
9	Proposed phasing identified	N/A	
10	Vehicular and pedestrian circulation and any special engineering features and traffic regulating devices needed to facilitate or insure the safety of this circulation pattern.	✓	

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable: [Candlewood Suites](#)
2. Name of applicant: [DAMAC, LLC](#)
3. Address and phone number of applicant and contact person:
[14831 Military Rd S, Seatac, WA 98168 / 253-691-6365 / David White - IHB Architects](#)
4. Date checklist prepared: [4-14-22](#)

5. Agency requesting checklist: [City of SeaTac](#)
6. Proposed timing or schedule (including phasing, if applicable):
[2022 through 2023](#)
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
[IHB Architects \(IHB\) Response: No](#)
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
[IHB Response: Geotechnical Investigation, Land Survey](#)
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
[IHB Response: No](#)
10. List any government approvals or permits that will be needed for your proposal, if known.
[IHB Response: None](#)
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)
[IHB Response: 88 unit \(hotel\) new construction on 0.90 acre site with on site amenities, parking and site improvements.](#)
12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.
[IHB Response: 14831 Military Rd S, Seatac, WA 98168](#)

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)? [35% in one area near the front](#)

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.
IHB Response: Soils are glacial till, loamy sand per USDA. Generally dense.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
IHB Response: no erosion or unstable soils are apparent.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.
IHB Response: Most of the lot will be affected by grading activities. The site mass balanced to reduce the need to import or export bulk earth materials to achieve the final grading. It will be necessary to import and export minor amounts of non-native material, such as select or structural fill for buildings and clean rock for the pervious parking structure. This fill material will come from local construction yards in the business of supplying such materials to project sites. The project is expected to move about 6,000 cubic yards of material around on the site.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
IHB Response: The erosion potential of the site during clearing, construction, and final use is typical for the type of project contemplated. Standard erosion control measures will be employed during construction. Once the site has been stabilized in its final state, there is no potential for erosion to occur.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
IHB Response: About 75 percent of the site will be covered after the project is complete.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
IHB Response: Standard erosion control practices will be implemented for this project.

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

IHB Response: Emissions during construction will be limited to what is common construction, vehicle exhaust, paint and sealant fumes. Once constructed, emissions will be limited to guest vehicle emissions.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
IHB Response: No

- c. Proposed measures to reduce or control emissions or other impacts to air, if any:
IHB Response: Coordination efforts will be made with all contractors to limit vehicular traffic on site and reduce construction emissions.

3. Water [\[help\]](#)

a. Surface Water: [\[help\]](#)

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

IHB Response: There are no surface water bodies on or near the site.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

IHB Response: The project will not require any work within such areas.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

IHB Response: This project does not propose to fill or dredge any material from surface waters or wetlands.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

IHB Response: The project does not require surface water withdrawals or diversions.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

IHB Response: The proposal does not lie within a 100-year floodplain.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

IHB Response: There are no discharges of waste materials to surface waters.

b. Ground Water: [\[help\]](#)

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

IHB Response: There is no known existing groundwater to be drawn from.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

IHB Response: The project will not discharge waste material to the ground. An existing septic system serving the house on the site will be removed.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

IHB Response: The only runoff for this project is stormwater. The stormwater from buildings is collected via pipes and catch basins and conveyed to infiltration trenches. Stormwater falling on the parking lot will immediately percolate downward into the pervious pavement structure, then to the

sand filter, and then to the groundwater beyond.

2) Could waste materials enter ground or surface waters? If so, generally describe.

IHB Response: The site risk profile for groundwater or surface water contamination is typical of residential development. Under normal circumstances there would be no waste discharge to ground or surface water. It is possible that accidents, such as oil spills, could result in isolated incidences of contamination. Such activities are subject to end user behaviors and apply to any site, not just this one.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

IHB Response: The proposal does not have any significant effect on drainage patterns on or near the site. In its current condition, the site generates little runoff because it is mostly pervious with mature grass cover and fast-draining soils.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

IHB Response: The site has been designed in accordance with all applicable stormwater codes, including on-site management of water. The site will infiltrate almost all of its runoff with treatment as appropriate. This means that under normal circumstances, the site will discharge almost no water. What little runoff does escape the site will be collected in established urban drainage systems and safely conveyed to its final destination.

4. **Plants** [\[help\]](#)

a. Check the types of vegetation found on the site:

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☐ crop or grain
- ☐ Orchards, vineyards or other permanent crops.
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Small fir trees (2) will be removed and landscaping around existing home site - no significant vegetation on site

c. List threatened and endangered species known to be on or near the site.

None known

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: The use of native and drought tolerant plant material is proposed for the site.

- e. List all noxious weeds and invasive species known to be on or near the site.

None known

5. Animals [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

song birds and hawks would be present around the site, no fish, no mammals

- b. List any threatened and endangered species known to be on or near the site.

None known

- c. Is the site part of a migration route? If so, explain.

No

- d. Proposed measures to preserve or enhance wildlife, if any:

Proposed landscaping - trees, shrubs and ground covers will enhance the habitat of wildlife to the site.

- e. List any invasive animal species known to be on or near the site.

Coyotes, raccoons and opossums would be present around the site

6. Energy and Natural Resources [\[help\]](#)

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

IHB Response: Electric power will be provided and utilized for heating

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

IHB Response: No

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

IHB Response: All construction will meet or exceed the minimums of the WSEC for non-residential construction

7. Environmental Health [\[help\]](#)

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

IHB Response: No

- 1) Describe any known or possible contamination at the site from present or past uses.

IHB Response: No known or potential contamination on site

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

IHB Response: No known existing hazardous chemicals/conditions on site

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

IHB Response: No hazardous chemicals will be stored or used on site

- 4) Describe special emergency services that might be required.

IHB Response: No anticipated environmental emergencies foreseen for this project site

- 5) Proposed measures to reduce or control environmental health hazards, if any:

IHB Response: No environmental health hazard control measures needed

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

IHB Response: Traffic along Military Road S

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

IHB Response: Typical construction, 8am-5pm

- 3) Proposed measures to reduce or control noise impacts, if any:

IHB Response: No noise reduction measures needed

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

IHB Response: Current use is residential, will be developed for hotel use under conditional use permit. No affects on nearby or adjacent properties.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

IHB Response: No

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

IHB Response: No

c. Describe any structures on the site.

IHB Response: An existing single family residence with detached storage shed

d. Will any structures be demolished? If so, what?

IHB Response: An existing single family residence with detached storage shed

e. What is the current zoning classification of the site?

IHB Response: UH-900 (Residential High Density)

f. What is the current comprehensive plan designation of the site?

IHB Response: Residential High Density

g. If applicable, what is the current shoreline master program designation of the site?

IHB Response: N/A

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

IHB Response: No

i. Approximately how many people would reside or work in the completed project?

IHB Response: Approximately 80-100 people between hotel guests and employees

j. Approximately how many people would the completed project displace?

IHB Response: 0

k. Proposed measures to avoid or reduce displacement impacts, if any:

IHB Response: No displacement measures will need to be taken

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

IHB Response: The land use will not be changing, so no measures need to be taken

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

IHB Response:N/A

9. Housing [\[help\]](#)

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

IHB Response: N/A

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

IHB Response: 1 existing single family residence will be eliminated, middle income

- c. Proposed measures to reduce or control housing impacts, if any:

IHB Response: No housing impact measures need to be taken

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

IHB Response: Tallest height will be +/- 55'-0", and the principal exterior building materials will be fiber cement paneling

- b. What views in the immediate vicinity would be altered or obstructed?

IHB Response: No views will be altered or obstructed as a result of any of the new buildings on site.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

IHB Response: Design aesthetics all comply with local jurisdiction requirements.

11. Light and Glare [\[help\]](#)

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

IHB Response: Little, if any, light reflection may occur during early morning and evening along Military Road S, however will be rare due to limited glazing.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?

IHB Response: No

- c. What existing off-site sources of light or glare may affect your proposal?

IHB Response: None

- d. Proposed measures to reduce or control light and glare impacts, if any:

IHB Response:No lighting or glare control measures needed

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?

IHB Response: Riverton Heights Park is approximately ¼ mile West of the proposed project.

- b. Would the proposed project displace any existing recreational uses? If so, describe.

IHB Response: No

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

IHB Response: No measures needed

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

IHB Response: No

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

IHB Response: No

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc

IHB Response: No assessment provided, as the site has been utilized previously for residential use.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

IHB Response: N/A

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

IHB Response: Military Road S runs North-South along the East side of the project site, and will provide access to the driveway on site.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

IHB Response: No, nearest transit stop is approximately 1 block away at the intersection of Pacific Hwy S & S 148th St.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

IHB Response: 68 parking stalls will be provided, none will be eliminated

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

IHB Response: No new roads or improvements will be required

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

IHB Response: No

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

IHB Response: Unknown

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

IHB Response: No

- h. Proposed measures to reduce or control transportation impacts, if any:

IHB Response: None

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

IHB Response: No

- b. Proposed measures to reduce or control direct impacts on public services, if any.

IHB Response: None

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

IHB Response: The site will be served with electricity, sanitary sewer, water, telephone/communication, and refuse pickup. The utility providers are as follows:

- Electricity: Seattle City Light
- Sanitary Sewer: Valley View Sewer District
- Water: King County Water District No. 125
- Telephone/Comm: CenturyLink, Comcast, possibly others
- Refuse: Waste Management

Utility construction on-site will be typical for this type of development. Utility installation will occur following rough grading of the site. Activities will be trenching and backfilling.

CANDLEWOOD SUITES
14831 MILITARY RD S
SEATAC, WA 98168

A1.0 SITE PLAN

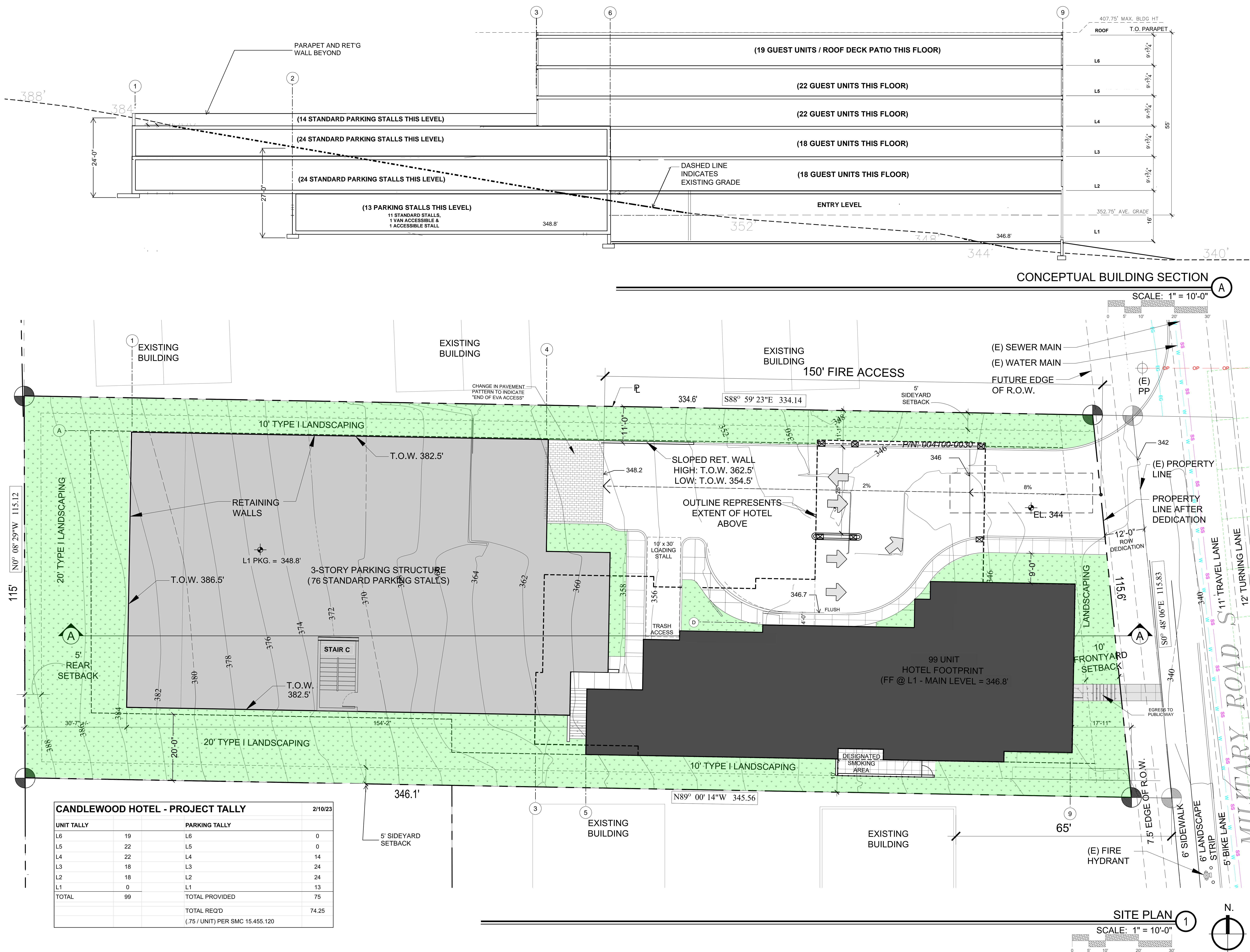
REVISION

DATE: 1/30/23

DRAWN BY:

REVIEWED BY:

A1.0





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PARCEL NO. 004100-0030

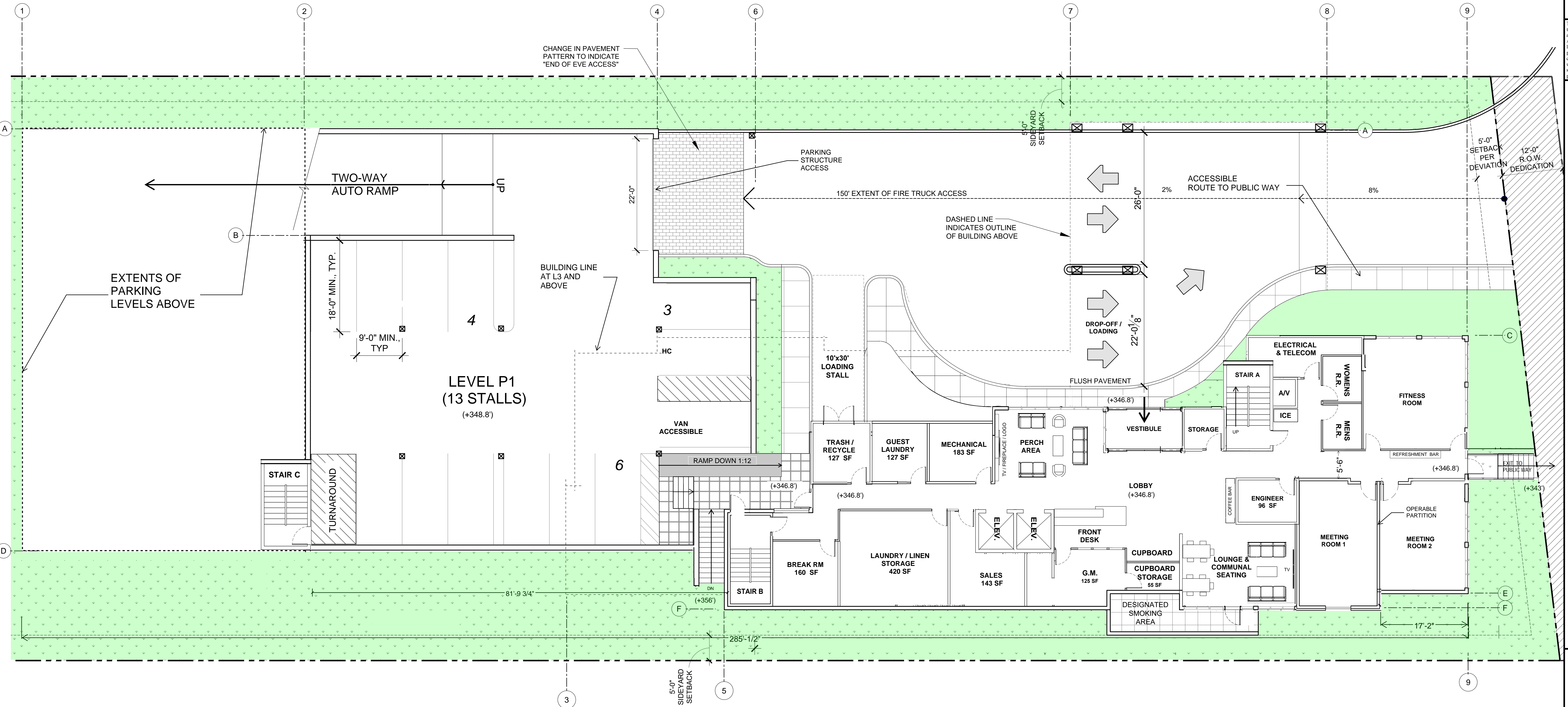
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A2.0 FIRST FLOOR - P1

REVISIONS:

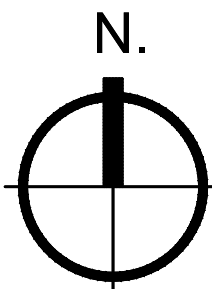
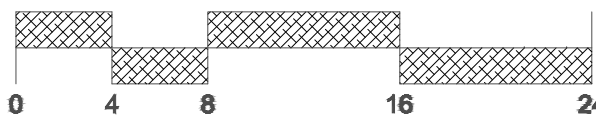
DATE: 1/30/23
DRAWN BY: DW
REVIEWED BY: IHB

A2.0



L1 FLOOR PLAN (AT GRADE)

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



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PAPER NO. 0041040030

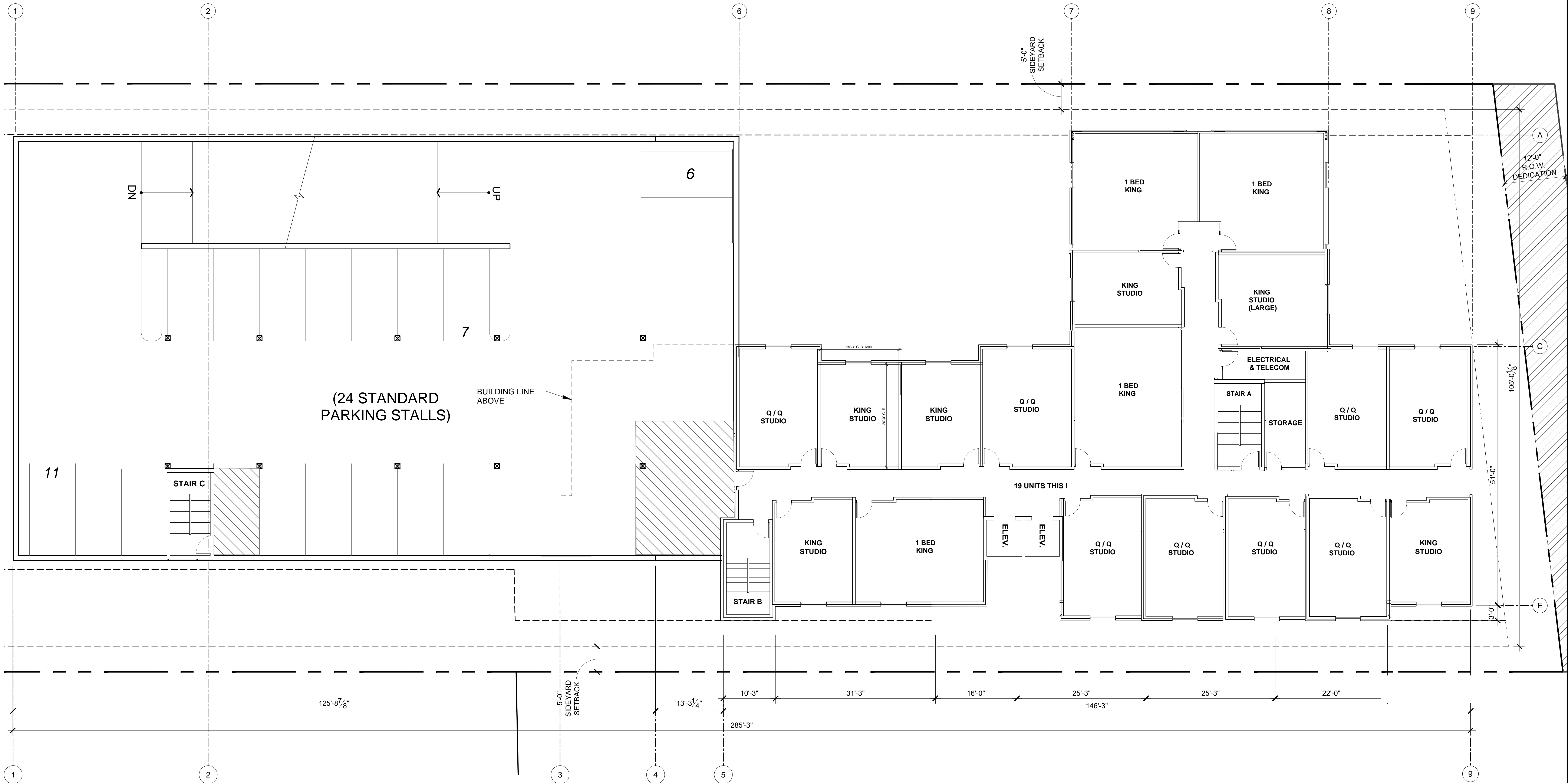
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A2.1 SECOND FLOOR
- LVL 2

REVISIONS:

DATE: 1/30/23
DRAWN BY: DW
REVIEWED BY:

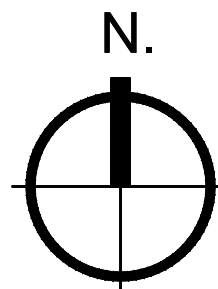
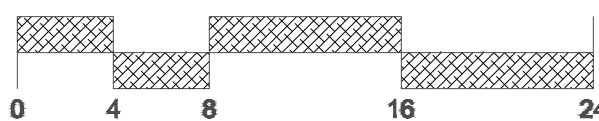
A2.1



(18 GUEST UNITS THIS FLOOR)

SECOND FLOOR PLAN - LEVEL L2

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



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PAPER NO. 0041090030

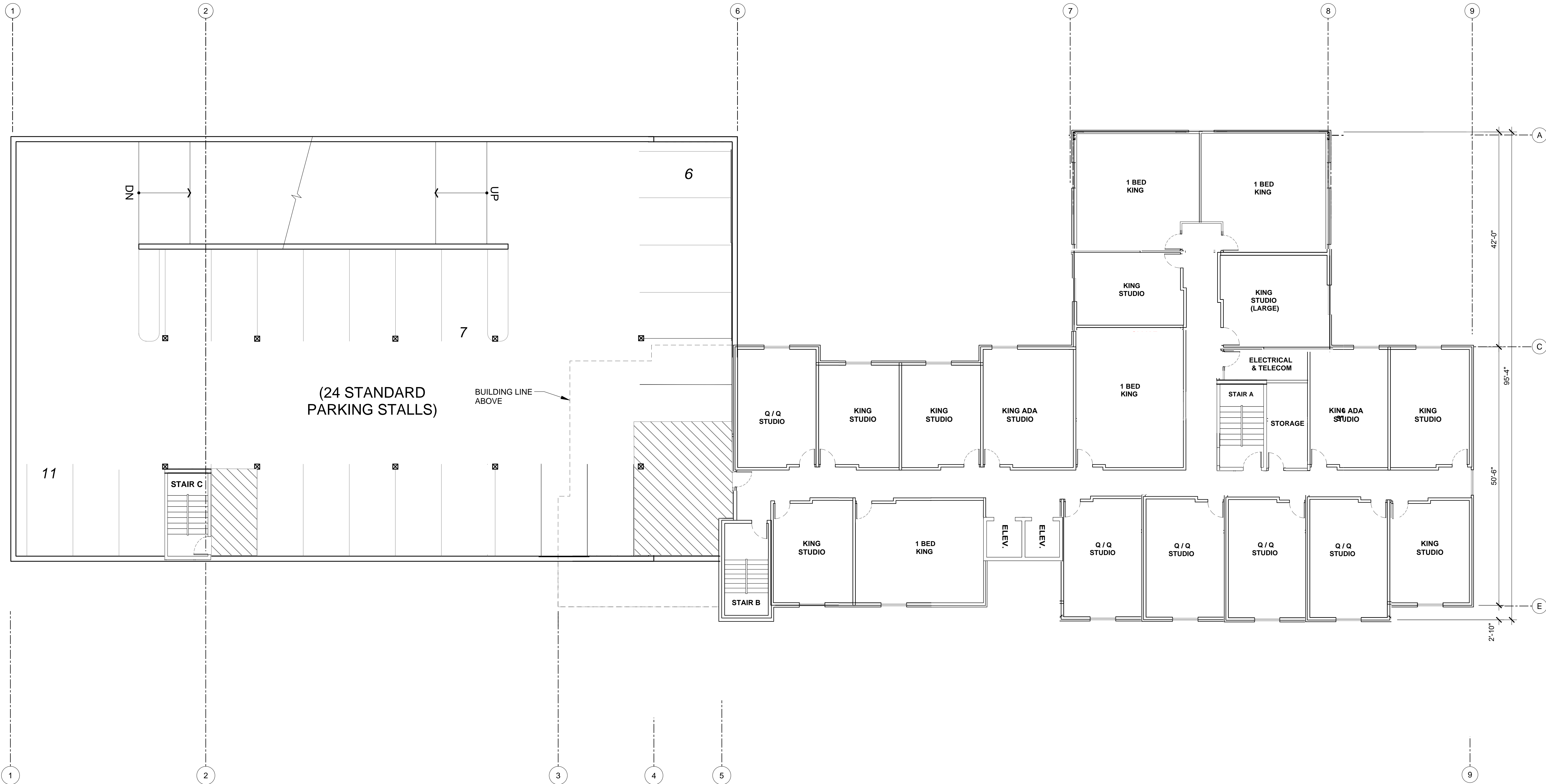
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SEATAC, WA 98168

A2.2 THIRD FLOOR -
LVL 3

REVISIONS:

DATE: 1/30/23
DRAWN BY: DW
REVIEWED BY:

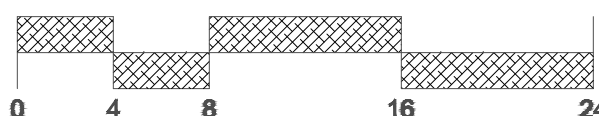
A2.2



18 GUEST UNITS THIS FLOOR

THIRD FLOOR PLAN - LEVEL L3

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



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PARCEL NO. 0841940030

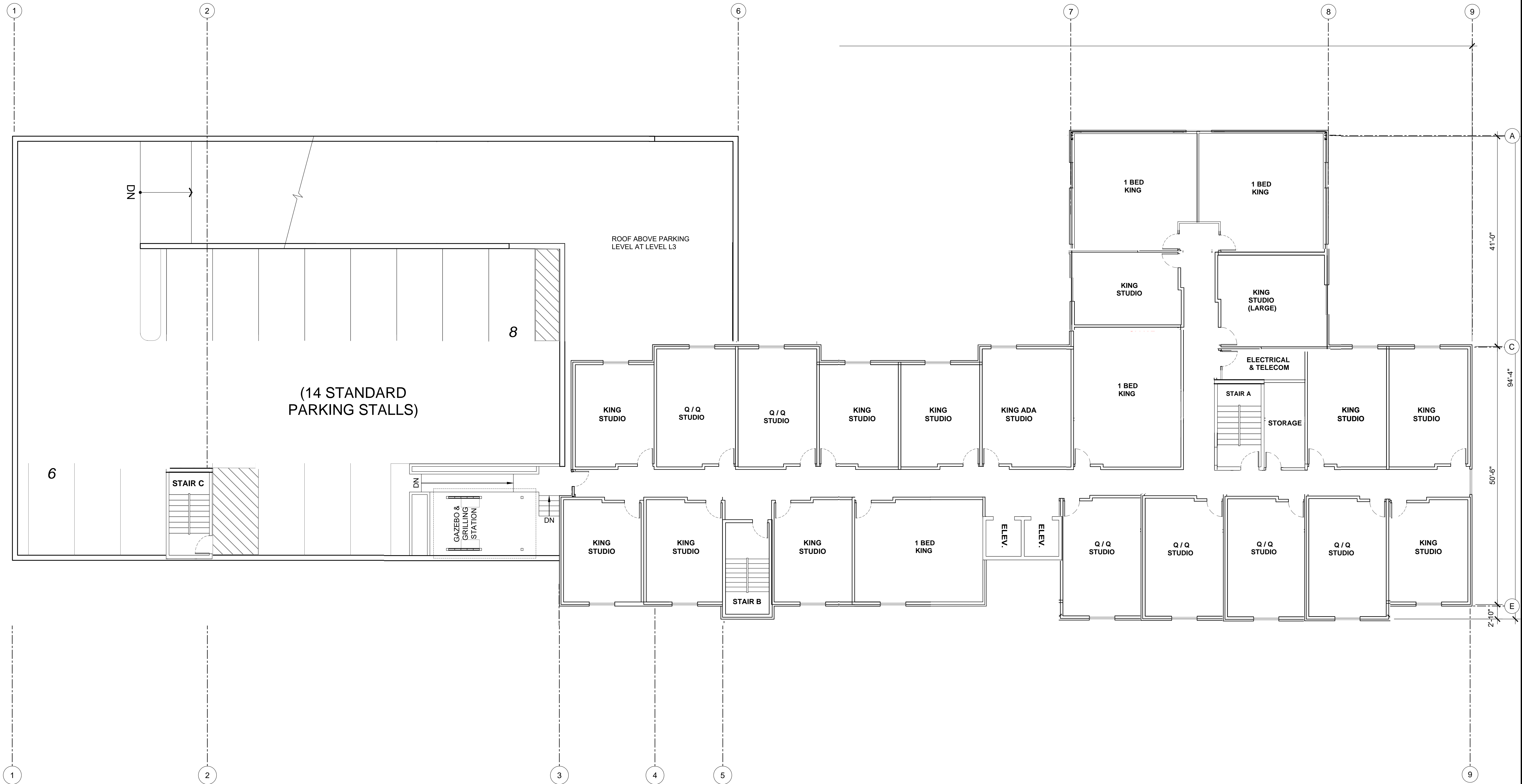
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A2.3 FOURTH FLOOR -
LVL 4

REVISIONS:	

DATE: 1/30/23
DRAWN BY: DW
REVIEWED BY:

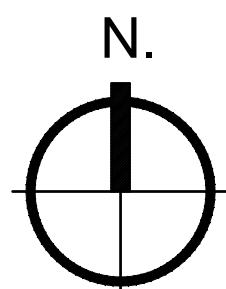
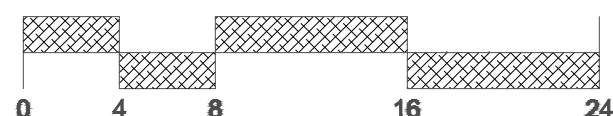
A2.3



FOURTH FLOOR PLAN - LEVEL L4

(22 GUEST UNITS THIS FLOOR)

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



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PAPER NO. 004109030

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A2.4 FIFTH FLOOR -
LVL 5

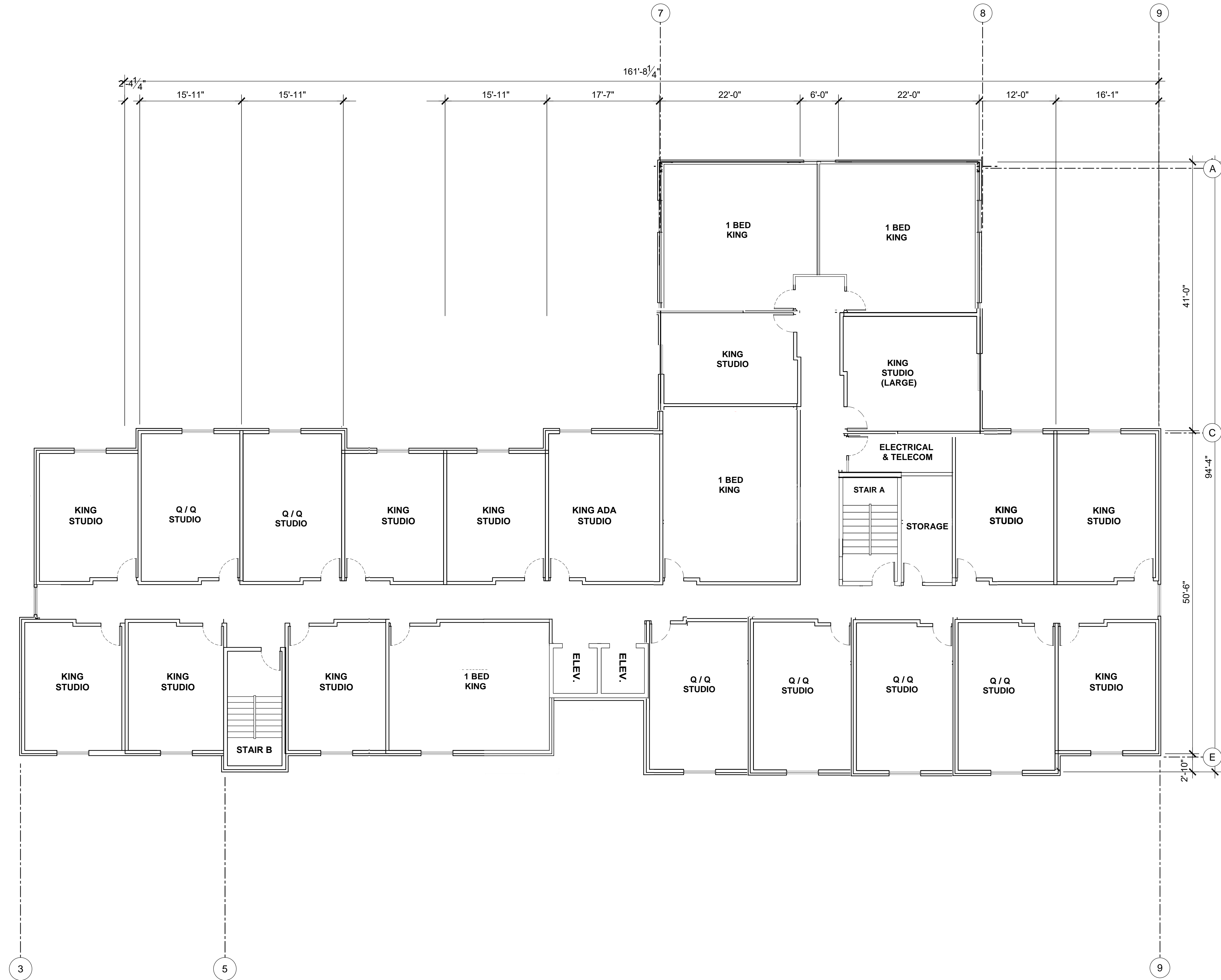
REVISIONS:

DATE: 1/30/23

DRAWN BY: DW

REVIEWED BY:

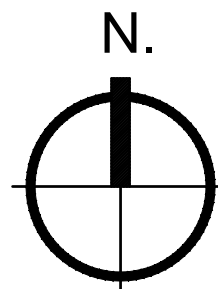
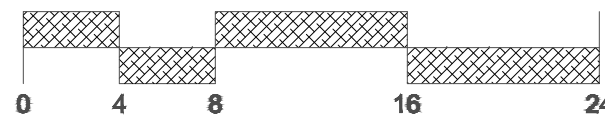
A2.4



(22 GUEST UNITS THIS FLOOR)

FIFTH FLOOR PLAN - LEVEL L5

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



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PAPER NO. 004109030

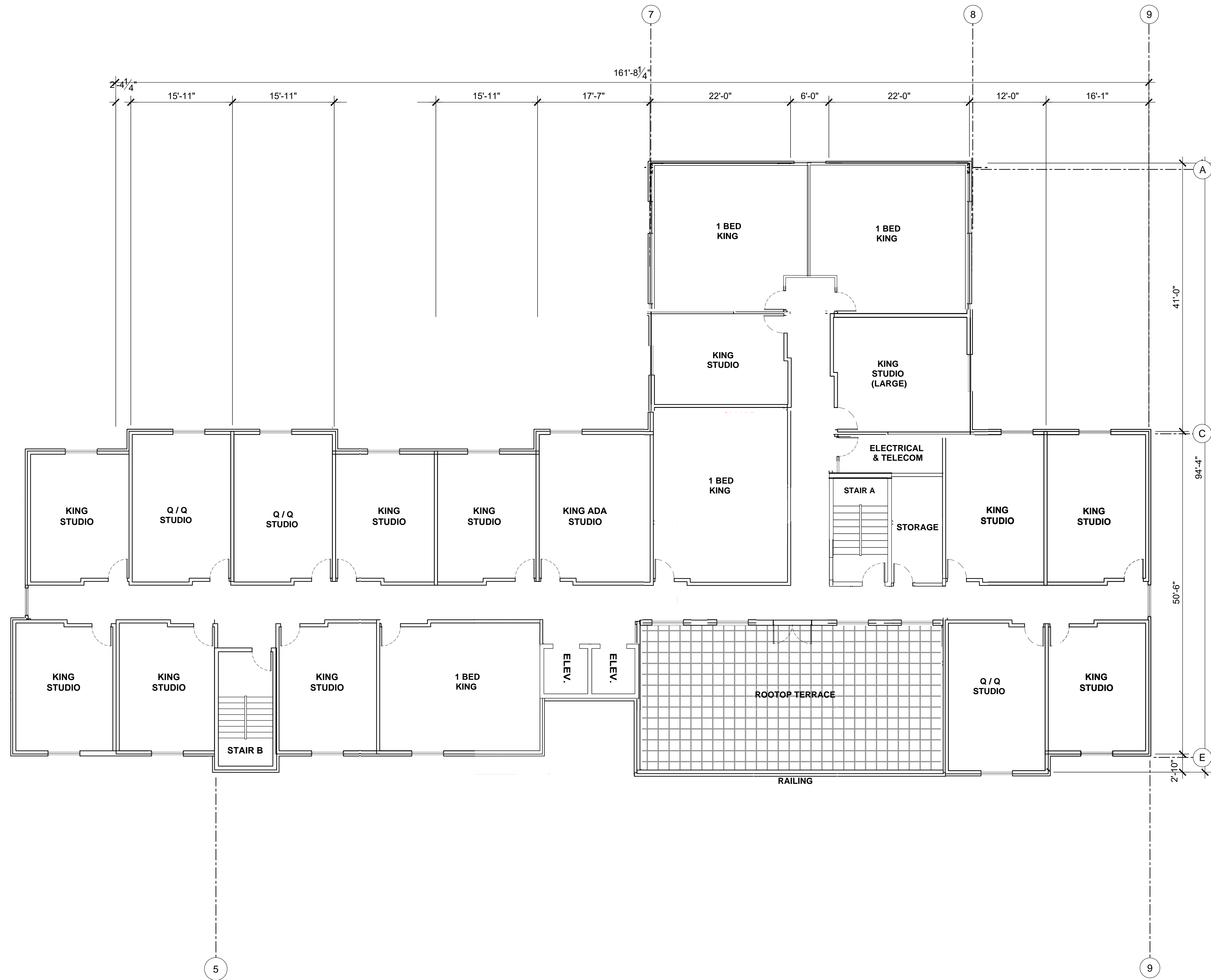
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A2.5 SIXTH FLOOR -
LVL L6

REVISIONS:

DATE: 1/30/23
DRAWN BY: DW
REVIEWED BY:

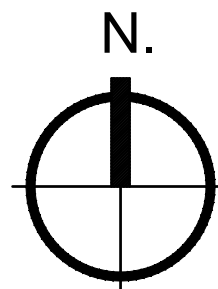
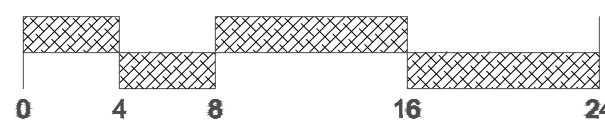
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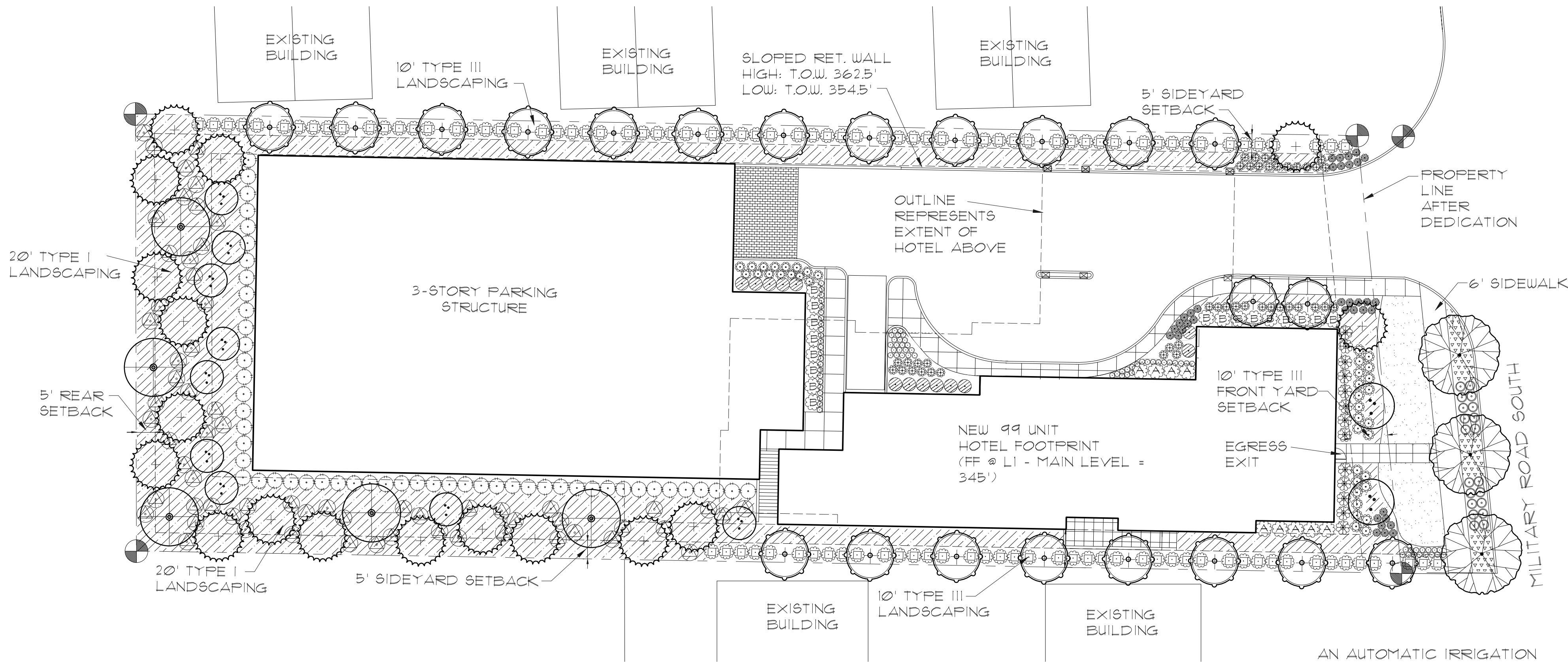


(19 GUEST UNITS THIS FLOOR)

SIXTH FLOOR PLAN - LEVEL L6

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

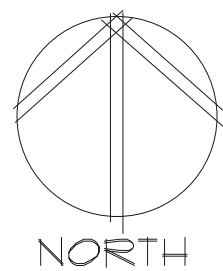




AN AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED FOR ALL PLANTING AREAS.

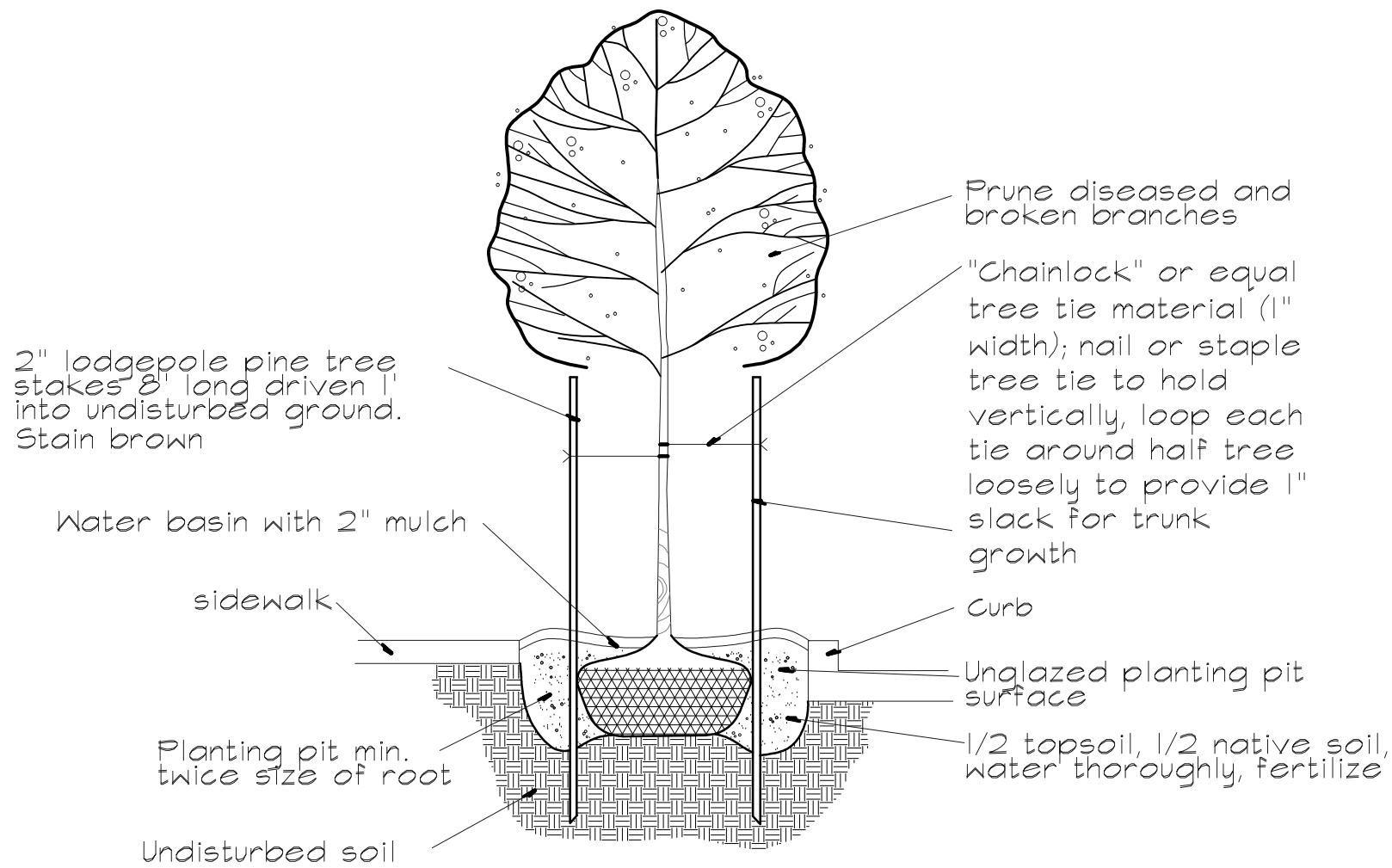
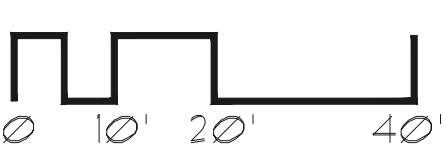
PLANT LIST

SYMBOL	BOTANICAL / COMMON	* QUANTITY	SIZE	CONDITION
	Acer rubrum 'October Glory' / October Glory Red Maple	3	2" cal.	B&B
	Acer rubrum 'Bow Hall' / Bow Hall Red Maple	2	2" cal.	B&B
	Acer circinatum / Vine Maple	9	8' min.	B&B
	Acer palmatum 'Sango Kaku' / Sango Kaku Japanese Maple	2	2" cal.	B&B
	Pyrus calleryana 'Chanticleer' / Chanticleer Pear	22	2" cal.	B&B
	Pinus flexilis 'Vandewolfs Pyramid' / Vandewolfs Pyramid Pine	16	6' min.	B&B
	Thuja O. 'Emerald Green' / Emerald green arborvitae	8	6' min.	B&B
	Lonicera pileata / Privet Honeysuckle	2	gallon	Full & bushy
	Viburnum tinus 'Spring Bouquet' / Spring Bouquet Viburnum	5	gallon	Full & bushy
	Rhododendron unique	27"	min	Full & bushy
	Rhododendron Jean Marie de Montague	27"	min	Full & bushy
	Mahonia aquifolium / Oregon Grape	2	gallon	Full & bushy
	Abelia 'Edward Goucher' / Edward Goucher Glossy Abelia	5	gallon	Full & bushy
	Purple Splendor	2	gallon	Full & bushy
	Azalea Everest	2	gallon	Full & bushy
	Nandina domestica 'Harbor Dwarf' / Harbor Dwarf Nandina	1	gallon	Full & bushy
	Erica carnea 'Kramers Red' / Heather	1	gallon	Full & bushy
	Liriope muscari / Big Blue Lillyturf	1	gallon	Full & bushy
	Arctostaphylos uva-ursi / kinnickinnik	4"	pots 18" o.c.	Full
	Prunus laurocerasus Mt. Vernon / Mt. Vernon Laurel	1	gallon 30" o.c.	Full
	Sodded Lawn			



LANDSCAPE PLAN

SCALE: 1"=20'

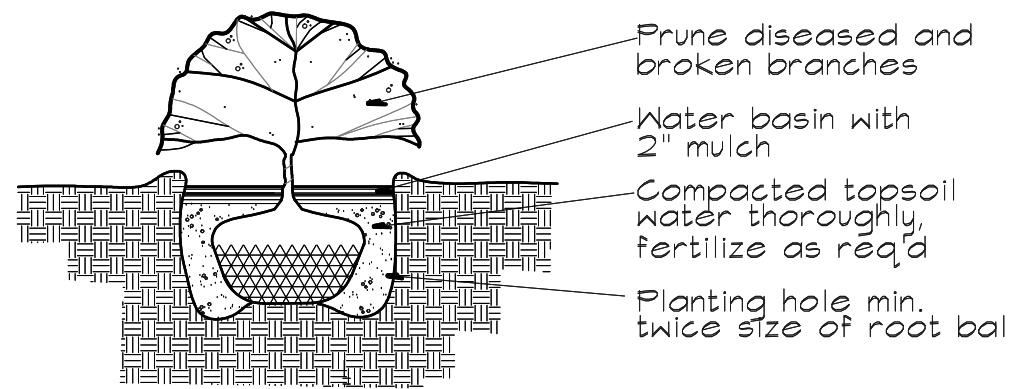


TREE PLANTING DETAIL

No Scale

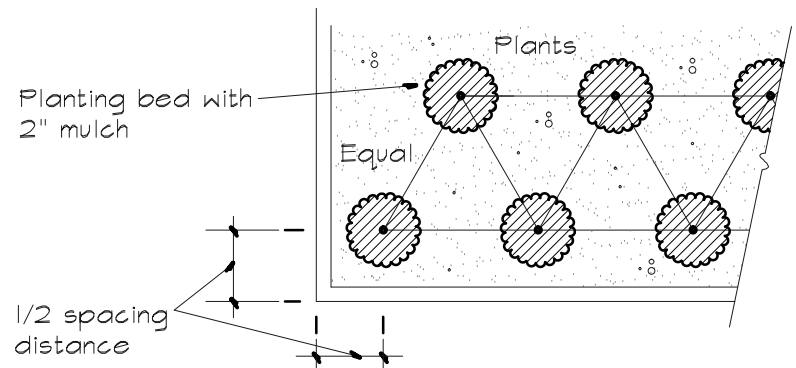
NOTES

1. Subgrades, including berms, to within 1 1/10th foot provided by General Contractor unless otherwise noted.
2. Subgrade shall be scarified or rototilled if conditions require.
3. 6" depth 3-way topsoil or equal in all planting areas.
4. 2" depth fine grade bark mulch in all planting beds.
5. All plant material shall be healthy, full and conform to USA standard nursery stock, latest edition.
6. Plant material or size or kind not available may be substituted only with approval of Landscape Architect or Owner.
7. All mass plantings shall have triangular spacing.
8. All tree pits shall be inspected to insure proper drainage.
9. Landscape Contractor shall maintain site until final inspection and acceptance by owner.



SHRUB PLANTING DETAIL

No Scale



GROUND COVER SPACING DETAIL

No Scale- Triangular Spacing



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PARCEL NO.: 7470025540 / 747025490

CANDLEWOOD SUITES
14831 Military Rd. S.
Tukwila, WA 98168

A3.0 EXTERIOR ELEVATIONS

REVISIONS:

DATE: 4/21/2022
DRAWN BY: Author
REVIEWED BY: IHB

A3.0

2/10/2023 5:47:42 PM

LEGEND - EXTERIOR MATERIALS

	A	ACCENT MATERIAL - VERTICAL HARDIE PLANK
	B1	EIFS COLOR 1 - MAIN MASS
	B2	EIFS COLOR 2 - ACCENTS
	B3	EIFS COLOR 3 - ACCENTS
	B4	EIFS COLOR 4 - ENTRY VESTIBULE

NOTE: ALL MATERIAL SHOWING TEND TO B E FIBER CEMENT UNLESS OTHERWISE NOTED



1 OVERALL NORTH ELEVATION

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



2 EAST ELEVATION

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



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PARCEL NO.: 7470025540 / 747025460

CANDLEWOOD SUITES
14831 Military Rd. S.
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A3.1 EXTERIOR ELEVATIONS

REVISIONS:

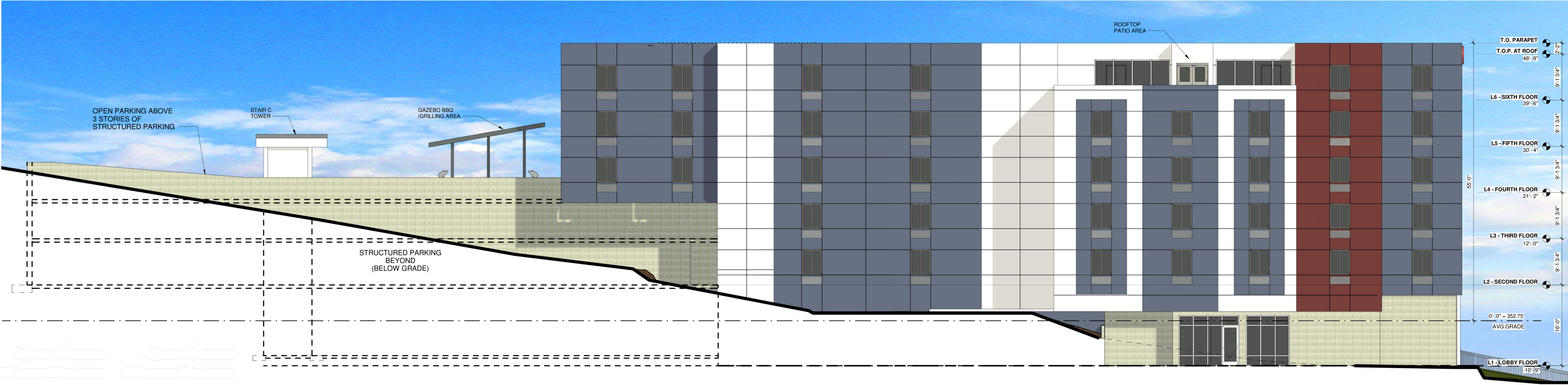
DATE: 4/21/2022
DRAWN BY: Author
REVIEWED BY: IHB

A3.1

LEGEND - EXTERIOR MATERIALS

- [A] ACCENT MATERIAL - VERTICAL HARDIE PLANK
- [B1] EIFS COLOR 1 - MAIN MASS
- [B2] EIFS COLOR 2 - ACCENTS
- [B3] EIFS COLOR 3 - ACCENTS
- [B4] EIFS COLOR 4 - ENTRY VESTIBULE

NOTE: ALL MATERIAL SHOWING TEND TO B E FIBER CEMENT UNLESS OTHERWISE NOTED



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



2 WEST ELEVATION2
SCALE: 1/8" = 1'-0" DRAWING REF: A3.2

VICINITY MAP CUP22-0002

City of SeaTac



CUP22-0002
Exhibit 4a-1

Candlewood Suites

Description:

Construction of a five-level hotel with 99 rooms and 75 parking spaces.

Address:

14831 Military Road South

Project Site

0041000030

Riverton
Heights Park

S 146TH ST

S 148TH ST

S 150TH ST

S 152ND ST

S 154TH ST

30TH AVE S

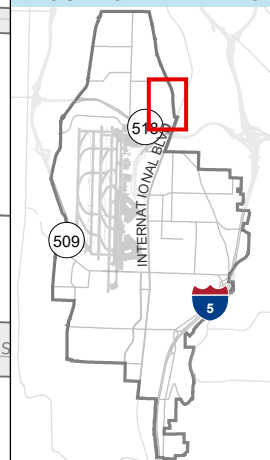
32ND AVE S

CITY OF TUKWILA
CITY OF SEATAC

MILITARY RD S

INTERNATIONAL BLVD

LOCATION IN SEATAC



Date Prepared: 7/17/2023

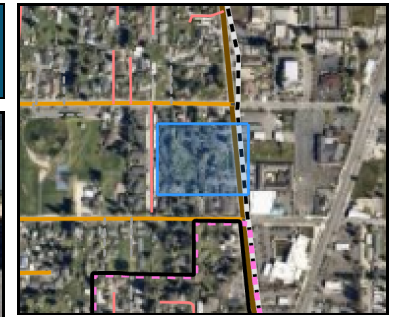
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Candlewood Suites

City of SeaTac, Washington



Legend

CUP22-0002
Exhibit 4b-1

Parcels

Parcels

Parcel Notations

Encumbrances



City Boundaries

Geopolitical Areas



City of SeaTac



Other Jurisdictions

Street Centerlines

Street Centerlines



SeaTac - Arterial (Minor)

Slope Bins (Calculated)

Slope (Bin ≥ 40 Deg.)



Slope (Bin ≥ 30 Deg.)



Map Description

There is no description provided for this map.



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Map Author: Unknown

Map Generated: Friday, June 23, 2023

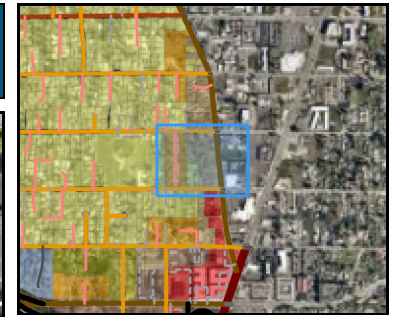
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UNOFFICIAL

Candlewood Suites - Zoning

City of SeaTac, Washington



Legend

CUP22-0002
Exhibit 4c-1

Parcels

Parcels

Street Centerlines

Street Centerlines

- SeaTac - Arterial (Minor)
- SeaTac - Local
- Private - Local
- Private Driveway
- Other - Local

Zoning

Zoning

- Urban Low Density Res. (UL-7,200)
- Urban Med. Density Res. (UM-2,400)
- Urban High Density Res. (UH-1,800)
- Urban High Density Res. (UH-900)
- Community Business in Urban Center (CB-C)

Map Description

There is no description provided for this map.



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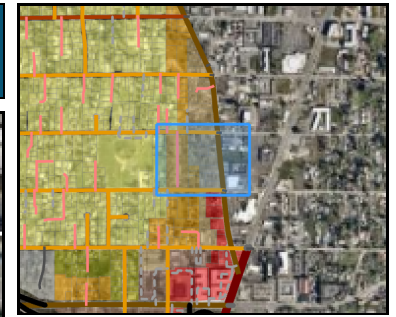
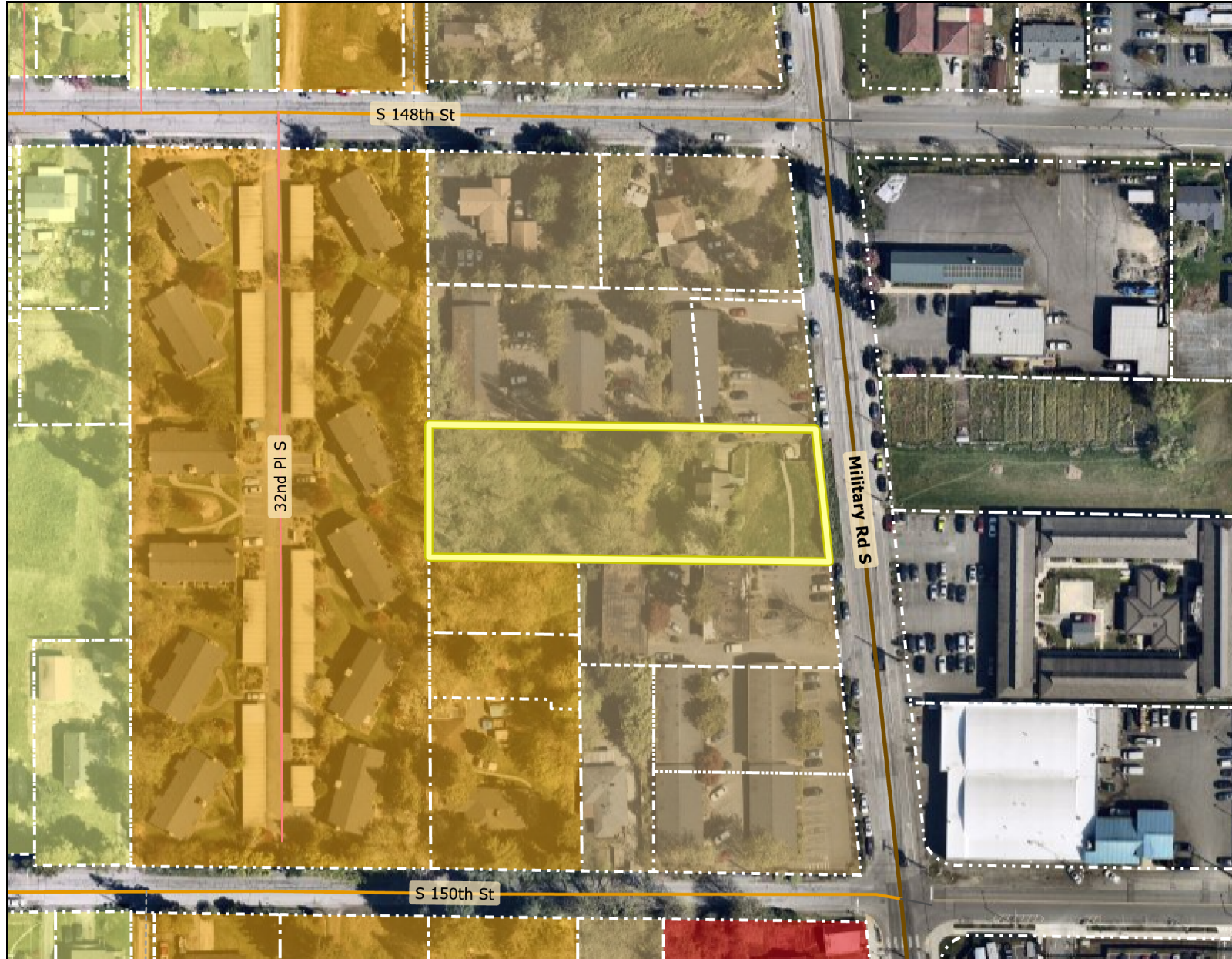
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Candlewood Suites - Comprehensive Plan

City of SeaTac, Washington



Legend

CUP22-0002
Exhibit 4d-1

Parcels

Parcels

Street Centerlines

Street Centerlines

- SeaTac - Arterial (Minor)
- SeaTac - Local
- Private - Local
- Private Driveway
- Other - Local

Comprehensive Plan

Comprehensive Plan

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Commercial High

Map Description

There is no description provided for this map.



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Map Author: Unknown

Map Generated: Friday, June 23, 2023

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DETERMINATION OF COMPLETENESS

TYPE OF ACTION: Major Conditional Use Permit (CUP), SEPA Checklist (SEP)

FILE NUMBER: CUP22-0002, SEP22-0004

PROJECT NAME: Candlewood Suites

PROJECT LOCATION:

Address: 14831 Military Road South

Parcel Number: 004100-0030

PROJECT DESCRIPTION: Construction of a five-level hotel with 88 rooms. The hotel will have 71 parking spaces, provided mostly inside a parking structure.

APPLICANT: David White; IHB Architects; 21620 84th Avenue South, Suite 200; Kent, WA 98032; 253-236-5154

AGENT/CONTACT: Same as Applicant

DATE APPLICATION RECEIVED: May 13, 2022

The application is complete and is being reviewed for compliance with City Codes. This is not a preliminary approval. Pursuant to RCW 36.70B.070 and adopted SeaTac Municipal Codes, if an application is determined to be complete, it does not preclude the City from requesting additional information.

Dennis Hartwick, *Senior Planner*

05/17/2022

Date Issued

Department of Community and Economic Development
4800 South 188th Street
SeaTac, WA 98188
dhartwick@seatacwa.gov
206-973-4837



State Environmental Policy Act (SEPA) **Final Staff Evaluation for Environmental Checklist**

File #: SEP22-0004

A. Background

1. **Project name:** Candlewood Suites
2. **Applicant:** DAMAC, LLC
3. **Contact person:** David White; IHB Architects; 21620 84th Avenue South, Suite 200; Kent, WA 98032; 253-236-5154
4. **Date checklist prepared:** 04/14/2022
5. **Agency requesting checklist:** City of SeaTac
6. **Proposed timing or schedule:** 2022 – 2023
7. **Plans for further activity:** None
8. **Environmental information:** Geotechnical investigation
9. **Pending applications:** Conditional Use Permit (CUP22-0002)
10. **Government approvals or permits required:** Grading and drainage (STE) permit; right-of-way (ROW) permit; building (BLD) permit
11. **Proposal:** Construction of a five-level hotel with 88 rooms. The hotel will have 71 parking spaces, provided mostly inside a parking structure.
12. **Location:** Address: 14831 Military Road South; Parcel Number: 004100-0030

B. Environmental Elements

1. **Earth:** Concur with checklist.
2. **Air:** Concur with checklist.
3. **Water:** Concur with checklist.
4. **Plants:** The project will require the removal of eight significant trees. However, the trees fall within the building footprint and are not required to be retained.
5. **Animals:** Concur with checklist.
6. **Energy & Natural Resources:** Concur with checklist.
7. **Environmental Health:** Concur with checklist.
8. **Land and Shoreline Use:** The project will eliminate a single-family dwelling unit.
Current uses:
 - Site: Dwelling unit
 - North: Multi-family
 - South: Vacant lot, multi-family
 - East: Multi-family, garden plot
 - West: Multi-family

Current zoning:

Site: UH-900 (Urban High Density Residential)

North: UH-900

South: UL-7,200 (Urban Low Density Residential), UH-900

East: RC (Regional Commercial - Tukwila)

West: UM-2,400 (Urban Medium Density Residential)

9. Housing: Concur with checklist.

10. Aesthetics: Concur with checklist.

11. Light & Glare: Concur with checklist.

12. Recreation: Concur with checklist.

13. Historic & Cultural Preservation: Concur with checklist.

14. Transportation: The project is estimated to generate 703 vehicle trips per day, with 40 trips in the AM peak hour and 52 trips in the PM peak hour. See page 9 of the Transportation Impact Analysis. The temporary concurrency certificate was issued on 05/23/2023.

15. Public Services: Concur with checklist.

16. Utilities: Concur with checklist.

C. Non-project Actions

N/A

D. Conclusion

Based on the analysis, the City of SeaTac, as the lead agency for this proposal, has determined that the proposal will not have a probable significant adverse impact on the environment, and 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. The City reserves the right to review any future revisions or alterations to the site or to the proposal in order to determine the environmental significance or non-significance of the project at that point in time.

Prepared by: Dennis Hartwick, *Senior Planner*

Prepared on: 05/24/2023



CANDLEWOOD SUTIES
TRAFFIC IMPACT ANALYSIS

SeaTac, WA



05/12/2022

Prepared for: Imad Bahbah
IHB Architects
21620 84th Ave S, Suite 200
Kent, WA 98032

May 2022

CANDLEWOOD SUITES TRAFFIC IMPACT ANALYSIS

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CANDLEWOOD SUITES TRAFFIC IMPACT ANALYSIS

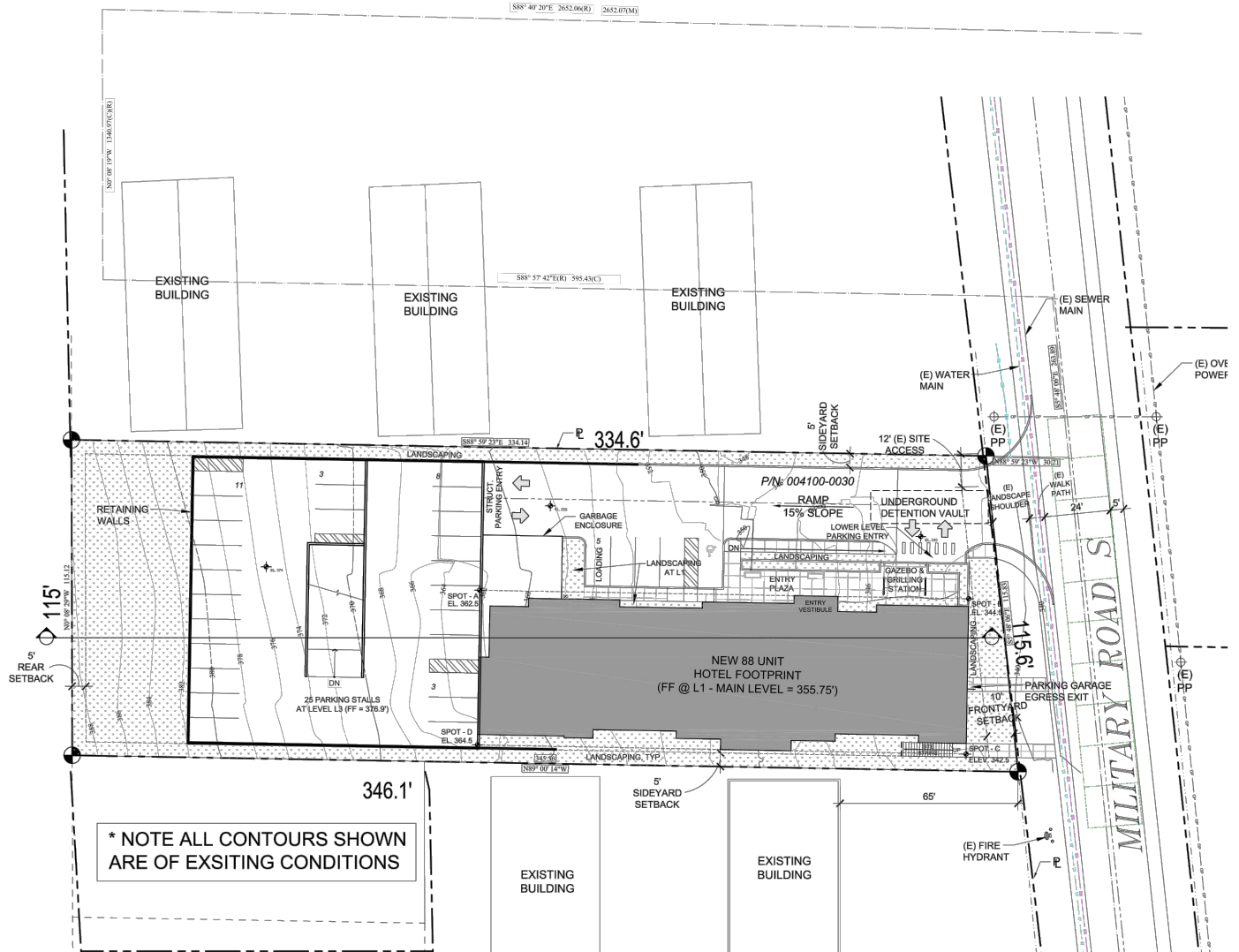
1. INTRODUCTION

The main goals of this study focus on the assessment of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the adjacent streets serving the subject site and gathering existing vehicular volumes within a defined study area. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined, if needed.

2. PROJECT DESCRIPTION

The Candlewood Suites project proposes for the construction of a six-story, 88-room hotel within the city of SeaTac. The subject site is bordered to the east by Military Road S, situated on 0.90-acres within tax parcel #: 0041000030. Currently a single-family unit exists on-site, which is to be demolished prior to new construction. Access to and from the project is proposed via one new driveway on the northeast corner of the subject property which is to extend west from Military Road S. On-site parking would be provided via at grade and within a structured parking garage. Access and overall project layout is shown within Figure 2 (site plan) on the following page. Figure 1 below shows the general site location with the subject parcel highlighted in blue.





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TRAFFIC AND CIVIL ENGINEERING

CANDLEWOOD SUITES

SITE PLAN
FIGURE 2

3. EXISTING CONDITIONS

3.1 Existing Street System

The street network serving the proposed project consists of a variety of roadways. The major roadways defined in the study area are listed and described below.

Military Road S: is a two-lane, north-south, minor arterial bordering the subject site to the east. Travel lanes are approximately 10-to-11 feet in width with provided crosswalks located at major intersections. Shoulders are composed of 6-foot walkways along either side of the roadway. The roadway has a posted speed limit of 35-mph.

S 150th Street: is a two-lane, east-west, local roadway, located south of the proposed Candlewood Suite project. Travel lanes vary in width with provided street parking at designated areas only. Sidewalks are available east of the intersection with S Military Road and absent to the west. The roadway has a posted speed limit of 25-mph.

3.2 Roadway Improvements

A review of the current SeaTac Six-Year Transportation Improvement Plan (2022-2027) indicates that the following projects are currently planned in the vicinity. A summary of the identified projects are provided below:

International Boulevard Safety Improvements (ST-162): This project intends to conduct a corridor study to evaluate safety improvements for collision reduction. Possible improvements assumed in cost estimates include four near-side traffic signals and improvements to discourage illegal pedestrian crossings. The total estimated cost is \$100,000.

S 152nd Street Improvements (ST-126): This project entails widening the existing roadway from 30th Avenue S to Military Road to construct sidewalks, bike lanes, street lighting, and storm drainage. Provide access and circulation improvements for vehicle and pedestrian movements in support of redevelopment. The total estimated cost is \$6,008,000.

3.3 Existing Peak Hour Volumes

Field data for this study was obtained and collected in May of 2022 in order to establish baseline vehicular conditions near the subject site. Traffic counts were administered at the study intersection of Military Road S & S 150th Street between the PM peak period of 4:00-6:00 PM. The one-hour exhibiting highest overall volumes for the time period (peak

hour) was then derived and used for intersection capacity analysis to present worst case conditions. Existing PM peak hour volumes at the study intersection are illustrated in Figure 3 on the following page. Full-count sheets have been included in the appendix.

3.4 Non-Motorist Traffic

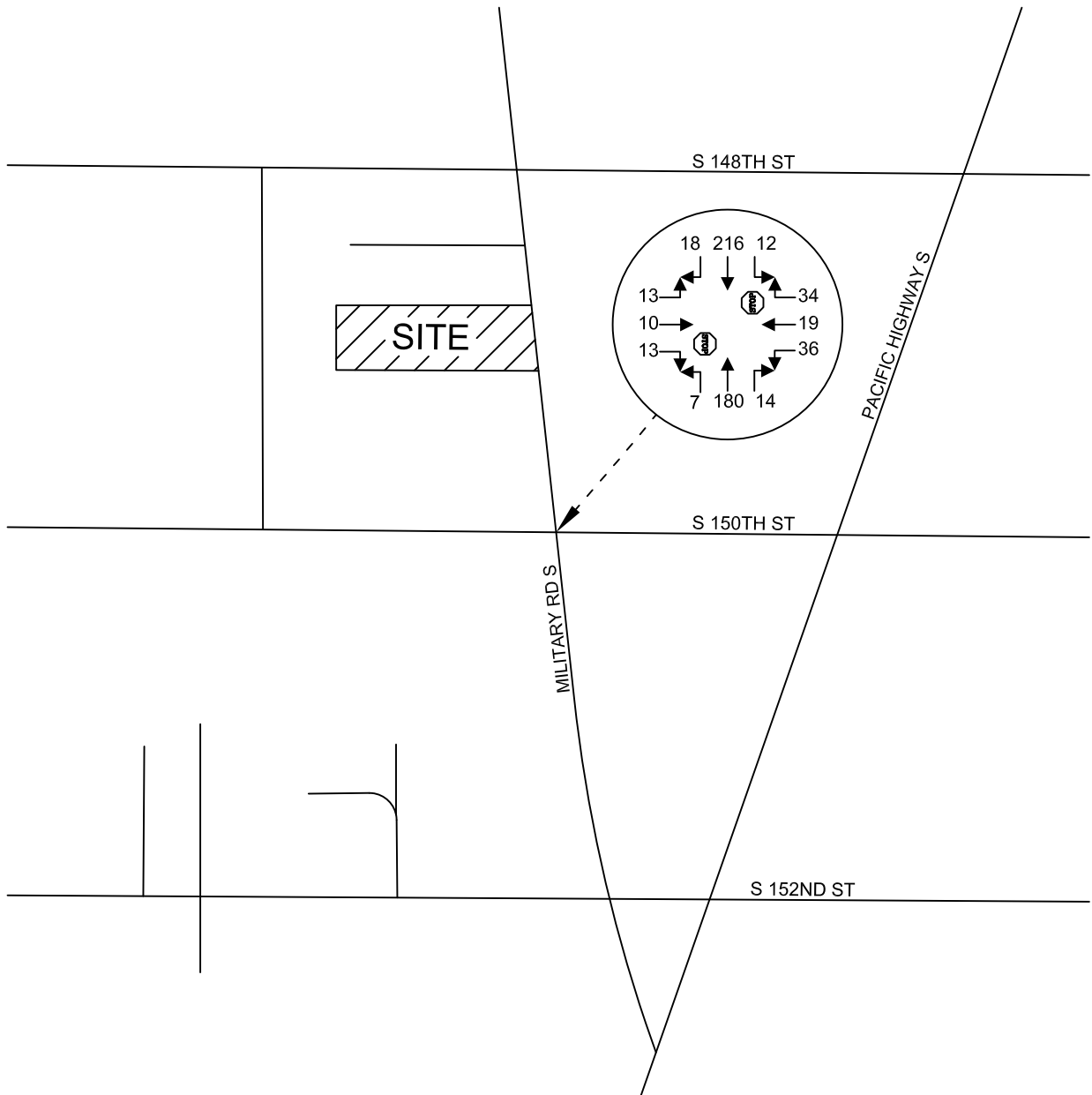
Pedestrian and bicycle activity were observed at the study intersection of Military Road S & 150th Street. During the PM peak hour, approximately two pedestrians and no bicyclists were observed. One pedestrian was observed crossing the north leg of the study intersection and the other pedestrian was noted crossing the west leg of the study intersection. As part of site development, the project proposal would construct frontage improvements that include curb, gutter, sidewalk, and a five-foot bike lane, further enhancing non-motorist infrastructure in the area.

3.5 Public Transit

A review of the King County Metro and Sound Transit service systems indicates the nearest bus lines to the subject site are served via Route 124-Tukwila International Blvd Station-Downtown Seattle and Route 128-Southcenter-North Admiral, which are located along Pacific Highway S/Tukwila International Boulevard adjacent to the Church By the Side of the Road (~1,290' walking distance east of the proposed project). The subject site is also in walking distance from the Tukwila International Boulevard Station (Angle Lake Station) located south of the subject site. The station serves Routes, A-Line, F-Line, 1-Line, 124 and 128. Route details are listed below in Table 1.

Table 1: Bus Routes

Route	Description	Weekday Service	Saturday	Sunday	Nearest Stop
124	Tukwila International Blvd Station -Downtown Seattle	4:54AM – 4:21 AM (every ~20 Min)	5:49 AM – 4:24 AM (every ~30 Min)	5:53 AM – 4:22 AM (every ~30 Min)	~1,290'
128	Southcenter-North Admiral	4:50 AM – 1:19 AM (every ~20 Min)	6:02 AM – 1:03 AM (every ~30 Min)	6:03 AM – 1:13 AM (every ~30 Min)	~1,290'
A Line	Federal Way TC - Tukwila Intl. Blvd Link Station	24 hours (every ~10 Min)	24 hours (every ~10 Min)	24 hours (every ~10 Min)	~2,900'
F Line	Burien TC Bay 6-The Landing	4:44 AM – 12:45 AM (every ~15 Min)	5:59 AM – 12:47 AM (every ~15 Min)	6:00 AM – 12:48 AM (every ~15 Min)	~2,900'
1 Line	Northgate-Angle Lake	4:11 AM – 2:14 AM (every ~10 Min)	4:11 AM – 2:14 AM (every ~10 Min)	5:06 AM – 1:05 AM (every ~10 Min)	~2,900'



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CANDLEWOOD SUITES
EXISTING PM PEAK HOUR VOLUMES
FIGURE 3

3.6 Level of Service

Existing intersection delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range¹ for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the *Synchro 11* analysis program for intersection analysis. For side-street, stop-controlled intersections, LOS is determined by the approach with the highest delay. Table 2 below portrays existing 2022 LOS delays for the key intersections of study.

Table 2: Existing PM Peak Hour Level of Service

Delays given in seconds per vehicle

Intersection	Control	Movement	LOS	Delay
Military Rd S & S 150th St	Stop	WB	B	13.3

Existing 2022 PM peak hour delays are shown to operate with LOS B conditions for the study intersection of Military Road S & S 150th Street, indicating stable operations during the critical PM peak hour of travel. No deficiencies are identified at the study intersection.

3.7 Site Access

Site access is proposed via one new driveway which is to extend west from Military Road S. Any new driveway shall be designed in accordance with City/AASHTO sight distance standards. Based on the 35-mph speed limit along Military Road S and AASHTO standards, 390 feet of unobstructed view is need for vehicles to enter the roadway system safely. Preliminary measurements of the proposed access location appear to be met. Looking to the south, sight lines are clear through the intersection of Military Road S & S

¹ *Signalized Intersections - Level of Service*

Level of Service	Control Delay per Vehicle (sec)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Highway Capacity Manual, 6th Edition

Stop Controlled Intersections – Level of Service

Level of Service	Control Delay per Vehicle (sec)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

150th Street. Looking to the north, sight lines are clear through the intersection of Military Road S & S 148th Street. No deficiencies are identified with the proposed access location with minimum sight lines of 390 feet attained in either north and south directions.

4. FORECAST TRAFFIC DEMAND AND ANALYSIS

4.1 Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. This is usually denoted by the quantity or specific number of new trips that enter and exit a project during a designated time period, such as a specific peak hour (AM or PM) or an entire day. Data presented in this report was taken from the Institute of Transportation Engineer's publication *Trip Generation*, 11th Edition. The designated land use for the proposed project is defined as LUC 310 – Hotel. The independent variable rooms (88) were used for trip determination. Table 3 below summarizes the estimated project trip generation using ITE rates. Included are the average weekday daily traffic (AWDT) and the AM and PM peak hour volumes.

Table 3: Project Trip Generation

Land Use	Rooms	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
LUC – 310 Hotel	88	703	22	18	40	26	26	52

Based on ITE data, the proposed Candlewood Suites project is estimated to generate 703 average daily trips with 40 trips (22 inbound/18 outbound) occurring in the AM peak hour and 52 trips (26 inbound/26 outbound) occurring in the PM peak hour.

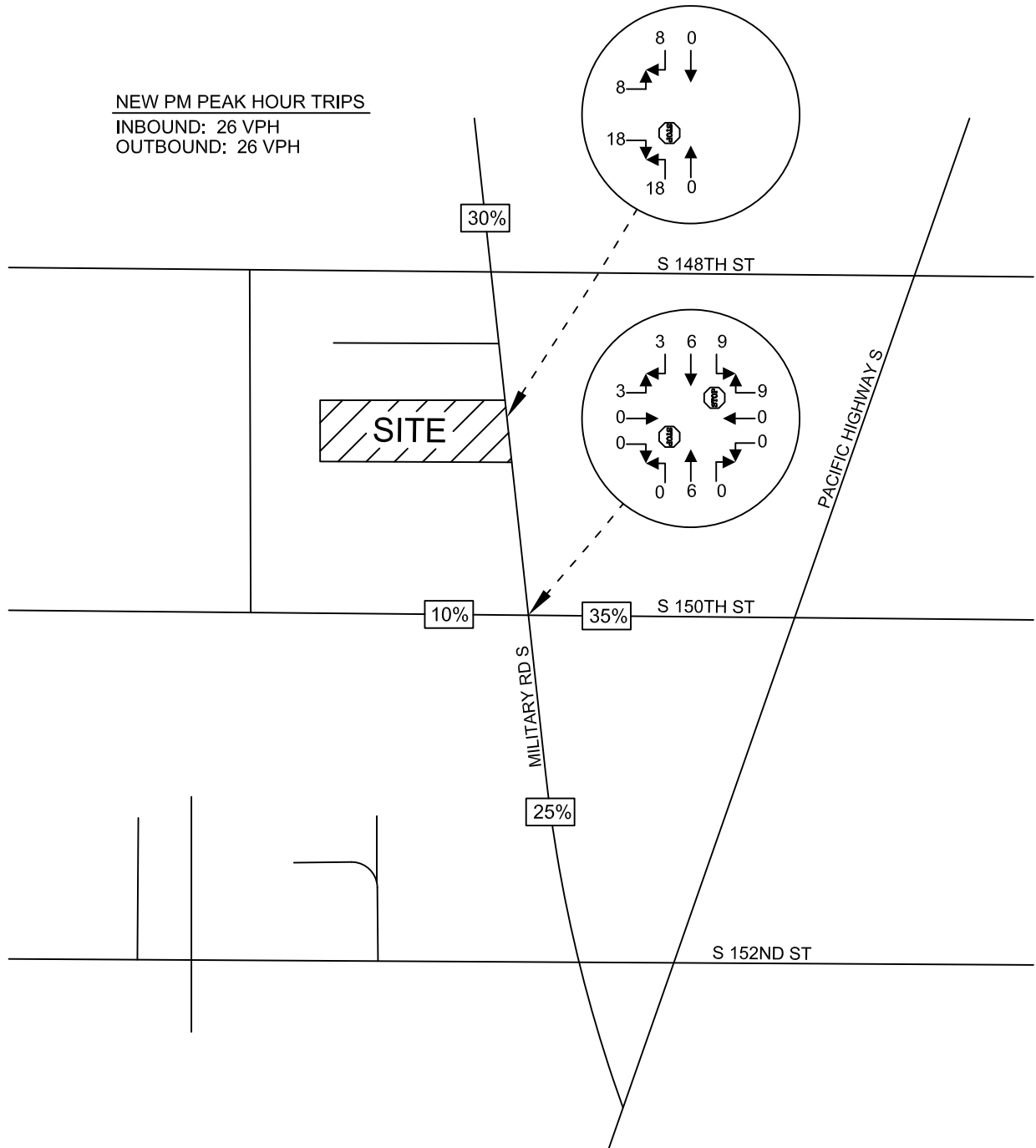
4.2 Distribution & Assignment

Trip distribution describes the anticipated travel routes for inbound and outbound project traffic during the peak hour study period. The specific destinations and origins of the generated traffic primarily influences the key intersections, which will effectively receive the bulk of project impacts. Anticipated distribution percentages and travel routes for the PM peak hour are illustrated in Figure 4. Percentages are primarily based on proximity to major arterials. It is important to note the hotel use of the proposed project, it is assumed that a majority of the project generated traffic would be to and from the south with access to freeways and the SeaTac International Airport.

4.3 Future Peak Hour Volumes

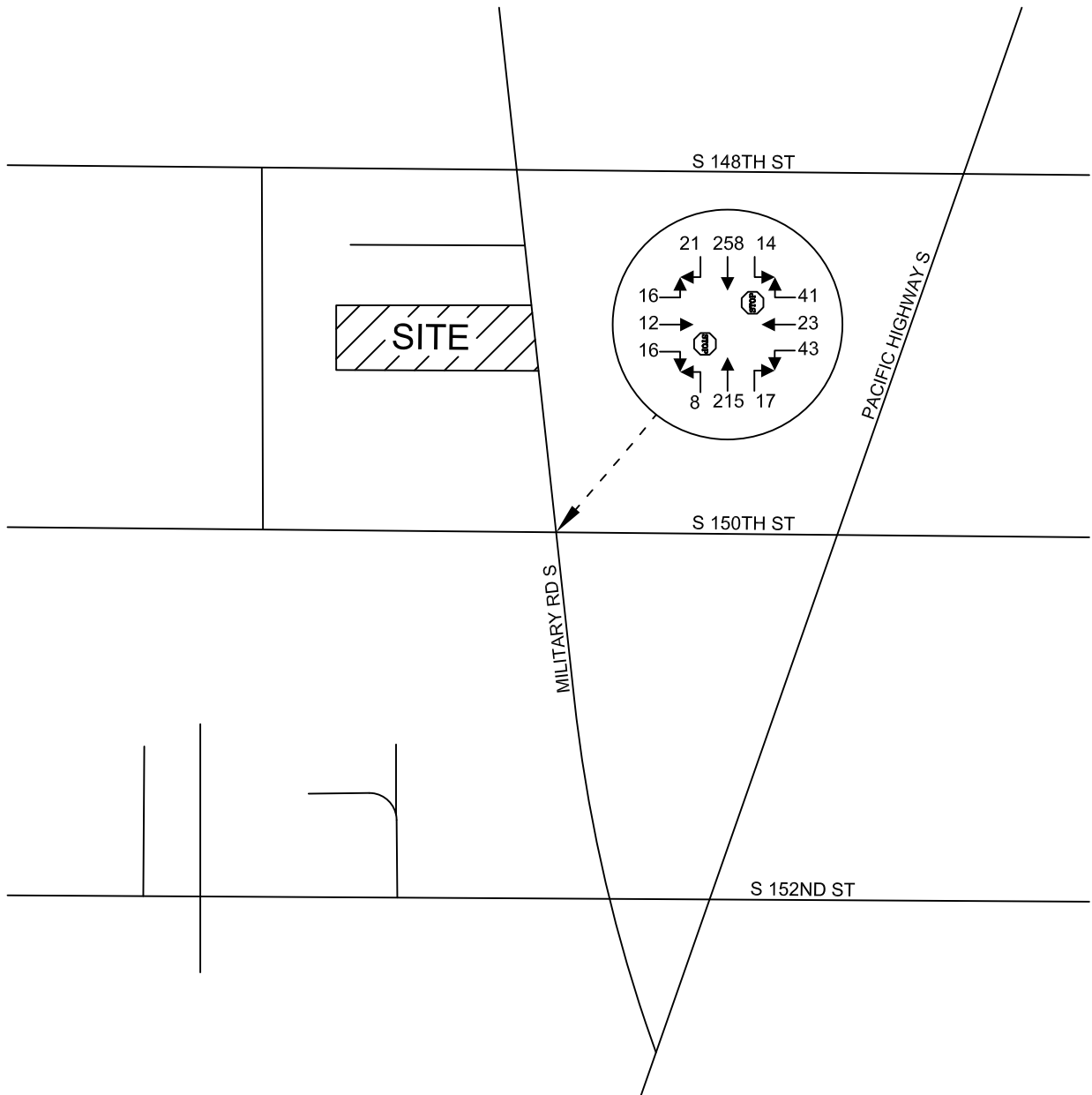
A 6-year horizon of 2028 was used for future traffic delay analysis. Forecast 2028 background traffic volumes were derived by applying a 3.0 percent compound annual growth rate per year to the existing PM peak hour traffic volumes shown in Figure 3. This growth rate has been utilized in previous reports within the City of SeaTac. Forecast 2028 PM peak hour volumes without project are shown in Figure 5. Figure 6 illustrates forecast 2028 PM peak hour volumes with the addition of project-generated traffic.

Additionally, Figure 7 has been provided for the City's long-term planning which illustrates forecast 2034 (12-year horizon) PM peak hour volumes with the project generated traffic.



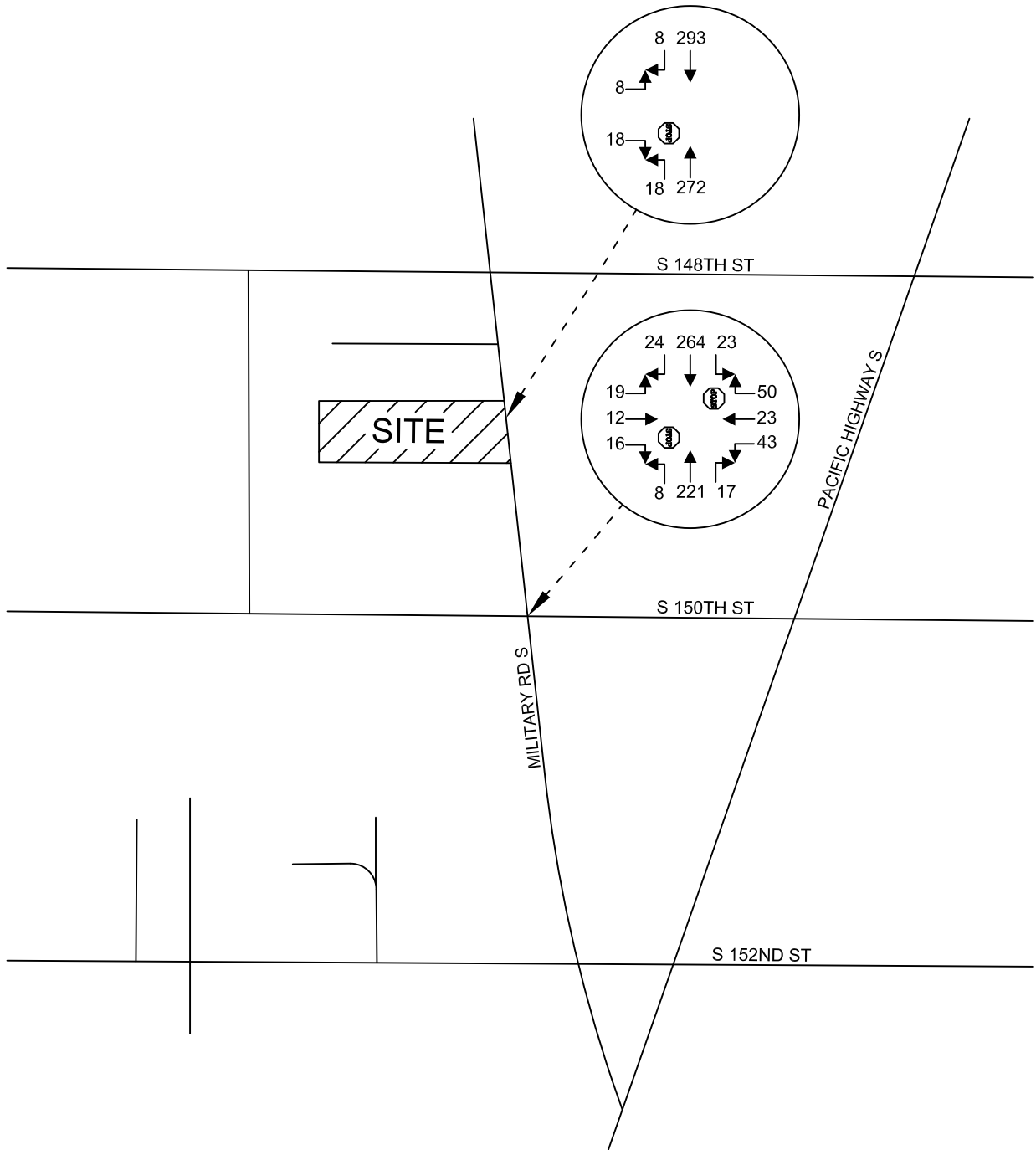
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TRAFFIC AND CIVIL ENGINEERING

CANDLEWOOD SUITES
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 4



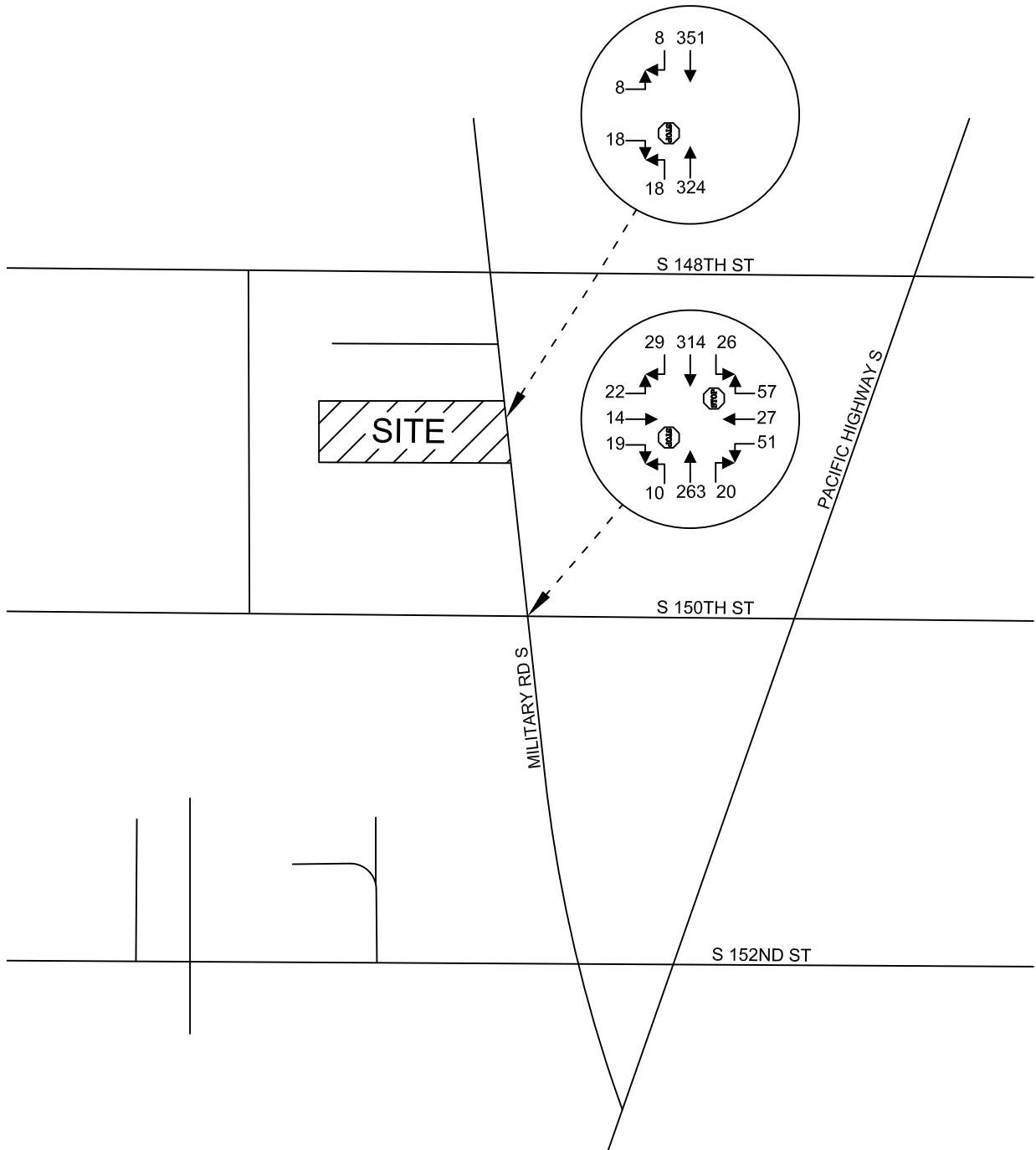
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CANDLEWOOD SUITES
FORECAST 2028 PM PEAK HOUR VOLUMES WITHOUT PROJECT
FIGURE 5



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

CANDLEWOOD SUITES
FORECAST 2028 PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 6



HEATH & ASSOCIATES
TRAFFIC AND CIVIL ENGINEERING

CANDLEWOOD SUITES
FORECAST 2034 PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 7

4.4 Future Level of Service

Peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the *Synchro 11* analysis program. Delays for the study intersection and proposed access intersection under future conditions during the PM peak hour are shown below in Table 4 below.

Table 4: Forecast PM Peak Hour Level of Service

Delays given in Seconds Per Vehicle

Intersection	Control	Movement	<u>2028 Without</u>		<u>2028 With</u>		<u>2034 With</u>	
			LOS	Delay	LOS	Delay	LOS	Delay
Military Rd S & S 150th St	Stop	WB	C	15.4	C	16.0	C	20.5
Military Rd S & Access	Stop	EB	-	-	B	11.5	B	12.3

The city has set concurrency standards at LOS E. As indicated in Table 4, forecast 2028 and 2034 PM peak hour delays with the project generated traffic are shown to operate with acceptable LOS C or better conditions. Based on forecast conditions, no LOS or capacity deficiencies are identified at the project access or study intersection as a result of the proposed development.

4.5 Left-Turn Warrant

Left turn lanes are a means of providing necessary storage space for left turning vehicles at intersections. For this impact study, procedures prescribed by the WSDOT Design Manual Exhibit 1310-7a were used to ascertain storage requirements at the access intersection of Military Road S & Project Access. Based on forecast 2034 PM peak hour volumes with project traffic – a left turn lane *would not be warranted* at the access intersection. Refer to the appendix for the warrant nomograph.

5. CONCLUSIONS AND MITIGATION MEASURES

Candlewood Suites is a proposed hotel encompassing 88 rooms within the city of SeaTac. The subject site located at, 14831 Military Road S, is situated on 0.90-acres within tax parcel #: 0041000030. The subject site is bordered to the east by Military Road S and is located between S 148th Street and S 150th Street. Existing on-site is a single-family residence which is to be demolish prior to new construction. Access is proposed via one driveway extending west from Military Road S. A site plan presenting the overall configuration of the project is illustrated in Figure 2.

Based on ITE data, the project is estimated to generate 703 average daily trips with 40 trips occurring in the AM peak hour and 52 trips occurring in the PM peak hour. A six-year (2028) and twelve-year (2034) horizon years were evaluated in terms of level of service (LOS) with and without the project generated traffic. The results indicate that the project would have a minimal impact to the adjacent street system. Level of service indicates the study intersection of Military Road S & S 150th Street to operate with LOS C conditions for each forecast scenario. The access intersection is shown to operate with LOS B conditions for each forecast scenario. A left-turn lane was found not warranted under 2034 PM peak hour conditions with the addition of the project generated traffic. A single-family home currently existing on-site in which credit could be received.

Based on the above analysis, the following mitigation is identified:

1. Pay traffic impact fees as required by the City of SeaTac. Exact fees and calculations will be determined by the city at the time of building permit issuance.
2. Construct frontage improvements in accordance with the City of SeaTac.

No other mitigation is identified at this time.

CANDLEWOOD SUITES
TRAFFIC IMPACT ANALYSIS

APPENDIX

LEVEL OF SERVICE

The following are excerpts from the *2016 Highway Capacity Manual - Transportation Research Board Special Report 209*.

Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions.

Level-of-Service definitions

Level of service A represents primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are seldom impeded in their ability to maneuver in the traffic stream. Delay at signalized intersections is minimal.

Level of service B represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver in the traffic stream is only slightly restricted and delays are not bothersome.

Level of service C represents stable operations; however, ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B, and longer queues, adverse signal coordination, or both may contribute to lower average travel speeds of about 50 percent of the average free-flow speed for the arterial classification.

Level of service D borders on a range in which small increases in flow may cause substantial increases in approach delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free-flow speed.

Level of service E is characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.

Level of service F characterizes arterial flow at extremely low speeds, from less than one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations, with long delays and extensive queuing.

Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4915a
Site Code : 00004915
Start Date : 5/5/2022
Page No : 1

Groups Printed- Passenger + - Heavy

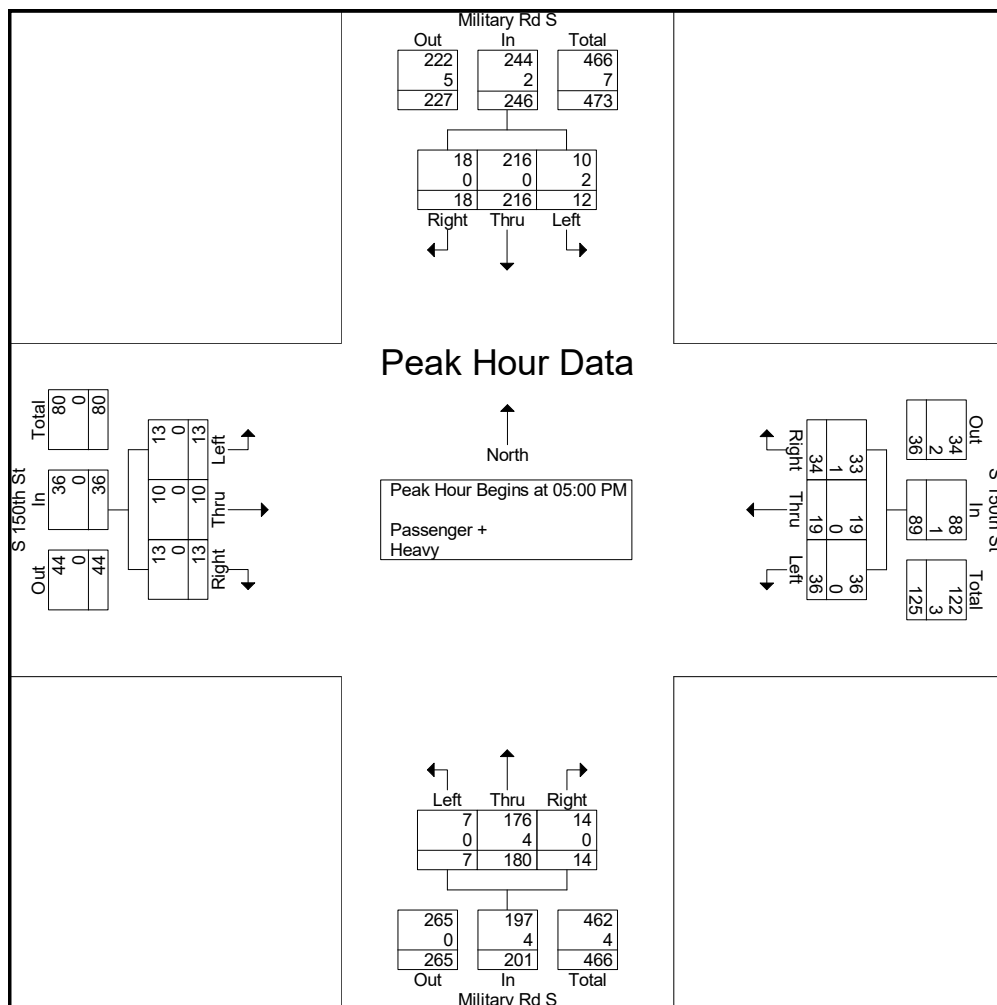
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04:00 PM	3	64	2	69	13	8	16	37	3	33	1	37	0	1	1	2	145
04:15 PM	2	51	5	58	10	1	8	19	5	35	2	42	2	0	1	3	122
04:30 PM	2	51	6	59	11	3	7	21	3	45	1	49	6	1	3	10	139
04:45 PM	0	52	3	55	10	4	4	18	3	46	1	50	0	0	1	1	124
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05:00 PM	5	69	2	76	12	2	8	22	7	53	2	62	2	0	1	3	163
05:15 PM	6	48	4	58	8	7	6	21	4	47	4	55	1	2	0	3	137
05:30 PM	5	50	4	59	6	4	11	21	2	41	0	43	1	1	4	6	129
05:45 PM	2	49	2	53	8	6	11	25	1	39	1	41	9	7	8	24	143
Total	18	216	12	246	34	19	36	89	14	180	7	201	13	10	13	36	572
Grand Total	25	434	28	487	78	35	71	184	28	339	12	379	21	12	19	52	1102
Apprch %	5.1	89.1	5.7		42.4	19	38.6		7.4	89.4	3.2		40.4	23.1	36.5		
Total %	2.3	39.4	2.5	44.2	7.1	3.2	6.4	16.7	2.5	30.8	1.1	34.4	1.9	1.1	1.7	4.7	
Passenger +	25	432	26	483	77	34	70	181	28	332	12	372	21	11	19	51	1087
% Passenger +	100	99.5	92.9	99.2	98.7	97.1	98.6	98.4	100	97.9	100	98.2	100	91.7	100	98.1	98.6
Heavy	0	2	2	4	1	1	1	3	0	7	0	7	0	1	0	1	15
% Heavy	0	0.5	7.1	0.8	1.3	2.9	1.4	1.6	0	2.1	0	1.8	0	8.3	0	1.9	1.4

Heath & Associates

PO Box 397
Puyallup, WA 98371

File Name : 4915a
Site Code : 00004915
Start Date : 5/5/2022
Page No : 2

	Military Rd S Southbound				S 150th St Westbound				Military Rd S Northbound				S 150th St Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	5	69	2	76	12	2	8	22	7	53	2	62	2	0	1	3	163
05:15 PM	6	48	4	58	8	7	6	21	4	47	4	55	1	2	0	3	137
05:30 PM	5	50	4	59	6	4	11	21	2	41	0	43	1	1	4	6	129
05:45 PM	2	49	2	53	8	6	11	25	1	39	1	41	9	7	8	24	143
Total Volume	18	216	12	246	34	19	36	89	14	180	7	201	13	10	13	36	572
% App. Total	7.3	87.8	4.9		38.2	21.3	40.4		7	89.6	3.5		36.1	27.8	36.1		
PHF	.750	.783	.750	.809	.708	.679	.818	.890	.500	.849	.438	.810	.361	.357	.406	.375	.877
Passenger +	18	216	10	244	33	19	36	88	14	176	7	197	13	10	13	36	565
% Passenger +	100	100	83.3	99.2	97.1	100	100	98.9	100	97.8	100	98.0	100	100	100	100	98.8
Heavy	0	0	2	2	1	0	0	1	0	4	0	4	0	0	0	0	7
% Heavy	0	0	16.7	0.8	2.9	0	0	1.1	0	2.2	0	2.0	0	0	0	0	1.2



Hotel (310)

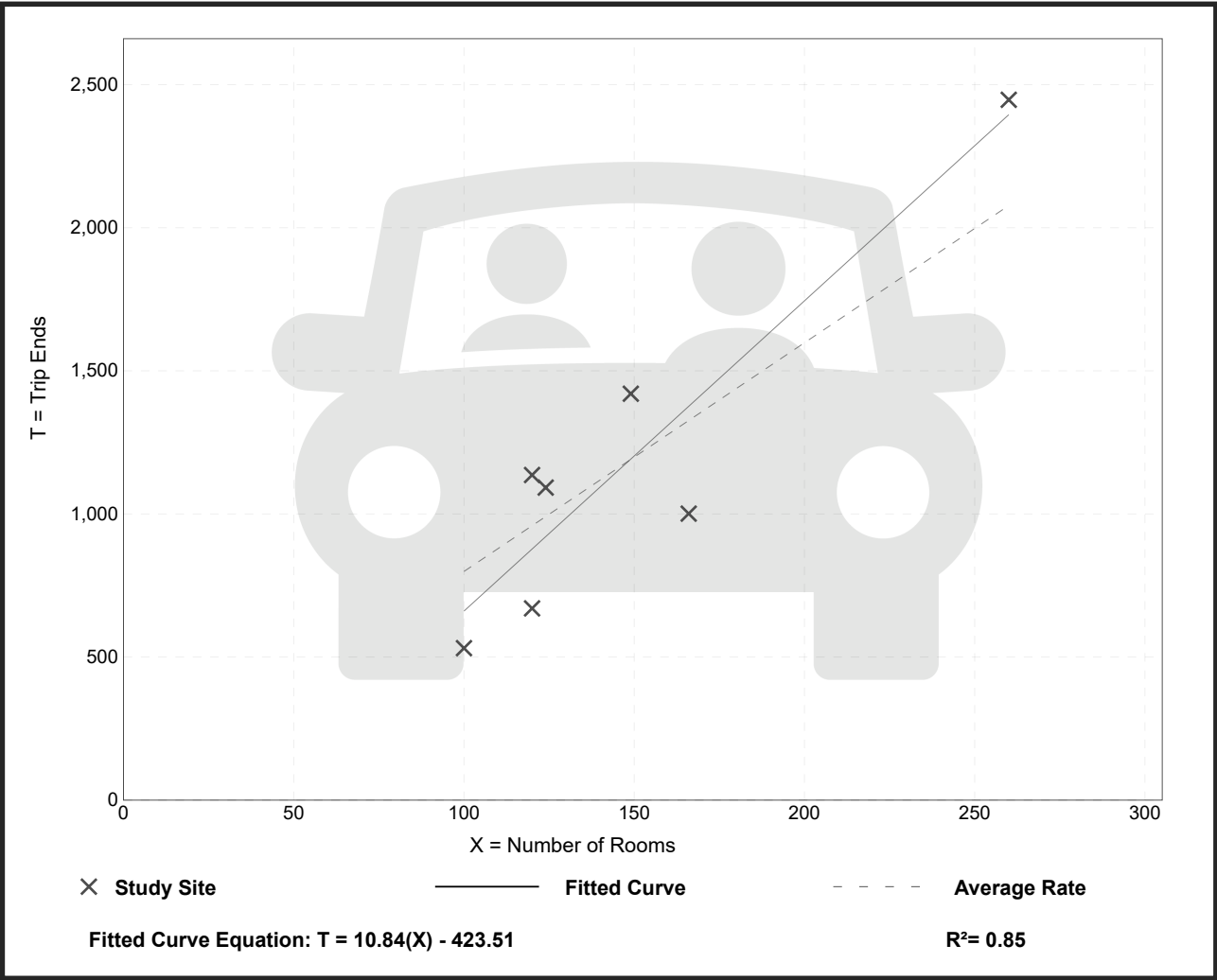
Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



Trip Gen Manual, 11th Edition • Institute of Transportation Engineers

Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 28

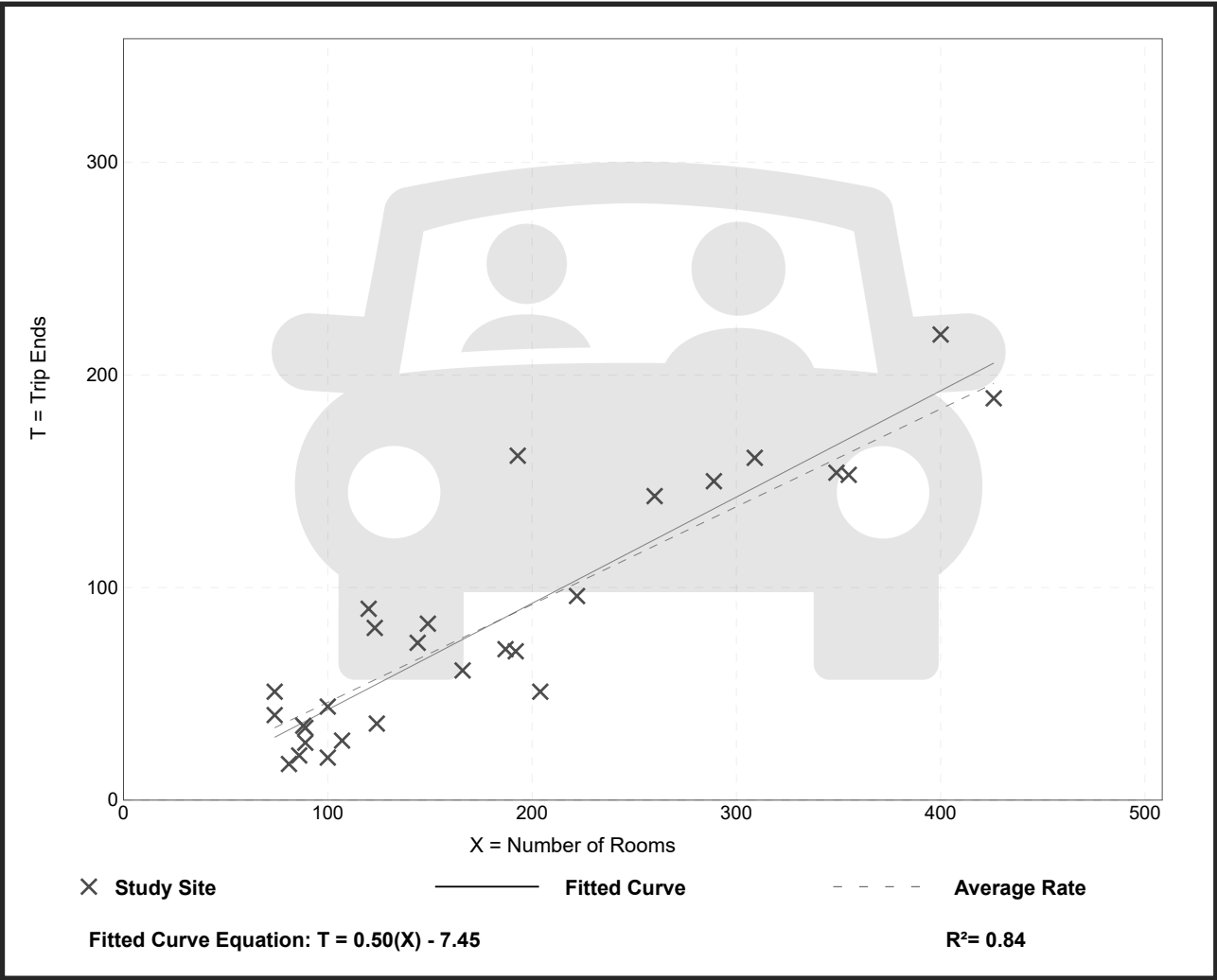
Avg. Num. of Rooms: 182

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs:

Rooms

On a:

Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Number of Studies:

31

Avg. Num. of Rooms:

186

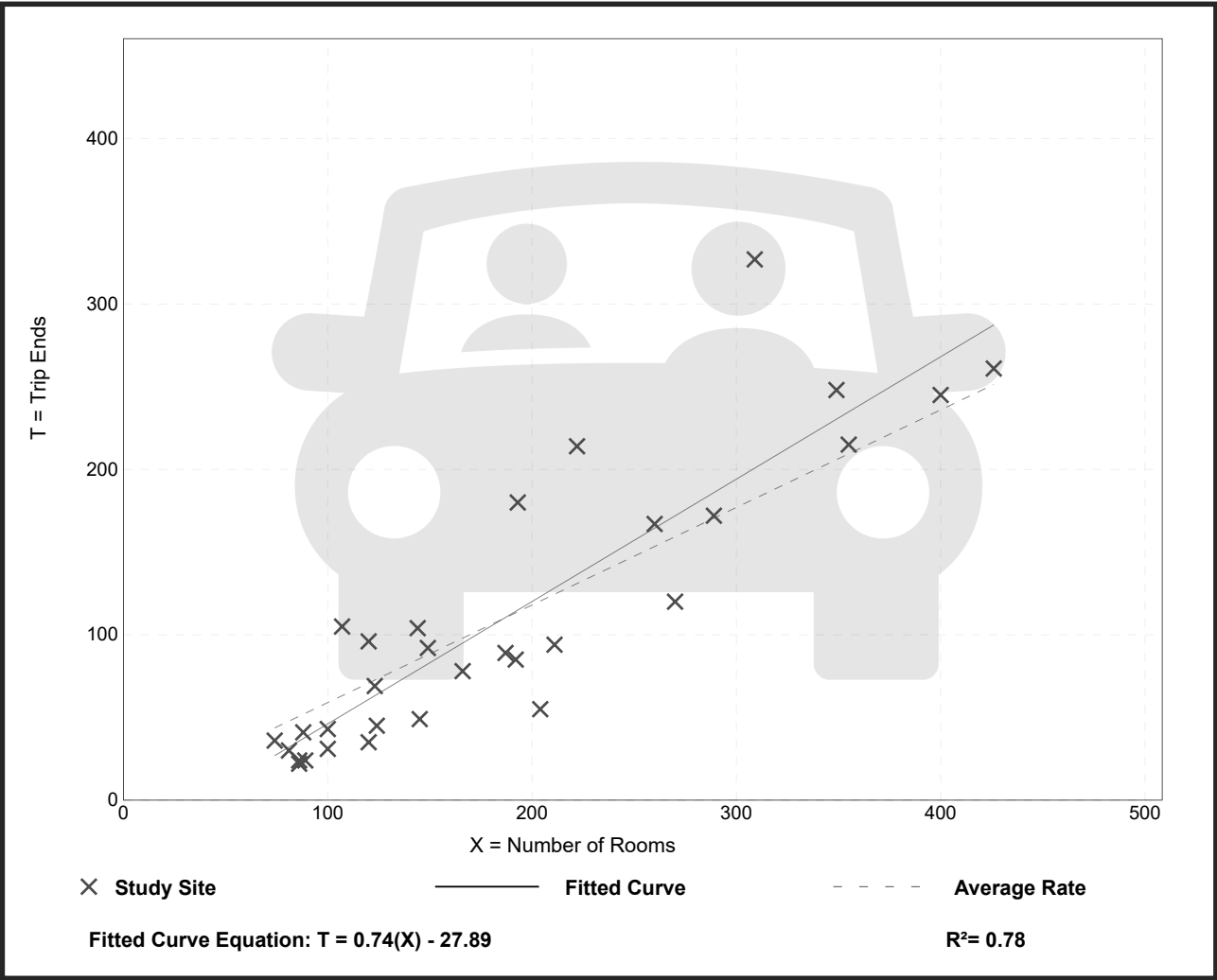
Directional Distribution:

51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Heath & Associates, Inc
Candlewood Suites TIA 5-11-22

Peak Hour Forecast Intersection Volumes

Annual Growth Rate: 3 % 2028
of Years to Horizon: 6 12 yr 2034

PM

1. Military Rd S & S 150th St

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing 2022	18	216	12	34	19	36	14	180	7	13	10	13
Project Trips	3	6	9	9	0	0	0	6	0	0	0	3
Pipeline	0	0	0	0	0	0	0	0	0	0	0	0
Without	21	258	14	41	23	43	17	215	8	16	12	16
With	24	264	23	50	23	43	17	221	8	16	12	19
2034 With	29	314	26	57	27	51	20	263	10	19	14	22

HCM 6th TWSC

1: Military Rd S & S 150th St

Existing PM Peak Hour

05/11/2022

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	13	10	13	36	19	34	7	180	14	12	216	18
Future Vol, veh/h	13	10	13	36	19	34	7	180	14	12	216	18
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	17	2	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	15	11	15	41	22	39	8	205	16	14	245	20

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	547	524	259	529	526	217	267	0	0	223	0	0
Stage 1	285	285	-	231	231	-	-	-	-	-	-	-
Stage 2	262	239	-	298	295	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	425	458	780	460	457	820	1297	-	-	1346	-	-
Stage 1	691	676	-	772	713	-	-	-	-	-	-	-
Stage 2	711	708	-	711	669	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	383	447	777	435	446	817	1295	-	-	1343	-	-
Mov Cap-2 Maneuver	383	447	-	435	446	-	-	-	-	-	-	-
Stage 1	685	667	-	765	707	-	-	-	-	-	-	-
Stage 2	651	702	-	676	660	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13	13.3	0.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1295	-	-	493	533	1343	-
HCM Lane V/C Ratio	0.006	-	-	0.083	0.19	0.01	-
HCM Control Delay (s)	7.8	0	-	13	13.3	7.7	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.7	0	-

Scenario 1 8:31 am 05/11/2022 Baseline

Synchro 11 Light Report
Page 1

HCM 6th TWSC

1: Military Rd S & S 150th St

Forecast 2028 PM Peak Hour Without Project

05/11/2022

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	12	16	43	23	41	8	215	17	14	258	21
Future Vol, veh/h	16	12	16	43	23	41	8	215	17	14	258	21
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	17	2	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	18	14	18	49	26	47	9	244	19	16	293	24

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	649	622	309	629	625	258	319	0	0	265	0	0
Stage 1	339	339	-	274	274	-	-	-	-	-	-	-
Stage 2	310	283	-	355	351	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	363	403	731	395	401	778	1241	-	-	1299	-	-
Stage 1	645	640	-	732	683	-	-	-	-	-	-	-
Stage 2	669	677	-	662	632	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	317	392	728	367	390	775	1239	-	-	1297	-	-
Mov Cap-2 Maneuver	317	392	-	367	390	-	-	-	-	-	-	-
Stage 1	638	629	-	724	675	-	-	-	-	-	-	-
Stage 2	598	670	-	621	621	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.5		15.4		0.3		0.4	
HCM LOS	B		C					





Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1239	-	-	427	467	1297	-
HCM Lane V/C Ratio	0.007	-	-	0.117	0.26	0.012	-
HCM Control Delay (s)	7.9	0	-	14.5	15.4	7.8	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	1	0	-

HCM 6th TWSC

1: Military Rd S & S 150th St

Forecast 2028 PM Peak Hour With Project

05/11/2022




Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	12	16	43	23	50	8	221	17	23	264	24
Future Vol, veh/h	19	12	16	43	23	50	8	221	17	23	264	24
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	17	2	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	22	14	18	49	26	57	9	251	19	26	300	27
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	690	658	318	665	662	265	329	0	0	272	0	0
Stage 1	368	368	-	281	281	-	-	-	-	-	-	-
Stage 2	322	290	-	384	381	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	340	384	723	374	382	771	1231	-	-	1291	-	-
Stage 1	622	621	-	726	678	-	-	-	-	-	-	-
Stage 2	659	672	-	639	613	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	289	369	720	344	367	768	1229	-	-	1289	-	-
Mov Cap-2 Maneuver	289	369	-	344	367	-	-	-	-	-	-	-
Stage 1	615	604	-	718	671	-	-	-	-	-	-	-
Stage 2	580	665	-	592	596	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	15.7		16			0.3			0.6			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1229	-	-	390	459	1289	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.137	0.287	0.02	-	-				
HCM Control Delay (s)	8	0	-	15.7	16	7.9	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	1.2	0.1	-	-				

HCM 6th TWSC

2: Military Rd S & Access

Forecast 2028 PM Peak Hour With Project

05/11/2022





Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	18	18	272	293	8
Future Vol, veh/h	8	18	18	272	293	8
Conflicting Peds, #/hr	2	2	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	20	20	296	318	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	663	327	329	0	-	0
Stage 1	325	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	426	714	1231	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	416	711	1229	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	0.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1229	-	584	-	-	
HCM Lane V/C Ratio	0.016	-	0.048	-	-	
HCM Control Delay (s)	8	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

HCM 6th TWSC

1: Military Rd S & S 150th St

Forecast 2034 PM Peak Hour With Project

05/11/2022

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	14	19	51	27	57	10	263	20	26	314	29
Future Vol, veh/h	22	14	19	51	27	57	10	263	20	26	314	29
Conflicting Peds, #/hr	2	0	2	2	0	2	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	17	2	2	2	2	3	2	2	2	2	2	2
Mvmt Flow	25	16	22	58	31	65	11	299	23	30	357	33
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	819	782	378	790	787	315	392	0	0	324	0	0
Stage 1	436	436	-	335	335	-	-	-	-	-	-	-
Stage 2	383	346	-	455	452	-	-	-	-	-	-	-
Critical Hdwy	7.27	6.52	6.22	7.12	6.52	6.23	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.27	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.653	4.018	3.318	3.518	4.018	3.327	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	278	326	669	308	324	723	1167	-	-	1236	-	-
Stage 1	571	580	-	679	643	-	-	-	-	-	-	-
Stage 2	610	635	-	585	570	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	225	311	666	276	309	720	1165	-	-	1234	-	-
Mov Cap-2 Maneuver	225	311	-	276	309	-	-	-	-	-	-	-
Stage 1	563	561	-	669	634	-	-	-	-	-	-	-
Stage 2	521	626	-	532	551	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	18.9		20.5			0.3			0.6			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1165	-	-	321	384	1234	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.195	0.4	0.024	-	-				
HCM Control Delay (s)	8.1	0	-	18.9	20.5	8	0	-				
HCM Lane LOS	A	A	-	C	C	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.7	1.9	0.1	-	-				

HCM 6th TWSC

2: Military Rd S & Access

Forecast 2034 PM Peak Hour With Project

05/11/2022




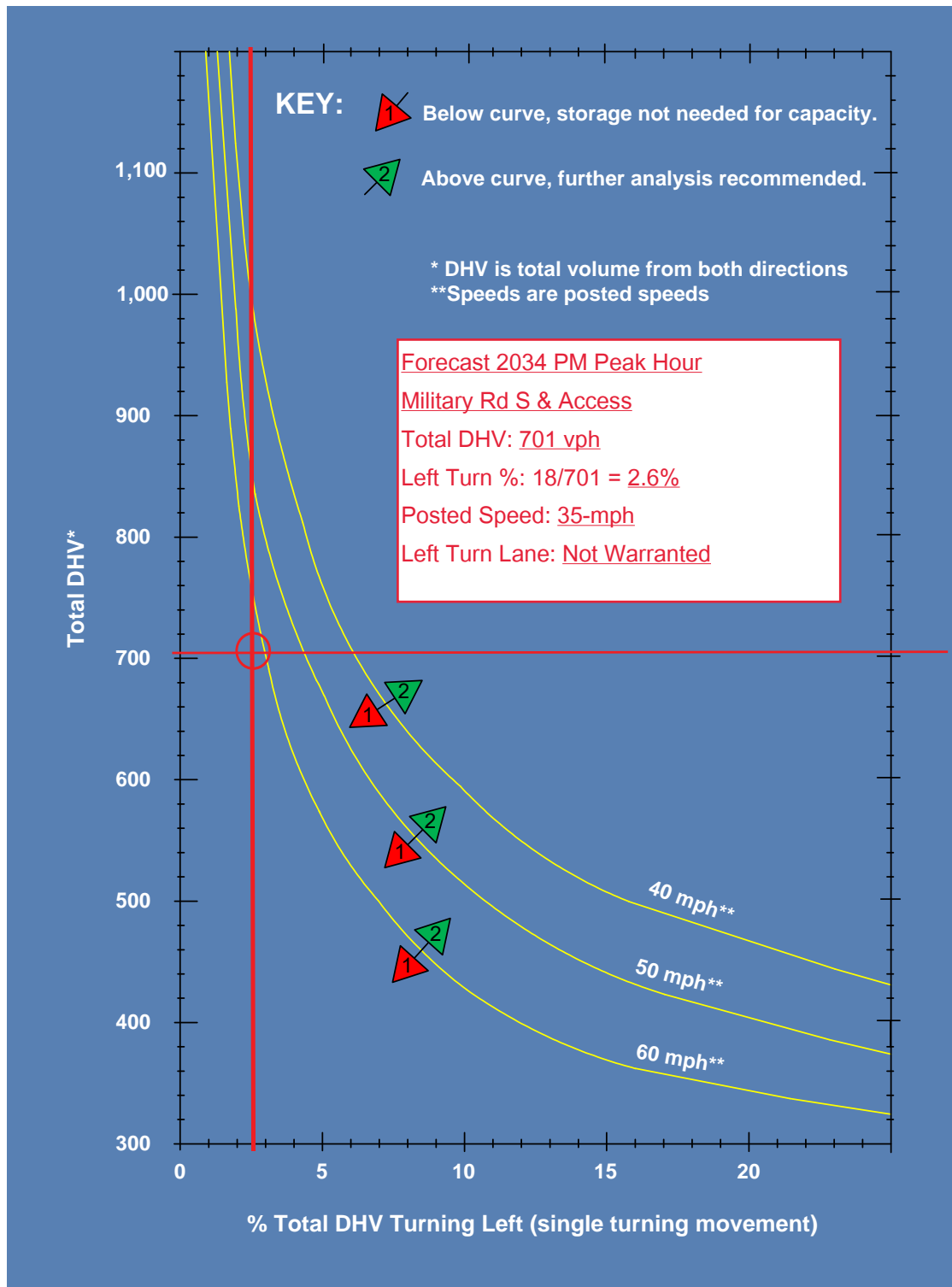
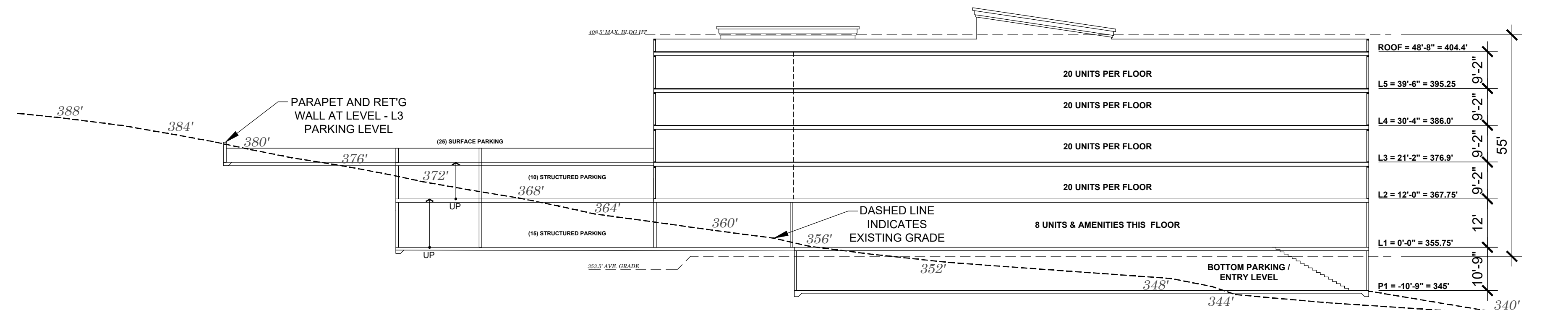
Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	18	18	324	351	8
Future Vol, veh/h	8	18	18	324	351	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	20	20	352	382	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	779	387	391	0	-	0
Stage 1	387	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	364	661	1168	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	356	661	1168	-	-	-
Mov Cap-2 Maneuver	356	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.3	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1168	-	523	-	-	
HCM Lane V/C Ratio	0.017	-	0.054	-	-	
HCM Control Delay (s)	8.1	0	12.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized





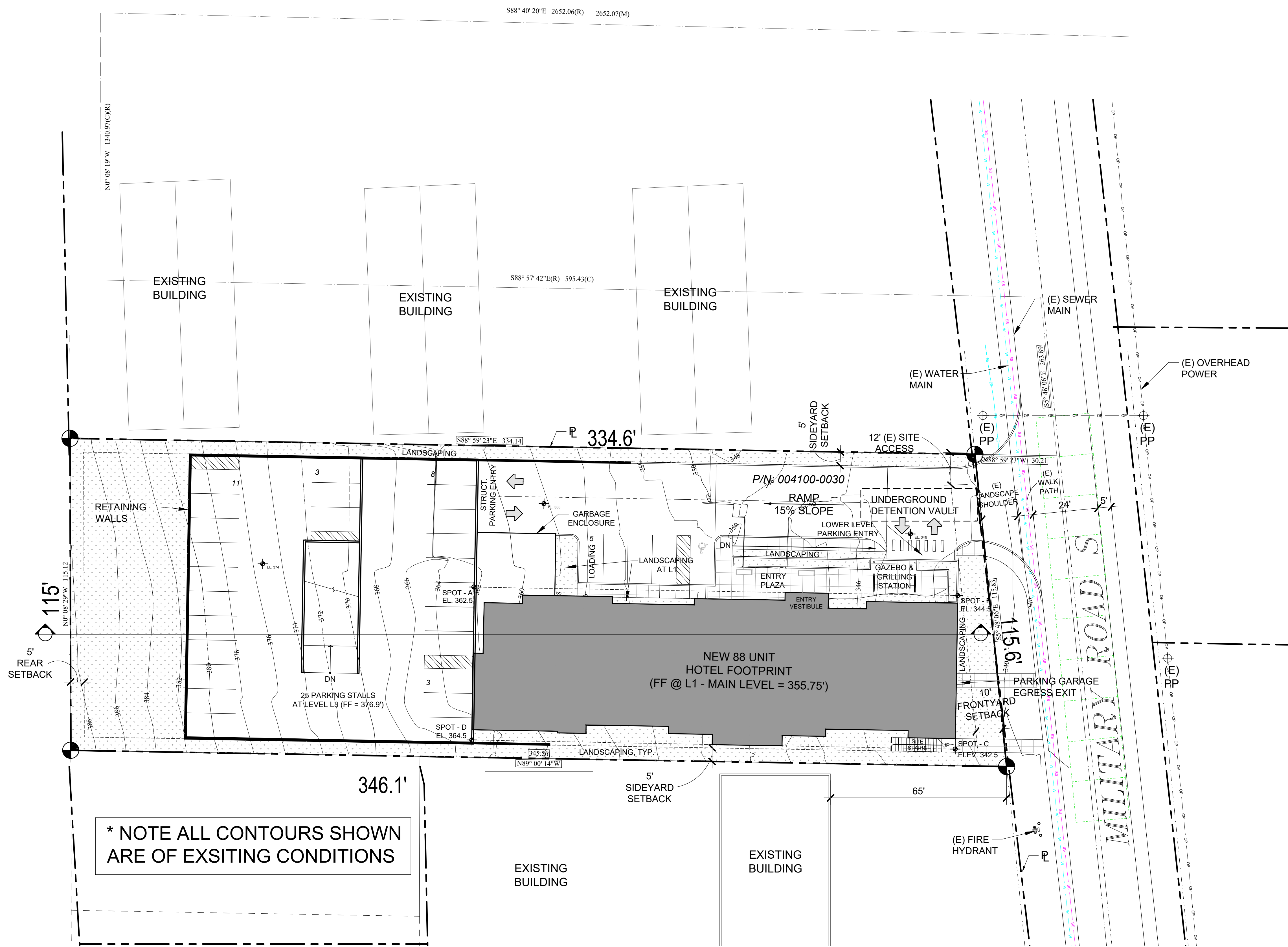
LEGEND:

- LANDSCAPING - SEE LANDSCAPE PLAN
- PARKING STRIPING
- CONCRETE WALKWAYS

AVERAGE GRADE CALCULATION:
SUMMATION OF THE FOUR FINISHED GRADE ELEVATIONS AT THE CORNERS OF THE SMALLEST RECTANGLE ENCOMPASSING ENTIRE BUILDING FOOTPRINT
ELEVATIONS:
A - 362.5'
B - 344.5'
C - 342.5'
D - 364.5'
(A+B+C+D) / 4 = AVERAGE GRADE PLAN
(362.5' + 344.5' + 342.5' + 364.5') / 4 = 353.5'

CONCEPTUAL BUILDING SECTION

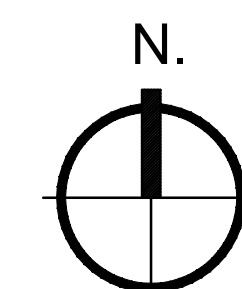
SCALE: 1" = 20'-0"



* NOTE ALL CONTOURS SHOWN
ARE OF EXSITING CONDITIONS

SITE PLAN

SCALE: 1" = 20'-0"



CANDLEWOOD SUITES
14831 MILITARY RD S
SEATAC, WA 98168

A1.0 SITE PLAN

REVISIONS:

DATE: April 21, 2022
DRAWN BY: DW
REVIEWED BY: IHB

A1.0

CERTIFICATION OF PUBLIC NOTICE

I, Dennis Hartwick, Senior Planner, for SeaTac
(name) (position) County

hereby certifies that the attached notice of application, notice of SEPA threshold determination (if made), and notice of hearing were distributed as follows:

APPLICATION

Notice of Application Published (where):	Seattle Times	<u>DATE:</u> <u>May 31, 2022</u>
Notice of Application Mailed:		<u>May 31, 2022</u>
Notice of Application Posted:		<u>May 31, 2022</u>
Location(s): SeaTac website, SeaTac City Hall, project site, Department of Ecology SEPA Register		

SEPA

Environmental Determination Published (where):	Seattle	<u>May 25, 2023</u>
Environmental Determination Mailed:	Times	<u>May 25, 2023</u>
Notice of Application Posted:		<u>May 25, 2023</u>
Location(s): SeaTac website, SeaTac City Hall, Department of Ecology SEPA Register		

HEARING

Notice of Public Hearing Published (where):	Seattle Times	<u>August 2, 2023</u>
Notice of Public Hearing Mailed:		<u>August 2, 2023</u>
Notice of Public Hearing Posted:		<u>August 2, 2023</u>
Location(s): SeaTac website, SeaTac City Hall, project site		

By signing below, I certify under penalty of perjury under the laws of the State of Washington that the foregoing is true and correct:

Signature: D. Hartwick July 19, 2023
(date)

Printed name/Position: Dennis Hartwick,
Senior Planner SeaTac, WA
(place)



NOTICE OF APPLICATION

TYPE OF ACTION: Major Conditional Use Permit (CUP), SEPA Checklist (SEP)

FILE NUMBER: CUP22-0002, SEP22-0004

PROJECT NAME: Candlewood Suites

PROJECT LOCATION: Address: 14831 Military Road South **Parcel Number:** 004100-0030

ZONING CLASSIFICATION: UH-900 (Urban High Density Residential)

PROJECT DESCRIPTION: Construction of a five-level hotel with 88 rooms. The hotel will have 71 parking spaces, provided mostly inside a parking structure.

PERMITS INCLUDED WITH THIS APPLICATION: CUP, SEP

STUDIES REQUESTED BY THE CITY: Technical Information Report, Geotechnical Report, Traffic Impact Analysis

PERMITS REQUIRED BUT NOT INCLUDED WITH THIS APPLICATION: Grading and drainage (STE) permit; right-of-way (ROW) permit; building (BLD) permit

EXISTING ENVIRONMENTAL DOCUMENTS: None

APPLICANT: David White; IHB Architects; 21620 84th Avenue South, Suite 200; Kent, WA 98032; 253-236-5154

AGENT/CONTACT: Same as Applicant

DATE APPLICATION RECEIVED: May 13, 2022

DATE APPLICATION COMPLETE: May 17, 2022

COMMENT PERIOD: Persons wishing to comment on this application should submit comments within fourteen (14) days of the date of this notice, by email, mail, or letter handed in to the Permit Counter. **All comments must be submitted by 5:00 p.m. on Tuesday, June 14, 2022.** Comments sent after such time will not be considered or made party of record. Detailed information and copies of this proposal are available for the public to review at SeaTac City Hall, Monday through Friday (except holidays) from 8:30 a.m. to 5:00 p.m.

DECISION: A written decision will be issued following the comment period. A copy of the decision will be provided upon request. The decision is appealable to the King County Superior Court. Details of the appeal process will be included in the decision.

STAFF CONTACT: Dennis Hartwick, *Senior Planner*; Department of Community and Economic Development; 4800 South 188th Street, SeaTac, WA 98188; dhartwick@seatacwa.gov; 206-973-4837

DATE ISSUED: May 31, 2022



DETERMINATION OF NONSIGNIFICANCE (DNS)

FILE NUMBER: SEP22-0004

PROJECT NAME: Candlewood Suites

PROJECT LOCATION: Address: 14831 Military Road South **Parcel Number:** 004100-0030

PROJECT DESCRIPTION: Construction of a five-level hotel with 88 rooms. The hotel will have 71 parking spaces, provided mostly inside a parking structure.

PROPONENT: David White; IHB Architects; 21620 84th Avenue South, Suite 200; Kent, WA 98032

LEAD AGENCY: City of SeaTac

STAFF CONTACT: Dennis Hartwick, *Senior Planner*; Department of Community and Economic Development; 4800 South 188th Street, SeaTac, WA 98188; dhartwick@seatacwa.gov; 206-973-4837

RESPONSIBLE OFFICIAL: Jennifer Kester, *Planning Manager*; Department of Community and Economic Development; 4800 South 188th Street, SeaTac, WA 98188; 206-973-4750

The City of SeaTac, as lead agency for this proposal, has determined that the proposal will not have a probable significant adverse impact on the environment, and 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 City of SeaTac.

COMMENT PERIOD: This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for **14 days** from the date of issuance. Comments must be submitted by **5:00 P.M. on Thursday, June 08, 2023**. Detailed information is available to the public upon request.

APPEAL PERIOD: Any person wishing to appeal this determination may file such an appeal to the SeaTac City Clerk within **10 days** from the end of the comment period. All appeals of the above determination must be filed by **5:00 P.M. on Tuesday, June 20, 2023**. There is a fee to appeal this determination (see City of SeaTac fee schedule).

Jennifer Kester, *Planning Manager*

05/25/2023

Date Issued



PUBLIC HEARING NOTICE

Pursuant to SMC 16A.13.010, notice is hereby given that the SeaTac Hearing Examiner will hold a virtual public hearing on August 16, 2023, at 5:30 pm, or soon thereafter. The purpose of this hearing will be to receive verbal and written public comment on the following actions:

FILE NUMBER: CUP22-0002, SEP22-0004 **PROJECT NAME:** Candlewood Suites

PROJECT LOCATION: Address: 14831 Military Road South **Parcel Number:** 004100-0030

PROJECT DESCRIPTION: Major conditional use permit (CUP) for the construction of a five-level hotel with 99 rooms. The hotel will have 75 parking spaces, provided mostly inside a parking structure.

APPLICANT: David White; IHB Architects; 21620 84th Avenue South, Suite 200; Kent, WA 98032

AGENT/CONTACT: Same as Applicant

PERMITS REQUIRED BUT NOT INCLUDED WITH THIS APPLICATION: grading and drainage (STE) permit; right-of-way (ROW) permit; building (BLD) permit

SEPA THRESHOLD DETERMINATION: The City of SeaTac, acting as SEPA Lead Agency, issued a Determination of Nonsignificance (DNS) for this proposal on May 25, 2023.

PUBLIC HEARING DATE/TIME: August 16, 2023, at 5:30 pm

LOCATION: This meeting will be conducted virtually via Zoom. Meeting ID: 847 6000 5265, Passcode: 815556
The web address is: <https://us06web.zoom.us/j/84760005265?pwd=OVBhWmM1dDdZMVdl1RzM1ZjUGFadz09>

OR join by phone: 253-215-8782

PUBLIC HEARING COMMENTS: The Hearing Examiner will not hear any in-person comments. The Hearing Examiner is providing remote oral and written public comment opportunities via the Zoom meeting. Please contact the staff contact to provide written comments or sign-up for oral comments at the hearing.

ADDITIONAL INFORMATION: The staff report on the proposal will be available one week prior to the hearing. Materials will be available for review at this website (<https://www.seatacwa.gov/government/city-departments/community-and-economic-development/planning-division/land-use-notice>). If you have questions on how to access the meeting or if you need assistance in accessing the meeting or staff report, please contact Gillian Sayer, Clerk of the Hearing Examiner, gsayer@seatacwa.gov, 206-973-4768, 24-hours in advance of the hearing.

STAFF CONTACT: Dennis Hartwick, *Senior Planner*; Department of Community and Economic Development; 4800 South 188th Street, SeaTac, WA 98188; dhartwick@seatacwa.gov; 206-973-4837

DATE ISSUED: August 02, 2023



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

*Northwest Regional Office • PO Box 330316 • Shoreline, Washington 98133-9716 • (206) 594-0000
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341*

June 14, 2022

Dennis Hartwick, Senior Planner
Department of Community and Economic Development
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188

Re: Candlewood Suites
File# SEP22-0004, Ecology SEPA# 202202683

Dear Dennis Hartwick:

Thank you for the opportunity to provide comments on the draft State Environmental Policy Act (SEPA) checklist (CONSULT) for the Candlewood Suites project. Based on review of the checklist associated with this project, the Department of Ecology (Ecology) has the following comments:

This proposed project is located in an area that may have been contaminated with heavy metals due to the air emissions originating from the old Asarco smelter in north Tacoma (visit Ecology's Tacoma Smelter Plume map search tool: <https://apps.wa.gov/ecy/dirtalert/>).

Soil contamination from the former Asarco smelter poses a risk to human health and the environment. Children are at especially high risk from direct exposure to contaminated soil. Construction workers, landscapers, gardeners, and others who work in the soils are also at risk.

Ecology recommends that the lead agency include the following as conditions of approval, prior to the issuance of any site development permits or the initiation of grading, filling, or clearing:

- Sample the soil and analyze for arsenic and lead following the 2019 Tacoma Smelter Plume Guidance. The soil sampling results shall be sent to Ecology for review.
- If lead or arsenic are found at concentrations above the Model Toxics Control Act (MTCA) cleanup levels (Chapter 173-340 WAC); the owners, potential buyers, construction workers, and others shall be notified of their occurrence. The MTCA cleanup level for arsenic is 20 parts per million (ppm) and lead is 250 ppm.

Dennis Hartwick
June 14, 2022
Page 2

- If lead, arsenic and/or other contaminants are found at concentrations above MTCA cleanup levels, the applicant shall:
 - 1) Develop soil remediation plan and enter into the Voluntary Cleanup Program with Ecology. For more information on the Voluntary Cleanup Program, visit Ecology website at: <https://ecology.wa.gov/Spills-Cleanup/Contamination-cleanup/Cleanup-process/Cleanup-options/Voluntary-cleanup-program>.
 - 2) Obtain an opinion letter from Ecology stating that the proposed soil remediation plan will likely result in no further action under MTCA. The applicant shall provide to the local permitting agency the opinion letter from Ecology.
 - 3) Prior to finalizing site development permits, provide to the local land use permitting agency "No Further Action" determination from Ecology indicating that the remediation plans were successfully implemented under MTCA.
- If soils are found to be contaminated with arsenic, lead, or other contaminants, extra precautions shall be taken to avoid escaping dust, soil erosion, and water pollution during grading and site construction. Contaminated soils generated during site construction shall be managed and disposed of in accordance with state and local regulations, including the Solid Waste Handling Standards regulation (Chapter 173-350 WAC). For information about soil disposal contact the local health department in the jurisdiction where soils will be placed.

The link below provides a fact sheet that explains more how the arsenic and lead clean-up levels were set and why Ecology sees that they are protective for human health:

<https://fortress.wa.gov/ecy/publications/SummaryPages/1109095.html>

Thank you for considering these comments from Ecology. For assistance and information about Tacoma Smelter Plume and soils contamination, contact Eva Barber with the Toxics Cleanup Program at (360) 999-9593 or by email at eva.barber@ecy.wa.gov.

Sincerely,


Kelli Sheldon

Kelli Sheldon
SEPA Coordinator

Sent by email: Dennis Hartwick, dhartwick@seatacwa.gov

ecc: Eva Barber, Ecology

City of SeaTac Policies and Procedures

Policy Number:	CED-503
Policy Name:	Preliminary Site Plan
Department(s):	Community and Economic Development
Effective Date:	March 23, 2018
Supersedes:	NA
Prepared by:	Steve Pilcher, Planning Manager
Approved by:	Jeff Robinson, Director, Community and Economic Development
Signature:	

Purpose: To define project types that are exempt from environmental review (SEPA), but will be required to submit for Preliminary Site Plan approval prior to submittal of construction permits. The intent is to ensure that projects are designed consistent with Zoning Code standards, prior to preparation of engineering and architectural plans.

Policy: Pursuant to SMC 15.115.055, projects subject to Preliminary Site Plan review are limited to those either requiring environmental review through the SEPA process or those subject to special design standards in the Zoning Code.

Procedure: In addition to projects that require SEPA review, the following project types shall also be required to submit for Preliminary Site Plan approval prior to submittal of construction permits:

- Townhouse projects
- Multifamily housing projects
- All non-single family residential projects within Overlay Districts and Zones (see SMC Title 15, Division III).

All projects, except single-family residential, within the overlay districts.

Exception: Any project that is subject to a discretionary land use approval such as a variance or conditional use permit shall be exempt from the Preliminary Site Plan process.

All projects subject to Preliminary Site Plan review shall be considered in accordance with SMC 15.115.055 and be processed as Type II Permits per SMC Title 16A.