
A. ADMINISTRATIVE REPORT & DECISION

REPORT DATE: October 23, 2015

Project Name: Renton Aerospace Training Center

Owner: City of Renton; 1055 S Grady Way; Renton, WA 98057

Applicant: Jonathon Wilson, Renton Municipal Airport; 616 W Perimeter Rd, Unit A; Renton, WA 98057

Contact: Ross Widener, Widener & Associates; 10108 32nd Ave W, Suite D; Everett, WA 98204

File Number: LUA15-000582, ECF, VA-A, MOD

Project Manager: Rocale Timmons, Senior Planner

Project Summary: The applicant is requesting Environmental (SEPA) Review, a street modification, modification to a critical slope, and a front yard setback variance for the construction of a new 22,300 square foot, two story, Aerospace Training facility. The subject property is located on the east side of Rainier Ave N just north of Airport Way at 300 Rainier Ave. The project work area totals 30,151 square feet and is zoned Medium Industrial (IM). The site currently contains the former Renton Chamber of Commerce building which is proposed for removal. There are two primary access points on Rainier Ave which are proposed to remain as is. The applicant is proposing to retain the existing 41 parking stalls on site to serve the proposed use. The applicant is requesting a street modification from RMC 4-6-060 in order to eliminate the improvements required along Rainier Ave N. The applicant is also proposing a variance from RMC 4-2-130 in order to reduce the required 20-foot front yard setback down to 0-feet at the closest point. There are critical slopes located on the western portion of the site of which the applicant is requesting a modification from RMC 4-3-050 in order to impact the critical slope. This project also includes the installation of a pressure-reducing valve near the airport tower, as well as the addition of a short soft-surface trail from the parking lot at the south end of the airport to Airport Way. The applicant has submitted a Drainage Report, Traffic Impact Analysis, Parking Analysis, and Geotechnical Engineering study with the subject application.

Project Location: 300 Rainier Ave N

Site Area: 30,151 SF



Project Location Map

B. EXHIBITS:

- Exhibit 1: Staff Report
- Exhibit 2: Site Plan
- Exhibit 3: Landscape Plan
- Exhibit 4: Elevations
- Exhibit 5: Geotechnical Report (April 20, 2015)
- Exhibit 6: Technical Information Report (July 27, 2015)
- Exhibit 7: Geotechnical Report Addendum (dated September 15, 2015)
- Exhibit 8: Utility and Drainage Plan
- Exhibit 9: Neighborhood Detail Map
- Exhibit 10: Traffic Report (May 2015)
- Exhibit 11: Agency Comment Letter: Muckleshoot Indian Tribe Fisheries Division
- Exhibit 12: SEPA Determination

C. FINDINGS OF FACT (FOF):

1. The applicant is requesting Environmental (SEPA) Review, a street modification, a modification from critical area regulations, and a front yard setback variance for the construction of a new 22,300 square foot, two-story, Aerospace Training facility.
2. The new facility would provide a training center for aerospace and manufacturing technologies. The project includes a large shop space, classrooms, design labs, and administrative space. Approximately 72 students and faculty would occupy the facility.
3. The site is currently occupied by a building formerly used by the Renton Chamber of Commerce. There is a surface parking lot to the south of the existing building and grass lawn to the north of the building.
4. The proposal includes the removal of the existing structure with the retention of the existing parking area with 41 parking stalls.
5. Access is proposed via Rainier Ave N via two existing access points, at the north and south ends of the existing parking lot.
6. The project work area totals 30,151 square feet and is located within the Employment Area (EA) Comprehensive Plan land use designation and the Medium Industrial (IM) zoning classification.
7. The subject site is long and narrow in the north-south direction, and is bordered to the west by Rainier Ave North and to the east by Perimeter Road.
8. The westerly portion of the site is relatively flat and includes an existing building, paved walks, the parking lot, and landscaped area surrounding the building. The easterly portion of the site includes a steep slope that is approximately 30 feet high and connects the elevated westerly portion of the site to Perimeter Road.
9. The highest point of the proposed roof is at an elevation of 78 feet and 9 inches which is 51 feet above Perimeter Road and approximately 19 feet above the Rainier Ave N grade (Exhibit 4).
10. Pedestrian access is proposed by way of a small paved plaza with connections to the existing parking and existing sidewalk along Rainier Ave N.
11. The principal exterior building materials are coated steel siding and glazing (Exhibit 4).
12. Construction is anticipated to commence in December of 2015 with substantial completion scheduled for September 2016.

13. The Federal Aviation Administration (FAA) is concurrently pursuing National Environmental Policy Act (NEPA) approval.
14. The facility is being designed to meet or exceed the requirements of American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) standards, and the requirements of the Washington State Energy Code. The project may pursue additional energy conservation measures in pursuit of US Green Building Council LEED Silver Certification.
15. The applicant is requesting a modification from RMC 4-3-050, pursuant to RMC 4-3-050J and RMC 4-9-250D, in order to re-grade the critical slopes on site. The proposal includes approximately 12,000 square feet of impacts to the critical slopes as part of construction. The steep slope is not a natural condition and was constructed by placing fill on the westerly portion of the site during construction of the previous (current) site development.
16. The applicant is also requesting a street modification from RMC 4-6-060, pursuant to RMC 4-9-250D, in order to eliminate the improvements required along Rainier Ave N as part of the proposal.
17. Finally, the applicant is also proposing a variance from RMC 4-2-130, pursuant to RMC 4-9-250, in order to reduce the required 20-foot front yard setback down to 0-feet at the closest point to the new building. The variance and all modifications are subject to Administrative approval and will be reviewed under a separate cover.
18. Staff received a comment letter from the Muckleshoot Indian Tribe Fisheries Division (Exhibits 11) with questions related to lighting. No other public or agency comments have been received.
19. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on October 19, 2015 the Environmental Review Committee issued a Determination of Non-Significance (DNS) for the Renton Aerospace Training Center (Exhibit 12). A 14-day appeal period will commence on October 23, 2015 and ends on November 6, 2015.
20. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments has been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
21. **Street Modification Analysis:** All frontage roads are required to meet street standards pursuant to RMC 4-6-060. The applicant is requesting a street modification, from RMC 4-6-060, in order to modify the requirement for required right-of-way improvements along Rainier Ave N. The City's Transportation Improvement Program (TIP) includes improvement projects for the Rainier Ave N and Airport Way corridors, including: new traffic signals, illumination, wider sidewalks with streetscaping, pedestrian/bicycle path, and other non-motorized improvements. Both projects are anticipated to be constructed between 2015 and 2020. However, the applicant is requesting a street modification from RMC 4-6-060, pursuant to RMC 4-9-250D, in order to eliminate the improvements required along Rainier Ave N associated with the project so they may be built with the remainder of the corridor project.

Compliance	Street Modification Criteria and Analysis
✓	<p>a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.</p> <p><i>Staff Comment: The proposal complies with the policies and objectives of the Comprehensive Plan.</i></p>
✓	<p>b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon</p>

	<p>sound engineering judgment.</p> <p><u>Staff Comment:</u> The purpose of the City's street standards is to establish design standards and development requirements for street improvements to ensure reasonable and safe access to public and private properties. The Transportation Department has a transportation corridor plan for Rainier Ave N. The proposed right-of-way design and existing improvements would provide convenient access and travel for all users including pedestrians, bicyclists, and vehicles.</p> <p>In order to accommodate planned street improvements for the Rainier Ave N improvement project, a minimum of 22 feet of right-of-way is needed behind the existing curb to construct 8 foot planter strip, 12 foot sidewalk/bike path and 2 foot behind the sidewalk.</p> <p>There is more than adequate right-of-way to accommodate planned improvements for Rainier Ave fronting the site. As it happens, the existing building footprint currently encroaches into the right-of-way, as well as the proposed location for the new training center. The applicant however, has set the building back far enough to accommodate for planned improvements in the future. Staff is recommending, as a condition of the setback variance approval, the applicant be required to obtain a right-of-way vacation for the portion of existing right-of-way needed to accommodate the proposed footprint (See FOF 23).</p> <p>The proposal is expected to meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p>
✓	<p>c. Will not be injurious to other property(ies) in the vicinity.</p> <p><u>Staff Comment:</u> The proposed delay in right-of-way improvements (until such time the remainder of the corridor project is construct) is not anticipated to be injurious to other properties within the vicinity of the site.</p>
✓	<p>d. Conforms to the intent and purpose of the Code.</p> <p><u>Staff Comment:</u> See comments under criterion 'b'.</p>
✓	<p>e. Can be shown to be justified and required for the use and situation intended; and</p> <p><u>Staff Comment:</u> See comments under criterion 'b'.</p>
✓	<p>f. Will not create adverse impacts to other property(ies) in the vicinity.</p> <p><u>Staff Comment:</u> See comments under criterion 'c'.</p>

22. Critical Area Modification Analysis: Critical slopes on site represent approximately 24,000 square feet. Pursuant to RMC 4-3-100 development is prohibited on protected slopes. The applicant is requesting a modification from RMC 4-3-050, pursuant to RMC 4-3-050J and RMC 4-9-250D, in order to re-grade the critical slopes on site. The proposal is compliant with the following modification criteria, if all conditions of approval are met. Therefore, staff recommends approval of the requested Critical Area Modification as noted below:

Compliance	Critical Area Modification Criteria and Analysis
✓	<p>a. The applicant shall submit a geotechnical report describing any potential impacts of the proposed modification and any necessary mitigation measures.</p> <p><u>Staff Comment:</u> The applicant provided a geotechnical report, prepared by the Soil &</p>

	<p><i>Environmental Engineers, Inc. dated April 20, 2015 (Exhibit 5).</i></p>
<p>✓</p>	<p>b. All submitted reports shall be independently reviewed by qualified specialists selected by the City at the applicant’s expense.</p> <p><i>Staff Comment: Given the proposal is a City project the provided geotechnical report, prepared by the Soil & Environmental Engineers, was a qualified specialist selected by the City. Therefore, the Administrator has determined that independent review can be waived in accordance with subsection RMC 4-3-050D.</i></p>
<p>✓</p>	<p>c. Administrator may grant, condition, or deny the request based upon the proposal’s compliance with the applicable modification criteria of RMC <u>4-9-250D</u>.</p> <p><i>Staff Comment: In support of the requested modification the provided geotechnical report contained a slope reconnaissance across portions of the steep slope area on site (Exhibit 7). The prohibition on protected slopes is not intended to prevent the development of property that includes forty percent (40%) or greater slopes on a portion of the site, provided there is enough developable area elsewhere to accommodate building pads. The purpose of the Critical Area Regulations as it relates to critical slopes is to reduce the risks to the City and its citizens from development occurring on unstable slopes.</i></p> <p><i>The slope onsite is relatively steep, with an approximate 75% inclination on average. The proposal includes approximately 12,000 square feet of impacts to the critical slope as part of construction. The steep slope is not a natural condition as it was constructed by placing fill on the westerly portion of the site during construction of the current site development. The critical slope on this site was created when soil was removed from the toe of the slope (east half of the site) when Perimeter Road was constructed 70 years ago. The proposal also does not include the creation of any new critical areas.</i></p> <p><i>The slope reconnaissance contends there are no signs of recent large scale erosion or slope instability observed at the subject site. The report states that given the stability of the steep to near vertical reliefs (created by past grading activities) as wells as the subsurface conditions the sites soils exhibit good soil strength characteristics. It is anticipated that the proposed building’s structural foundation wall elements would effectively improve the overall stability of the site and therefore proposed grading within the protected slopes would not be detrimental to the public welfare or injurious to property or improvements in the vicinity of the site.</i></p> <p><i>Height restrictions imposed by the FAA, given the sites close proximity to the Renton Municipal Airport, requires excavation into the hill side rather than a two-story building constructed on grade. The proposed disturbance of the steep slope on the site would be the minimum necessary to construct the new Aerospace Training Center building and the area of disturbance is being retained by a tied-back shoring wall and reinforced concrete retaining wall. The design has been prepared by a licensed professional engineer based on the recommendations of a licensed professional geotechnical engineer (Exhibits 5 and 7). It is the opinion of the geotechnical engineer that the project would not change the “stability status” of the onsite slope north and south of the building, and at the building location the stability status would be enhanced by the proposed walls.</i></p> <p><i>Maximum extent of excavation for the construction of the building will be 25 feet. Trenching for fiber optic cables on the north and south eastern side would be no greater than 6 feet deep. All other excavation would average less than 3 feet. There would be an estimated 7,000 CY of cut and 1,000 CY of fill associated with the proposed</i></p>

	<p>project. The requested modification is the minimum amount necessary to accommodate reasonable use of the property and meet the objectives and purpose of the IM zone. Based on the above analysis, the requested modification would meet the criteria found in RMC 4-9-250D.</p>
✓	<p>d. The proposed variance (modification) is based on consideration of the best available science as described in WAC 365-195-905; or where there is an absence of valid scientific information, the steps in RMC 4-9-250F are followed.</p> <p><u>Staff Comment:</u> The applicant provided a geotechnical report, prepared by the Soil & Environmental Engineers, Inc., and it is based on consideration of the best available science (Exhibit 5).</p>

23. Setback Variance Analysis: The proposed facility would have a front yard setback of 0 feet, at the closest point, from the front (Rainier Ave N) property line which would not meet the minimum front yard setback of 20 feet pursuant to RMC 4-2-130. The applicant has requested a Variance in order to reduce the minimum setback. The proposal is compliant with the following variance criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff recommends approval of the requested Setback Variance.

Compliance	Setback Variance Criteria and Analysis
Compliant if conditions of approval are met	<p>a. That the applicant suffers practical difficulties and unnecessary hardship and the variance is necessary because of special circumstances applicable to subject property, including size, shape, topography, location or surroundings of the subject property, and the strict application of the Zoning Code is found to deprive subject property owner of rights and privileges enjoyed by other property owners in the vicinity and under identical zone classification.</p> <p><u>Staff Comment:</u> The Renton Aerospace Training Center is located on a narrow strip of City of Renton property between Rainier Ave N and Perimeter Rd limiting the width of the structure. In fact, the site is currently so narrow that the proposed footprint currently encroaches into the existing right-of-way. As a result, staff is recommending the applicant obtain a right-of-way vacation for the area between the current right-of-way line and the proposed right-of-way line for the Rainier Ave N TIP project (see Exhibit 2). The right-of-way vacation shall be approved by the City Council prior to building permit approval.</p> <p>While the street vacation would assist in widening the site there are critical slopes on site representing approximately 24,000 square feet, which limits the development potential of the site. Finally, height restrictions imposed by the FAA given the sites close proximity to the Renton Municipal Airport limits the building envelope for the proposed use. Due to the site constrains, shape, size, and critical areas the strict application of the zoning code would deprive the subject property owner of rights and privileges enjoyed by other property owners along Rainier Ave.</p>
Compliant if conditions of approval are met	<p>b. That the granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which subject property is situated.</p> <p><u>Staff Comment:</u> The required 20-foot setback allows for space to create attractive spaces that unify the building and street environments and is inviting and comfortable for pedestrians. This is especially important along Rainier Ave N, a primary arterial with plans for a TIP project with objectives to provide a more comfortable pedestrian environment. If approved, the reduced setback would provide little area to create an</p>

	<p><i>attractive space that unifies the building and the street environment. However, given the limitations of the site would preclude additional setbacks the pedestrian environment should be enhanced through architectural design.</i></p> <p><i>The primary building entry faces south, opening to a small pedestrian-scaled plaza with planting, a seat wall, and view overlooking the airport runway. The paved plaza extends to the west to meet the sidewalk along Rainier Ave N, and would connect to the future multi-use trail. The building's largest face address the airport runway, while the west façade, facing Rainier Ave, has limited pedestrian orientation with the exception of the structure being limited to a height of 19-foot one story. There are no entrances proposed on the façade facing the street nor is there a prominent entrance visible from the street when traveling from north to south.</i></p> <p><i>Building facades which are modulated and/or articulated reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Alternative methods to mass the building such as angled or curved facade elements, off-set planes, wing walls, and terracing could also be considered for the façade facing the street. Other design features and human scale elements could have also been incorporated into the design in order to enhance the aesthetic appeal. Therefore, staff recommends as a condition of approval that the applicant submit revised elevations that depict alternative methods to mass the proposed building and/or other design features and human scale elements in order to enhance the aesthetic appeal, unify the building and street environments, and is inviting and comfortable for pedestrians. Revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</i></p> <p><i>The building elevations indicate various building materials would be used in order to add texture. In order to ensure quality materials are used, staff recommends as a condition of approval the applicant submit a materials board. The material board shall be submitted, and approved by, the Current Planning Project Manager prior to building permit approval.</i></p>
<p>✓</p>	<p>c. That approval shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the subject property is situated.</p> <p><i>Staff Comment: Given the physical site constraints and height limitations imposed by the FAA it is anticipated other property owners in the vicinity with the same limitations would be reviewed, consistent with the subject application. Therefore, the approval would not constitute a grant of special privilege.</i></p>
<p>✓</p>	<p>d. That the approval is a minimum variance that will accomplish the desired purpose.</p> <p><i>Staff Comment: See comments under criterion 'b'.</i></p>

I. CONCLUSIONS:

1. The subject site is located within the Employment Area (EA) Comprehensive Plan land use designation and complies with all policies if the conditions of approval are met.
2. The subject site is located in the Medium Industrial (IM) zoning designation and complies with the zoning and development standards established with this designation provided the applicant complies with City Code and conditions of approval.

3. The proposed street modification from RMC 4-6-060 is compliant with criteria pursuant to RMC 4-9-250D, in order to eliminate the improvements required along Rainier Ave N associated with the project (see FOF 21). Therefore, staff recommends approval of the Street Modification.
4. The proposed modification from RMC 4-3-050 is compliant with criteria pursuant to RMC 4-3-050J and RMC 4-9-250D, in order to re-grade the critical slopes on site (see FOF 22). Therefore, staff recommends approval of the Critical Area Modification.
5. The proposed variance from RMC 4-2-130, is compliant with criteria pursuant to RMC 4-9-250, in order to reduce the minimum setback, if all conditions of approval are met (see FOF 23). Therefore, staff recommends approval of the Setback Variance.

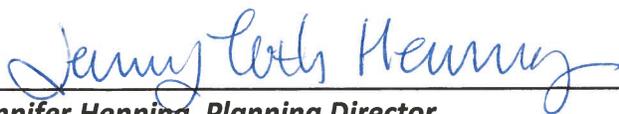
J. DECISION:

The Renton Aerospace Training Facility Street Modification, Critical Area Modification, and Setback Variance, File No. LUA15-000582, as depicted in Exhibit 2, is approved and is subject to the following conditions:

1. The applicant shall obtain a right-of-way vacation for the area between the current right-of-way line and the proposed right-of-way line for the Rainier Ave N TIP project (see Exhibit 2). The right-of-way vacation shall be approved by the City Council prior to building permit approval.
2. The applicant shall submit revised elevations that depict alternative methods to mass the proposed building and/or other design features and human scale elements in order to enhance the aesthetic appeal, unify the building and street environments, and is inviting and comfortable for pedestrians. Revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
3. The applicant shall submit a materials board. The material board shall be submitted, and approved by, the Current Planning Project Manager prior to building permit approval.

DATE OF DECISION ON LAND USE ACTION:

SIGNATURE:



Jennifer Henning, Planning Director

10-23-2015

Date

TRANSMITTED this 23rd day of October, 2015 to the Owner/Applicant/Contact:

Owner:
City of Renton
1055 S Grady Way
Renton, WA 98057

Applicant:
Jonathon Wilson
Renton Municipal Airport
616 W Perimeter Rd, Unit A
Renton, WA 98057

Contact:
Ross Widener
Widener & Associates
10108 32nd Ave W, Suite D
Everett, WA 98204

TRANSMITTED this 23rd day of October, 2015 to the Parties of Record:

Name and address

October 23, 2015

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TRANSMITTED this 23rd day of October, 2015 to the following:

Jennifer Henning, Planning Director
Brianna Bannwarth, Development Engineering Manager
Jan Conklin, Development Services
Vanessa Dolbee, Current Planning Manager
Fire Marshal

K. LAND USE ACTION APPEALS, REQUEST FOR RECONSIDERATION, & EXPIRATION:

The administrative land use decision will become final if the decision is not appealed within 14 days of the decision date.

APPEAL: This administrative land use decision will become final if not appealed in writing to the Hearing Examiner on or before 5:00 PM on November 6, 2015. An appeal of the decision must be filed within the 14-day appeal period (RCW 43.21.C.075(3); WAC 197-11-680), together with the required fee to the Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. RMC 4-8-110.B governs appeals to the Hearing Examiner and additional information regarding the appeal process may be obtained from the City Clerk's Office, (425) 430-6510.

EXPIRATION: The administrative short plat decision will expire two (2) years from the date of decision. A single one (1) year extension may be requested pursuant to RMC 4-7-070.M.

RECONSIDERATION: Within 14 days of the decision date, any party may request that the decision be reopened by the approval body. The approval body may modify his decision if material evidence not readily discoverable prior to the original decision is found or if he finds there was misrepresentation of fact. After review of the reconsideration request, if the approval body finds sufficient evidence to amend the original decision, there will be no further extension of the appeal period. Any person wishing to take further action must file a formal appeal within the 14-day appeal time frame.

THE APPEARANCE OF FAIRNESS DOCTRINE: provides that no ex parte (private one-on-one) communications may occur concerning the land use decision. The Doctrine applies not only to the initial decision, but to Appeals to the Hearing Examiner as well. All communications after the decision/approval date must be made in writing through the Hearing Examiner. All communications are public record and this permits all interested parties to know the contents of the communication and would allow them to openly rebut the evidence in writing. Any violation of this doctrine could result in the invalidation of the appeal by the Court.



1 PLANTING PLAN - NORTH
 SCALE: 1" = 10'-0"

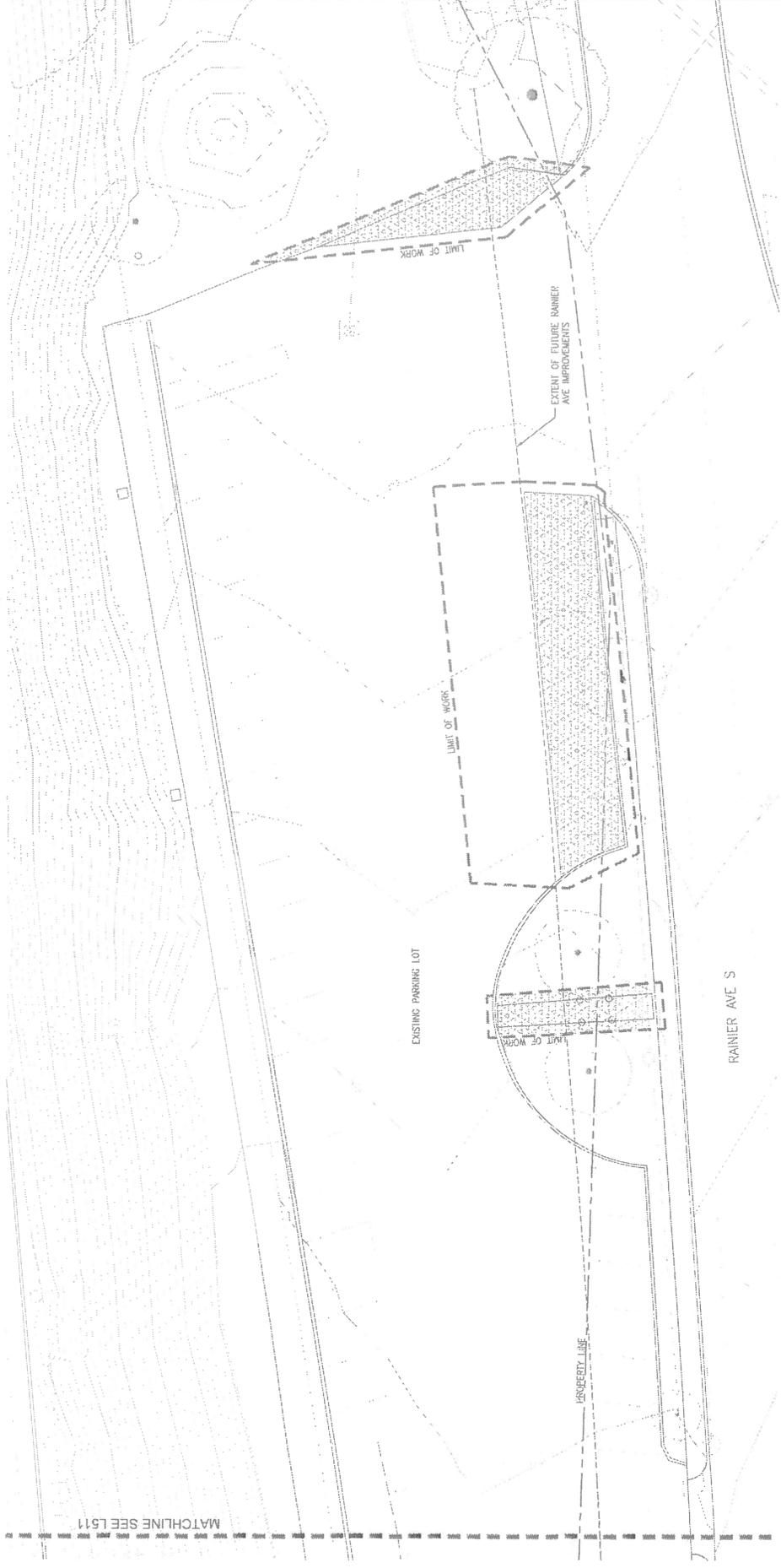
PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CALL	SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
	AP	2	Aster cincteratum "Picnic Fire"	Vine Maple	B & B	MULTI 3 STEMS; 2" CAL.		CB	65	Comptonia x "Birch Hybrid"	Birch's Bellflower	2 gal	18" o.c.
								HT	3	Hesperis matronalis	Hubs	3 gal	54" o.c.
								HG	95	Helleborus sempervirens	Blue Out Grass	2 gal	24" o.c.

EXISTING TREES TO REMAIN
 PROTECT IN PLACE

PROPOSED TURF
 PROVIDE AS SHOWN AND AT ANY AREA DISTURBED BY CONSTRUCTION

EXHIBIT 3



MATCHLINE SEE L511

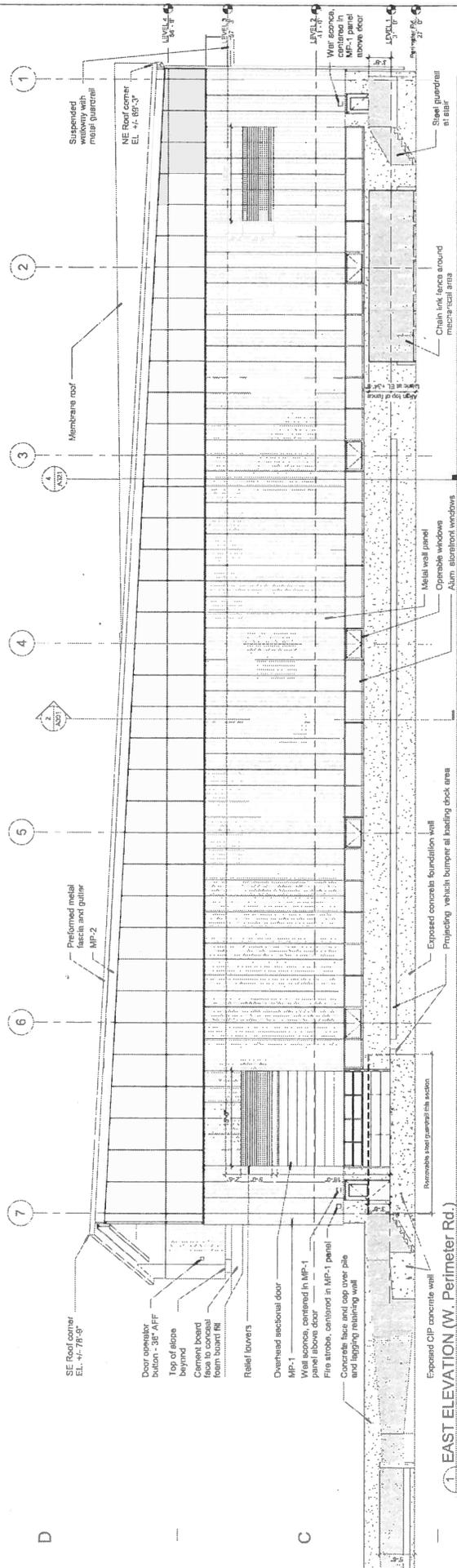
1 PLANTING PLAN - SOUTH
 SCALE: 1" = 10'-0"

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SOLO	CL
	AP	2	Acer cineroleum 'Pacific Fire'	Vine Maple	B & B	MULTI, 3 STEMS, 2" CAL.
	CB	65	Compendio x 'Birch Hybrid'	Birch's Bellflower	2 gal	18" o.c.
	HT	3	Hydr. aspera	Hibb	3 gal	54" o.c.
	HS	85	Helleborus scaberrimus	Blue Out Grass	2 gal	24" o.c.

EXISTING TREES TO REMAIN
 PROTECT IN PLACE

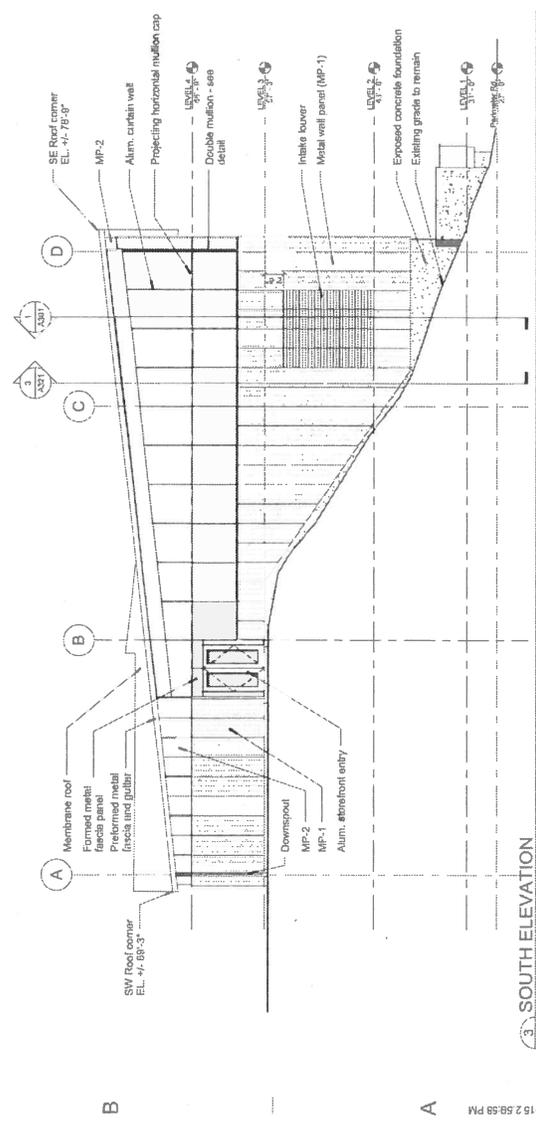
HYDROPOSED TURF
 PROVIDE AS SHOWN AND AT ANY AREA DISTURBED BY CONSTRUCTION



EAST ELEVATION (W. Perimeter Rd.)

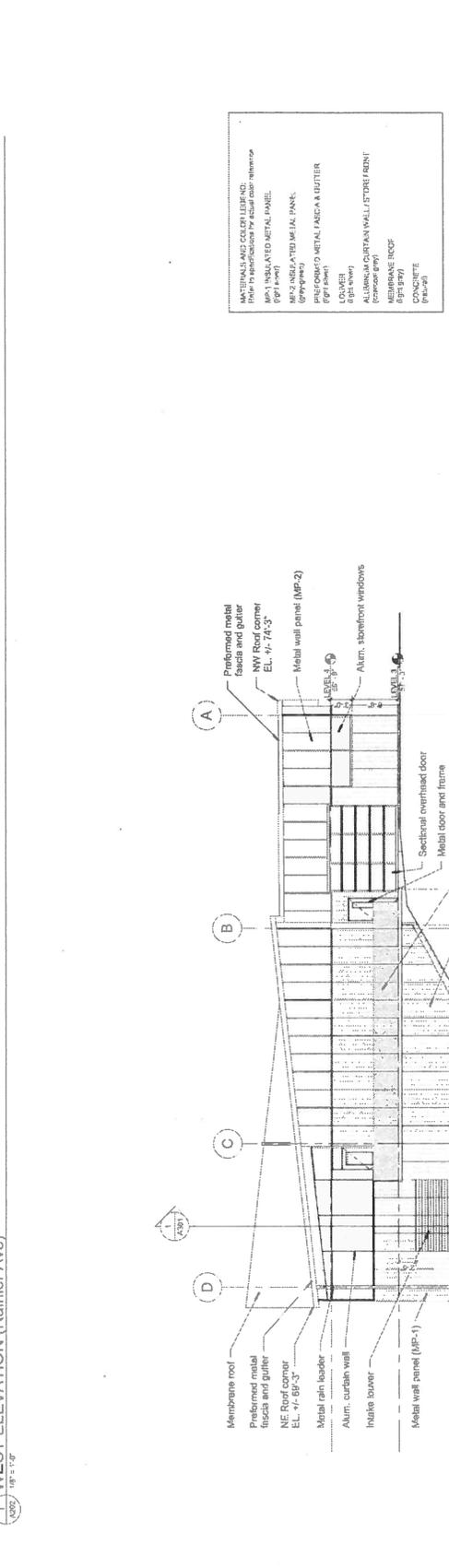
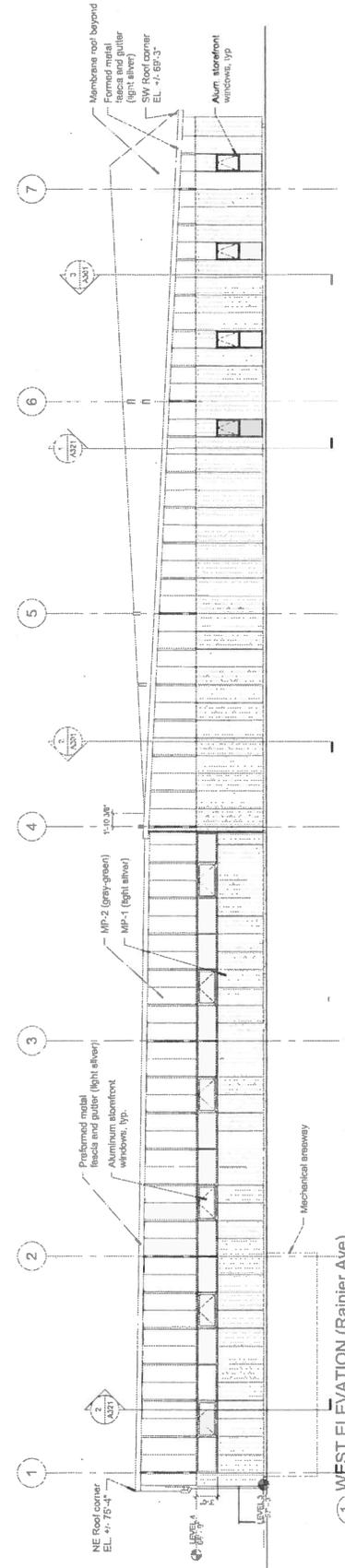
MATERIALS AND COLOR LEGEND
Refer to specifications for actual color reference (right side)

- MP-1 INSULATED METAL PANEL
- MP-2 INSULATED METAL PANEL
- PREFORMED METAL FASCIA & GUTTER
- LOUVER
- ALUMINUM CURTAIN WALL - STOREFRONT
- MEMBRANE ROOF
- CONCRETE



SOUTH ELEVATION

EXHIBIT 4



MATERIALS AND COLOR LEGEND:
MP-1 UNGLAZED METAL PANEL (PPF-silver)
MP-2 UNGLAZED METAL PANEL (gray-green)
PERFORMED METAL FASCIA & BUTLER (gray-green)
ALUMINUM CURTAIN WALL (STOREFRONT) (coral grey)
MEMBRANE ROOF (gray-green)
GLASS (clear)
CONCRETE (natural)

S&EE

GEOTECHNICAL REPORT
PROPOSED AEROSPACE TRAINING CENTER
300 RAINIER AVE N., RENTON, WA
S&EE JOB NO. 1234B
APRIL 20, 2015

EXHIBIT 5

STORMWATER TECHNICAL INFORMATION

Renton Aerospace Training Center
Renton, Washington

July 27, 2015

EXHIBIT 6

S&EE

SOIL & ENVIRONMENTAL ENGINEERS, INC.

16625 Redmond Way, Suite M 124, Redmond, Washington 98052. (425) 868-5868 www.SoilEnvironmental.com

September 15, 2015

Mr. Duncan Thieme, AIA
SRG Partnership, Inc.
110 Union Street #300
Seattle, WA 98101

Report Addendum
Proposed Aerospace Training Center
Renton, WA

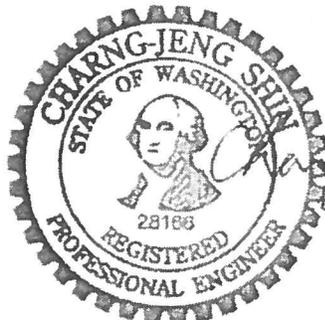
Dear Duncan:

Soil & Environmental Engineers, Inc. (S&EE) has performed a geotechnical investigation for the project. Our report of this investigation is dated April 20, 2015 and has been submitted previously. Per your request, I have reviewed the "On Hold" Notice dated September 11, 2015 issued by the city. I have also reviewed the followings:

- RMC 4-3-050J and RMC 4-9-250D
- Structural, shoring and civil plans dated 09/15/2015 and prepared by Magnusson Kelmencic Associates

My review indicates that the onsite steep slope is located in an area of high landslide hazards. Based on my understanding of the project, the entire steep slope located within the footprint of the proposed building will be removed by excavation. During construction, the cut face will be stabilized by a tied-back shoring wall. Then, a reinforced concrete retaining wall will be constructed in front of the shoring wall to provide permanent stability. My April-20-15 report has presented the geotechnical parameters for the design of these walls. My review of the design plans indicated that the geotechnical parameters utilized in the designs are consistent with my recommendations. Based on this, I conclude that for the existing onsite slope away from the proposed construction, its stability status will remain unchanged. On the other hand, for the existing onsite slope located within the proposed construction, its stability status will be enhanced by the proposed walls.

I believe this communication will serve the present need. Should you have any question or require additional information, please let me know anytime.



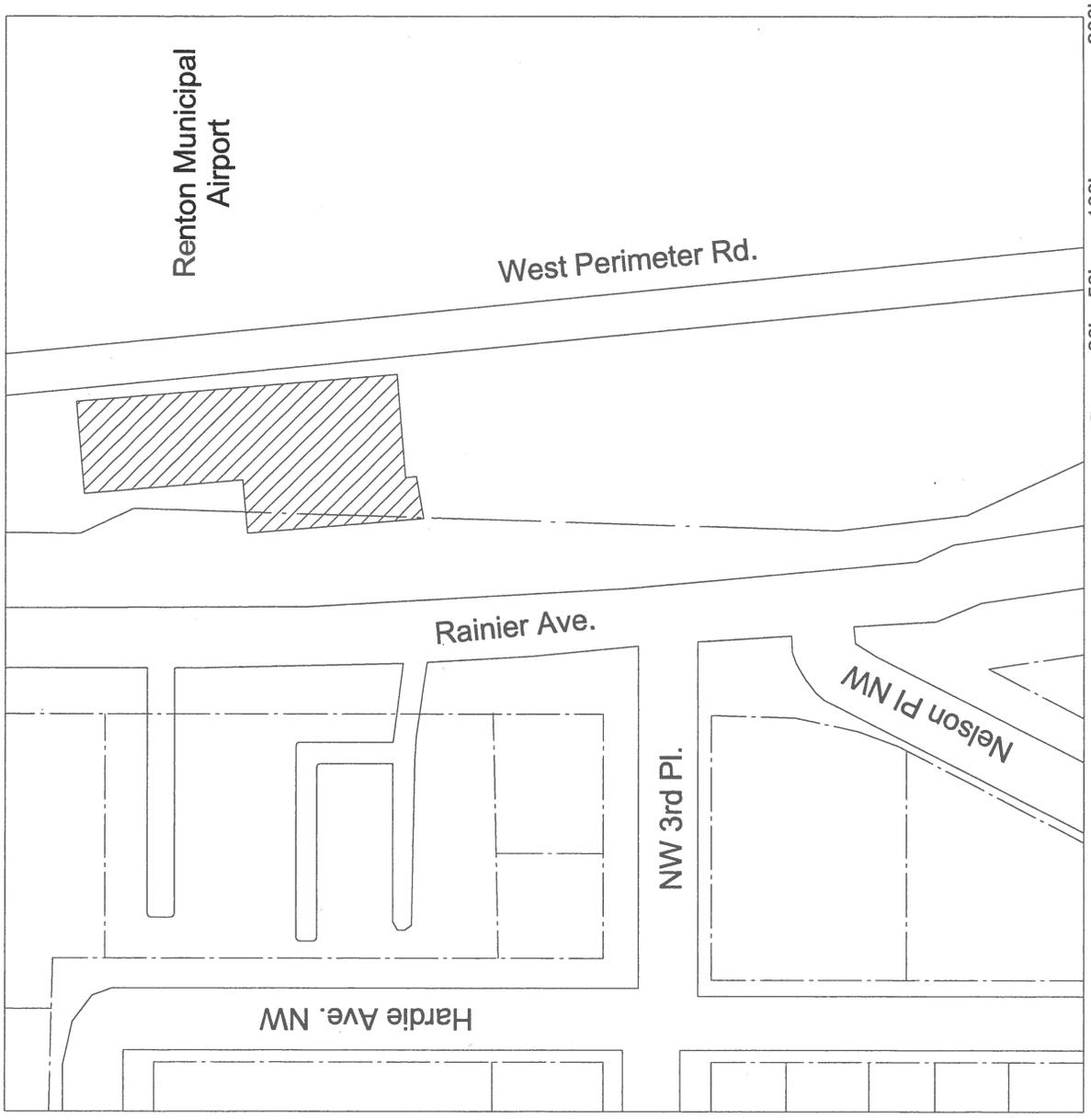
Very truly yours,
SOIL & ENVIRONMENTAL ENGINEERS, INC.

[Handwritten Signature]
C. J. Shin, Ph.D
President

9-15-15

EXHIBIT 7

EXPIRES: NOV 2016



Neighborhood Detail Map

1" = 100'-0"

EXHIBIT 9

Renton Aerospace Training Center

Renton, Washington

Traffic Impact Analysis

May 2015

Prepared By:

Transportation Operations
Transportation Systems Division
Public Works Department
City of Renton

EXHIBIT 10

Rocale Timmons

From: Karen Walter <KWalter@muckleshoot.nsn.us>
Sent: Friday, August 28, 2015 2:52 PM
To: Rocale Timmons
Subject: RE: Notice of Application - Renton Aerospace Training Center - LUA15-000582, ECF, SA-A, V-A, MOD
Attachments: Tabor et al 2004, Light Intensity and Sockeye Fry predation in lower Cedar River.pdf
Follow Up Flag: Follow up
Flag Status: Completed

Rocale,

Thank you for sending us the requested information for the Renton Aerospace Training Center. We have reviewed this information. As you noted, the information about the lighting plans is not currently available for review. The lighting plan needs to ensure that artificial lighting from the project site is minimized to the full extent possible and reduces any cumulative contributions to the existing artificial lighting conditions that delay outgoing juvenile salmon migration and increase predation opportunities. As described in Roger Tabor et al. (2008) study on artificial lighting in the Cedar River, artificial lights can contribute to the overall lighting conditions by reflecting off of clouds which the researchers documented to be the greatest near the mouth of the Cedar River. As the site is on a slope and there no vegetation to screen lighting from the project site (including the parking lot), it could add to the existing artificial lighting conditions at the airport. The following measures should be implemented for new and existing lights at the project site:

- a. Eliminate any unnecessary lights
- b. For lights that are necessary, they should be managed as follows:
 1. Reducing "on" hours/use motion sensors
 2. Reducing light intensity output
 3. Relocation
 4. Re-aiming
 5. Reducing lamp height
 6. Addition of shielding devices
 7. Changing fixture types
 8. Changing lamp types, color temperatures/wavelength and/or wattage
 9. Dimming

We appreciate the opportunity to review this proposal. Please let me know if you have any questions.

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

*Muckleshoot Indian Tribe Fisheries Division
Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116*

From: Rocale Timmons [mailto:RTimmons@Rentonwa.gov]
Sent: Wednesday, August 26, 2015 7:41 PM
To: Karen Walter
Subject: RE: Notice of Application - Renton Aerospace Training Center -

EXHIBIT 11

**ENVIRONMENTAL (SEPA) DETERMINATION OF NON-SIGNIFICANCE
- MITIGATED (DNS)**

PROJECT NUMBER: LUA15-000582, ECF, VA-A, MOD

APPLICANT: Jonathan Wilson

PROJECT NAME: Renton Aerospace Training Center

PROJECT DESCRIPTION: The applicant is requesting Environmental (SEPA) Review, a street modification, modification to a critical slope, and a front yard setback variance for the construction of a new 22,300 square foot, two story, Aerospace Training facility. The subject property is located on the east side of Rainier Ave N just north of Airport Way at 300 Rainier Ave. The project work area totals 30,151 square feet and is zoned Medium Industrial (IM). The site currently contains the former Renton Chamber of Commerce building which is proposed for removal. There are two primary access points on Rainier Ave which are proposed to remain as is. The applicant is proposing to retain the existing 41 parking stalls on site to serve the proposed use. The applicant is requesting a street modification from RMC 4-6-060 in order to eliminate the improvements required along Rainier Ave N. The applicant is also proposing a variance from RMC 4-2-130 in order to reduce the required 20-foot front yard setback down to 0-feet at the closest point. There are critical slopes located on the western portion of the site of which the applicant is requesting a modification from RMC 4-3-050 in order to impact the critical slope. This project also includes the installation of a pressure-reducing pump near the airport tower, as well as the addition of a short soft-surface trail from the parking lot at the south end of the airport to Airport Way. The applicant has submitted a Drainage Report, Traffic Impact Analysis, Parking Analysis, and Geotechnical Engineering study with the subject application.

PROJECT LOCATION: 300 Rainier Ave N

LEAD AGENCY: City of Renton
Environmental Review Committee
Department of Community & Economic Development

The City of Renton Environmental Review Committee has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). This Determination of Non-Significance is issued under WAC 197-11-340. Because other agencies of jurisdiction may be involved, the lead agency will not act on this proposal for fourteen (14) days.

Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on November 6, 2015. Appeals must be filed in writing together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by RMC 4-8-110 and more information may be obtained from the Renton City Clerk's Office, (425) 430-6510.

DEPARTMENT OF COMMUNITY
AND ECONOMIC DEVELOPMENT



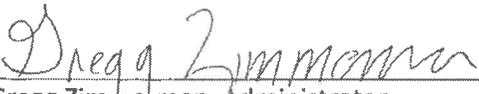
PUBLICATION DATE:

October 23, 2015

DATE OF DECISION:

OCTOBER 19, 2015

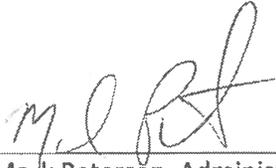
SIGNATURES:



Gregg Zimmerman, Administrator
Public Works Department

10/19/15

Date



Mark Peterson, Administrator
Fire & Emergency Services

10/19/15

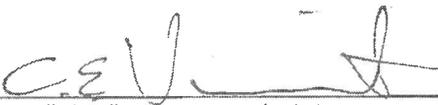
Date



Terry Higashiyama, Administrator
Community Services Department

10/19/15

Date



C.E. "Chip" Vincent, Administrator
Department of Community &
Economic Development

10/19/15

Date