

**A. ADMINISTRATIVE REPORT & DECISION**

**DECISION:**  APPROVED  APPROVED SUBJECT TO CONDITIONS  DENIED

**REPORT DATE:** August 5, 2016

**Project Name:** Sonic Drive-in Restaurant

**Owner:** Bonnell Family, LLC, P.O. Box 52946, Bellevue, WA 98015

**Applicant:** Don Morris, Cascade Development Group, LLC, P.O. Box 4584, Rollingbay, WA 98061

**Contact:** Michael Shreve, PB Architects, 5506 6th Ave S, Seattle, WA 98108

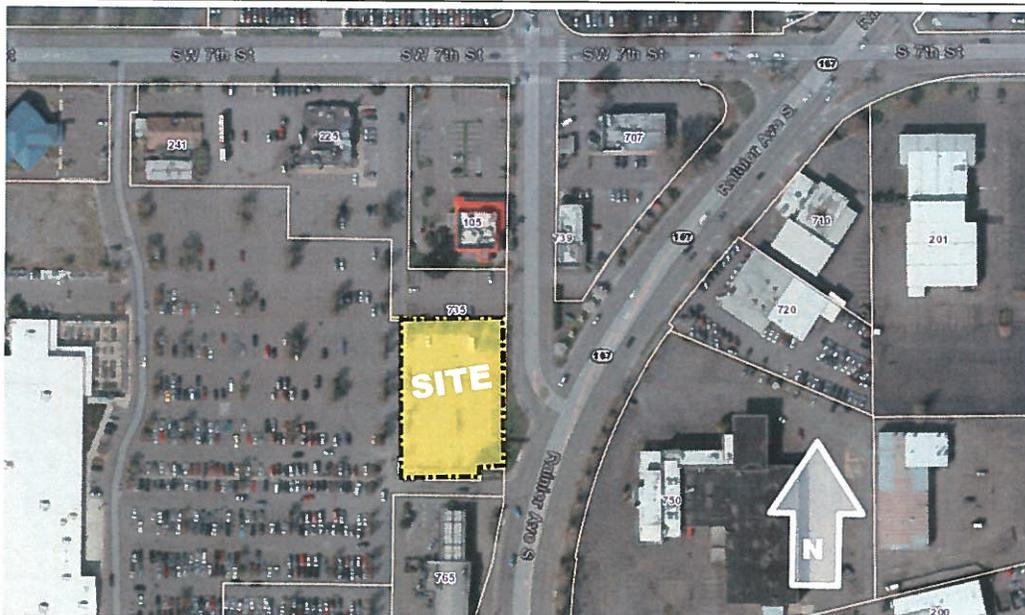
**File Number:** LUA16-000229, ECF, SA-A, MOD

**Project Manager:** Clark H. Close, Senior Planner

**Project Summary:** The applicant is requesting Administrative Site Plan Review, Environmental (SEPA) Review and a parking modification for the construction of a new Sonic Drive-in Restaurant with associated drive-thru, canopy covered drive-in hop stalls, parking, landscaping, and infrastructure improvements. The proposed one-story building would be approximately 2,668 square feet in size. The site is located at 735 Hardie Ave SW at the intersection of Rainier Ave S and Hardie Ave SW. The site contains perimeter and internal landscaping with 16 significant trees and 64 surface parking stalls. The 0.73 acre site is within the Commercial & Mixed Use (CMU) land use designation and the Commercial Arterial (CA) zoning classification. Access to the site would continue to be provided internally from the Walmart Shopping Center. The proposal includes retention of 14 trees and a reduction to the existing parking stalls from 64 to 24 parking spaces. Per RMC 4-4-080 a maximum of 13 stalls are allowed onsite, thus the applicant is requesting a parking modification in order to exceed the number of parking spaces allowed onsite. The site contains high seismic hazards.

**Project Location:** 735 Hardie Ave SW, Renton, WA 98057

**Site Area:** 0.73 acres



Project Location Map

**B. EXHIBITS:**

- Exhibits 1-13: As shown in the SEPA Environmental Review Report
- Exhibit 14: Administrative Report
- Exhibit 15: Traffic Concurrency Test – Sonic Drive-In Restaurant
- Exhibit 16: Environmental “SEPA” Determination, ERC Mitigation Measures and Advisory Notes

**C. GENERAL INFORMATION:**

- 1. **Owner(s) of Record:** Bonnell Family, LLC, P.O. Box 52946, Bellevue, WA 98015
- 2. **Zoning Classification:** Commercial Arterial (CA)
- 3. **Comprehensive Plan Land Use Designation:** Commercial & Mixed Use (CMU)
- 4. **Existing Site Use:** Overflow Parking for Walmart Shopping Center
- 5. **Critical Areas:** High seismic hazards
- 6. **Neighborhood Characteristics:**
  - a. **North:** *Commercial & Mixed Use (CMU) Comprehensive Plan Land Use Designation and Commercial Arterial (CA) Zoning Classification; Popeyes Restaurant*
  - b. **East:** *Commercial & Mixed Use (CMU) Comprehensive Plan Land Use Designation and Commercial Arterial (CA) Zoning Classification; Pho & Thai Restaurant*
  - c. **South:** *Commercial & Mixed Use (CMU) Comprehensive Plan Land Use Designation and Commercial Arterial (CA) Zoning Classification; Walmart & Mobil Gas Station*
  - d. **West:** *Commercial & Mixed Use (CMU) Comprehensive Plan Land Use Designation and Commercial Arterial (CA) Zoning Classification; Walmart Shopping Center*
- 6. **Site Area:** 31,302 SF (0.73 acres)

**D. HISTORICAL/BACKGROUND:**

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan	N/A	5758	06/22/2015
Zoning	N/A	5758	06/22/2015
Annexation (S 180th)	A-002-59	1745	04/19/1959
Boundary Line Adjustment	LUA15-000237	N/A	08/05/2015

**E. PUBLIC SERVICES:**

- 1. **Existing Utilities**
  - a. Water: Water service will be provided by the City of Renton.
  - b. Sewer: Sewer service is provided by the City of Renton. There is an existing 8-inch sewer main in Hardie Ave SW, which terminates approximately 450 feet north of the subject property line.

- c. Surface/Storm Water: There are stormwater mains located in the existing parking lot connected to a private stormwater system which drains to the existing stormwater facilities for the Walmart located adjacent to the site.
2. **Streets**: The proposed development fronts Hardie Ave SW along the north portion of the east property line.
3. **Fire Protection**: Renton Fire Authority

**F. APPLICABLE SECTIONS OF THE RENTON MUNICIPAL CODE:**

1. **Chapter 2 Land Use Districts**
  - a. Section 4-2-020: Purpose and Intent of Zoning Districts
  - b. Section 4-2-070: Zoning Use Table – Uses Allowed in Zoning Designations
  - c. Section 4-2-120A: Development Standards for Commercial Zoning Designations
2. **Chapter 3 Environmental Regulations and Overlay Districts**
  - a. Section 4-3-100: Urban Design Regulations
3. **Chapter 4 City-wide Property Development Standards**
4. **Chapter 6 Streets and Utility Standards**
  - a. Section 4-6-060: Street Standards
5. **Chapter 9 Permit – Specific**
  - a. Section 4-9-200: Site Plan Review
6. **Chapter 11 Definitions**

**G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:**

1. Land Use Element

**H. FINDINGS OF FACT (FOF):**

1. The Planning Division of the City of Renton accepted the above master application for review on March 24, 2016 and determined the application complete on April 5, 2016. The project was placed on hold on April 25, 2016 and taken off hold on July 15, 2016. The project complies with the 120-day review period.
2. The project site is located 735 Hardie Ave SW, Renton, WA 98057.
3. The project site is currently developed with perimeter and internal landscaping with 64 surface parking stalls.
4. Access to the site would be provided internally from the Walmart Shopping Center via two (2) separate two-way travel lanes.
5. The property is located within the Commercial & Mixed Use (CMU) Comprehensive Plan land use designation.
6. The site is located within the Commercial Arterial (CA) zoning classification.
7. There are approximately 16 significant trees located onsite of which the applicant is proposing to retain a total of 14 trees.
8. The site is mapped with high seismic hazards.

9. Between 417 cubic yards to 833 cubic yards of fill is proposed to be brought into the site.
10. The applicant is expecting to complete construction within five (5) months of construction permit issuance.
11. The building's primary entrance is proposed along the east facing façade with an orientation to Hardie Ave SW. An additional public entrance is provided along the west facing façade.
12. The massing of the proposed restaurant is also prominently visible from Rainier Ave S.
13. The contemporary architecture includes: a large storefront window system along the eastern façade, angular lines, differing height parapets, and the metal yellow roof dome element highlighting the primary entrance (*Exhibit 7*).
14. The principal exterior building materials are low maintenance metal siding (ribbed and flat), glass/aluminum door and windows, and raised seem metal roofing (*Exhibit 7*).
15. No public or agency comments were received.
16. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on August 1, 2016 the Environmental Review Committee issued a Determination of Non-Significance - Mitigated (DNS-M) for the Sonic Drive-in Restaurant (*Exhibit 16*). The DNS-M included one (1) mitigation measure. A 14-day appeal period will commence on August 5, 2016 and will ended on August 19, 2016.
17. 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 (*Exhibit 13*).
18. **Comprehensive Plan Compliance:** The site is designated Commercial & Mixed Use (CMU) on the City's Comprehensive Plan Map. The purpose of the CMU designation is to allow residential uses as part of mixed-use developments, and support new office and commercial development that is more intensive than what exists to create a vibrant district and increase employment opportunities. The intention of this designation is to transform strip commercial development into business districts through the intensification of uses and with cohesive site planning, landscaping, signage, circulation, parking, and the provision of public amenity features. The proposal is compliant with the following Comprehensive Plan Goals and Policies if all conditions of approval are met:

Compliance	Comprehensive Plan Analysis
✓	<b>Goal L-P:</b> Minimize adverse impacts to natural systems, and address impacts of past practice where feasible, through leadership, policy, regulation, and regional coordination.
✓	<b>Policy L-30:</b> Protect the integrity of natural drainage systems, existing land forms, and maintain wildlife habitat values by preserving and enhancing existing vegetation and tree canopy coverage to the maximum extent possible and by restoring hydrological flows and improving the condition of shorelines.
✓	<b>Policy L-33:</b> Emphasize the use of open ponding and detention, vegetated swales, rain gardens, clean roof run-off, right-of-way landscape strips, open space, and stormwater management techniques that mimic natural systems, maximize water quality and infiltration where appropriate, and which will not endanger groundwater quality.
✓	<b>Policy L-35:</b> Ensure buildings, roads, and other features are located on less sensitive portions of a site when sensitive areas are present.

✓	<b>Policy L-37:</b> Land uses in areas subject to flooding, seismic, geologic, and coal mine hazards should be designed to prevent property damage and environmental degradation before, during, and after construction.
✓	<b>Goal L-BB:</b> Maintain a high quality of life as Renton grows by ensuring that new development is designed to be functional and attractive.
✓	<b>Goal L-FF:</b> Strengthen the visual identity of Renton and its Community Planning Areas and neighborhoods through quality design and development.
✓	<b>Policy L-49:</b> Address privacy and quality of life for existing residents by considering scale and context in infill project design.
✓	<b>Policy L-55:</b> Protect public scenic views and public view corridors, including Renton’s physical, visual and perceptual linkages to Lake Washington and the Cedar River.
✓	<b>Policy L-56:</b> Preserve natural landforms, vegetation, distinctive stands of trees, natural slopes, and scenic areas that contribute to the City’s identity, preserve property values, and visually define the community and neighborhoods.

19. **Zoning Development Standard Compliance:** The purpose of the Commercial Arterial Zone (CA) is to evolve from “strip commercial” linear business districts to business areas characterized by enhanced site planning and pedestrian orientation, incorporating efficient parking lot design, coordinated access, amenities and boulevard treatment with greater densities. The CA Zone provides for a wide variety of retail sales, services, and other commercial activities along high-volume traffic corridors. Residential uses may be integrated into the zone through mixed-use buildings. The zone includes the designated Automall District. The proposal is compliant with the following development standards if all conditions of approval are met:

Compliance	CA Zone Develop Standards and Analysis
✓	<b>Use:</b> Fast food restaurants <i>Staff Comment: Fast food restaurants are a permitted use in the CA zone.</i>
N/A	<b>Density:</b> The minimum density required in the CA zone is 10.0 dwelling units per net acre. The maximum density permitted is 60 dwelling units per net acre in the City Center and Highlands Community Planning Areas and 30 dwelling units per net acre in the East Plateau and Kenndale Community Planning Areas. Net density is calculated after the deduction of sensitive areas, areas intended for public right-of-way, and private access easements. <i>Staff Comment: Not applicable.</i>
N/A	<b>Lot Dimensions:</b> The minimum lot size required in the CA zone is 5,000 sq. ft. There are no minimum lot width or depth requirements. <i>Staff Comment: Not applicable.</i>
✓	<b>Setbacks:</b> The minimum front yard setback is 10 ft. The minimum setback may be reduced to 0 ft. through the site plan review process, provided blank walls are not located within the reduced setback. A maximum front yard setback of 15 ft. is required. The minimum side yard along a street setback is 10 ft. The minimum setback may be reduced to 0 ft. through the site plan review process, provided blank walls are not located within the reduced setback. There is no maximum side yard along a street setback. There are no minimum side or rear yard setbacks, except 15 ft. if the lot abuts or is adjacent to a lot zoned residential.

	<p><u>Staff Comment:</u> The following table contains setbacks for the proposed structures:</p> <table border="1" data-bbox="428 258 1455 336"> <thead> <tr> <th>East Front Yard</th> <th>West Rear Yard</th> <th>North Side Yard</th> <th>South Side Yard</th> </tr> </thead> <tbody> <tr> <td>8'-0"</td> <td>101'-0"</td> <td>42'-6"</td> <td>69'-6"</td> </tr> </tbody> </table> <p>The proposal complies with the minimum front yard setback allowed through site plan review process, provided blank walls are not located within the reduced setback per RMC 4-2-120A. Following a two foot right-of-way dedication, the body of the building is setback 10 feet (10') from the property line along Hardie Ave SW. Two separate two foot (2') building modulations would project into the front yard setback. The building setback allows for significant landscaping along the project frontage that is consistent with the City's investments made to Rainier Ave S.</p>	East Front Yard	West Rear Yard	North Side Yard	South Side Yard	8'-0"	101'-0"	42'-6"	69'-6"
East Front Yard	West Rear Yard	North Side Yard	South Side Yard						
8'-0"	101'-0"	42'-6"	69'-6"						
<p>✓</p>	<p><b>Building Standards:</b> The CA zone has a maximum building coverage 65% of total lot area or 75% if parking is provided within the building or within an on-site parking garage. The maximum building height permitted is 50 ft., except 60 ft. if the ground floor of the building is in commercial use.</p> <p><u>Staff Comment:</u> The proposed building would have a footprint of 2,668 square feet on the 0.73 acre resulting in a building lot coverage of approximately 8.5 percent. The height of the proposed structure would be 32 feet 8-inches (32'-8") above finished grade at the tallest point of the metal yellow roof dome that extends three (3) feet above the top of the tower plate. The primary structure would have a height of approximately 18 feet and 4-inches (18'-4") from finished grade to the top of the parapet plat (Exhibit 7). The proposal complies with maximum building coverage and permitted building height requirements of the zone.</p>								
<p><b>Compliant if condition of approval is met</b></p>	<p><b>Landscaping:</b> The City's landscape regulations (RMC 4-4-070) require a 10-foot landscape strip along all public street frontages. Additional minimum planting strip widths between the curb and sidewalk are established according to the street development standards of RMC 4-6-060. Street trees and, at a minimum, groundcover, are to be located in this area when present. Spacing standards shall be as stipulated by the Department of Community and Economic Development, provided there shall be a minimum of one street tree planted per address. Any additional undeveloped right-of-way areas shall be landscaped unless otherwise determined by the Administrator.</p> <p>All parking lots shall have perimeter landscaping as follows:</p> <p>Such landscaping shall be at least ten feet (10') in width as measured from the street right-of-way. Standards for planting shall be as follows:</p> <ol style="list-style-type: none"> <li>Trees shall be two inches (2") in diameter at breast height (dbh) for multi-family, commercial, and industrial uses at an average minimum rate of one tree per thirty (30) lineal feet of street frontage.</li> <li>Shrubs at the minimum rate of one per twenty (20) square feet of landscaped area. Up to fifty percent (50%) of shrubs may be deciduous.</li> <li>Ground cover in sufficient quantities to provide at least ninety percent (90%) coverage of the landscaped area within three (3) years of installation.</li> </ol> <p>Surface parking lots with more than fourteen (14) stalls shall be landscaped as follows:</p> <p>Surface parking lots with between 15 and 50 spaces shall provide 15 sf of landscaping per parking space, 51 and 99 spaces shall provide 25 sf of landscaping per parking space, and 100 or more spaces shall provide 35 sf of landscaping per parking space. Perimeter parking lot landscaping shall be at least 10 feet in width, interior parking lot landscaped areas shall have a minimum width of 5 feet.</p>								

	<p><i>Staff Comment:</i> The applicant is proposing a range of 8-24 feet of landscaping within the front yard setback, between the midpoint of the building and Hardie Ave SW. A conceptual landscape plan was submitted with the project application (Exhibit 5). The landscape plan includes a planting plan; the proposed tree species consist of gold coast juniper, white pine, white oak, crimson spire oak, and red oak trees. The shrubs proposed consist of: compact strawberry tree, daisy bush, firefly heather, winged burning bush, maiden grass, moon bay nandina, otto luyken laurel, rhododendron, knockout rose, hancock snowberry, and spring bouquet laurustinus. The applicant is kinnikinnick, beach strawberry and annual plantings as groundcover. In addition, the applicant is proposing apple blossom evergreen clematis as vines for the vegetation screening via a landscaped trellis along Hardie Ave SW.</p> <p>The 10-foot landscaping frontage is required to consist of trees at an average minimum rate of one tree per 30 lineal feet of street frontage; shrubs at the minimum rate of one 20 square feet of landscaped area and ground cover in sufficient quantities to provide at least 90% coverage of the landscaped area within three years of installation. The proposal does not include an average minimum rate of one tree per 30 lineal feet of street frontage within the front yard setback. Therefore, staff recommends as a condition of approval the applicant submit a revised landscaping plan with additional plantings complying with RMC 4-4-070 for the 10-foot frontage landscaping requirement. Specifically, a minimum of four (4) onsite screening trees, in addition to the shrubs located in the landscape area, in front of the buildings east elevation. The revised landscape plan shall be submitted to and approved by the Current Planning Project Manager prior to construction permit approval.</p>
✓	<p><b>Tree Retention:</b> The City's adopted Tree Retention and Land Clearing Regulations require the retention of 10 percent of trees in a commercial development.</p> <p>Significant trees shall be retained in the following priority order:</p> <p>Priority One: Landmark trees; significant trees that form a continuous canopy; significant trees on slopes greater than twenty percent (20%); Significant trees adjacent to critical areas and their associated buffers; and Significant trees over sixty feet (60') in height or greater than eighteen inches ( 18") caliper.</p> <p>Priority Two: Healthy tree groupings whose associated undergrowth can be preserved; other significant native evergreen or deciduous trees; and Other significant non-native trees.</p> <p>Priority Three: Alders and cottonwoods shall be retained when all other trees have been evaluated for retention and are not able to be retained, unless the alders and/ or cottonwoods are used as part of an approved enhancement project within a critical area or its buffer.</p> <p><i>Staff Comment:</i> A Tree Memorandum prepared by HBB Landscape Architecture (dated May 12, 2015; Exhibit 11) was submitted with the site plan application. The Tree Memorandum lists the primary tree species found on the site as Pinus strobus (white pine), Tilia (linden), Acer Rubrum (red maple), Quercus rubra (red oak), and Quercus alba (white oak). The 36 surveyed trees range in size from 2 inches to 11 inches as measured at DSH (Diameter Standard Height) and average approximately 6 inches in caliper. Overall the trees were found to be in moderate to good health. The applicant is required to retain 10 percent (10%) of the trees located onsite that are not located within the proposed rights-of-way or access easements. Of the 16 significant trees onsite, the applicant is proposing to retain 14 trees to meet the 10% tree retention</p>

	<p>requirement (Exhibit 4). As a result, the applicant has demonstrated compliance with the Tree Retention requirements of the code.</p> <p>During construction, trees required to be retained (i.e., protected trees), would be required to comply with the tree protection measures during construction (RMC 4-4-130H.9). The eight central components of tree protection include defining and protecting the drip line, erecting and maintaining a temporary six-foot-high chain link construction fence with placards around the tree to be retained, protecting the tree from grade changes, keeping the area clear of impervious surface material, restricting grading within the drip line, providing 3" of bark mulch within the required fencing, retaining a certified arborist to ensure trees are protected from development activities, and alternate protection/safeguards as necessary.</p>								
<p>✓</p>	<p><b>Vehicular Access:</b> A connection shall be provided for site-to-site vehicle access ways, where topographically feasible, to allow a smooth flow of traffic across abutting CA lots without the need to use a street. Access may comprise the aisle between rows of parking stalls, but is not allowed between a building and a public street.</p> <p><i>Staff Comment:</i> Access to the site would continue to be provided internally from the Walmart Shopping Center via two separate 24-foot wide two-way travel lanes. This section of code is intended to provide vehicular connections to abutting commercial uses. The proposal is bordered by right-of-way to the east. Established retail uses exist to the south, east and west. Existing vehicular connections to the abutting uses are established. The applicant is proposing to retain the vehicular connectivity enjoyed by the existing use to the west and add one additional connection point to the south.</p>								
<p>✓</p>	<p><b>Parking:</b> Parking regulations require that eating and drinking establishment combination sit-down/drive-through restaurants provide a minimum and maximum of 10 per 1,000 square feet of dining area.</p> <p>Standard parking stall dimensions are 9 feet by 20 feet, compact stall dimensions are 8 ½ feet by 16 feet.</p> <p>The drive-through facility shall be so located that sufficient on-site vehicle stacking space is provided for the handling of motor vehicles using such facility during peak business hours. Typically 5 stacking spaces per window are required unless otherwise determined by the Community and Economic Development Administrator. Stacking spaces cannot obstruct required parking spaces or ingress/egress within the site or extend into the public right-of-way.</p> <p><i>Staff Comment:</i> The applicant is proposing to reduce the existing number of parking spaces from 64 to 24 surface parking spaces.</p> <p>The following ratios would be applicable to the site:</p> <table border="1" data-bbox="435 1633 1463 1843"> <thead> <tr> <th>Use</th> <th>Dining Area</th> <th>Ratio</th> <th>Required Spaces</th> </tr> </thead> <tbody> <tr> <td>Eating and drinking establishment combination sit-down/drive-through restaurant</td> <td>807 SF (Exhibit 6)</td> <td>Min/Max: 10 spaces / 1,000 SF</td> <td>Min: 8 Max: 8</td> </tr> </tbody> </table> <p>Based on these use requirements a maximum of 8 parking spaces and a minimum of five (5) stacking spaces would be allowed in order to meet code. The applicant is proposing a total of 24 spaces and 9 stacking spaces. Therefore, the applicant is requesting a parking modification to allow more than the maximum of 8 parking</p>	Use	Dining Area	Ratio	Required Spaces	Eating and drinking establishment combination sit-down/drive-through restaurant	807 SF (Exhibit 6)	Min/Max: 10 spaces / 1,000 SF	Min: 8 Max: 8
Use	Dining Area	Ratio	Required Spaces						
Eating and drinking establishment combination sit-down/drive-through restaurant	807 SF (Exhibit 6)	Min/Max: 10 spaces / 1,000 SF	Min: 8 Max: 8						

	<p>spaces.</p> <p>Staff supports a modification above the maximum number of parking spaces. The parking conforms to the minimum requirements for ADA accessible parking stalls, drive aisle and parking stall dimensions, and the provision of drive-through stacking. See FOF 23 for more information.</p>
✓	<p><b>Fences and Retaining Walls:</b> A maximum of eight feet (8') anywhere on the lot provided the fence, retaining wall or hedge does not stand in or in front of any required landscaping or pose a traffic vision hazard.</p> <p>There shall be a minimum three-foot (3') landscaped setback at the base of retaining walls abutting public rights-of-way.</p> <p><u>Staff Comment:</u> No retaining walls are proposed as part of the commercial development project.</p>
	<p><b>Refuse and Recyclables:</b> Per RMC 4-4-090 for retail/eating and drinking establishments a minimum of five (5) square feet per every 1,000 square feet of building gross floor area shall be provided for recyclables deposit areas and a minimum of ten (10) square feet per 1,000 square feet of building gross floor area shall be provided for refuse deposit areas. A total minimum area of 100 square feet shall be provided for recycling and refuse deposit areas.</p> <p><u>Staff Comment:</u> Based on the proposal for a total of 2,668 square feet of retail/eating and drinking establishment space; a minimum area of 100 square feet of refuse and recycle area would be required. The applicant is proposing an approximately 134.2 square foot refuse and recyclable deposit area at the northwest corner of the lot, approximately 75 west of the building pad. See also FOF 22, Site Plan Review.</p>

20. **Design District Review:** The project site is located within Design District 'D'. The following table contains project elements intended to comply with the standards of the Design District 'D' Standards and guidelines, as outlined in RMC 4-3-100E:

Compliance	Design District Guideline and Standard Analysis
<p><b>1. SITE DESIGN AND BUILDING LOCATION:</b></p> <p><b>Intent:</b> To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity.</p>	
<p><b>a. Building Location and Orientation:</b></p> <p><b>Intent:</b> To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses; and increase privacy for residential uses.</p> <p><b>Guidelines:</b> Developments shall enhance the mutual relationship of buildings with each other, as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment. Lots shall be configured to encourage variety and so that natural light is available to buildings and open space. The privacy of individuals in residential uses shall be provided for.</p>	
✓	<p><b>Standard:</b> The availability of natural light (both direct and reflected) and direct sun exposure to nearby buildings and open space (except parking areas) shall be considered</p>

	<p>when siting structures.</p> <p><b>Staff Comment:</b> See FOF 22, Site Plan Review.</p>
✓	<p><b>Standard:</b> Buildings shall be oriented to the street with clear connections to the sidewalk.</p> <p><b>Staff Comment:</b> The building is oriented to front facing Hardie Ave SW. The main entry door faces Hardie Ave SW. The main entry has a clear connection (paving) to the Hardie Ave SW sidewalk.</p>
✓	<p><b>Standard:</b> The front entry of a building shall be oriented to the street or a landscaped pedestrian-only courtyard.</p> <p><b>Staff Comment:</b> The primary entry of a building is oriented to the street.</p>
N/A	<p><b>Standard:</b> Buildings with residential uses located at the street level shall be:</p> <ul style="list-style-type: none"> <li>a. Set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building; or</li> <li>b. Have the ground floor residential uses raised above street level for residents' privacy.</li> </ul> <p><b>Staff Comment:</b> Not applicable.</p>
<p><b>b. Building Entries:</b></p> <p><b>Intent:</b> To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.</p> <p><b>Guidelines:</b> Primary entries shall face the street, serve as a focal point, and allow space for social interaction. All entries shall include features that make them easily identifiable while reflecting the architectural character of the building. The primary entry shall be the most visually prominent entry. Pedestrian access to the building from the sidewalk, parking lots, and/or other areas shall be provided and shall enhance the overall quality of the pedestrian experience on the site.</p>	
✓	<p><b>Standard:</b> A primary entrance of each building shall be located on the facade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements.</p> <p><b>Staff Comment:</b> The primary entry is located on the façade facing the street. Human scale elements proposed are as follows: Paved entry courtyard surrounding an existing tree, bench seating, a projecting entry canopy over main entry, clear glass entry door with adjacent windows, large clear glass windows are provided on each side of main entry allowing visual penetration from the street.</p> <p>Adjacent and contiguous to the entry courtyard is designed an outdoor patio for Sonic patrons with tables and benches.</p>
✓	<p><b>Standard:</b> A primary entrance of each building shall be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting.</p> <p><b>Staff Comment:</b> See Ground Level Details.</p>
✓	<p><b>Standard:</b> Building entries from a street shall be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping and include weather protection at least four and one-half feet (4 ½') wide (illustration below). Buildings that are taller than thirty feet (30') in height shall also ensure that the weather protection is</p>

	<p>proportional to the distance above ground level.</p> <p><u>Staff Comment:</u> See Ground Level Details.</p>
✓	<p><b>Standard:</b> Building entries from a parking lot shall be subordinate to those related to the street.</p> <p><u>Staff Comment:</u> A secondary building entry is available and subordinate to the primary entry from Hardie Ave SW.</p>
✓	<p><b>Standard:</b> Features such as entries, lobbies, and display windows shall be oriented to a street or pedestrian-oriented space; otherwise, screening or decorative features should be incorporated.</p> <p><u>Staff Comment:</u> See discussion above in this subsection.</p>
✓	<p><b>Standard:</b> Multiple buildings on the same site shall direct views to building entries by providing a continuous network of pedestrian paths and open spaces that incorporate landscaping.</p> <p><u>Staff Comment:</u> Sonic Drive-in Restaurant is the only building on this portion of the lot. A network of pedestrian paths existing throughout the Walmart Shopping Center and along the south property line of the developments. Open space and landscaping would be retained and enhanced under the redevelopment of the site.</p>
N/A	<p><b>Standard:</b> Ground floor residential units that are directly accessible from the street shall include entries from front yards to provide transition space from the street or entries from an open space such as a courtyard or garden that is accessible from the street.</p> <p><u>Staff Comment:</u> Not applicable.</p>
<p><b>c. Transition to Surrounding Development:</b></p> <p><b>Intent:</b> To shape redevelopment projects so that the character and value of Renton’s long-established, existing neighborhoods are preserved.</p> <p><b>Guidelines:</b> Careful siting and design treatment shall be used to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale.</p>	
✓	<p><b>Standard:</b> At least one of the following design elements shall be used to promote a transition to surrounding uses:</p> <ol style="list-style-type: none"> <li>1. Building proportions, including step-backs on upper levels in accordance with the surrounding planned and existing land use forms; or</li> <li>2. Building articulation to divide a larger architectural element into smaller increments; or</li> <li>3. Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development.</li> </ol> <p>Additionally, the Administrator may require increased setbacks at the side or rear of a building in order to reduce the bulk and scale of larger buildings and/or so that sunlight reaches adjacent and/or abutting yards.</p> <p><u>Staff Comment:</u> The applicant has incorporated building articulation and modulation to break up the long rectangular shape of the building and has incorporated roof lines and roof shapes to reduce the apparent bulk and transition with existing development. The public facing façade is articulated by a pre-manufactured metal yellow roof dome that</p>

	<i>extends three (3) feet above the top of the tower plate. The design also includes other bump outs to the facades, such as lighting sconces on the building walls or canopies designed to enhance the building.</i>
<b>d. Service Element Location and Design:</b>	
<b>Intent:</b> To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from high-volume pedestrian areas, and screening them from view in high visibility areas.	
<b>Guidelines:</b> Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.	
✓	<b>Standard:</b> Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements shall be concentrated and located where they are accessible to service vehicles and convenient for tenant use.  <i>Staff Comment:</i> The building service area is located away from pedestrian areas and is screened with new landscaping and existing trees at least 3 feet wide on open sides.
✓	<b>Standard:</b> In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof and screened around their perimeter by a wall or fence and have self-closing doors.  <i>Staff Comment:</i> Refuse and recycling is located within a CMU trash enclosure and gated to match the color of the building.
N/A	<b>Standard:</b> Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three (3).  <i>Staff Comment:</i> Not applicable.
✓	<b>Standard:</b> If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of such facility.  <i>Staff Comment:</i> See discussion above in this subsection.
<b>e. Gateways:</b>	
<b>Intent:</b> To distinguish gateways as primary entrances to districts or to the City, special design features and architectural elements at gateways should be provided. While gateways should be distinctive within the context of the district, they should also be compatible with the district in form and scale.	
<b>Guidelines:</b> Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.	
N/A	<b>Standard:</b> Developments located at district gateways shall be marked with visually prominent features.  <i>Staff Comment:</i> Not applicable.
N/A	<b>Standard:</b> Gateway elements shall be oriented toward and scaled for both pedestrians and vehicles.

	<i>Staff Comment: Not applicable.</i>
N/A	<p><b>Standard:</b> Visual prominence shall be distinguished by two (2) or more of the following:</p> <ul style="list-style-type: none"> <li>(a) Public art;</li> <li>(b) Special landscape treatment;</li> <li>(c) Open space/plaza;</li> <li>(d) Landmark building form;</li> <li>(e) Special paving, unique pedestrian scale lighting, or bollards;</li> <li>(f) Prominent architectural features (trellis, arbor, pergola, or gazebo);</li> <li>(g) Neighborhood or district entry identification (commercial signs do not qualify).</li> </ul> <p><i>Staff Comment: Not applicable.</i></p>
<p><b>2. PARKING AND VEHICULAR ACCESS:</b></p> <p><b>Intent:</b> To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.</p>	
<p><b>a. Surface Parking:</b></p> <p><b>Intent:</b> To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.</p> <p><b>Guidelines:</b> Surface parking shall be located and designed so as to reduce the visual impact of the parking area and associated vehicles. Large areas of surface parking shall also be designed to accommodate future infill development.</p>	
✓	<p><b>Standard:</b> Parking shall be located so that no surface parking is located between:</p> <ul style="list-style-type: none"> <li>(a) A building and the front property line; and/or</li> <li>(b) A building and the side property line (when on a corner lot).</li> </ul> <p><i>Staff Comment: No surface parking is proposed between the building and Hardie Ave. SW.</i></p>
✓	<p><b>Standard:</b> Parking shall be located so that it is screened from surrounding streets by buildings, landscaping, and/or gateway features as dictated by location.</p> <p><i>Staff Comment: The parking is located so that it is screened from surrounding streets by the building, landscaping and dining courtyard.</i></p>
<p><b>b. Structured Parking Garages:</b></p> <p><b>Intent:</b> To promote more efficient use of land needed for vehicle parking; encourage the use of structured parking; physically and visually integrate parking garages with other uses; and reduce the overall impact of parking garages.</p> <p><b>Guidelines:</b> Parking garages shall not dominate the streetscape; they shall be designed to be complementary with adjacent and abutting buildings. They shall be sited to complement, not subordinate, pedestrian entries. Similar forms, materials, and/or details to the primary building(s) should be used to enhance garages.</p>	

N/A	<p><b>Standard:</b> Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of seventy five percent (75%) of the building frontage width.</p> <p><i>Staff Comment: Not applicable.</i></p>
N/A	<p><b>Standard:</b> The entire facade must feature a pedestrian-oriented facade. The Administrator of the Department of Community and Economic Development may approve parking structures that do not feature a pedestrian orientation in limited circumstances. If allowed, the structure shall be set back at least six feet (6') from the sidewalk and feature substantial landscaping. This landscaping shall include a combination of evergreen and deciduous trees, shrubs, and ground cover. This setback shall be increased to ten feet (10') when abutting a primary arterial and/or minor arterial.</p> <p><i>Staff Comment: Not applicable.</i></p>
N/A	<p><b>Standard:</b> Public facing facades shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials.</p> <p><i>Staff Comment: Not applicable.</i></p>
N/A	<p><b>Standard:</b> The entry to the parking garage shall be located away from the primary street, to either the side or rear of the building.</p> <p><i>Staff Comment: Not applicable.</i></p>
N/A	<p><b>Standard:</b> Parking garages at grade shall include screening or be enclosed from view with treatment such as walls, decorative grilles, trellis with landscaping, or a combination of treatments.</p> <p><i>Staff Comment: Not applicable.</i></p>
N/A	<p><b>Standard:</b> The Administrator of the Department of Community and Economic Development or designee may allow a reduced setback where the applicant can successfully demonstrate that the landscaped area and/or other design treatment meets the intent of these standards and guidelines. Possible treatments to reduce the setback include landscaping components plus one or more of the following integrated with the architectural design of the building:</p> <ul style="list-style-type: none"> <li>(a) Ornamental grillwork (other than vertical bars);</li> <li>(b) Decorative artwork;</li> <li>(c) Display windows;</li> <li>(d) Brick, tile, or stone;</li> <li>(e) Pre-cast decorative panels;</li> <li>(f) Vine-covered trellis; or</li> <li>(g) Raised landscaping beds with decorative materials</li> </ul> <p><i>Staff Comment: Not applicable.</i></p>
<p><b>c. Vehicular Access:</b></p> <p><b>Intent:</b> To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or eliminating vehicular access off streets.</p> <p><b>Guidelines:</b> Vehicular access to parking garages and parking lots shall not impede or interrupt pedestrian mobility. The impacts of curb cuts to pedestrian access on sidewalks shall be minimized.</p>	

✓	<p><b>Standard:</b> Access to parking lots and garages shall be from alleys, when available. If not available, access shall occur at side streets.</p> <p><i>Staff Comment:</i> Vehicular access is gained from an existing and one new internal parking lot circulation system associated with the existing Walmart development.</p>
✓	<p><b>Standard:</b> The number of driveways and curb cuts shall be minimized, so that pedestrian circulation along the sidewalk is minimally impeded.</p> <p><i>Staff Comment:</i> The applicant was allowed to retain one of the three existing access point along the west property line from the Walmart. One replacement curb cut was relocated to the south property line that would pass through an existing sidewalk and onto the private street serving the Walmart Shopping Center. No new or existing driveway cuts were existing or allowed as part of this development on Hardie Ave SW.</p>
<p><b>3. PEDESTRIAN ENVIRONMENT:</b></p> <p><b>Intent:</b> To enhance the urban character of development in the Urban Center and the Center Village by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safer and more convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.</p>	
<p><b>a. Pedestrian Circulation:</b></p> <p><b>Intent:</b> To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.</p> <p><b>Guidelines:</b> The pedestrian environment shall be given priority and importance in the design of projects. Sidewalks and/or pathways shall be provided and shall provide safe access to buildings from parking areas. Providing pedestrian connections to abutting properties is an important aspect of connectivity and encourages pedestrian activity and shall be considered. Pathways shall be easily identifiable to pedestrians and drivers.</p>	
✓	<p><b>Standard:</b> A pedestrian circulation system of pathways that are clearly delineated and connect buildings, open space, and parking areas with the sidewalk system and abutting properties shall be provided.</p> <p>(a) Pathways shall be located so that there are clear sight lines, to increase safety.</p> <p>(b) Pathways shall be an all-weather or permeable walking surface, unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the development.</p> <p><i>Staff Comment:</i> Existing concrete sidewalks at Hardie Ave SW and the existing concrete sidewalk at the private street at the south end of proposed site serve the proposed site. The new internal pedestrian pathways, from the parking area to the entrances and across the proposed drive thru aisle, would also be constructed of concrete (a differentiating material) and would be easily identifiable to pedestrians and drivers.</p>
✓	<p><b>Standard:</b> Pathways within parking areas shall be provided and differentiated by material or texture (i.e., raised walkway, stamped concrete, or pavers) from abutting paving materials. Permeable materials are encouraged. The pathways shall be perpendicular to the applicable building facade and no greater than one hundred fifty feet (150') apart.</p> <p><i>Staff Comment:</i> The pedestrian pathways would be concrete and vehicle paving areas</p>

	<p>would be asphalt. See also discussion above in this subsection.</p>
✓	<p><b>Standard:</b> Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:</p> <p>(a) Sidewalks and pathways along the facades of mixed use and retail buildings 100 or more feet in width (measured along the facade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface.</p> <p>(b) Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than twelve feet (12').</p> <p>(c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users.</p> <p><i>Staff Comment: The existing sidewalk width along Hardie Ave SW, from the south end of the site to roughly the mid-point of the site, would remain between 8 and 13 feet wide. The new sidewalk, from the mid-point to the north, would be 8 feet wide with an 8-foot wide landscape planter strip. The interior 5-foot wide pathways and existing sidewalk path along the south property line is of sufficient width to accommodate users.</i></p>
N/A	<p><b>Standard:</b> Mid-block connections between buildings shall be provided.</p>
<p><b>b. Pedestrian Amenities:</b></p> <p><b>Intent:</b> To create attractive spaces that unify the building and street environments and are inviting and comfortable for pedestrians; and provide publicly accessible areas that function for a variety of year-round activities, under typical seasonal weather conditions.</p> <p><b>Guidelines:</b> The pedestrian environment shall be given priority and importance in the design of projects. Amenities that encourage pedestrian use and enhance the pedestrian experience shall be included.</p>	
Compliant if condition of approval is met	<p><b>Standard:</b> Architectural elements that incorporate plants, particularly at building entrances, in publicly accessible spaces and at facades along streets, shall be provided.</p> <p><i>Staff Comment: A concrete outdoor dining and main entry courtyards with outdoor tables and bench would be provided around the main entry. Beyond the courtyard are landscape areas that provide the opportunity to incorporate plants directly outside the building entrances. In order to fulfill architectural elements that incorporate plants at the building entrances, staff is recommending placing a minimum of three (3) planter boxes (or large planter pots) near the building entrances. A final detailed landscaping plan shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit issuance.</i></p>
✓	<p><b>Standard:</b> Amenities such as outdoor group seating, benches, transit shelters, fountains, and public art shall be provided.</p> <p>(a) Site furniture shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.</p> <p>(b) Site furniture and amenities shall not impede or block pedestrian access to public spaces or building entrances.</p> <p><i>Staff Comment: Outdoor seating and tables made of durable, vandal- and weather-</i></p>

	<p><i>resistant materials would be located in courtyards.</i></p>
<p><b>Compliant with the guidelines</b></p>	<p><b>Standard:</b> Pedestrian overhead weather protection in the form of awnings, marquees, canopies, or building overhangs shall be provided. These elements shall be a minimum of four and one-half feet (4 ½') wide along at least seventy five percent (75%) of the length of the building facade facing the street, a maximum height of fifteen feet (15') above the ground elevation, and no lower than eight feet (8') above ground level.</p> <p><b>Staff Comment:</b> <i>A 5-foot deep by 9 ½-foot long canopy is proposed on the east elevation over the main entry. The canopy is 11 ½ feet above the ground elevation. The balance of the front façade is not accessible to the public and is covered with landscaping at the ground surface, therefore the weather protection along this portion of the façade is not necessary to provide protection for weather conditions for pedestrians. Additional architectural details are provided along the remainder of the facade to provided attractive pedestrian spaces. Therefore the canopy proposed on the east elevation over the main entry would meet the intent and the guidelines of the standards.</i></p>
<p><b>4. RECREATION AREAS AND COMMON OPEN SPACE:</b></p> <p><b>Intent:</b> To ensure that areas for both passive and active recreation are available to residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations. To create usable and inviting open space that is accessible to the public; and to promote pedestrian activity on streets particularly at street corners.</p> <p><b>Guidelines:</b> Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity (illustration below). Recreation and common open space areas are integral aspects of quality development that encourage pedestrians and users. These areas shall be provided in an amount that is adequate to be functional and usable; they shall also be landscaped and located so that they are appealing to users and pedestrians</p>	
<p><b>N/A</b></p>	<p><b>Standard:</b> All mixed use residential and attached housing developments of ten (10) or more dwelling units shall provide common opens space and/or recreation areas.</p> <p>(a) At minimum, fifty (50) square feet per unit shall be provided.</p> <p>(b) The location, layout, and proposed type of common space or recreation area shall be subject to approval by the Administrator.</p> <p>(c) Open space or recreation areas shall be located to provide sun and light exposure to the area and located so that they are aggregated to provide usable area(s) for residents.</p> <p>(d) At least one of the following shall be provided in each open space and/or recreation area (the Administrator may require more than one of the following elements for developments having more than one hundred (100) units):</p> <ul style="list-style-type: none"> <li>i. Courtyards, plazas, pea patches, or multi-purpose open spaces;</li> <li>ii. Upper level common decks, patios, terraces, or roof gardens. Such spaces above the street level must feature views or amenities that are unique to the site and are provided as an asset to the development;</li> <li>iii. Pedestrian corridors dedicated to passive recreation and separate from the public street system;</li> <li>iv. Recreation facilities including, but not limited to, tennis/sports courts, swimming pools, exercise areas, game rooms, or other similar facilities; or</li> </ul>

	<p>v. Children’s play spaces that are centrally located near a majority of dwelling units and visible from surrounding units. They shall also be located away from hazardous areas such as garbage dumpsters, drainage facilities, and parking areas.</p> <p>(e) The following shall not be counted toward the common open space or recreation area requirement:</p> <ul style="list-style-type: none"> <li>i. Required landscaping, driveways, parking, or other vehicular use areas.</li> <li>ii. Required yard setback areas. Except for areas that are developed as private or semi-private (from abutting or adjacent properties) courtyards, plazas or passive use areas containing landscaping and fencing sufficient to create a fully usable area accessible to all residents of the development.</li> <li>iii. Private decks, balconies, and private ground floor open space.</li> <li>iv. Other required landscaping and sensitive area buffers without common access links, such as pedestrian trails.</li> </ul> <p><i>Staff Comment: Not applicable.</i></p>
<p>N/A</p>	<p><b>Standard:</b> All buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space.</p> <p>(a) The pedestrian-oriented space shall be provided according to the following formula: 1% of the site area + 1% of the gross building area, at minimum.</p> <p>(b) The pedestrian-oriented space shall include all of the following:</p> <ul style="list-style-type: none"> <li>i. Visual and pedestrian access (including barrier-free access) to the abutting structures from the public right-of-way or a nonvehicular courtyard; and</li> <li>ii. Paved walking surfaces of either concrete or approved unit paving; and</li> <li>iii. On-site or building-mounted lighting providing at least four (4) foot-candles (average) on the ground; and</li> <li>iv. At least three (3) lineal feet of seating area (bench, ledge, etc.) or one individual seat per sixty (60) square feet of plaza area or open space.</li> </ul> <p>(c) The following areas shall not count as pedestrian-oriented space:</p> <ul style="list-style-type: none"> <li>i. The minimum required walkway. However, where walkways are widened or enhanced beyond minimum requirements, the area may count as pedestrian-oriented space if the Administrator determines such space meets the definition of pedestrian-oriented space.</li> <li>ii. Areas that abut landscaped parking lots, chain link fences, blank walls, and/or dumpsters or service areas.</li> </ul> <p>(d) Outdoor storage (shopping carts, potting soil bags, firewood, etc.) is prohibited within pedestrian-oriented space.</p> <p><i>Staff Comment: Not applicable.</i></p>
<p>N/A</p>	<p><b>Standard:</b> Public plazas shall be provided at intersections identified in the Commercial Arterial Zone Public Plaza Locations Map and as listed below:</p> <ul style="list-style-type: none"> <li>(a) Benson Area: Benson Drive S./108th Avenue S.E. and S.E. 176th.</li> </ul>

	<p>(b) Bronson Area: Intersections with Bronson Way North at:</p> <ul style="list-style-type: none"> <li>i. Factory Avenue N./Houser Way S.;</li> <li>ii. Garden Avenue N.; and</li> <li>iii. Park Avenue N. and N. First Street.</li> </ul> <p>(c) Cascade Area: Intersection of 116th Avenue S.E. and S.E. 168th Street.</p> <p>(d) Northeast Fourth Area: Intersections with N.E. Fourth at:</p> <ul style="list-style-type: none"> <li>i. Duvall Avenue N.E.;</li> <li>ii. Monroe Avenue N.E.; and</li> <li>iii. Union Avenue N.E.</li> </ul> <p>(e) Grady Area: Intersections with Grady Way at:</p> <ul style="list-style-type: none"> <li>i. Lind Avenue S.W.;</li> <li>ii. Rainier Avenue S.;</li> <li>iii. Shattuck Avenue S.; and</li> <li>iv. Talbot Road S.</li> </ul> <p>(f) Puget Area: Intersection of S. Puget Drive and Benson Road S.</p> <p>(g) Rainier Avenue Area: Intersections with Rainier Avenue S. at:</p> <ul style="list-style-type: none"> <li>i. Airport Way/Renton Avenue S.;</li> <li>ii. S. Second Street;</li> <li>iii. S. Third Street/S.W. Sunset Boulevard;</li> <li>iv. S. Fourth Street; and</li> <li>v. S. Seventh Street.</li> </ul> <p>(h) North Renton Area: Intersections with Park Avenue N. at:</p> <ul style="list-style-type: none"> <li>i. N. Fourth Street; and</li> <li>ii. N. Fifth Street.</li> </ul> <p>(i) Northeast Sunset Area: Intersections with N.E. Sunset Boulevard at:</p> <ul style="list-style-type: none"> <li>i. Duvall Avenue N.E.; and</li> <li>ii. Union Avenue N.E.</li> </ul>
<p>N/A</p>	<p><b>Standard:</b> The plaza shall measure no less than one thousand (1,000) square feet with a minimum dimension of twenty feet (20') on one side abutting the sidewalk.</p>
<p>N/A</p>	<p><b>Standard:</b> The public plaza must be landscaped consistent with RMC 4-4-070, including at minimum street trees, decorative paving, pedestrian-scaled lighting, and seating.</p>
<p><b>5. BUILDING ARCHITECTURAL DESIGN:</b></p>	
<p><b>Intent:</b> To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate. To discourage franchise retail architecture.</p>	
<p><b>a. Building Character and Massing:</b></p>	
<p><b>Intent:</b> To ensure that buildings are not bland and visually appear to be at a human scale; and ensure that all sides of a building, that can be seen by the public, are visually interesting.</p>	
<p><b>Guidelines:</b> Building facades shall be modulated and/or articulated to reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Articulation, modulation, and their intervals should create a sense of scale important</p>	

	to residential buildings.
✓	<p><b>Standard:</b> All building facades shall include modulation or articulation at intervals of no more than forty feet (40').</p> <p><i>Staff Comment:</i> The building facades over forty feet include modulation and have articulated elements. The building measures roughly 38'-8" in width by 95' in length; vertical and horizontal modulation elements include material, color, and textural variety, using glass, aluminum, and various types of metal siding to break up large planes into smaller portions. A raised seem metal hip roof with a soffit creates building shadow lines to break up the massing of the building and creates visual interest.</p>
✓	<p><b>Standard:</b> Modulational elements shall be a minimum of two feet (2') deep, sixteen feet (16') in height, and eight feet (8') in width.</p> <p><i>Staff Comment:</i> Each modulation is a minimum of two feet (2') deep, eight feet (8') in width and travel from the floor to the roof.</p>
N/A	<p><b>Standard:</b> Buildings greater than one hundred sixty feet (160') in length shall provide a variety of modulations and articulations to reduce the apparent bulk and scale of the facade (illustration in District B, below); or provide an additional special feature such as a clock tower, courtyard, fountain, or public gathering area.</p> <p><i>Staff Comment:</i> Not applicable.</p>
<p><b>b. Ground-Level Details:</b></p> <p><b>Intent:</b> To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest.</p> <p><b>Guidelines:</b> The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.</p>	
✓	<p><b>Standard:</b> Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the facade's ground floor.</p> <p><i>Staff Comment:</i> The ground floor façade has general entry doors on two sides of the building, along the public street-facing east side of the property and along the west façade facing the parking lot. Human-scaled elements such as a lighting fixture and a metal gridded landscape wall for evergreen climbing vines and other landscape features would be provided along the facade's ground floor. Staff is recommending additional human-scaled elements, such as planter boxes (or large planter pots) near the building entrances as previously identified in the subsections 3.b. Pedestrian Amenities above.</p>
✓	<p><b>Standard:</b> On any façade visible to the public, transparent windows and/or doors are required to comprise at least 50 percent of the portion of the ground floor facade that is between 4 feet and 8 feet above ground (as measured on the true elevation).</p> <p><i>Staff Comment:</i> The south and east facing façade towards Rainier Ave S and Hardie Ave SW are visible to the public. The applicant has provided transparent windows and/or doors that comprise at least 50 percent of the portion of the ground floor that is between 4 and 8 feet above grade (58% along Rainier Ave S and 50% along Hardie Ave SW (by removing the portion of the building that is covered by a green wall)). Each of</p>

	<i>these primary façades consists primarily of glass aluminum storefront doors and windows at the main entry of the building.</i>
N/A	<p><b>Standard:</b> Upper portions of building facades shall have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be 50 percent.</p> <p><i>Staff Comment: Not applicable.</i></p>
N/A	<p><b>Standard:</b> Display windows shall be designed for frequent change of merchandise, rather than permanent displays.</p>
✓	<p><b>Standard:</b> Where windows or storefronts occur, they must principally contain clear glazing.</p> <p><i>Staff Comment: As described in the previous subsections, the front facing façades contain adequate amounts of glazing. Additional storefront material is wrapped around the front of the building for additional opportunities for glazing facing the parking lot (Exhibit 7).</i></p>
✓	<p><b>Standard:</b> Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.</p> <p><i>Staff Comment: The applicant has not indicated tinted or dark glass, highly reflective, or films to be used on the aluminum glass storefront façades. Further, the applicant states that clear glazing would be installed in storefront windows. Transparency is a key design element on the front of the building.</i></p>
✓	<p><b>Standard:</b> Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways are prohibited. A wall (including building facades and retaining walls) is considered a blank wall if:</p> <ul style="list-style-type: none"> <li>(a) It is a ground floor wall or portion of a ground floor wall over 6 feet in height, has a horizontal length greater than 15 feet, and does not include a window, door, building modulation or other architectural detailing; or</li> <li>(b) Any portion of a ground floor wall has a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.</li> </ul> <p><i>Staff Comment: Architectural detailing, modulation and articulation are used through all exterior portions of the building. With the addition of a green wall, it is staff's assessment that there are no untreated blank walls used within this project.</i></p>
✓	<p><b>Standard:</b> If blank walls are required or unavoidable, blank walls shall be treated with one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall;</li> <li>(b) Trellis or other vine supports with evergreen climbing vines;</li> <li>(c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard;</li> <li>(d) Artwork, such as bas-relief sculpture, mural, or similar; or</li> <li>(e) Seating area with special paving and seasonal planting.</li> </ul>

	<p><i>Staff Comment: Staff has assessed that there would be no blank walls. See discussion above in this subsection.</i></p>
<p><b>c. Building Roof Lines:</b></p> <p><b>Intent:</b> To ensure that roof forms provide distinctive profiles and interest consistent with an urban project and contribute to the visual continuity of the district.</p> <p><b>Guidelines:</b> Building roof lines shall be varied and include architectural elements to add visual interest to the building.</p>	
<p>✓</p>	<p><b>Standard:</b> Buildings shall use at least one of the following elements to create varied and interesting roof profiles:</p> <ul style="list-style-type: none"> <li>(a) Extended parapets;</li> <li>(b) Feature elements projecting above parapets;</li> <li>(c) Projected cornices;</li> <li>(d) Pitched or sloped roofs</li> <li>(e) Buildings containing predominantly residential uses shall have pitched roofs with a minimum slope of one to four (1:4) and shall have dormers or interesting roof forms that break up the massiveness of an uninterrupted sloping roof.</li> </ul> <p><i>Staff Comment: Extended parapets and pitched roof variations are shown on the elevations (Exhibit 7). The parapets extend vertically approximately five feet above the top of the wall plat.</i></p>
<p><b>d. Building Materials:</b></p> <p><b>Intent:</b> To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.</p> <p><b>Guidelines:</b> Building materials are an important and integral part of the architectural design of a building that is attractive and of high quality. Material variation shall be used to create visual appeal and eliminate monotony of facades. This shall occur on all facades in a consistent manner. High quality materials shall be used. If materials like concrete or block walls are used they shall be enhanced to create variation and enhance their visual appeal.</p>	
<p>✓</p>	<p><b>Standard:</b> All sides of buildings visible from a street, pathway, parking area, or open space shall be finished on all sides with the same building materials, detailing, and color scheme, or if different, with materials of the same quality.</p> <p><i>Staff Comment: The materials identified include using glass windows and vertical and horizontal metal siding for the building. The building elevations incorporate various shades of gray and red with yellow highlights throughout the canopies and dome.</i></p>
<p>✓</p>	<p><b>Standard:</b> All buildings shall use material variations such as colors, brick or metal banding, patterns or textural changes.</p> <p><i>Staff Comment: Metal banding, in various textures and patterns, and storefront windows contribute to the requirement to provide variations in building materials.</i></p>
<p>✓</p>	<p><b>Standard:</b> Materials, individually or in combination, shall have texture, pattern, and be detailed on all visible facades.</p> <p><i>Staff Comment: See discussion above in this subsection.</i></p>

✓	<p><b>Standard:</b> Materials shall be durable, high quality, and consistent with more traditional urban development, such as brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass and cast-in-place concrete.</p> <p><i>Staff Comment:</i> The materials are of durable, high quality materials consistent with low maintenance commercial development. Materials are discussed in the above sections.</p>
N/A	<p><b>Standard:</b> If concrete is used, walls shall be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture.</p>
N/A	<p><b>Standard:</b> If concrete block walls are used, they shall be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or shall incorporate other masonry materials.</p>
✓	<p><b>Standard:</b> All buildings shall use material variations such as colors, brick or metal banding, patterns, or textural changes.</p> <p><i>Staff Comment:</i> See discussion above in this subsection. The building design treatments and architectural elements provide material variations on all four façades.</p>
<p><b>6. SIGNAGE:</b> In addition to the City’s standard sign regulations, developments within Urban Design Districts C and D are also subject to the additional sign restrictions found in RMC 4-4-100G, urban design sign area regulations. Modifications to the standard requirements found in RMC 4-4-100G are possible for those proposals that can comply with the Design District criteria found in RMC 4-3-100F, Modification of Minimum Standards. For proposals unable to meet the modification criteria, a variance is required.</p>	
✓	<p><b>Standard:</b> Signage shall be an integral part of the design approach to the building.</p> <p><i>Staff Comment:</i> A basic sign package was included with the application materials. The corporate logos and signs appear to be appropriately sized for their location. The applicant will be required to submit a sign permit in compliance with the Signage standards outlined in Design District ‘D’. A sign permit would need to be reviewed and approved for any signs proposed.</p>
N/A	<p><b>Standard:</b> In mixed use and multi-use buildings, signage shall be coordinated with the overall building design.</p> <p><i>Staff Comment:</i> Not applicable.</p>
✓	<p><b>Standard:</b> Corporate logos and signs shall be sized appropriately for their location.</p> <p><i>Staff Comment:</i> See comment above.</p>
✓	<p><b>Standard:</b> Entry signs shall be limited to the name of the larger development.</p> <p><i>Staff Comment:</i> See comment above.</p>
✓	<p><b>Standard:</b> Alteration of trademarks notwithstanding, corporate signage should not be garish in color nor overly lit, although creative design, strong accent colors, and interesting surface materials and lighting techniques are encouraged.</p> <p><i>Staff Comment:</i> See comment above.</p>
✓	<p><b>Standard:</b> Front-lit, ground-mounted monument signs are the preferred type of freestanding sign.</p> <p><i>Staff Comment:</i> The applicant has identified a freestanding monument sign location. See discussion above in this subsection.</p>

✓	<p><b>Standard:</b> Blade type signs, proportional to the building facade on which they are mounted, are encouraged on pedestrian-oriented streets.</p> <p><i>Staff Comment:</i> See comment above.</p>
✓	<p><b>Standard:</b> All of the following are prohibited:</p> <ul style="list-style-type: none"> <li>a. Pole signs;</li> <li>b. Roof signs; and</li> <li>c. Back-lit signs with letters or graphics on a plastic sheet (can signs or illuminated cabinet signs). Exceptions: Back-lit logo signs less than ten (10) square feet are permitted as area signs with only the individual letters back-lit (see illustration, subsection G8 of this Section).</li> </ul> <p><i>Staff Comment:</i> See comment above.</p>
✓	<p><b>Standard:</b> Freestanding ground-related monument signs, with the exception of primary entry signs, shall be limited to five feet (5') above finished grade, including support structure.</p> <p><i>Staff Comment:</i> See comment above.</p>
✓	<p><b>Standard:</b> Freestanding signs shall include decorative landscaping (ground cover and/or shrubs) to provide seasonal interest in the area surrounding the sign. Alternately, signage may incorporate stone, brick, or other decorative materials as approved by the Director.</p> <p><i>Staff Comment:</i> See comment above.</p>
<p><b>6. LIGHTING:</b></p> <p><b>Intent:</b> To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night.</p> <p><b>Guidelines:</b> Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.</p>	
Compliant if condition of approval is met	<p><b>Standard:</b> Pedestrian-scale lighting shall be provided at primary and secondary building entrances. Examples include sconces on building facades, awnings with down-lighting and decorative street lighting.</p> <p><i>Staff Comment:</i> General lighting information was included in the site plan and building elevations. The site includes existing pole lights that would be removed and new pole-mounted flood lights to be installed throughout the parking lot. The building elevations include accent lighting, such as down lighting fixtures and up/down lighting fixtures. Staff recommends, as a condition of approval, the applicant be required to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties at the time of building permit review. The lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p>
✓	<p><b>Standard:</b> Accent lighting shall also be provided on building facades (such as sconces) and/or to illuminate other key elements of the site such as gateways, specimen trees, other significant landscaping, water features, and/or artwork.</p> <p><i>Staff Comment:</i> See comment above.</p>

✓	<p><b>Standard:</b> Downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075, Lighting, Exterior On-Site (i.e., signage, governmental flags, temporary holiday or decorative lighting, right-of-way-lighting, etc.).</p> <p><i>Staff Comment:</i> See comment above.</p>
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21. **Critical Areas:** Project sites which contain critical areas are required to comply with the Critical Areas Regulations (RMC 4-3-050). The applicant submitted a Geotechnical Engineering Study, Zipper Geo Associates, LLC (ZGA) dated January 25, 2016, identifying high seismic hazards. The site is underlain by loose to medium dense granular soils that are susceptible to liquefaction during a design earthquake (Exhibit 8). According to the geotechnical study, the development is feasible from a geotechnical engineering standpoint, despite post-liquefaction settlements on the order of 5 to 10 inches. Due to the liquefaction potential, ZGA Engineers recommend the proposed building be supported on augercast piles, stone columns or rammed aggregate piers. A SEPA mitigation measure requires the Project construction to comply with the recommendations found in the Geotechnical Engineering Study prepared by Zipper Geo Associates, LLC on January 25, 2016, or an updated geotechnical report approved by the Plan Reviewer at a later date.
22. **Site Plan Review:** Pursuant to RMC 4-9-200B, Site Plan Review is required for development in the CA zoning classification when it is not exempt from Environmental (SEPA) Review. Site Plan applications are evaluated for compliance with the specific requirements of the RMC 4-9-200E.3 the following table contains project elements intended to comply with Site Plan Review requests:

Compliance	Site Plan Criteria and Analysis
<i>Compliant if Conditions of Approval are Met</i>	<p><b>a. Comprehensive Plan Compliance and consistency.</b></p> <p><i>Staff Comment:</i> See previous discussion under FOF 18, Comprehensive Plan Analysis.</p>
<i>Compliant if Conditions of Approval are Met</i>	<p><b>b. Zoning Compliance and Consistency.</b></p> <p><i>Staff Comment:</i> See discussion under FOF 19, Zoning Development Standard Compliance.</p>
<i>Compliant if Conditions of Approval are Met</i>	<p><b>c. Design Regulation Compliance and Consistency.</b></p> <p><i>Staff Comment:</i> See discussion under FOF 20, Design District Review.</p>
N/A	<p><b>d. Planned action ordinance and Development agreement Compliance and Consistency.</b></p>
✓	<p><b>e. Off Site Impacts.</b></p> <p><b>Structures:</b> Restricting overscale structures and overconcentration of development on a particular portion of the site.</p> <p><i>Staff Comment:</i> See FOF 20, Design District Review: Building Character and Massing.</p> <p><b>Circulation:</b> Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties.</p> <p><i>Staff Comment:</i> Several pedestrian connection and linkages have been incorporated into the site plan (Exhibit 3). The pedestrian connections link the structure to the</p>

	<p><i>parking lot with a 5-foot wide concrete sidewalk, to Hardie Ave SW via a looped concrete sidewalk, and a full sidewalk along the south property line.</i></p> <p><b>Loading and Storage Areas:</b> Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables to minimize views from surrounding properties.</p> <p><i><u>Staff Comment:</u> The loading and refuse and recycling areas are screened with new and existing mature landscaping and designed to minimize views from the surrounding properties. The rooftop equipment is screen from pedestrian views via the parapet. See also FOF 19, Zoning Development Standard.</i></p> <p><b>Views:</b> Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features.</p> <p><i><u>Staff Comment:</u> There are views typical to the valley, but no large attractive natural features on or near the site for which to maintain visual accessibility. Therefore, the proposed height of the structure is appropriate for this situation. The applicant has proposed to limit the height of most of the proposed structure to about 18 feet which would mitigate view impacts from surrounding properties.</i></p> <p><b>Landscaping:</b> Using landscaping to provide transitions between development and surrounding properties to reduce noise and glare, maintain privacy, and generally enhance the appearance of the project.</p> <p><i><u>Staff Comment:</u> See discussion under FOF 19, Zoning Development Standard: Landscaping.</i></p> <p><b>Lighting:</b> Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness or glare to adjacent properties and streets.</p> <p><i><u>Staff Comment:</u> A detailed lighting plan was not provided with the application; therefore staff recommended that a lighting plan be provided at the time of building permit review (See Lighting discussion under FOF 20, Design Review: Lighting).</i></p>
<p>✓</p>	<p><b>f. On Site Impacts.</b></p> <p><b>Structure Placement:</b> Provisions for privacy and noise reduction by building placement, spacing and orientation.</p> <p><i><u>Staff Comment:</u> The project is located in an area of commercial uses. All the surrounding parcels are zoned Commercial Arterial (CA). Commercial/service uses are abutting/adjacent to the subject site in all directions.</i></p> <p><i>The proposed structure would be placed near the northwest corner of the site with orientation to the east and south. The proposed drive thru lane would be located along the western façade of the structure (Exhibit 3). The proposed structure and drive thru lanes are located as far from abutting properties as possible. The applicant is proposing a total of 24 surface parking stalls to the west and south of the structure. The building would meet all required setbacks from property lines with the exception of the two-foot front yard setback along Hardie Ave SW (allowed through the site plan review process).</i></p> <p><i>Service elements have been located away from the pedestrian oriented spaces in order to minimize their impact on the pedestrian environment. The proposed commercial use is anticipated to be compatible with future surrounding uses as permitted in the CA zone.</i></p>

	<p><b>Structure Scale:</b> Consideration of the scale of proposed structures in relation to natural characteristics, views and vistas, site amenities, sunlight, prevailing winds, and pedestrian and vehicle needs.</p> <p><i>Staff Comment:</i> The massing of the proposed restaurant is most prominently visible from Hardie Ave SW and Rainier Ave S. The scale and bulk of the building is reduced through the use of differing materials on the building facades, building articulation and modulation and differing roof profiles. The contemporary architecture includes: a large storefront window system along the eastern facade, angular lines, differing height parapets, and the red accent color highlighting and surrounding the entrances. Building materials include: vertical and horizontal ribbed metal siding, vertical flat metal siding, aluminum canopy fascia, and glass/aluminum storefront (Exhibit 7).</p> <p>The proposed building would have a footprint of 2,668 square feet on the 0.73 acre resulting in a building lot coverage of approximately 8.5 percent. The proposed building complies with the size and bulk requirements of the CA zone. The proposed building and courtyards are designed appropriately to allow adequate light and air circulation to the buildings and the site. The design of the structures would not result in excessive shading of the property. In addition, there is ample area surrounding the building to provide normal airflow.</p>
	<p><b>Natural Features:</b> Protection of the natural landscape by retaining existing vegetation and soils, using topography to reduce undue cutting and filling, and limiting impervious surfaces.</p> <p><i>Staff Comment:</i> The site contains 16 significant trees of which 2 are proposed for removal. Renton Municipal Code requires that 10 percent of the trees on site be retained. Of the 16 significant trees onsite, the applicant is proposing to retain 14 trees to meet the 10% tree retention requirement (Exhibit 4). The applicant would be required to comply with protection measures for retained trees as set forth in RMC 4-4-130H.8 during construction.</p> <p>Topographically, the site is relatively flat. A geotechnical report for the site was submitted. Information on the water table and soil permeability with recommendations of appropriate flow control BMP options were included. Structural fill for building and paved areas between 417 cubic yards and 833 cubic yards depending on moisture content of existing soil during excavation would be necessary in order to prepare the site for the proposed improvements. Following construction the site would have an impervious surface cover of approximately 70 percent (70%).</p>
	<p><b>Landscaping:</b> Use of landscaping to soften the appearance of parking areas, to provide shade and privacy where needed, to define and enhance open spaces, and generally to enhance the appearance of the project. Landscaping also includes the design and protection of planting areas so that they are less susceptible to damage from vehicles or pedestrian movements.</p> <p><i>Staff Comment:</i> The landscaping is used to provide a transition between the proposed development and Hardie Ave SW. Perimeter and interior planter islands would be retained, improved and incorporated into to the surface parking areas (Exhibit 5). The landscaping softens the appearance of the parking areas and generally enhances the appearance of the project if all conditions of approval are complied with. See also FOF 20, Zoning Development Standard: Landscaping.</p>
✓	g. Access

**Location and Consolidation:** Providing access points on side streets or frontage streets rather than directly onto arterial streets and consolidation of ingress and egress points on the site and, when feasible, with adjacent properties.

Staff Comment: *The building has two public street frontages, Rainier Ave S and Hardie Ave SW. The proposed development fronts Hardie Ave SW along the north portion of the east property line. Hardie Ave SW is classified as a Collector Arterial Road. Existing right of way (ROW) width is approximately 69 feet. To meet the City's complete street standards for collector arterial streets, minimum right-of-way width is 83 feet. Dedication of 7 feet of right-of-way would be required. However, the City's transportation group has determined and would support a lesser standard to match the established standard street section for Hardie Ave SW. The City established standard street section for Hardie Ave SW requires a two foot (2') ROW dedication and frontage improvements, which shall be installed by the developer as part of the proposed development. The dedication shall be submitted to the City, and completed, prior to building permit issuance. Frontage improvements shall extend from the north property line and tie in to the existing improved sidewalk at the intersection of Hardie Ave SW and Rainier Ave SW. Improvements are to include the installation of an 8-foot wide planting strip, and 8-foot sidewalk, street trees and street lighting. The applicant would need to formally submit an application to the City requesting a modification of the street frontage improvements as outlined in City code 4-9-250D and the property owner would be required to dedicate two feet (2') along Hardie Ave SW frontage.*

*The applicant submitted a Trip Generation, Distribution, Access/Circulation Review and TIF Traffic Letter prepared by Jake Traffic Engineering, Inc., dated January 12, 2016 (Exhibit 10). According to Traffic Engineering inspection, the seven existing Walmart site access points (primarily four used by the development) to the City street grid are projected to operate well. The site would generate 35 net new PM peak hour trips and is not expected to lower the levels of service of the surrounding intersections.*

*Two direct access points, one from the south and one from the west, would be provided from the four primary access points throughout the Walmart Shopping Center. No additional ingress or egress curb cuts are proposed from the site to the public street system.*

*The proposed development is expected to maintain the safety and efficiency of pedestrian and vehicle circulation on the site if all conditions of approval are complied with.*

**Internal Circulation:** Promoting safety and efficiency of the internal circulation system, including the location, design and dimensions of vehicular and pedestrian access points, drives, parking, turnarounds, walkways, bikeways, and emergency access ways.

Staff Comment: *Redevelopment of the site would improve vehicle circulation on the interior of the site. The site development would include 24 parking stalls (1 ADA accessible, 17 standard stalls and 6 compact stalls) within the surface lot, which comply with the parking requirements for the proposed use. The applicant has proposed a one-way looped circulation pattern through the center of the site with two-way connections at the entrances. The two-way drive isles have an aisle width of 24 feet and the one-way drive isles have an aisle width of 17 feet, which complies with the aisle width standards of the code. Internal pedestrian connections to the existing public sidewalk network and across the proposed drive aisles are proposed in order to provide*

	<p><i>safe and efficient pedestrian access throughout the site and to other abutting sites.</i></p> <p><b>Loading and Delivery:</b> Separating loading and delivery areas from parking and pedestrian areas.</p> <p><i>Staff Comment: There is one separate loading and delivery area located on the north side of the building away from parking and pedestrian areas.</i></p> <p><b>Transit and Bicycles:</b> Providing transit, carpools and bicycle facilities and access.</p> <p><i>Staff Comment: Per RMC 4-4-080F.11.a bicycle parking spaces are required at 10% of the number of required off-street parking spaces. The site plan includes a bike rack in the main entry courtyard that would accommodate locked parking for up to two (2) bicycles. The proposal complies with minimum bicycle parking requirements of the zone.</i></p> <p><b>Pedestrians:</b> Providing safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties.</p> <p><i>Staff Comment: See FOF 20, Design District Compliance.</i></p>
✓	<p><b>h. Open Space:</b> Incorporating open spaces to serve as distinctive project focal points and to provide adequate areas for passive and active recreation by the occupants/users of the site.</p> <p><i>Staff Comment: The proposed courtyards serve as a project focal point and provide adequate area and space for social interaction, roughly 785 square feet, as well as passive and active recreation for the patrons of the restaurant.</i></p>
✓	<p><b>i. Views and Public Access:</b> When possible, providing view corridors to shorelines and Mt. Rainier, and incorporating public access to shorelines</p> <p><i>Staff Comment: The proposed structure would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable to the proposal.</i></p>
✓	<p><b>j. Natural Systems:</b> Arranging project elements to protect existing natural systems where applicable.</p> <p><i>Staff Comment: There are no natural systems located on site with the exception of drainage flows. See Drainage discussion below.</i></p>
✓	<p><b>k. Services and Infrastructure:</b> Making available public services and facilities to accommodate the proposed use:</p> <p><b>Police and Fire.</b></p> <p><i>Staff Comment: Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development; if the applicant provides Code required improvements and fees. The Current Fire Impact Fee is assessed, based on \$1.84 per square foot would be applicable to the proposal.</i></p> <p><b>Water and Sewer.</b></p> <p><i>Staff Comment: The project proposes to connect the domestic and irrigation water service lines into the existing 12 inch water main located Hardie Ave SW. The sizing of the domestic water meter would be done in accordance with the Uniform Plumbing Code water meter sizing criteria. Water service sizes were not noted on the utility plans submitted with the Land Use Application.</i></p> <p><i>A backflow prevention assembly RPBA (reduced pressure backflow assembly) inside an</i></p>

above ground enclosure ("hot box") per City standard plan no 350.2 would be required and a double check valve assembly (DCVA) is required for the proposed irrigation water meter. Final determination of applicable water service fees are based on the size of the water services.

There is an 8-inch sanitary sewer main in Hardie Ave SW, which terminates approximately 450 feet north of the subject property line. As part of a separate project, the owner is extending the 8-inch sewer main from its current termination point to approximately 5 feet south of the north property line of the proposed project. The proposed project would connect to the new sewer extension via new sanitary sewer stubs. A 1500 gallon grease interceptor is required to be installed as part of the development.

Details and sizing of the grease interceptor will be required to be submitted with the construction permit application. Final determination of applicable sanitary sewer service fees are based on the size of the domestic water service and would be made after the water meter sizes have been provided.

#### **Drainage.**

Staff Comment: A Technical Information Report prepared by Nick Bossoff Engineering (NBE), Inc. (dated February 8, 2016; Exhibit 9) was submitted with the application. No downstream flooding or erosion issues were identified in the drainage report. Based on the City of Renton's flow control map, this site falls within the Peak Rate Flow Control Duration Standard for Existing Conditions. The development would be subject to Full Drainage Review in accordance with the 2009 King County Surface Water Design Manual (KCSWDM) and the City of Renton Amendments to the KCSWDM, Chapters 1 and 2. All core requirements and five of the six special requirements have been discussed in the provided drainage report.

As outlined in the drainage report, runoff from the existing site includes an asphalt parking lot with perimeter and island landscaping and concrete sidewalks. Drainage is collected on the property in a single catch basin and conveyed in a 12 inch concrete pipe and into a biofiltration swale at the northwest corner of the retail center that is part of a private system located on the existing Walmart site before it discharges to the 60 inch public storm main flowing west in SW 7th Street and eventually into the Black River. Runoff from the roof would be collected and conveyed separately from the remainder of the site. The runoff from the remainder of the site would be collected into a Filterra treatment facility because the commercial development creates more than 5,000 square feet of pollution-generating impervious surface (PGIS). The Contech Filterra would be located at the low-point in the parking lot and would drain to a new catchbasin installed on an existing storm pipe. The existing storm pipe that crosses through the property would be maintained and reused to convey site discharge.

The conveyance and water quality systems must be designed in accordance with the KCSWDM and the City of Renton Amendments to the manual that is current at the time of utility construction permit application.

Filterra units require a Drainage Adjustment in compliance with the Blanket Adjustment Americast Filterra Memo, dated June 26, 2014, prior to utility construction permit issuance in order to mitigate for water quality treatment and/or oil control requirements. A copy of the adjustment would be required in the final TIR.

In addition, a Drainage Facility Covenant for inspection and maintenance of the Filterra treatment facility would be required to be submitted with the construction permit

	<p>application and must include a site plan showing the location of the treatment facility in accordance with the adjustment. The applicant would need to provide details to demonstrate how all parking lot surface water will be directed to the Filterra system. Additional catch basins and drainage pipes may be required. Any catch basins, located within the parking lot, that are not directed to the Filterra system (i.e. the catch basin collecting only roof run off) must be fitted with a solid round locking lid to prevent parking lot surface water from bypassing the Filterra system.</p> <p>A surface water development fee of \$0.594 per square foot of new impervious surface applies to the development. The project proposes the addition of 4,935 square feet of new impervious surface. The estimated total fee is \$2,931.39. This is subject to final design and payable prior to issuance of the utility construction permit.</p>
	<p><b>Transportation.</b></p> <p><i>Staff Comment:</i> Access to the site would continue to be provided internally from the Walmart Shopping Center. The applicant submitted a Trip Generation, Distribution, Access/Circulation Review and TIF Traffic Letter prepared by Jake Traffic Engineering, Inc., dated January 12, 2016 (Exhibit 10). According to Traffic Engineering inspection, the seven existing Walmart site access points (primarily four used by the development) to the City street grid are projected to operate well. The only traffic movement that experiences significant delay is the existing accesses onto SW Grady Way via the southbound left turn lane. No Sonic Drive-in Restaurant site customers are projected to make this movement; reportedly it is easier to turn right onto Rainier Ave S at the existing access near the site.</p> <p>The site generated traffic volumes were calculated using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, (2009). Based on the calculations provided, the proposed development would average 800 net new daily (weekday) vehicle trips, accounting for pass by trips. Additionally, the site includes internal connectivity to other commercial facilities; therefore, 20% of the site traffic would be shared. As discussed in the analysis presented in the traffic report, the site would generate 35 net new PM peak hour trips. As detailed in the report, the proposed project is not expected to lower the levels of service of the surrounding intersections included in the traffic study.</p> <p>It is also anticipated that the proposed project would result in impacts to the City's street system. In order to mitigate transportation impacts, the applicant would be required to meet code-required frontage improvements, City of Renton's transportation concurrency requirements (Exhibit 15) based upon a test of the citywide Transportation Plan and pay appropriate Transportation Impact Fees. The fee, as determined by the Renton Municipal Code at the time of building permit issuance, shall be payable to the City.</p>
<p>N/A</p>	<p>I. <b>Phasing:</b> The applicant is not requesting any additional phasing.</p>

23. **Modification Analysis:** The applicant is requesting a modification from RMC 4-8-080F.10.d in order to allow more than the maximum of number of parking spaces. The proposal is compliant with the following modification criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff is recommending approval of the requested modification, subject to conditions as noted below:

Compliance	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 Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.</p> <p><i>Staff Comment: The applicant contends that the main entry to the building faces Hardie Ave SW and the requested additional parking does not physically or visually interrupt the main entry pedestrian access from Hardie Ave SW.</i></p> <p><i>Staff recommends approval of the parking modification for the restaurant and car canopy covered drive-in hop as it is consistent with the Site Plan and the decision criteria if all conditions of approval are complied with. See also FOF 16, Comprehensive Plan Analysis.</i></p>
✓	<p>b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p> <p><i>Staff Comment: The applicant contends the project has been designed to meet vehicular safety and function requirements. The applicant has indicated that the landscape design exceeds the minimum standards of the code and mitigates the appearance of additional parking. The applicant states that environmental protection and maintainability is provided for by onsite stormwater quality control of which the onsite water quality control discharge would exit to the existing Walmart system through a series of pipes, junction structures, and a vegetated bio-filtration swale that does not show any obvious signs of insufficient capacity or stability problems before eventually discharges to the Black River, a tributary of the Duwamish River.</i></p> <p><i>Staff concurs that the proposed modification would meet the objectives of function and maintainability intended by the code requirements.</i></p>
✓	<p>c. Will not be injurious to other property(ies) in the vicinity.</p> <p><i>Staff Comment: The applicant contends that the proposed parking is located behind the proposed building and shielded from Hardie Ave SW and by landscaping. The applicant further states that the additional parking area would ensure overflow parking does not impact the neighbors.</i></p> <p><i>Staff concurs with the applicant that no additional impact would be caused by the approval of the proposed modification to reduce the number of existing parking stalls from 64 to 24 stalls or exceed the number of parking stalls required for the new structure. The additional 16 spaces would allow customers the ability to park onsite and eat in their vehicle using the Sonic branded car hop service or eat inside the dining area.</i></p>
✓	<p>d. Conforms to the intent and purpose of the Code.</p> <p><i>Staff Comment: See comments under criterion 'b'.</i></p>
✓	<p>e. Can be shown to be justified and required for the use and situation intended; and</p> <p><i>Staff Comment: See comments under criterion 'b' and 'c'.</i></p>
✓	<p>f. Will not create adverse impacts to other property(ies) in the vicinity.</p> <p><i>Staff Comment: See comments under criterion 'c'.</i></p>

**I. CONCLUSIONS:**

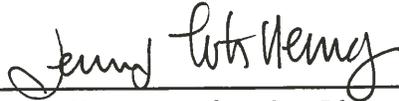
1. The subject site is located in the Commercial & Mixed Use (CMU) Comprehensive Plan designation and complies with the goals and policies established with this designation, see FOF 5 and FOF 18.
2. The subject site is located in the Commercial Arterial (CA) zoning designation and complies with the zoning and development standards established with this designation provided the applicant complies with City Code and conditions of approval, see FOF 6 and FOF 19.
3. The proposed Site Plan complies with Design District D provided the applicant complies with City Code and conditions of approval, see FOF 20.
4. The proposed Site Plan complies with the Critical Areas Regulations provided the applicant complies with City Code, mitigation and conditions of approval, see FOF 21.
5. The proposed Site Plan complies with the street standards as established by City Code, provided the project complies with all advisory notes and conditions of approval, see FOF 22.
6. There are adequate public services and facilities to accommodate the proposed Site Plan, see FOF 22.
7. Staff does not anticipate any adverse impacts on surrounding properties and uses as long as the conditions of approval are complied with, see FOF 19.
8. Adequate parking for the proposed use has been provided, see FOF 19.
9. The proposed courtyards serve as a project focal point and provide adequate area and space for social interaction, as well as passive and active recreation for the patrons of the restaurant, see FOF 22.
10. The proposal is compliant with 6 of the 6 criteria for a parking modification approval, see FOF 23.

**J. DECISION:**

The Site Plan and Parking Modification for Sonic Drive-in Restaurant, File No. LUA16-000229, ECF, SA-A, MOD, as depicted in Exhibit 3, is approved and is subject to the following conditions:

1. The applicant shall comply with the mitigation measure issued as part of the Determination of Nonsignificance-Mitigated, dated August 1, 2016.
2. The applicant shall be required to submit a revised detailed landscape plan compliant with RMC 4-8-120D.12 to the Current Planning Project Manager prior to construction. The revised landscape plan shall add the following:
  - a. A minimum of four (4) onsite screening trees, in addition to the shrubs located in the landscape area, in front of the buildings east elevation.
  - b. A minimum of three (3) onsite planter boxes (or large planter pots) near the building entrances.
3. The applicant shall provide a lighting plan which complies with the Design District standards. The lighting plan shall adequately provide for public safety without casting excessive glare on adjacent properties at the time of building permit review. The lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
4. The property owner shall be required apply for a modification to dedicate two feet (2') along Hardie Ave SW frontage instead of the required 7 feet. The dedication shall be submitted to the City, and completed, prior to building permit issuance.

**DATE OF DECISION ON LAND USE ACTION:  
SIGNATURE:**



**Jennifer Henning, Planning Director**

8/5/2016

**Date**

**TRANSMITTED this 5th day of August, 2016 to the Owner/Applicant/Contact:**

**Owner:**  
Bonnell Family, LLC,  
P.O. Box 52946,  
Bellevue, WA 98015

**Applicant:**  
Don Morris, Cascade Development  
Group, LLC, P.O. Box 4584,  
Rollingbay, WA 98061

**Contact:**  
Michael Shreve, PB Architects,  
5506 6th Ave S,  
Seattle, WA 98108

**TRANSMITTED this 5th day of August, 2016 to the Parties of Record:**

**Name and address**  
Joe Morian  
2215 Candleglow St,  
Castle Rock, CO 80109

**TRANSMITTED this 5th day of August, 2016 to the following:**

Chip Vincent, CED Administrator  
Brianna Bannwarth, Development Engineering Manager  
Steve Triplett, 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 August 19, 2016. 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 Site Development Plan Review decision will expire two (2) years from the date of decision. A single two (2) year extension may be requested pursuant to RMC 4-9-200.

**EXPIRATION:** The Modification decision will expire two (2) years from the date of decision. A single one (1) year extension may be requested pursuant to RMC 4-9-250.

**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.



**CITY OF RENTON**  
DEPARTMENT OF COMMUNITY AND ECONOMIC DEVELOPMENT  
ADMINISTRATIVE REPORT  
**EXHIBITS**

<b>Project Name:</b> Sonic Drive-in Restaurant		<b>Project Number:</b> LUA16-000229, ECF, SA-A, MOD	
<b>Date of Meeting</b> August 5, 2016	<b>Staff Contact</b> Clark H. Close Senior Planner	<b>Project Applicant</b> Don Morris, Cascade Development Group, LLC, P.O. Box 4584, Rollingbay, WA 98061	<b>Project Location</b> 735 Hardie Ave SW, Renton, WA 98057

**Exhibits:**

- Exhibit 1 ERC Report
- Exhibit 2 Neighborhood Detail Map
- Exhibit 3 Site Plan
- Exhibit 4 Tree Inventory and Protection Plan (L1.00)
- Exhibit 5 Landscape Plans (L1.01, L1.02)
- Exhibit 6 Floor Plan (A1.01)
- Exhibit 7 Elevations (A3.01, A3.02)
- Exhibit 8 Geotechnical Engineering Study prepared by Zipper Geo Associates, LLC (dated January 25, 2016)
- Exhibit 9 Technical Information Report prepared by Nick Bossoff Engineering (NBE), Inc. (dated February 8, 2016)
- Exhibit 10 Trip Generation, Distribution, Access/Circulation Review and TIF Traffic Letter prepared by Jake Traffic Engineering, Inc. (dated January 12, 2016)
- Exhibit 11 Tree Memorandum prepared by HBB Landscape Architecture (dated May 12, 2015)
- Exhibit 12 Construction Mitigation Description
- Exhibit 13 Advisory Notes to Applicant
- Exhibit 14 Administrative Report
- Exhibit 15 Traffic Concurrency Test – Sonic Drive-In Restaurant
- Exhibit 16 Environmental “SEPA” Determination, ERC Mitigation Measures and Advisory Notes

**M E M O R A N D U M**

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**DATE:** April 25, 2016

**TO:** Clark Close, Senior Planner

**FROM:** Brianne Bannwarth, Development Engineering Manager *BB*

**SUBJECT:** **Traffic Concurrency Test – Sonic Drive-In Restaurant;  
File No. LUA16-000229**

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The applicant is requesting Administrative Site Plan Review, Environmental (SEPA) Review and a parking modification for the construction of a new Sonic Drive-in Restaurant with associated drive-thru, canopy covered drive-in hop stalls, parking, landscaping, and infrastructure improvements. The proposed one-story building would be approximately 2,668 square feet in size. The site is located at 735 Hardie Ave SW at the intersection of Rainier Ave S and Hardie Ave SW within the Walmart parking lot. The site contains perimeter and internal landscaping with 16 trees and 64 surface parking stalls. The 0.73 acre site is within the Commercial & Mixed Use (CMU) land use designation and the Commercial Arterial (CA) zoning classification. Access to the site would continue to be provided internally from the Walmart Shopping Center. Per RMC 4-4-080 a maximum of 13 stalls are allowed onsite, thus the applicant is requesting a parking modification in order to exceed the number of parking spaces allowed onsite.

The proposed development would generate approximately 640 net new average weekday daily trips. During the weekday AM peak hour, the project would generate approximately 50 net new trips (26 inbound and 24 outbound). During the weekday PM peak hour, the project would generate approximately 35 net new trips (18 inbound and 17 outbound). The proposed project passes the City of Renton Traffic Concurrency Test per RMC 4-6-070.D as follows:

Traffic Concurrency Test Criteria	Pass
Implementation of citywide Transportation Plan	Yes
Within allowed growth levels	Yes
Project subject to transportation mitigation or impact fees	Yes
Site specific street improvements to be completed by project	Yes
<b>Traffic Concurrency Test Passes</b>	

**Evaluation of Test Criteria**

Implementation of citywide Transportation Plan: As shown on the attached citywide traffic concurrency summary, the city’s investment in completion of the forecast traffic improvements are at 130% of the scheduled expenditure through 2016.

Within allowed growth levels: As shown on the attached citywide traffic concurrency summary, the calculated citywide trip capacity for concurrency with the city adopted model for 2016 is 80,228 trips, which provides sufficient capacity to accommodate the 640 additional trips from this project. A resulting 79,588 trips are remaining.

Project subject to transportation mitigation or impact fees: The project will be subject to transportation impact fees at time of building permit for each new building.

Site specific street improvements to be completed by project: The project will be required to complete all internal and frontage street improvements for the building prior to occupancy. Any additional off-site improvements identified through SEPA or land use approval will also be completed prior to final occupancy.

**Background Information on Traffic Concurrency Test for Renton**

The City of Renton Traffic Concurrency requirements for proposed development projects are covered under Renton Municipal Code (RMC) 4-6-070. The specific concurrency test requirement is covered in RMC 4-6-070.D, which is listed for reference:

***D. CONCURRENCY REVIEW PROCESS:***

***1. Test Required:*** A concurrency test shall be conducted by the Department for each nonexempt development activity. The concurrency test shall determine consistency with the adopted Citywide Level of Service Index and Concurrency Management System established in the Transportation Element of the Renton Comprehensive Plan, according

*to rules and procedures established by the Department. The Department shall issue an initial concurrency test result describing the outcome of the concurrency test.*

**2. Written Finding Required:** *Prior to approval of any nonexempt development activity permit application, a written finding of concurrency shall be made by the City as part of the development permit approval. The finding of concurrency shall be made by the decision maker with the authority to approve the accompanying development permits required for a development activity. A written finding of concurrency shall apply only to the specific land uses, densities, intensities, and development project described in the application and development permit.*

**3. Failure of Test:** *If no reconsideration is requested, or if upon reconsideration a project fails the concurrency test, the project application shall be denied by the decision maker with the authority to approve the accompanying development activity permit application.*

The Concurrency Management System established in the Transportation Element on page XI-65 of the Comprehensive Plan states the following:

*Based upon the test of the citywide Transportation Plan, consideration of growth levels included in the LOS-tested Transportation Plan, payment of a Transportation Mitigation Fee, and an application of site specific mitigation, development will have met City of Renton concurrency requirements.*

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

**PROJECT NUMBER:** LUA16-000229, ECF, SA-A, MOD

**APPLICANT:** Don Morris, Cascade Development Group, LLC, P.O. Box 4584,  
Rollingbay, WA 98061

**PROJECT NAME:** Sonic Drive-in Restaurant

**PROJECT DESCRIPTION:** The applicant is requesting Administrative Site Plan Review, Environmental (SEPA) Review and a parking modification for the construction of a new Sonic Drive-in Restaurant with associated drive-thru, canopy covered drive-in hop stalls, parking, landscaping, and infrastructure improvements. The proposed one-story building would be approximately 2,668 square feet in size. The site is located at 735 Hardie Ave SW at the intersection of Rainier Ave S and Hardie Ave SW. The site contains perimeter and internal landscaping with 16 significant trees and 64 surface parking stalls. The 0.73 acre site is within the Commercial & Mixed Use (CMU) land use designation and the Commercial Arterial (CA) zoning classification. Access to the site would continue to be provided internally from the Walmart Shopping Center. The proposal includes retention of 14 trees and a reduction to the existing parking stalls from 64 to 24 parking spaces. Per RMC 4-4-080 a maximum of 13 stalls are allowed onsite, thus the applicant is requesting a parking modification in order to exceed the number of parking spaces allowed onsite. The site contains high seismic hazards.

**PROJECT LOCATION:** 735 Hardie Ave SW, Renton, WA 98057

**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). Conditions were imposed as mitigation measures by the Environmental Review Committee under their authority of Section 4-9-070D Renton Municipal Code. These conditions are necessary to mitigate environmental impacts identified during the environmental review process. 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 August 19, 2016.** 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.

**PUBLICATION DATE:** AUGUST 5, 2016

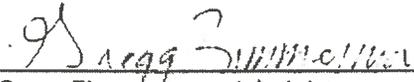
DEPARTMENT OF COMMUNITY  
AND ECONOMIC DEVELOPMENT



DATE OF DECISION:

AUGUST 1, 2016

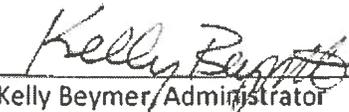
SIGNATURES:

  
\_\_\_\_\_  
Gregg Zimmerman, Administrator  
Public Works Department

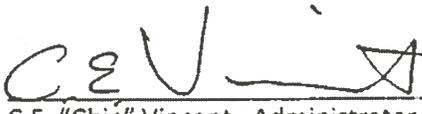
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Mark Peterson, Administrator  
Fire & Emergency Services

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Kelly Beymer, Administrator  
Community Services Department

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

8/1/16  
\_\_\_\_\_  
Date



## DETERMINATION OF NON-SIGNIFICANCE-MITIGATED (DNSM) MITIGATION MEASURES AND ADVISORY NOTES

**PROJECT NUMBER:** LUA16-000229, ECF, SA-A, MOD

**APPLICANT:** Don Morris, Cascade Development Group, LLC, P.O. Box 4584, Rollingbay, WA 98061

**PROJECT NAME:** Sonic Drive-in Restaurant

**PROJECT DESCRIPTION:** The applicant is requesting Administrative Site Plan Review, Environmental (SEPA) Review and a parking modification for the construction of a new Sonic Drive-in Restaurant with associated drive-thru, canopy covered drive-in hop stalls, parking, landscaping, and infrastructure improvements. The proposed one-story building would be approximately 2,668 square feet in size. The site is located at 735 Hardie Ave SW at the intersection of Rainier Ave S and Hardie Ave SW. The site contains perimeter and internal landscaping with 16 significant trees and 64 surface parking stalls. The 0.73 acre site is within the Commercial & Mixed Use (CMU) land use designation and the Commercial Arterial (CA) zoning classification. Access to the site would continue to be provided internally from the Walmart Shopping Center. The proposal includes retention of 14 trees and a reduction to the existing parking stalls from 64 to 24 parking spaces. Per RMC 4-4-080 a maximum of 13 stalls are allowed onsite, thus the applicant is requesting a parking modification in order to exceed the number of parking spaces allowed onsite. The site contains high seismic hazards.

**PROJECT LOCATION:** 735 Hardie Ave SW, Renton, WA 98057

**LEAD AGENCY:** The City of Renton  
Department of Community & Economic Development  
Planning Division

### MITIGATION MEASURES:

1. Project construction shall be required to comply with the recommendations found in the Geotechnical Engineering Study prepared by Zipper Geo Associates, LLC on January 25, 2016, or an updated geotechnical report approved by the Plan Reviewer at a later date.

### ADVISORY NOTES:

The following notes are supplemental information provided in conjunction with the administrative land use action. *Because these notes are provided as information only, they are not subject to the appeal process for the land use actions.*

PLAN - Planning Review - Land Use      Version 1 | May 31, 2016

Transportation Engineering Review Comments Contact: Brianne Bannwarth | 425-430-7299 |

Recommendations: Traffic Concurrency Test has found that the City system has sufficient capacity for the additional trips created by this project.

**Engineering Review Comments Contact: Ann Fowler | 425-430-7382 | afowler@rentonwa.gov**

Recommendations: I have reviewed the application for the Sonic Drive In Restaurant at 735 Hardie Ave SW (APN('s) 1923059104) and have the following comments:

**EXISTING CONDITIONS**

**Water** Water service is provided by the City of Renton.

**Sewer** Wastewater service is provided by the City of Renton.

**Storm** There are stormwater mains located in the existing parking lot connected to a private stormwater system which drains to the existing stormwater facilities for the Wal Mart located adjacent to the site.

**CODE REQUIREMENTS**

**WATER**

1. The project proposes to connect the domestic and irrigation water service lines into the existing 12 inch water main located Hardie Ave SW.

**Staff Comments:**

- i. The sizing of the domestic water meter shall be done in accordance with the Uniform Plumbing Code water meter sizing criteria. Water service sizes were not noted on the utility plans submitted with the Land Use Application.
- ii. A backflow prevention assembly RPBA (reduced pressure backflow assembly) inside an above ground enclosure ("hot box") per City standard plan no 350.2 will be required.
- iii. A double check valve assembly (DCVA) is required for the proposed irrigation water meter.
- iv. Final determination of applicable water service fees are based on the size of the water services and will be made after the water meter sizes have been provided.

**SEWER**

1. There is an 8 inch sanitary sewer main in Hardie Ave SW, which terminates approximately 450 feet north of the subject property line. As part of a separate project, the owner is extending the 8 inch sewer main from its current termination point to approximately 5 feet south of the north property line of the proposed project. The proposed project will connect to the new sewer extension via new sanitary sewer stubs.

2. A 1500 gallon grease interceptor is required to be installed as part of the development.

**Staff Comments:**

- i. Details and sizing of the grease interceptor will be required to be submitted with the construction permit application.
- ii. Final determination of applicable sanitary sewer service fees are based on the size of the domestic water service and will be made after the water meter sizes have been provided.

**SURFACE WATER**

1. A surface water development fee of \$0.594 per square foot of new impervious surface applies to the development. The project proposes the addition of 4,935 square feet of new impervious surface. The estimated total fee is \$2,931.39. This is subject to final design and payable prior to issuance of the utility construction permit.

2. A drainage report, dated February 8, 2016, was submitted by Nick Bossoff Engineering, Inc. with the site plan application. Based on the City of Renton's flow control map, this site falls within the Peak Rate Flow Control Duration Standard for Existing Conditions. The development is subject to Full Drainage Review in accordance with the 2009 King County Surface Water Design Manual (KCSWDM) and the City of Renton Amendments to the KCSWDM. All core requirements and five of the six special requirements have been discussed in the provided drainage report.

**Staff Comments:**

- i. The drainage report shall be prepared in accordance with Section 2 of the City Amendments to the 2009 KCSWDM.
  - ii. All references to the 2009 KCSWDM shall reference the City Amendments to the 2009 KCSWDM, including page numbers.
  - iii. Applicant shall include discussion of core requirement #6 in the final drainage report. CR #6 relates to the aquifer protection area, which is not applicable to this site, but it should be noted as such in the report.
3. Runoff from the existing site includes an asphalt parking lot with perimeter and island landscaping

and concrete sidewalks. Drainage is collected on the property in a single catch basin and conveyed in a 12 inch concrete pipe and into a biofiltration swale at the northwest corner of the retail center that is part of a private system located on the existing Walmart site before it discharges to the 60 inch public storm main flowing west in SW 7th Street and eventually into the Black River.

**Engineering Review Comments Contact: Ann Fowler | 425-430-7382 | afowler@rentonwa.gov**

4. A geotechnical report, dated January 25, 2016, completed by Zipper Geo Associates, LLC for the site has been provided. The report discusses the soil and groundwater characteristics of the site and provides recommendations for project design and construction. Geotechnical recommendations presented in this report shall be referenced during utility construction and site grading.

5. The development is required to provide enhanced water quality treatment prior to discharge. Project water quality treatment will consist of conveyance of parking lot surfacewater to a Contech Filterra system prior to connection to the existing 12 inch stormwater main located in the existing parking lot.

**Staff Comments:**

i. The conveyance and water quality systems shall be designed in accordance with the KCSWDM and the City of Renton Amendments to the manual that is current at the time of utility construction permit application.

ii. Filterra units require a Drainage Adjustment in order to be used. Applicant shall demonstrate compliance with the Blanket Adjustment Americast Filterra Memo, dated June 26, 2014 (Exhibit 10), prior to utility construction permit issuance in order to provide water quality treatment using the proposed Filterra unit.

iii. Design of the Filterra Bioretention System shall be in accordance with the Blanket Adjustment, noted above, issued by the City allowing the use of Filterra Systems to mitigate for water quality treatment and/or oil control requirements. A copy of the adjustment shall be included in the final TIR.

iv. A Drainage Facility Covenant for inspection and maintenance of the Filterra treatment facility is required to be submitted with the construction permit application and shall include a site plan showing the location of the treatment facility in accordance with the adjustment.

v. Applicant will need to provide details to demonstrate how all parking lot surfacewater will be directed to the Filterra system. Additional catch basins and drainage pipes may be required.

vi. All catch basins in the parking that are not directed to the Filterra system (i.e. the catch basin collecting only roof run off) shall be fitted with a solid round locking lid to prevent parking lot surface water from bypassing the Filterra system.

6. No downstream flooding or erosion issues were identified in the drainage report.

**TRANSPORTATION**

1. The proposed development fronts Hardie Ave SW along the north portion of the east property line. Hardie Ave SW is classified as a Collector Arterial Road. Existing right of way (ROW) width is approximately 69 feet. To meet the City's complete street standards for collector arterial streets, minimum right of way width is 83 feet. Dedication of 7 feet of right of way would be required. However, the City's transportation group has determined and will support a lesser standard to match the established standard street section for Hardie Ave SW. The City established standard street section for Hardie Ave SW requires 2 feet of ROW dedication and frontage improvements, which shall be installed by the developer as part of the proposed development. Frontage improvements shall extend from the north property line and tie in to the existing improved sidewalk at the intersection of Hardie Ave SW and Rainier Ave SW. Improvements are to include the installation of an 8 foot planting strip, 8 foot sidewalk, street trees and street lighting.

**Staff Comments:**

i. Applicant will need to submit an application to the City requesting a modification of the street frontage improvements as outlined in City code 4 9 250C5d.

2. The proposed development fronts Rainier Ave S along the south portion of the east property line. Rainier Ave S is classified as a Principal Arterial Road. No additional ROW dedication will be required along Rainier Ave S and existing frontage improvements are acceptable.

3. The proposed development fronts an internal private drive way into the existing Walmart parking lot entrance along the south and west property lines. Applicant shall install accessible pedestrian ramps as needed where new driveways are to be installed as part of the development. The existing ADA ramp at the southwest corner of the property is to be removed and replaced.

**Staff Comments:**

i. All new and replaced ADA ramps shall be installed in accordance with current ADA standards.

4. Street lighting and street trees are required to meet current city standards. Lighting plans were not submitted with the land use application and will be reviewed during the construction utility permit review.

5. Refer to City code 4 4 080G regarding parking lot installation standards. Provide pavement details and section cuts as part of the construction permit application submittal for review.

6. A traffic analysis dated January 12, 2016, was provided by Jake Traffic Engineering, Inc. (TJE). The site generated traffic volumes were calculated using data from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, (2009). Based on the calculations provided, the proposed development would average 800 new daily vehicle trips, accounting for pass by trips. Additionally, the site includes internal connectivity to other commercial facilities; therefore, based on Tables 7.1 and 7.2 of the ITE Trip Generation Handbook, 2nd Edition, 2004, 20% of the site traffic would be shared. As discussed in the analysis presented in the report, the site would

generate 35 new PM peak hour trips, accounting for pass by and shared trips. As detailed in the report the proposed project is not expected to lower the levels of service of the surrounding intersections included in the traffic study. Increased traffic created by the development will be mitigated by payment of transportation impact fees.

Staff Comments:

i. The report shows the AM peak hour rates for the development are higher than the PM peak hour rates. The report discounts this increase as the AM peak hour Wal Mart traffic would be significantly less during this time. However, the reduction in Wal Mart traffic during the AM peak hour would provide the development with less internal capture, rather than a decrease in the net AM peak hour trips. If the project site will be open during the AM peak hours, applicant shall provide further discussion around the AM peak hour trips associated with the development, including displaying the total site distributed traffic in graphic format.

7. Payment of the transportation impact fee is applicable on the construction of the development at the time of application for the building permit. The impact fee calculated by the applicant is not correct. By utilizing the internal connectivity, the impact fee rate is calculated per trip rather than the standard square foot calculation for a fast food restaurant. Traffic impact fees will be calculated and owed at the time of building permit issuance. Fees are subject to change. The transportation impact fee that is current at the time of building permit application will be levied.

8. Paving and trench restoration shall comply with the City's Trench Restoration and Overlay Requirements.

#### GENERAL COMMENTS

1. Adequate separation between utilities shall be provided in accordance with code requirements.

a. 7 ft minimum horizontal and 1 ft vertical separation between storm and other utilities is required with the exception of water lines which require 10 ft horizontal and 1.5 ft vertical.

2. All construction utility permits for drainage and street improvements will require separate plan submittals. All utility plans shall confirm to the Renton Drafting Standards. A licensed Civil Engineer shall prepare the civil plans.

3. A landscaping plan shall be included with the civil plan submittal. Each plan shall be on separate sheets.

4. All electrical, phone, and cable services and lines serving the proposed development must be underground. The construction of these franchise utilities must be inspected and approved by a City of Renton inspector.

**Technical Services Comments** Contact: Amanda Askren | 425-430-7369 | aaskren@rentonwa.gov  
Legal description included as Exhibit "A" of application does not match the title report provided. The recording number of the Lot Line Adjustment is missing.

**Planning Review Comments** Contact: Clark Close | 425-430-7289 | cclose@rentonwa.gov

Project placed on hold on April 25, 2016. See on hold letter.

**Police Plan Review Comments** Contact: Sandra Havlik | 425-430-7519 | SHavlik@Rentonwa.gov

Recommendations: PROJECT LUA16 000229 Sonic Drive In Restaurant City of Renton Department of Planning / Building / Public Works ENVIRONMENTAL & DEVELOPMENTAL APPLICATION REVIEW SHEET

#### POLICE RELATED COMMENTS

2 Police Calls for Service Estimated Annually

CONSTRUCTION PHASE

Theft from construction sites is one of the most commonly reported crimes in the City. To protect materials and equipment it is recommended that all materials and tools be locked up when not in use. The site should have security lighting, and any construction or storage trailers should be completely fenced in with portable chain link fencing. The fence will provide both a physical and psychological barrier to any prospective criminal and will demonstrate that the area is private property. Construction trailers should be kept locked when not in use, and should be fitted with heavy duty deadbolts with a minimum 1 1/2" throw when bolted.

Any construction material that contains copper should be removed from the construction site at the end of each working day. Glass windows in construction trailers should be shatter resistant. Toolboxes and storage containers should be secured with heavy duty padlocks and kept locked when not in use.

"No Trespassing" signs should be posted on the property during the construction phase. These signs allow officers, upon contact, to provide a verbal warning to trespassers that should they be contacted on the property again, they could be cited and/or arrested.

#### COMPLETED COMPLEX

All exterior doors should be made of solid metal or metal over wood, with heavy duty deadbolt locks, latch guards or pry resistant cylinders around the locks, and peepholes. All strike plates should have 2 1/2 to 3" wood screws and any lever handled doorknob located on the outside is discouraged. These are easy to pry/damage to obtain access inside a building. If you have a deadbolt as a secondary lock, levers are fine. Where egress might be an issue, bar releases can be installed to meet Fire Code requirements. This would include any supply, utility or maintenance rooms.

If glass doors are used, they should be fitted with the hardware described above and additionally be fitted with a layer of security film. Security film can increase the strength of the glass by up to 300%, greatly reducing the likelihood of breaking glass to gain entry. All areas of this project need to have adequate lighting. This will assist in the deterrent of theft from motor vehicle (one of the most common crimes in Renton) as well as provide safe pedestrian travel for both customers and employees.

It is recommended that the commercial areas be monitored with recorded security alarm systems installed. It's not uncommon for businesses to experience theft and/or vandalism during the hours of darkness. An auxiliary security service could be used to patrol the property during those times. It is important to direct all foot traffic towards the main entrance of the buildings. Any alternative employee entrances should have controlled access doors to prevent trespassing.

The structure should have a building number clearly posted with numbers at least 12" in height and of a color contrasting with the building. This will assist emergency personnel in locating the correct location for response.

Landscaping should be installed with the objective of allowing visibility – not too dense and not too high. Too much landscaping will make customers and employees feel isolated and will provide criminals with concealment to commit crimes such as burglary, theft, malicious mischief, etc.

Sonic's drive up window should be located to the front area of the store and within sight of the interior and the street. The drive thru window should have limited access barriers in place. Lighting should be especially bright at the ordering station, drive thru lane and pickup window. Restaurants that offer a drive thru service have a high risk of burglary and/or robbery due to hours of operation and seclusion of the drive thru lane and window. Avoid fencing, landscaping, and walls whose design might provide hiding opportunities for those preying on patrons or employees.

I highly recommend that the developer have a Renton Police Crime Prevention Representative conduct a security survey of the premises once construction is complete.

**Building Review - Planning Comments Contact: Craig Burnell 425-430-7290 [cburnell@rentonwa.gov](mailto:cburnell@rentonwa.gov)**

Recommendations: Follow the recommendations of the geotechnical report.

**Fire Review - Building Comments Contact: Corey Thomas | 425-430-7024 | [cthomas@rentonwa.gov](mailto:cthomas@rentonwa.gov)**

Recommendations: Environmental Impact Comments:

1. The fire impact fees are applicable at the rate of \$1.84 per square foot of commercial space. This fee is paid at time of building permit issuance.

Code Related Comments:

1. The preliminary fire flow calculation is 1,500 gpm. A minimum of two hydrants are required. One within 150 feet and one within 300 feet of the proposed building. Existing fire hydrants appear adequate to meet these requirements.

3. Fire alarm systems are required throughout the building if it exceeds 3,000 square feet. Separate plans and permits required by the fire department. Fire alarm systems are required to be fully addressable and full detection is required. Separate plan and permits for the kitchen hood fire suppression systems.
4. Existing fire department apparatus access roadways are adequate.
5. An electronic site plan is required prior to occupancy for pre fire planning purposes.
6. An annual place of assembly permit is required at the conclusion of the project if building occupant load exceeds 50.

**Community Services Review Comments Contact: Leslie Betlach | 425-430-6619 |  
LBetlach@rentonwa.gov**

Recommendations: 1. There are no impacts to Parks.

2. The plan set contains two landscape plans. Which one is the correct one? Otherwise, no comments.

#### **PLAN - Planning Review - Land Use Version 2 | July 22, 2016 Planning Review Comments**

**Contact: Clark Close | 425-430-7289 | cclose@rentonwa.gov**

Recommendations: 1. RMC section 4 4 030.C.2 limits haul hours between 8:30 am to 3:30 pm, Monday through Friday unless otherwise approved by the Development Services Division.

2. Commercial and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays shall be restricted to the hours between nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. No work shall be permitted on Sundays.

3. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plant an appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development

Services Division's approval of this work is required prior to final inspection and approval of the permit.

4. The applicant may not fill, excavate, stack or store any equipment, dispose of any materials, supplies or fluids, operate any equipment, install impervious surfaces, or compact the earth in any way within the area defined by the drip line of any tree to be retained.

5. The applicant shall erect and maintain six foot (6') high chain link temporary construction fencing around the drip lines of all retained trees, or along the perimeter of a stand of retained trees. Placards shall be placed on fencing every fifty feet (50') indicating the words, "NO TRESPASSING – Protected Trees" or on each side of the fencing if less than fifty feet (50'). Site access to individually protected trees or groups of trees shall be fenced and signed. Individual trees shall be fenced on four (4) sides. In addition, the applicant shall provide supervision whenever equipment or trucks are moving near trees.