

**ENVIRONMENTAL REVIEW COMMITTEE REPORT AND  
ADMINISTRATIVE SITE DEVELOPMENT PLAN REPORT & DECISION**

**A. SUMMARY AND PURPOSE OF REQUEST**

**ERC MEETING DATE:** February 9, 2015

**Project Name:** Kiddie Academy Child Day Care Center

**Owner:** Honggang Fan; 1616 198<sup>th</sup> Pl SE; Sammamish WA 98075

**Applicant/Contact:** Paul Franks, Paul Franks Architecture; 14711 NE 29<sup>th</sup> Pl, #118; Bellevue WA 98007

**File Number:** LUA15-000021, ECF, SA-A

**Project Manager:** Kris Sorensen, Associate Planner

**Project Summary:** The applicant is requesting Environmental (SEPA) Review and Administrative Site Plan Review for a new two-story building at the subject site 353 Bremerton Ave NE within the Commercial Arterial (CA) zone. The subject vacant property is located south of the NE 4<sup>th</sup> St and Bremerton Ave NE street intersection on the west side of Bremerton Ave NE. The site is 31,243 sf in area and the proposed building would contain 12,548 sf split between the two floors for the development of a children’s day care center. Other site improvements include play areas with play structures, vehicle parking, monument sign, pedestrian plaza, and landscaping. Existing vehicle access to the site is provided from NE 4th St and Bremerton Ave NE. Existing street improvements within Bremerton Ave NE right-of-way were approved to be retained through a city modification approval. The site is located in the City’s aquifer protection area and no other critical areas are identified on the property.

**Project Location:** 353 Bremerton Avenue NE

**Site Area:** 0.72 acres, 31,243 sf    **Proposed New Bldg. Area (gross):** 12,548 sf

**STAFF RECOMMENDATION:** Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance (DNS-M).



**B. EXHIBITS:**

- Exhibit 1 Environmental Review Committee Report
- Exhibit 2 Project Narrative
- Exhibit 3 3-D Conceptual Building Models, Sheet SPR-6.3, dated 1/12/15
- Exhibit 4 Elevations, Sheet SPR-6.1 & 6.2, dated 1/12/15
- Exhibit 5 Building Sections, Sheet SPR-5.1, dated 1/12/15
- Exhibit 6 Topographic Map & Survey, Sheet C2
- Exhibit 7 Site Plan, "Site Development Plan," Sheet SPR-2.1, dated 1/12/15
- Exhibit 8 Aerial
- Exhibit 9 Floor Plans, Sheet SPR-4.1.1 & 4.1.2, dated 1/12/15
- Exhibit 10 Generalized Utilities, Conceptual Grading, and Drainage Control Plan, Sheet SPR-C1
- Exhibit 11 City's Street Improvement Modification Request Approval, letter to Mr. Cayton, dated 8/9/11
- Exhibit 12 Landscape Plan, Sheet SPR-L1
- Exhibit 13 Critical Area Aquifer Protection Zone
- Exhibit 14 Geotechnical Study, prepared by Solutions NW LLC, dated 12/19/14
- Exhibit 15 Storm Drainage Report, prepared by CORE Design, dated 1/9/15
- Exhibit 16 Traffic Impact Analysis, prepared by Traffic Consulting NW, dated 8/9/07
- Exhibit 17 Traffic Impact Analysis Update & Signal Warrant Analysis, prepared by Parametrix, dated 1/14/15
- Exhibit 18 Environmental Checklist
- Exhibit 19 Neighborhood & Zoning Map
- Exhibit 20 Short Plat LUA12-012
- Exhibit 21 Site Plan Approval LUA08-013
- Exhibit 22 Fence & Garbage Enclosure Detail, Sheet SPR-3, dated 1/9/15
- Exhibit 23 Building Roof Plan, Sheet SPR-4.4, dated 1/12/15
- Exhibit 24 City Transportation Division Email, From Bob Mahn, dated 1/15/15
- Exhibit 25 Plan Review Comments
- Exhibit 26 Design District Checklist

**C. HISTORICAL/BACKGROUND:**

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan	N/A	5099	11/01/2004
Zoning	N/A	5100	11/01/2004

Annexation - Dochnahl	N/A	3946	10/16/1985
Site Plan Approval – Multiple commercial buildings	LUA08-013	N/A	06/05/2008
Short Plat Approval – Two lots created	LUA12-012	N/A	12/05/2012

#### **D. PUBLIC SERVICES:**

##### **1. Existing Utilities**

- a. Water: This project is served by the City of Renton. There is an existing 12-inch water main (water plan no. W 3475) located within a 15-foot easement along the north property line. The 12-inch water main can deliver approximately 2,500 gpm at 20 psi residual pressure. The static water pressure is 65 psi at elevation 414 feet. There is also an existing 8-inch main in Bremerton Ave NE that can deliver 2,500 gpm. The project is within the City of Renton's Highlands 565 zone water service area. There are 2 hydrants within 300 feet of the site and each hydrant can deliver 1,000 gpm.
- b. Sewer: Sewer service is provided by the City of Renton. There is an existing 8-inch sewer main in Bremerton Ave NE.
- c. Surface/Storm Water: There is a drainage conveyance system on the site.

**2. Streets:** There are existing frontage improvements fronting the site in Bremerton Ave NE.

**3. Fire Protection:** City of Renton Fire Department.

#### **E. 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
- c. Section 4-2-120A: Development Standards For Commercial Zoning Designations

##### **2. Chapter 3 Environmental Regulations and Overlay Districts**

- a. Section 4-3-080: Critical Areas Regulations
- b. Section 4-3-100: Urban Design Regulations

##### **3. Chapter 4 Property Development Standards**

- a. Section 4-4-030: Development Guidelines and Regulations
- b. Section 4-4-040: Fences and Hedges Regulations
- c. Section 4-4-070: Landscaping
- d. Section 4-4-075: Lighting, Exterior On-Site
- e. Section 4-4-080: Parking, Loading and Driveway Regulations
- f. Section 4-4-090: Refuse and Recyclables Standards
- g. Section 4-4-095: Screening and Storage Height/Location Limitations
- h. Section 4-4-130: Tree Cutting and Land Clearing Regulations

##### **4. Chapter 6 Streets and Utility Standards**

- a. Section 4-6-060: Street Standards

##### **5. Chapter 9 Procedures and Review Criteria**

- a. Section 4-7-200: Site Plan Review

## 6. Chapter 11 Definitions

### F. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:

1. Land Use Element
2. Community Design Element

### G. ENVIRONMENTAL REVIEW

In compliance with RCW 43.21C.240, the following environmental (SEPA) review addresses only those project impacts that are not adequately addressed under existing development standards and environmental regulations.

#### 1. Environmental Threshold Determination

Based on analysis of probable impacts from the proposal, staff recommends that the Responsible Officials:

**Issue a DNS with a 14-day Appeal Period.**

#### 2. Mitigation Measures

1. The applicant shall comply with the recommendations included within the "Geotechnical Engineering Study," prepared by Earth Solutions NW LLC, dated December 19, 2014.
2. The applicant shall contract with a Geotechnical engineer in order to verify that the earthwork, foundation and other recommendations have been properly interpreted and implemented in the design and engineering plan documents. Geotechnical monitoring services shall also be provided during construction covering inspections as recommended in the geotechnical report.
3. The applicant shall provide a fill source statement for fill used at the site for project development to be submitted with the construction permit application.

#### 3. Environmental Impacts

*The Proposal was circulated and reviewed by various City Departments and Divisions to determine whether the applicant has adequately identified and addressed environmental impacts anticipated to occur in conjunction with the proposed development. Staff reviewers have identified that the proposal is likely to have the following probable impacts:*

##### a. Earth

**Impacts:** The site is generally flat with a 4-foot relief from the northeast to the southwest corner of the site. Overall average slope of the site is 1.7 percent (Exhibit 6). There are four trees on-site along the Bremerton Ave NE right-of-way and minimal vegetation consisting of grass and general groundcover due to clearing for a previously approved land use action (Exhibit 21). A retaining wall is located along the westerly boundary (Exhibit 6). Along the Bremerton Ave NE easterly property line, there is an approximate 2 to 3-foot slope down to the street right-of-way, where the subject site is perched above street and sidewalk grade. Following development, impervious surface coverage will be approximately 60 percent (Exhibit 10).

The site is generally comprised of a surficial layer of fill, six inches in depth over medium dense to very dense native glacial till deposits, according to the Geotechnical Engineering Study, prepared by Earth Solutions NW LLC, dated December 19, 2014 (Exhibit 14). The geotechnical report reviewed and references data from a previous geotechnical study prepared by the same Earth Solutions NW LLC for the site in October 2007. The 2007 report was provided when the subject site was combined with the property to the north where a bank is currently located and multiple buildings were approved for development under Site Plan Review (LUA08-013...). Ultimately only the bank was constructed, although a building pad and utilities

were installed on the subject site where a multi-story commercial building was approved via LUA08-013. Recently, the two lots were subdivided in 2012 through LUA12-012 short plat (Exhibit 20).

In December 2014, two soils test pits were investigated to a maximum depth of 2.5 feet below existing grade where refusal on dense native soil was encountered. In the 2007 soils investigation, the geotechnical report identified that the test pits were explored to a depth of approximately 5 feet. The topsoil encountered at all test pit locations are characterized as a dark brown organic rich surficial layer approximately 6 inches in depth. According to the 2014 geotechnical report, minor fill was most likely placed during construction of Key Bank in 2008. Ground water was not observed in either the 2007 or 2014 soil investigations although the 2014 geotechnical report states that groundwater seepage should be expected in underground utility excavations for the development of the site (Exhibit 14, page 3).

Excavation is estimated at approximately 150 cubic yards based on the submitted Environmental Checklist (Exhibit 18, page 5). A grading plan has been submitted (Exhibit 10) identifying that the proposed site grade would be approximately the same grade as currently exists. The estimated amount of fill is not identified in either the geotechnical report or Environmental Checklist.

Prior to grading of the subject site, stripping of surface vegetation and organic rich topsoil deposits of approximately 2 to 4 inches in depth is necessary according to the "Site Preparation and Earthwork" subsection of the geotechnical report (Exhibit 14, page 4). According to the geotechnical report, grading activities and preparation of building and pavement subgrade areas will likely be limited to cutting grades to foundation subgrade elevation and minor areas of cuts and fills.

The geotechnical report states that the site is suitable for the proposed project, given the recommendations of the 2014 geotechnical report are followed (Exhibit 14, Cover letter dated December 19, 2014). Recommendations are for earthwork, site preparation, structural fill, erosion control, foundations, slab-on-grade floors, retaining walls, excavations and slopes, seismic considerations, drainage, utility trench backfill, and pavement sections. Additionally, the report recommends use of a geotechnical firm during construction phase for quality control services including geotechnical engineering and soil testing services for possible review of project elements such as temporary cut slopes or shoring and observation and verification of fill materials. Therefore, staff recommends a mitigation measure that the applicant comply with the design recommendations within the "Geotechnical Engineering Study," prepared by Earth Solutions NW LLC, dated December 19, 2014.

Additionally, due to the geotechnical report recommendation and specifications for site preparation and construction, staff recommends the applicant contract with a Geotechnical engineer in order to verify that the earthwork, foundation and other recommendations have been properly interpreted and implemented in the design and engineering plan documents. Geotechnical monitoring services shall also be provided during construction covering inspections as recommended in the geotechnical report.

**Mitigation Measures:**

1. The applicant shall comply with the recommendations included within the "Geotechnical Engineering Study," prepared by Earth Solutions NW LLC, dated December 19, 2014 (Exhibit 14).
2. The applicant shall contract with a Geotechnical engineer in order to verify that the earthwork, foundation and other recommendations have been properly interpreted and implemented in the design and engineering plan documents. Geotechnical monitoring services shall also be provided during construction covering inspections as recommended in the geotechnical report (Exhibit 14).

**Nexus:** SEPA Environmental Regulations, RMC 4-4-060 Grading, Excavation and Mining Regulations

**b. Water**

**I. Storm Water**

**Impacts:** The site falls within the Peak Rate Flow Control Duration Standard, Forested Conditions. The subject site is a result of a two lot commercial short plat. A drainage report and drainage plans were submitted, reviewed, and approved in 2008. An underground combined detention vault is sized to meet the City's current drainage requirements with the development of the subject site.

A Preliminary Storm Drainage Report was submitted with the site plan application, prepared by CORE Design, dated January 9, 2015. The second page of the report is a letter that serves as a "Drainage Memorandum" and outlines how the subject site complies with the 2009 King County Surface Water Drainage Manual (KCSWDM) (Exhibit 15, page 2). The memorandum states that the proposed development would utilize the existing stormwater detention/water quality vault that was previously constructed. The letter states the stormwater facility was constructed as part of the previous 1.45-acre site development when Key Bank and a multi-story office structure were proposed. Had both the bank and the 3-story office building been constructed, the site would have had approximately 1.27 acres of impervious surface between building coverage and parking areas and 0.18 acres pervious area. The impervious surface currently being proposed through the subject project, including what exists on the developed Lot 1/Key Bank property, is 0.98 acres. According to the storm drainage analysis, the proposal equates to 0.29 acres less impervious area than the previous full build out concept previously approved by LUA08-013 (Exhibit 15, page 2). The memorandum does not recommend additional storm analysis as the existing vault would provide the necessary storage, flow control, and water quality for Lot 2/Kiddie Academy to meet the 2009 KCSWDM standards, as long as the all development on Lot 1 and Lot 2 of the short plat do not exceed the previously approved development.

**Mitigation Measures:** No further mitigation recommended.

**Nexus:** Not applicable.

## II. Aquifer

**Impacts:** The subject site is located within the Aquifer Protection Zone 2 (Exhibit 13). The overall purpose of the aquifer protection regulations is to protect aquifers used as potable water supply sources by the City from contamination by hazardous materials. Some uses are restricted that store, handle, treat, use, or produce substances that pose a hazard to groundwater quality. Therefore, staff recommends a mitigation measure that if fill is used for project development, a fill source statement would be required.

**Mitigation Measures:** For fill used for project development, a fill source statement is required to be submitted with the construction permit application.

**Nexus:** SEPA Environmental Regulations, RMC 4-3-080 Critical Areas and Aquifer Protection Regulations.

## c. Transportation

**Impacts:** A Signal Warrant Analysis and Updated Traffic Impact Analysis Report, prepared by Parametrix, dated January 14, 2015 was submitted with the application (Exhibit 13). The technical analysis supplements the previous 2007 Traffic Impact Analysis Report (TIA) that was prepared by Traffic Consulting Northwest, dated August 9, 2007, for the development of Key Bank and the other proposed commercial structure (Exhibit 16). The January 2015 analysis states that to determine trip generation, Parametrix was provided trip generation estimates by Kiddie Academy, a nationwide daycare franchise, using the experience of other Kiddie Academy sites. The analysis also used ITE Trip Generation Manual for day care centers for comparison purposes (Exhibit 17, page 2). The 2015 traffic study anticipates the project to generate approximately 61 additional daily trips in the AM Peak Hour and 63 additional trips in the PM Peak Hour (Exhibit 17, page 3, Table 2). The TIA analysis finds that 50 to 60 percent of the daycare students reside in the large network of neighborhoods located to the south of NE 4<sup>th</sup> Street and the analysis assumes that 50 percent of the trip generation estimates are considered pass-by in nature, meaning that the pass-by vehicles would be already using the NE 4<sup>th</sup> and Bremerton Ave NE intersection and would simply stop by the daycare on their way to and from work without diverting from their original travelled way.

The Parametrix study also provided analysis of the intersection at NE 4<sup>th</sup> St and Bremerton Ave NE to determine whether a traffic signal would be required. Ultimately, the analysis states that the addition of the Kiddie Academy development will not result in the need for a traffic signal. The previous TIA provided a similar analysis for the proposed multi-story commercial building that was never constructed on the Kiddie Academy subject site, which would have generated more traffic than the subject proposal. The previous study also determined that no traffic signal would be required at the intersection. City of Renton Transportation division staff has reviewed the provided analysis (Exhibit 24 and Exhibit 25). Staff states that the subject proposal will have minimal impact on traffic operations at the intersection, where a traffic signal is not warranted, and minimal impact on Bremerton at the driveway serving the development where no roadway or channelization improvements are required.

It is not anticipated that the proposed project would significantly adversely impacts the City of Renton's street system subject to the payment of code-required impact fees. The impact fee, as determined by the Renton Municipal Code at the time of building permit issuance shall be payable to the City.

A concurrency recommendation will be provided in the staff report for site plan review 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. The development will have to meet the City of Renton concurrency requirements.

**Mitigation Measures:** No further mitigation recommended.

**Nexus:** Not applicable.

#### 4. Comments of Reviewing Departments

The proposal has been circulated to City Department and Division Reviewers. Where applicable, their comments have been incorporated into the text of this report and/or "Advisory Notes to Applicant."

#### H. ADMINISTRATIVE SITE PLAN REVIEW FINDINGS OF FACT:

1. The applicant is requesting Administrative Site Plan Review for the construction of a two-story, 12,548 gross sf, child day care center (Exhibit 7).
2. The Site Plan Review is required for all development in the CA zone that is not exempt from Environmental SEPA review.
3. The property is located within the Commercial Corridor (CC) Comprehensive Plan land use designation, Commercial Arterial (CA) zoning classification, the Highlands Community Planning Area, and Design District 'D' (Exhibit 26).
4. Vehicular access to the site is provided through two existing driveways, one from NE 4<sup>th</sup> St and the other from Bremerton Ave NE. Both access points are designed to be shared driveways through exiting easements for shared use by the subject site and the site to the north at 4431 NE 4<sup>th</sup> St (PID 5182100041) as identified on the Key Bank Short Plat (Exhibit 20).
5. The subject site is bordered by Bremerton Ave NE to the east. An existing auto repair use in the CA zone abuts the site to west. Multiple existing single family residences in the CA zone abut the site to the south. An existing bank in the CA zone abuts the site to the north (Exhibit 19).
6. The site is currently vacant, and was partially developed for a proposed multi-story commercial building that was never constructed. The site is partially paved with 6,296 sf of pavement, and has 11 developed parking spaces, and underground utilities.
7. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on February 9, 2015, the City's Environmental Review Committee issued a Determination of Non-Significance – Mitigated (DNS-M) (Exhibit 1). A 14-day appeal period will commence with this Administrative Site Plan Review decision on February 13, 2015 and end on February 27, 2015.

8. The Planning Division of the City of Renton accepted the above master application for review on January 15, 2015 and determined it complete on January 20, 2015. The project complies with the 120-day review period.
9. The site is generally flat with an approximate overall 1.7% slope (Exhibit 6).
10. The proposed structure would have a flat roof with three projecting gables above the roofline on the south, north, and east facades. The building height would be 29 feet 8 and 7/8 inches from the proposed grade (Exhibit 4 and Exhibit 5). The projecting gables from the roof level rise an additional 14 feet 6 inches above the roofline where the tallest point of the gables would be approximately 44 feet above grade elevation.
11. The building would have 10 doors on the ground level and the primary entrance and double doors are proposed on the northern façade facing NE 4<sup>th</sup> St (Exhibit 4). The other entrances would be located on the rear southern façade and west façade and provide access to ground floor classroom areas and stairwells.
12. Approximately 150 cubic yards of cut is proposed on-site (Exhibit 2). Structural fill would be used to grade the site according to the grading plan which is approximately the same grade as what exists and for site improvements that require fill (Exhibit 10).
13. The proposal includes 35 vehicle parking stalls including two accessible stalls and 4 bicycle parking stalls (Exhibit 7). Ten of the stalls are provided through a shared parking easement with the abutting property to the north established through Short Plat LUA12-012.
14. The site is located in the City of Renton Aquifer Protection Zone 2. No other critical areas are located on site.
15. No public comments were received and no agency comments were received.
16. 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 have been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
17. The proposal requires Site Plan Review for development in the CA zone when not exempt from SEPA Environmental Review, and requests a reduction in the front yard setback for the zone as allowed through Site Plan Review. The following table contains project elements intended to comply with Site Plan Review decision criteria, as outlined in RMC 4-9-200.E:

<b>SITE PLAN REVIEW CRITERIA:</b>	
<b>a. COMPREHENSIVE PLAN COMPLIANCE AND CONSISTENCY:</b>	
The site is designated Commercial Corridor (CC) on the Comprehensive Plan Land Use Map. The purpose of CC is to evolve from “strip commercial” linear business districts to business areas characterized by enhanced site planning incorporating efficient parking lot design, coordinated access, amenities, and boulevard treatment. <b>The proposal is compliant with the following Comprehensive Plan policies:</b>	
✓	<b>Objective LU-AAA:</b> Create opportunities for intensive office uses in portions of Commercial Corridor designations including a wide range of business, financial, and professional services supported by service and commercial/retail activities.
✓	<b>Objective LU-BBB:</b> Guide redevelopment of land in the Commercial Corridor designation with Commercial Arterial zoning, from the existing strip commercial forms into more concentrated forms, in which structures and parking evolve from the existing suburban

	form, to more efficient urban configurations with cohesive site planning.
✓	<b>Policy LU-262.</b> Support the redevelopment of commercial business districts located along principal arterials in the City.
✓	<b>Policy LU-264.</b> New development in Commercial Corridor designated areas should be encouraged to implement uniform site standards, including: 1) Parking preferably at the rear of the building, or on the side as a second choice; 2) Setbacks that would allow incorporating a landscape buffer; Front setback without frontage street or driveway between building and sidewalk; and 3) Common signage and lighting system.
✓	<b>Policy LU-266.</b> Development within defined activity nodes should be subject to additional design guidelines as delineated in the development standards.
✓	<b>Policy LU-268.</b> Public amenity features (e.g. plazas, recreation areas) should be encouraged as part of new development or redevelopment.
✓	<b>Policy CD-20.</b> Orient site and building design primarily toward pedestrians through master planning, building location, and design guidelines.
✓	<b>Policy CD-23.</b> Development should have buildings oriented toward the street or a common area rather than toward parking lots.

**b. ZONING COMPLIANCE AND CONSISTENCY:**

The subject site is classified **Commercial Arterial (CA)** on the City of Renton Zoning Map. The Commercial Arterial zone implements the Commercial Corridor Land Use designation, where the purpose of the zone 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 where residential uses may be integrated into the zone through mixed-use buildings.

**Density:** Per RMC 4-2-120A the allowed density range in the CA zoning classification is a minimum of 20 dwelling units per net acre (du/ac) up to a maximum of 60 du/ac. Net density is calculated after public rights-of-way, private access easements, and critical areas are deducted from the gross acreage of the site.

**Staff Comment:** Not applicable.

**Lot Dimensions:** Per RMC 4-2-120A the minimum lot size, in the CA zone, is 5,000 square feet.

**Staff Comment:** Not applicable. The subject site was created through a short plat in 2012 (LUA12-012) which created the 31,243 sf site (Exhibit 20).

**Setbacks:** Per RMC 4-2-120A the CA zoning classification requires a minimum front yard setback of 10 feet which may be reduced to zero feet during the site plan development review process, provided blank walls are not located within the reduced setback. There is a maximum front yard setback of 15 feet. The CA zone has no rear or side yard setback except 15 feet if lot abuts or is adjacent to a residential zone.

**Staff Comment:** All properties abutting the site, to the north, south, and west have the CA zone designation and there are no residential zone properties abutting the subject site. The following table contains setbacks for the proposed structures based on the submitted site plan (Exhibit 7):

Front Yard Setback - East	Rear Yard Setback - West	Side Yard Setback - North	Side Yard Setback - South
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15'	88'	46'	35'
<p>The proposal complies with the setback requirements of the zone.</p>			
<p><b>Building Height:</b> <i>Per RMC 4-2-120A building height is restricted to 50 feet unless a conditional use permit is obtained.</i></p> <p><u>Staff Comment:</u> The proposed structure would have a flat roof with three projecting gables above the roofline. The gables are identified on the north, south, and east facades. The building roofline height would be 29 feet 8 and 7/8 inches from the proposed grade (Exhibit 4). The projecting gables from the roof level rise approximately an additional 14 feet 6 inches in elevation above the roofline, where the tallest point of the gables would be approximately 44 feet above site grade elevation. The proposal complies with the height requirements of the zone.</p>			
<p><b>Building Standards:</b> <i>Per RMC 4-2-120A the allowed lot coverage is 65 percent for proposals within the CA classification. There is no impervious lot coverage maximum for the zone.</i></p> <p><u>Staff Comment:</u> The proposed building would have a footprint of 6,274 sf on the 31,243 sf site resulting in building lot coverage of approximately 20 percent (Exhibit 10). The proposal complies with the lot coverage requirements of the zone.</p>			
<p><b>Fences:</b> <i>General fence height limitation for commercial uses per RMC 4-4-040E allow for a maximum height of 8 feet anywhere on the lot provided the fence does not stand in or in front of any required landscaping or pose a traffic vision hazard. All fences are required to be placed behind required landscaping.</i></p> <p><u>Staff Comment:</u> Fencing is proposed primarily around the three children’s play areas in the southern and western portions of the site. The proposed fence heights are either 5 feet or 4 feet 6 inches as identified on the submitted fence detail (Exhibit 22). The proposal complies with the fence requirements for the commercial zone. The 10 ft. on-site required landscaping is located between the fence and Bremerton Ave. NE.</p>			
<p><b>Landscaping:</b> <i>Per RMC 4-4-070F.1, ten feet of on-site landscaping is required along all public street frontages, with the exception of areas for required walkways and driveways or those projects with reduced setbacks. For projects abutting less intensive uses, landscaping is required per RMC 4-4-070F.4 through a fifteen-foot wide partially sight-obscuring landscaped visual barrier, or ten-foot wide fully sight-obscuring landscaped visual barrier along common property lines. For the parking lot areas a minimum amount of landscaping is required per RMC 4-4-070.</i></p> <p><u>Staff Comment:</u> The applicant proposes landscaping in all required areas to be landscaped including the on-site parking areas, along Bremerton Ave NE street frontage, and along the shared property line with residential uses at the south (Exhibit 12). An underground irrigation system is proposed to cover all landscaped areas (Exhibit 26, page 27). Four existing trees on the property would be replaced by four new trees according to the submitted landscape plan which conflicts with the applicant’s proposal to retain the four existing trees according to the submitted Design District Checklist (Exhibit 26, page 22). The applicant proposes a pedestrian plaza at the northeast corner of the building, approximately 700 sf in area, hardscaped with concrete similar to the on-site sidewalks and has associated seating. Three different play areas are proposed with artificial turf surfaces for children play areas. Each play area is proposed with a play structure.</p> <p>Along Bremerton Ave NE street frontage, the applicant proposed between 15 and 10 feet width of landscape buffer consisting of trees, shrubs, and groundcover. The on-site landscaping along Bremerton Ave NE is a minimum of 10-feet in width as required per code, and crosses into the right-of-way planting area (Exhibit 12) where shrubs and ornamental grasses are proposed with an area of</p>			

lawn.

Along the south property line which is shared with less intense single family homes, a 10-foot wide sight obscuring landscape buffer is proposed. Near the southern property line on the residential properties side of the shared property line, there is an existing retaining wall that is approximately 4 feet in height where the residences sit lower than the subject site. On top of the wall is a 6-foot high fence that provides a fully sight obscuring fence between the site. For the 10-foot wide landscape buffer, the applicant has proposed a combination of 8 Downy Serviceberry flowering deciduous trees, 5 Mountain Hemlock evergreen trees, and shrubs consisting of Compact Oregon Grape, Dwarf Strawberry Tree, and White Rockrose in the 10-foot buffer area, between the proposed commercial development and the single family homes to the south. According to the code requirements, per RMC 4-4-070H.3, the definition of "Fully Sight-obscuring Landscaped Visual Barrier" is either solely landscaping, or landscape plus fencing, that at minimum reaches 6 feet high at maturity and one hundred percent sight-obscuring. Combined with the existing 6-foot tall fence between the properties and the proposed 10-foot landscape buffer, the proposal would meet the fully sight-obscuring landscape visual barrier requirement.

For the proposed 25 parking stalls, 3 interior parking landscaping areas are proposed with approximately 422 sf of landscaped area, which is more than the minimum 375 sf of area required. The RMC requires a minimum of 15 sf of interior parking lot landscaping per stall (15 sf. x 25 stalls = 375 sf.). Within the identified parking landscaping areas on the landscape plan, the mix of vegetation includes four trees, which are capable of reaching a mature height of 35 feet, shrubs that grow to a mature height of 3 to 4 feet, and groundcovers according to the application submittal (Exhibit 26, page 26). Fifty-seven percent of the shrubs are considered evergreen, where up to 50 percent of shrubs may be deciduous per code.

Per RMC 4-4-070H.5 "Interior Parking Lot Landscaping," the minimum standards state that there shall be no more than 50 feet between parking stalls and an interior parking lot landscape area. The proposed landscaping within the parking areas does not comply with this distance requirement. For example, the most westerly parking stalls, identified as 18 to 25 only have landscaping along stall 18, where landscaping to meet the standard, should be located more in the middle of the row of stalls. Therefore, interior parking lot landscaping is required to be re-designed to shift the locations of the interior landscaping to meet the minimum distance standards of the code. Along the most westerly parking stalls, if there is any area that can be planted with vegetation, plants must be installed to provide a screening of the parking to the property to the west. This landscaping would need to be submitted on a revised landscape plan.

Additionally, screening was not identified surrounding the proposed refuse and recycling deposit facility. Shrubs that can provide screening should be added if not impacting required parking stalls or drive aisle. These added screening plantings shall be added to an updated landscape plan.

Based on the submitted landscape plan the proposed landscaping for the site meets the minimum standards with the exception of interior lot landscaping. Staff recommends, as a condition of approval, that the detailed landscape plan compliant with RMC4-8-120D.12 submitted for building permit, be revised. The revision shall add perimeter landscaping along the west property line if there is available space to create screening to the west property. The revision shall add plantings surrounding the sides of the refuse deposit area to establish vegetated screening. The revision shall update the location of the interior parking landscaping to meet the minimum standards. The revision shall be provided to the Current Planning Project Manager, for review and approval, prior to building permit approval.

**Refuse and Recyclables:** Per RMC 4-4-090 for office, educational and institutional uses require a minimum of 4 square feet per every 1,000 square feet of building gross floor area shall be provided for recyclable deposit areas and a minimum of 2 square feet per 1,000 square feet of building gross

*floor area shall be provided for refuse deposit areas with a total minimum area of 100 square feet.*

**Staff Comment:** The applicant proposes a 100 sf deposit area in the northwest corner of the site, just south of the existing deposit area for the Key Bank development (Exhibit 7 and Exhibit 22). Based on 12,548 sf, the deposit area for refuse and recycling is approximately 75 sf. A minimum of 100 sf area is required for the use per code which is the exact area proposed. The northern property's deposit area is located just north of the proposed deposit area (Exhibit 10). Both developments' deposit areas are located the furthest distance away from each respective building's primary entrances and furthest from their respective sidewalks. The proposal complies with the refuse and recyclable area standards.

**Vehicular Access:** *In the the CA zone, per RMC 4-2-120, a connection shall be provided for site-to-site vehicle access ways, where topographically feasible, to allow traffic flow between abutting CA parcels 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.*

*Per RMC4-2-120 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 parcels 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.*

**Staff Comment:** This section of code is intended to provide vehicular connections to abutting commercial uses. The proposal is bordered by two abutting CA parcels, the Key Bank development to the north (4431 NE 4<sup>th</sup> St), and the automotive service and repair business to the west (4405 NE 4<sup>th</sup> St). The bank property to the north was once on the same property as the subject project, where they were recently separated as part of an approved short plat in 2012 (Exhibit 20). As identified on the short plat, the subject site and northerly bank development have shared vehicle access and drive aisle lanes across each other's respective lots (Exhibit 20). Therefore, a connection exists and would not be modified or blocked to the northerly CA zoned property.

There is no existing connection for site-to-site vehicle access to the west abutting CA zoned lot. There are no topographical constraints between the sites along the common property boundaries. The applicant has identified an area for future site-to-site connection with the westerly lot in the northwest corner of the property, just south of the proposed refuse and recycling deposit area (Exhibit 7). The applicant proposes that two parking stalls become a future access lane if the future westerly property allows for such a connection. The applicant proposes a width of 18 feet for the future drive aisle (Exhibit 10) which meets the minimum standard travel lane widths within parking lots per RMC 4-4-080F.9.a.ii, "Two Way Circulation." Therefore, the standard is met for future site-to-site access to the westerly CA designated property.

**Critical Areas:** The subject site is located within the Aquifer Protection Zone 2. The overall purpose of the aquifer protection regulations is to protect aquifers used as potable water supply sources by the City from contamination by hazardous materials. Some uses are restricted that store, handle, treat, use, or produce substances that pose a hazard to groundwater quality. If fill is used for project development, staff has recommended through the Environmental Review in section "G" of this report, that a requirement for a fill source statement be required.

**Trees:** *The subject site is a commercial zone which requires that 5 percent any trees, with 6-inch diameter or greater, shall be protected and retained per RMC 4-4-130H.*

**Staff Comment:** This site has four existing trees along Bremerton Ave NE as identified on the submitted landscape plan in a lighter shade than the darker black proposed new plantings. The applicant has stated that the trees would be retained.

**Parking:** *The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls be provided for day care centers. A minimum and maximum of 1 stall for each employee and 2 drop-*

*off/pick up spaces within 100 feet of the main entrance for every 25 clients of the program.*

**Staff Comment:** The applicant's project narrative states that the child day care center would have approximately 170 students and 21 staff. Therefore, the number of stalls required for the subject project per code are 21 for staff/employee stalls and 14 drop-off/pick-up spaces for a total of 35. The subject site has a shared parking easement with the northerly abutting property for the permanent use of 10 off-site parking stalls as identified on the Site Plan (Exhibit 7) and as written into the short plat easements (Exhibit 20). The easement states, that the private parking easement shown across Lot 1 (north lot) is to the benefit of the owners of Lot 2 (south lot) (Exhibit 20, Sheet 1 of 2, Easement Notes). The subject site proposes 25 stalls as identified in the two parking areas. The parking areas are north of the northerly façade identified as stalls 1-11 and the parking area in the westerly portion of the site identified as stalls 12-25. The project has 35 total stalls, 10 through the easement, and 25 new stalls proposed and is required to have 35 stalls per code.

Fourteen stalls are required to be within 100 feet of the main entrance for day care centers per RMC 4-4-080F.10.e. Of the 35 total stalls, 17 of the on-site stalls are within the required 100-foot distance, identified as stalls 1-11 and 12-17 (Exhibit 7). The parking areas provide for the required 2 accessible parking spaces as identified on the site plan as on-site parking stalls 3 and 4. Therefore, the vehicle parking requirements for number of stalls and location of stalls are complied with.

Vehicle stall sizes do not meet the minimum city standards. The standard stall sizes proposed are all 9 feet in width by 18 feet in length. The compact stalls are identified as on-site stalls 12-17 and have dimensions of 8 feet 6 inches in width by 14 feet in length. RMC 4-4-080F.8 requires that standard stalls be a minimum 9 by 23 feet in dimension, with compact stalls a minimum of 8 feet 6 inches in width by 16 feet in length. It appears that there is sufficient area near the parking stalls to meet this requirement. Therefore, staff recommends as a condition of approval, that an updated site plan be provided, identifying the correct dimensions of parking stalls, and be submitted to the Current Planning Project Manager prior to building permit issuance.

**Bicycle Parking:** The applicant is required to provide 10% of the number of required off-street vehicular parking spaces for the day care center in bicycle parking spaces. Therefore a total of 4 stalls are required relative to the 35 required vehicle stalls. Stalls are required to meet the standards of RMC 4-4-080F.11.b where a bicycle rack shall be permanently affixed to the ground, provide for support of the bicycle at two points, provide adequate maneuvering space, not block other bicycle parking spaces, not impede pedestrians or vehicles, be conveniently located with respect to street right-of-way, be within 50 feet of at least one main building entrance, and incorporated into the building design and coordinated with any on-site street furniture.

As identified on the site plan (Exhibit 7), the proposed bicycle parking stalls are located along the easterly façade of the building, near to the pedestrian plaza and public sidewalk realm, and main building entrance. The bicycle spaces have approximately 3 feet between each bicycle stall/connection point, and are located on a concrete all weather surface that is approximately 11 feet wide, providing for a bicycle to be parked and approximately 5 feet of clear area for pedestrians to pass by unimpeded. The proposed stalls are within 50 feet of the northern façade primary entrance. Therefore, the required location, amount, and size for bicycle stalls at the day care center are met.

**Signs:** *The applicant would be required to comply with the signage requirements outlined in RMC 4-4-100 at the time of sign application. In addition to the general sign requirements, properties located within Urban Design Areas shall meet the minimum standards of RMC 4-4-100G. The applicant has identified signage as part of the submitted application package. Preliminary review and recommendation of the proposed signs are provided below.*

**Staff Comment:** Wall signs and a freestanding monument sign are identified on the conceptual building elevations and conceptual building models (Exhibit 4 and Exhibit 3). Wall signs are proposed

on the north façade facing NE 4<sup>th</sup> St and east façade facing Bremerton Ave NE. These signs are the same, located just below the roofline, with the language “Kiddie Academy Educational Child Care,” and accompanied with a graduation hat (Exhibit 4). The other sign proposed is a ground based freestanding monument sign located next to the right-of-way along the southerly side of the driveway from Bremerton Ave NE (Exhibit 7). The monument sign faces north and south (Exhibit 3). These two conceptual sign types meet the minimum standards of the CA zone requirements as further analyzed below but are required to receive approval through a sign permit.

For the proposed monument sign along Bremerton Ave NE, the sign would be required to meet the minimum standards of RMC 4-4-100, where front-lit, ground-mounted monument signs are the preferred type of freestanding sign that is limited to 5 feet above finished grade including support structure. Freestanding ground signs shall not exceed an area greater than one and one-half sf for each lineal foot of property frontage which the business occupies up to a maximum of 300 sf (per RMC 4-4-100E.5.a). Additionally, freestanding signs shall include decorative landscaping (ground cover and/or shrubs) to provide seasonal interest in the area surrounding the sign. The sign is located in the area of the required 10-foot on-site landscape buffer along a street. Staff recommends approval of the sign being in this area as this specific type of sign requires landscaping to provide seasonal interest.

For the wall signs proposed on the north and east facing facades, the code states that wall signs are permitted with a total copy area not exceeding 20 percent of the building façade to which it is applied. For the purpose of computing the maximum permitted size where no background is specially provided, the area shall be considered as that encompassed by drawing straight lines at the extremities of the shapes to be used. Therefore, measuring around the wall sign as a whole, the dimensions are 16 feet in width by 7 feet in height which equates to 112 sf in size. The wall signs appear to be proposed as channel lettering and not as prohibited signage types as identified in the code. The signs are less than 20 percent of respective building facades they are located on.

Therefore, the concepts of the signs proposed are recommended by staff for approval but this recommendation and/or administrative decision for site plan review does not provide approval for any of the signs. Sign permits are required separate from this land use application.

**Loading Docks:** RMC 4-4-080 provide standards for loading docks and for the CA zone, they are not allowed on the side of a lot adjacent or abutting a residential zone.

**Staff Comment:** The proposal does not indicate loading docks, which are usually areas for commercial and industrial uses requiring larger deliveries and loading bays related to warehouse storage type interior spaces. The proposed use is not anticipated to require regular loading bays for large deliveries and/or shipments. It is anticipated that the proposal may have irregular delivery or shipments that are smaller in nature and would be through Fed Ex, USPS, UPS, and similar sized trucks. Such trucks do not require loading bays. Therefore, staff finds that loading docks would not be needed.

**Commercial Space Requirement along Street Frontage:** The zoning use table, RMC 4-2-060, allows residential units in the CA zone if the structure has a minimum area for commercial space along the street frontage. Residential is permitted within a structure containing commercial uses on the ground floor. Commercial space must be reserved on the ground floor at a minimum of 30 feet in depth along any street frontage. Residential uses shall not be located on the ground floor, except for residential entry features unless determined through the site plan review process that a particular building has not street frontage.

**Staff Comment:** Not applicable as there are no residential units proposed.

**c. DESIGN REGULATION COMPLIANCE AND CONSISTENCY:** The site is located within Design District ‘D’. 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 throughout the district. As demonstrated in the table below the proposal meets the intent of the Design Regulations on the basis of individual merit if all conditions of approval are met.*

**Staff Comment:** As demonstrated in the tables below, the proposal meets the intent of the Design Regulations on the basis of individual merit if all conditions of approval are met. Each standard is evaluated and shown with a check mark if compliant with the standard, "N/A" for not applicable to the proposal, and "Not compliant" where the standard is not met. Staff comments are provided following explanation of the standard being evaluated.

**i. SITE DESIGN AND BUILDING LOCATION:**

**Intent:** *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.*

**1. Building Location and Orientation:**

**Intent:** *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.*

**Guidelines:** *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><b>Standard:</b> <i>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 when siting structures.</i></p> <p><b>Staff Comment:</b> The proposed structure is placed approximately in the center of the site (Exhibit 7). The setbacks as detailed in the above sections identify setbacks from property lines between 15 and approximately 45 feet. Structures on abutting properties to the north, south, and west are further from the proposed structure than the stated setbacks. Natural light and direct sun exposure to nearby buildings and open space will continue to occur and are not anticipated to be impacted by the proposed development.</p>
Intent and guideline of the standard is met through condition of approval	<p><b>Standard:</b> <i>Buildings shall be oriented to the street with clear connections to the sidewalk.</i></p> <p><b>Staff Comment:</b> The proposed building is setback from the Bremerton Ave NE right-of-way approximately 15 feet. A street presence for the day care center is established through the street facing windows, wall signage, pedestrian level canopies along the façade, and through the gable treatment above the roofline. All these elements establish a visual prominence and connection to the street and sidewalk realm. The Bremerton side of the building is not the location of the primary building entrance, where the majority of pedestrian interaction with the site would occur. The Bremerton façade should be the side that is oriented to the street and the building is set back from NE 4<sup>th</sup> St. .</p> <p>To the south of the site is a subdivision of two-story single family residences. The homes have porches and primary entries facing Bremerton. Further, new residential structures along Bremerton on the opposite side of the street also have porches facing Bremerton, where these residential structures are oriented towards the street. The nearest home to the south is within an approximate distance of 40 feet from the proposed building façade along Bremerton. If the primary entrance of the subject project were on the Bremerton street side, there would be approximately 170 children, parents, and employees and other visitors exiting and entering the child care facility daily which would be a significant amount of pedestrian traffic next to the single family residences. That type of activity would likely</p>

decrease the amount of privacy for these homes located next to the commercial uses along the NE 4<sup>th</sup> St commercial corridor. Privacy and safety is also a concern of the day care operators.

The type of use within the proposed building is not a commercial retail or service type of business that would most likely enjoy greater visibility from the Bremerton street side. Safety of the children at the site is a concern for the applicant. Safety concerns are reflected in the site design and proposed primary entry location for the day care. Within the submitted "Design District Checklist" (Exhibit 26, page 3), the application materials state that the primary entrance on the north façade is located to provide parents of the students visual communication with the entrance to insure that their children are safely delivered and picked up under the supervision of day care staff.

Ultimately, the proposed building is not oriented towards Bremerton Ave NE. Given the type of activity proposed, and need for security of children and transition of children to and from drop-off and pick-up areas, staff supports the location of the primary entrance on the north facade. But, staff does not support the design of the Bremerton Ave NE facing façade as proposed. There are proposed design elements that create a connection with the pedestrian and public realm, but the façade is the most minimally designed side of the whole structure and is more like a blank wall and large area for the sign. The other proposed building facades have larger percentages of windows for example. The primary entry area is designed with columns supporting the overhead entry canopy area as identified in the conceptual 3-D building models (Exhibit 3), with multiple sconce lights, and has a clock feature in the top of the gable. Additionally, staff recognizes the utility room for fire on the façade, but will require that the door to the fire room and fire water connection be relocated on the southern side of the room, rather than face the Bremerton Ave NE street if Fire approves this change. The door to the room and the other access door on the façade are industrial in treatment without windows and created a non-attractive, blank wall, style of street facing façade. Similar design treatments as provided around the primary entrance could be used on the Bremerton Ave NE façade to provide a stronger orientation to, or appearance of building orientation to Bremerton Ave NE. Similar design and façade elements along the street façade as are integrated into the primary entrance area would provide a similar appearance of an entry and stronger orientation along the Bremerton Ave NE facade.

Therefore, staff recommends as a condition of approval, the Bremerton Ave NE façade be redesigned to include at minimum, windows added to the interior stairwell on the ground and upper levels of a similar size as are used around the building, a projection of the pedestrian level canopy supported by similar styled columns as proposed at the front entry, have multiple sconce lights, and a functioning clock to be placed in the upper gable as is proposed on the north façade or similar features, as approved by the Current Planning Project Manager. The applicant shall update the building façade and provide it to the Current Planning Project Manager, for review and approval, prior to issuance of building permits.

Additionally, staff recommends as a condition of approval, that the Bremerton Ave NE façade doors be changed. The location of the fire room door shall be located on the southern facing wall of the room and the water connection shall be relocated also, to not be on the Bremerton Ave NE facing side of the room, if allowed by Fire approval. For the fire room, a false window of the same style, treatment, and size of the real windows shall be placed on the Bremerton street facing façade. Further, the building access door shall be of

	the same type as the doors surrounding the rest of the building, with transparent glazing provided. The applicant shall update the building façade and provide it to the Current Planning Project Manager, for review and approval, prior to issuance of building permits.
N/A	<b>Standard:</b> Buildings with residential uses located at the street level shall be set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building or have the ground floor residential uses raised above street level for residents privacy.
<b>2. Building Entries:</b>	
<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.	
<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.	
Intent and guideline of the standard is met	<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. <b>Staff Comment:</b> As described in subsections above, the applicant states that the primary entrance is located on the north façade for a safe location of coming and going of students, parents, and where staff can provide for safe custody and transition of children. The building is located closest to Bremerton Ave NE at approximately 15 feet from the street, and is located approximately 190 feet from NE 4 <sup>th</sup> St. The primary entrance of the proposed 2-story building faces north towards NE 4 <sup>th</sup> St. Staff's recommended condition of approval for design and façade improvements for the Bremerton Ave NE façade are anticipated to provide for the elements required along a street facing façade where a primary entrance is usually located.
✓	<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. <b>Staff Comment:</b> See previous sections.
✓	<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 wide. Buildings that are taller than thirty feet in height shall also ensure that the weather protection is proportional to the distance above ground level. <b>Staff Comment:</b> The height of the building is approximately 29 feet 9 inches. As identified on the First Floor Plan (Exhibit 9), the majority of the ground level façade has pedestrian scale canopies, all with a minimum of 4 feet 6 inches in width. Canopies are located along the street facing façade and at the primary building entry on the northern façade. Staff has recommended as part of the approval, that the canopy facing Bremerton be similarly designed as the primary entry canopy with columns.
Intent and guideline of the standard is met	<b>Standard:</b> Building entries from a parking lot shall be subordinate to those related to the street. <b>Staff Comment:</b> See previous sections.
Intent and guideline of the standard is	<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.

met	<b>Staff Comment:</b> See previous sections.
N/A	<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.
N/A	<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.
<b>3. Transition to Surrounding Development:</b>	
<b>Intent:</b> To shape redevelopment projects so that the character and value of Renton's long-established, existing neighborhoods are preserved.	
<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><b>Standard:</b> At least one of the following design elements shall be considered to promote a transition to surrounding uses:</p> <ul style="list-style-type: none"> <li>(a) Building proportions, including step-backs on upper levels;</li> <li>(b) Building articulation to divide a larger architectural element into smaller increments; or</li> <li>(c) Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development.</li> </ul> <p>Additionally, the Administrator of the Department of Community and Economic Development or designee 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><b>Staff Comment:</b> The applicant proposes multiple design elements to promote transition to surrounding uses, including building articulation through canopies, and roof line variation. The height of the roof for the proposed structure is just under 30 feet (Exhibit 4). There are single family residences, located in the CA zone, that are two-story in height. The single family residences are approximately 4 feet below the grade of the subject site. Above the proposed structure's roofline are projecting gables that add an addition 14 feet to the structure's façade, equivalent to the tallest point being approximately 45 feet above grade level.</p>
<b>4. 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.	
✓	<p><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.</p> <p><b>Staff Comment:</b> Loading docks are not proposed. The primary refuse and recycling collection area for pick-up is located at the northwest corner of the site on the outer boundaries of the site and away from the building, building on the northerly lot, and pedestrian pathways and sidewalks (Exhibit 7). The refuse and recycling deposit area is located next to deposit area for the abutting bank development.</p>
✓	<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.

	<p><b>Staff Comment:</b> The applicant submitted refuse and recycling enclosure elevations (Exhibit 22). The collection area described above has a roof and is enclosed on all sides.</p>
✓	<p><b>Standard:</b> Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three.</p> <p><b>Staff Comment:</b> The submitted elevations for the refuse and recycling enclosure (Exhibit 22) identify the rear and sidewalls as 6 feet in height and masonry, with 6-foot in height steel gates for access, and a metal rooftop at 12-feet above grade.</p>
N/A	<p><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.</p>
<p><b>5. Gateways:</b> Not Applicable</p>	
<p><b>ii. PARKING AND VEHICULAR ACCESS:</b>  <i>Intent: 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.</i></p>	
<p><b>1. Surface Parking:</b>  <i>Intent: To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.</i>  <i>Guidelines: 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.</i></p>	
✓	<p><b>Standard:</b> Parking shall be located so that no surface parking is located between a building and the front property line, or the building and side property line, on the street side of a corner lot.</p> <p><b>Staff Comment:</b> As identified on the site plan (Exhibit 7), there are no parking areas between the building and sidewalk area along Bremerton Ave NE.</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><b>Staff Comment:</b> Screening of the parking area on the northside of the proposed building is provided through the location of the two-story building and landscaping and pedestrian plaza area located along the driveway from Bremerton Ave NE (Exhibit 12). The landscaping buffer on the east side of the parking stalls just north of the north façade that provides some buffer of the on-site parking from Bremerton Ave NE consists of a Raywood Ash tree and David Viburnum shrubs.</p>
<p><b>2. Structured Parking Garages:</b> Not Applicable</p>	
<p><b>3. Vehicular Access:</b>  <i>Intent: To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or eliminating vehicular access off streets.</i>  <i>Guidelines: 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.</i></p>	
Intent and guideline of the standard is met	<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><b>Staff Comment:</b> There are no alleys associated with the subject site. The subject site was originally part of a larger site that included the property to the north where the bank currently exists, prior to a short plat that divided the properties. As part of the development of the bank, two access points to the parent lot were constructed, one from NE 4<sup>th</sup> St and</p>

	<p>one from Bremerton Ave NE. No additional curb cuts are being proposed to the subject site. The access points are not proposed to be changed through this development and would both provide access to the site and associated parking. Therefore, staff's analysis finds that the standard is met.</p>
✓	<p><b>Standard:</b> <i>The number of driveways and curb cuts shall be minimized, so that pedestrian circulation along the sidewalk is minimally impeded.</i>  <b>Staff Comment:</b> See comment above. No additional driveways are proposed.</p>
<p><b>iii. PEDESTRIAN ENVIRONMENT:</b>  <b>Intent:</b> <i>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.</i></p>	
<p><b>1. Pedestrian Circulation:</b>  <b>Intent:</b> <i>To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.</i>  <b>Guidelines:</b> <i>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.</i></p>	
✓	<p><b>Standard:</b> <i>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.</i>  <i>(a) Pathways shall be located so that there are clear sight lines, to increase safety.</i>  <i>(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.</i>  <b>Staff Comment:</b> The submitted site plan identifies a clear pedestrian connection between the day care facility and the sidewalk along Bremerton Ave NE which provides connection to the northerly bank development and more extensive neighborhood sidewalk network (Exhibit 7). The building is surrounded at ground level with a sidewalk that allows access from the building and classroom areas to the multiple play areas in the southern and westerly areas of the site. Further, on the north façade where the primary building entry is located, a pedestrian plaza with seating areas is connected with the public sidewalk area and pathways to the parking areas. All pedestrian connections are identified as all-weather walking surfaces constructed of concrete. The pedestrian walkway along the northerly façade is 8 feet in width, and the other walkways that provide access around the building are a minimum of 5 feet in width (Exhibit 7).</p>
Compliant if Conditions of Approval are Met	<p><b>Standard:</b> <i>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.</i>  <b>Staff Comment:</b> The applicant has proposed a pedestrian connection from the entrance of the structure to the two parking areas. However, there is not a continuation of the pathway connection to the furthest westerly parking area. Additionally, such a continuation would require differentiation in materials (Exhibit 7) where the sidewalk pathway ends next to parking stall 12, as identified on the site plan, to provide connection to the 8 parking stalls along the westerly property line (identified as vehicle parking stalls 18-25). Therefore, staff recommends as a condition of approval the applicant revise the site plan to depict a</p>

	<p>pathway from the end of the pathway north of vehicle parking stall 12, that provides a connection to the parking stalls to the west and also identify a differentiation in materials for the pedestrian within parking areas and/or drive lanes. The revised site plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</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><b>Staff Comment:</b> The pedestrian walkway along the northerly façade is 8 feet in width, and the other walkways that provide access around the building are a minimum of 5 feet in width (Exhibit 7).</p>
N/A	<p><b>Standard:</b> Mid-block connections between buildings shall be provided.</p> <p><b>Staff Comment:</b> See above comments, where the pedestrian connections on the site connect with the developed public sidewalk network to provide access to the nearby commercial uses and residential areas along Bremerton Ave NE and NE 4<sup>th</sup> St.</p>
<p><b>3. 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 activities, at all times of the year, and 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>	
✓	<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><b>Staff Comment:</b> Landscaping is integrated around the building. See Landscaping report subsection above for more details.</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><b>Staff Comment:</b> The site plan identifies a pedestrian plaza area near the public sidewalk in the primary entry area of the daycare (Exhibit 7). The plaza is publicly accessible and connected to the public sidewalk. Seating elements are identified, both raised concrete wall with varied height and three benches that provide outdoor group and individual seating areas. Additionally, bicycle parking racks are provided along the east façade in close proximity of the pedestrian plaza and public sidewalk. The furniture and bicycle parking amenities do not block pedestrian access to the primary building entrance or access to the sidewalk and other pedestrian areas on the site. Public art in the form of a large clock is identified on the gable on the north façade, over the primary entry to the day care. The clock helps identify the primary entry location and further provide an attractive entry area. The clock provides a connection to the building from the NE 4<sup>th</sup> St environment. Therefore,</p>

	the requirement for site amenities is met if all conditions of approval for the project are met.
✓	<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 4.5 feet wide along at least seventy 75 percent of the length of the building facade facing the street, a maximum height of 15 feet above the ground elevation, and no lower than 8 feet above ground level.</p> <p><b>Staff Comment:</b> As identified on the first floor plan (Exhibit 9), canopies surround all facades and meet the 75 percent requirement for the Bremerton Ave NE side. The canopies are approximately 4 feet 6 inches in width and set above grade 12 feet.</p>
<b>iv. RECREATION AREAS AND COMMON OPEN SPACE:</b>	
Not Applicable	
<b>v. BUILDING ARCHITECTURAL DESIGN:</b>	
<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>	
<b>1. Building Character and Massing:</b>	
<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 to residential buildings.</p>	
✓	<p><b>Standard:</b> All building facades shall include modulation or articulation at intervals of no more than forty feet (40').</p> <p><b>Staff Comment:</b> As identified on the first floor plan submitted (Exhibit 9) each façade has been modulated at intervals no greater than 40 feet in distance. The same modulations are found on the first and second floors, where the setbacks and projections continue vertically from the ground level.</p>
✓	<p><b>Standard:</b> Modulations shall be a minimum of two feet (2') deep, sixteen feet (16') in height, and eight feet (8') in width.</p> <p><b>Staff Comment:</b> As identified on the first floor plan (Exhibit 9), each of the modulations are between 2 feet (west façade) and 8 feet (east façade) in width. Each modulation is articulated vertically from the ground level façade to the upper level of the 2-story structure as identified on the first and second floor plans (Exhibits 9).</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; or provide an additional special feature such as a clock tower, courtyard, fountain, or public gathering area.</p>
<b>2. Ground-Level Details:</b>	
<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><b>Staff Comment:</b> The applicant identifies human-scaled sconce-style lighting on the Elevations (Exhibit 4), large extended canopy with supporting ornamental columns in the entry area (Exhibit 3), and a pedestrian plaza area near the entry with benches and seating (Exhibit 7).</p>
Compliant if conditions of approval are met	<p><b>Standard:</b> On any facade 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><b>Staff Comment:</b> The Bremerton Ave NE facing façade is 62 feet 6 inches in length, therefore approximately 30 square feet of transparent windows and/or doors are required along the ground level. In analysis of the façade (Exhibit 4), 33 feet of transparent windows and doors are located between 4 and 8 feet above ground. Two of the doors are not transparent, where one door is transparent along with two windows. Staff has recommended that additional window be added to the stairwell as a condition of a previous subsection, with the previously recommended condition in the Building Orientation section, the standard would be met.</p>
✓	<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><b>Staff Comment:</b> The second level façade around the whole perimeter of the structure have clear windows (Exhibit 4).</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><b>Staff Comment:</b> All windows contain clear glazing.</p>
✓	<p><b>Standard:</b> Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.</p>
Compliant if Conditions of Approval are Met	<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>(e) 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><b>Staff Comment:</b> Along the Bremerton Ave NE facing side, there is a blank wall area between on the most forward projection of the structure, where the stairwell is located. The blank wall is approximately 15 feet in width, and is 16 feet in width to the corner of the projection from the interior stairwell door. Staff has recommended that additional windows be added to the stairwell facing Bremerton Ave NE as part of a previous subsection, where with the condition, the standard would be met. See previous analysis above.</p>
N/A	<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>

**3. Building Roof Lines:**

	<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><b>Staff Comment:</b> The proposed roof is generally flat with projecting cornices at a height approximately 2 feet above the roof line (Exhibit 4). Gables are proposed the roof line to create an interesting roof profile to three of the facades. The gables help establish a presence with the parking area for the primary entrance and along Bremerton Ave NE and provide a feature element on the facades.</p>
<p><b>4. 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><b>Staff Comment:</b> The same building materials and detailing are used on all sides of the two-story structure as identified on the building elevations (Exhibit 4). Basically two material/treatment types are used on the facades, where the middle portions of the facades are treated with a board and batten horizontal material, and the rest of the facades have horizontal lap siding. The west façade is all horizontal lap siding. For color, the conceptual building model identifies a red and white theme around the building, with white used for the horizontal human-scale canopies and as an accent color, where red is the dominant color (Exhibit 3).</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><b>Staff Comment:</b> See above comments.</p>
<p>Compliant if Conditions of Approval are Met</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><b>Staff Comment:</b> The siding materials is proposed as fiber cement lap siding and trim (Exhibit 26, page 43) which is a durable material commonly used. No brick, masonry, concrete, pre-finished metal, stone, or steel are identified as part of the building façades. Therefore, staff recommends as a condition of approval, that brick, concrete, or other high quality more traditional material with urban development be added to either all facades, to the primary entry area and Bremerton facing façade, or other treatment that would add to the horizontal lap and board and batten treatments. The applicant shall provide new elevations</p>

	with the added material, to the Current Planning Project Manager, for review and approval, prior to building permit issuance.
N/A	<b>Standard:</b> <i>If concrete is used, walls shall be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture.</i>
N/A	<b>Standard:</b> <i>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.</i>
✓	<b>Standard:</b> <i>All buildings shall use material variations such as colors, brick or metal banding, patterns, or textural changes.</i> <b>Staff Comment:</b> See above comments.
<b>vi. SIGNAGE:</b>	
<b>Intent:</b> <i>To provide a means of identifying and advertising businesses; provide directional assistance; encourage signs that are both clear and of appropriate scale for the project; encourage quality signage that contributes to the character of the Urban Center and the Center Village; and create color and interest.</i>	
<b>Guidelines:</b> <i>Front-lit, ground-mounted monument signs are the preferred type of freestanding sign. Blade type signs, proportional to the building facade on which they are mounted, are encouraged on pedestrian-oriented streets. 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.</i>	
✓	<b>Standard:</b> <i>Entry signs shall be limited to the name of the larger development.</i> <b>Staff Comment:</b> Proposed wall signs on the north and east facades are identified on the submitted elevations (Exhibit 4) and a monument freestanding sign along the street is identified on the submitted building models (Exhibit 3). As analyzed in the previous report subsection b. "Zoning Compliance & Consistency" Signs, staff has recommended support of the conceptual sign designs although cannot recommend approval, as all signs require separate permits and will be reviewed separately. All signs are required to comply with the general sign standards of RMC 4-4-100 and design standards for signs within Design District 'D'.
✓	<b>Standard:</b> <i>Corporate logos and signs shall be sized appropriately for their location.</i> <b>Staff Comment:</b> See previous comments.
N/A	<b>Standard:</b> <i>In mixed use and multi-use buildings, signage shall be coordinated with the overall building design.</i>
✓	<b>Standard:</b> <i>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.</i> <b>Staff Comment:</b> See previous comments.
✓	<b>Standard:</b> <i>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.</i> <b>Staff Comment:</b> See previous comments.
✓	<b>Standard:</b> <i>All of the following are prohibited:</i> <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> <b>Staff Comment:</b> See previous comments.

**vii. LIGHTING:**

**Intent:** 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.

**Guidelines:** Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.

✓	<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><b>Staff Comment:</b> Exterior light fixtures are identified on the site plan (Exhibit 7). The exterior light fixtures are wall sconces at a pedestrian level along the ground floor level identified on the submitted elevation plans (Exhibit 4) and a light pole to be located in between the two parking areas in the northwest portion of the site (Exhibit 7). The pole light is proposed at a 20-foot height which complies with the maximum 25-foot height standard in RMC 4-4-075, "Exterior On-Site Lighting" development standards.</p> <p>The lighting on site should adequately provide for public safety without casting excessive glare on adjacent properties. No lighting plan beyond what is identified on the site plan was submitted by the applicant. 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. Downlighting shall be used in all cases to assure safe vehicular movement in an area where pedestrians could be walking. The lighting shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p>
✓	<p><b>Standard:</b> Corporate logos and signs shall be sized appropriately for their location.</p> <p><b>Staff Comment:</b> No corporate logo has been identified as part of the submitted plan sets. If such logos are incorporated, they would be evaluated separately as part of a required separate sign permits.</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><b>Staff Comment:</b> Sconces are the proposed wall lighting along all facades of the building as identified on the elevations (Exhibit 4). As part of a previous staff recommended condition of approval in the Building Orientation section, staff recommends multiple sconces be placed on the Bremerton Ave NE façade similar to the primary entry facing NE 4<sup>th</sup> St. No other significant features are proposed that may require accent lighting other than the monument freestanding sign along Bremerton Ave NE.</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><b>Staff Comment:</b> See discussion and condition above.</p>

**e. PLANNED ACTION ORDINANCE AND DEVELOPMENT AGREEMENT COMPLIANCE AND CONSISTENCY:**  
 Not applicable.

**f. OFF SITE IMPACTS:**

**Structures:** Restricting overscale structures and overconcentration of development on a particular portion of the site.

**Staff Comment:** The single 2-story building is located generally in the center of the site and there is

not a concentration of development on the site. The structure would not be an overscale structure or overconcentration of development on the subject site as the proposal does not exceed maximum height, lot coverage, or setback requirements. Play structures will be added to the multiple children's play areas. The largest play structure is proposed in the most southwesterly corner of the site, with smaller play structures proposed in the other two play areas located to the south and west of the building.

**Circulation:** *Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties.*

**Staff Comment:** The applicant has proposed a pedestrian plaza between the primary entry on the northern façade and Bremerton Ave NE street which is connected to the public sidewalk with an ADA accessible pathway accessing the site. Additional pedestrian connections are provided throughout the parking lot and to the primary and secondary entrances and play areas.

**Loading and Storage Areas:** *Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables to minimize views from surrounding properties.*

**Staff Comment:** Site design and refuse and recyclables deposit areas have been thoughtfully incorporated into the site plan in order to screen refuse and recyclable areas (Exhibit 7 and Exhibit 22). All rooftop equipment would be screened from public view through rooftop screening (Exhibit 6) and would be painted a similar color to match the roofing material color (Exhibit 26, Design checklist, page 41).

**Views:** *Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features.*

**Staff Comment:** There are no large attractive natural features on or near the site for which to maintain visual accessibility.

**Landscaping:** *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.*

**Staff Comment:** See Landscaping discussion under report Findings subsection H.17.b. "Zoning Compliance & Consistency" *Landscaping*.

**Lighting:** *Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness or glare to adjacent properties and streets*

**Staff Comment:** See above Lighting analysis in subsection Findings H.17.c "Design Regulation Compliance & Consistency" *vii. Lighting*. The wall sconces are located along the building façades, where such lighting would not impact the southerly residential subdivision as the lights are approximately 35 feet away from the property line with a tall fence and 10-foot vegetated buffer in between. The only on-site pole light proposed is in the parking area and not near property lines and is below the 25 foot pole light allowance per code.

**g. ON-SITE IMPACTS:**

**Structure Placement:** *Provisions for privacy and noise reduction by building placement, spacing and orientation.*

**Staff Comment:** The structure is located in the middle of the property, in close proximity of Bremerton Ave NE. Children's play areas proposed in the southern and western portions of the site would be blocked from street noise by the 2-story structure. The structure is located approximately 40 to 50 feet from the properties abutting the site to the south where single family homes are located with a 10-foot sight obscuring landscaped buffer along the subject site south property line.

**Structure Scale:** 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.

**Staff Comment:** The proposed 2-story building would be located approximately 20 percent of the subject site. In addition to being setback from the Bremerton Ave NE public street realm, the applicant proposes setbacks from the northern, southern, and western property boundaries which provides for flow of sunlight, winds, vehicle and pedestrian movement through the site. Architectural treatments such as the amount of glazing on each façade allow for transparency between the exterior and interior of the building and natural light to reach into interior spaces. The structure's scale is broken down through other design elements including the glazing features, horizontal canopies, and modulation of the building on all sides.

**Natural Features:** Protection of the natural landscape by retaining existing vegetation and soils, using topography to reduce undue cutting and filling, and limiting impervious surfaces.

The site currently has four recently planted trees along the Bremerton Ave NE public street and sidewalk realm. The site was previously cleared and graded for the development of a multi-story commercial building that was never constructed. The minimal existing vegetation would be removed for site development and a number of additional plantings would be added, including trees, shrubs, and groundcovers (Exhibit 12).

Topographically, the site is relatively flat although a few feet above street grade. The applicant does not propose significant grading to lower the site but will use the approximate site grade which minimizes the amount of cutting and filling. Grading and the bringing in of fill would be necessary in order to prepare the site for the proposed improvements. The applicant is proposing the excavation of approximately 150 cubic yards of on-site material (Exhibit 2). Any fill brought to the site would require a fill source statement as the subject property is located in a City aquifer protection zone. Following construction the site would have an impervious surface cover of approximately 60 percent.

**Landscaping:** 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.

**Staff Comment:** Proposed landscaping is analyzed in subsections above *Landscaping* subsections in b. "Zoning Compliance and Consistency". The landscaping plan would provide protection of planting areas so that they are less susceptible to damage from vehicles and pedestrian movements by installing perimeter curb. The landscaping is used to provide a transition between the proposed development and Bremerton Ave NE and between the single family residential area to the south of the site (Exhibit 12). The landscaping softens the appearance of the parking areas and generally enhances the appearance of the project.

#### **h. 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 site currently has one curb cut from Bremerton Ave NE to the east and an access easement through the northerly abutting lot that has a curb cut access point to NE 4<sup>th</sup> St. NE 4<sup>th</sup> is a Principal Arterial and Bremerton Ave NE is classified as a residential street and is considered a side street to the NE 4<sup>th</sup> St corridor. No new access points to the site are proposed.

**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: The site plan identifies the pedestrian pathways and vehicular connections to the street and parking areas. Surrounding the proposed building is a sidewalk that provides connection to the primary entry, parking areas, pedestrian plaza, bicycle parking area, all access doors, and to the sidewalk in Bremerton Ave NE. The internal vehicle circulation is coordinated with the northerly lot, where shared access is allowed through each respective property, providing access to parking areas on both sites and the access points to Bremerton Ave NE and NE 4<sup>th</sup> St.

***Loading and Delivery:*** *Separating loading and delivery areas from parking and pedestrian areas.*

Staff Comment: There are no dedicated loading or delivery areas proposed on site. It is not anticipated that loading and delivery areas are required of the proposed use.

***Transit and Bicycles:*** *Providing transit, carpools and bicycle facilities and access.*

Staff Comment: Alternative transportation options are available with public transit stops nearby and bicycle parking facilities required on-site. Short-term bicycle parking is required and is proposed through the placement of a bicycle rack for a minimum of four bicycles, along the east façade near the pedestrian plaza and pedestrian connections to the primary building entrance and sidewalk along Bremerton Ave Ne.

Transit routes are located near the subject site for both King County Metro. The bus route Metro 111 has bus stops along NE 4<sup>th</sup> St. Other Metro bus routes are located near the intersection of Duvall Ave NE and Union Ave NE along the NE 4<sup>th</sup> commercial corridor. These bus routes provide regional connections through the Renton Transit Center and other transit center that connect with other local and regional transit routes.

***Pedestrians:*** *Providing safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties.*

Staff Comment: The project proposal provides multiple access routes around the site and safe accessible connections with the building, and public street network. For more details, see Findings subsection H.17.c. "Design Regulation Compliance & Consistency" iii. *Pedestrian Environment.*

***i. OPEN SPACE:*** *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.*

Staff Comment: There are multiple open spaces proposed between the pedestrian plaza and bicycle and landscaping area nearest to Bremerton Ave NE and the multiple children's play areas at the south and west of the site. The play areas are proposed with play ground equipment structures and are divided according to age groups and vary in area. The play areas are fenced from public use to be used solely by the day care. The pedestrian plaza is not fenced in and is anticipated to be accessed by passers-by and primarily by students, parents, and day care staff for the transition of children to and from the parking areas for drop-off and pick-up. The pedestrian plaza is proposed with three benches and a low cement wall that can also be used as seating.

***j. VIEWS AND PUBLIC ACCESS:*** *When possible, providing view corridors to shorelines and Mt. Rainier, and incorporating public access to shorelines.*

Staff Comment: The proposed structure would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable as the site is not adjacent to a shoreline.

***k. NATURAL SYSTEMS:*** *Arranging project elements to protect existing natural systems where applicable.*

Staff Comment: There are no natural systems located on site with the exception of drainage flows. See drainage background in the subsection below, H.17.l "Services and Infrastructure" *Drainage* for more drainage detail.

***I. SERVICES AND INFRASTRUCTURE: Making available public services and facilities to accommodate the proposed use.***

**Police and Fire:** Fire and Police Department staff has indicated that existing facilities are adequate to accommodate the subject proposal if fire requirements are met. A minimum of two fire hydrants are required. One within 150 feet and two within 300 feet of the building. One hydrant is required within 50 feet of the fire department connection. Existing hydrants may be counted towards the requirements as long as they meet current codes and distance requirements, including 5-inch storz fittings. Approved fire sprinkler and fire alarm systems are required throughout the building. Separate plans and permits are required by the fire department. Direct outside access is required to the fire sprinkler riser room. Fully addressable and full detention is required for the fire alarm system. Fire department apparatus access roadways are required within 150 feet of all points on the building. Fire lane signage is required for the on-site roadway. Required turning radius are 25 feet inside and 45 feet outside. Roadways shall be a minimum of 20 feet wide. Roadways shall support a minimum of a 30 ton vehicle and 75 psi point loading. An electronic site plan is required prior to occupancy for pre-fire planning purposes. Additionally, fire impact fees are currently applicable at the rate of \$0.45 per square foot of space. Payment of impact fee will be due at time of building permit issuance.

**Parks and Recreation:** Not Applicable

**Drainage:** Previous development of the site provides for the required storm drainage requirements and meets the 2009 King County stormwater manual requirement. See the previous Environmental Review stormwater section in report subsection "G.b. Water" above. The surface water system development fee of \$0.540 per square foot of new impervious surface will apply. The fee is payable prior to issuance of the utility construction permit.

**Transportation:** The site has one public street frontage on Bremerton Ave NE which is classified as a residential street. The site was previously combined with the northerly abutting lot until a short plat approval in 2012 divided the site into two.

A street modification to retain the existing right-of-way improvements in Bremerton Ave NE was requested as part of the short plat application. The request was approved (Exhibit 20). No improvements to the Bremerton Ave NE right-of-way are required for the subject proposal. A detailed transportation staff analysis is provided in the Environmental Review "Transportation" subsection above. The proposed final project is anticipated to generate approximately 61 additional daily trips in the AM Peak Hour and 63 additional trips in the PM Peak Hour (Exhibit 17, page 3, Table 2). City transportation staff states that the subject proposal will have minimal impact on traffic operations at the intersection, where a traffic signal is not warranted, and minimal impact on Bremerton at the driveway serving the development where no roadway or channelization improvements are required (Exhibit 24).

The proposed development is anticipated to generate additional traffic on the City's street system. A Transportation Impact Fee, per net new average daily trip attributed to the project, was recommended as part of the SEPA review. The fee would be used to mitigate the proposal's potential impacts to City's transportation system and is payable to the City as specified by the Renton Municipal Code.

**Schools:** Not Applicable.

**Water and Sewer:** This project is served by the City of Renton. There is an existing 12-inch water main (water plan no. W 3475) located within a 15-foot easement along the north property line. The 12-inch water main can deliver approximately 2,500 gpm at 20 psi residual pressure. The static water pressure is 65 psi at elevation 414 feet. There is also an existing 8-inch main in Bremerton Ave NE that can deliver 2,500 gpm. The project is within the City of Renton's Highlands 565 zone water service area. There are 2 hydrants within 300 feet of the site and each hydrant can deliver 1,000 gpm.

The applicant will be required to submit separate utility plans, prepared according to City of Renton drafting standards by a licensed Civil Engineer.

For water, the system development fee is based on the size of the new domestic water meter that will serve the new building. The development is subject to water system development charges, meter installation fees based on the size of the domestic meter and fire service line. Fee for a 2-inch domestic water meter is \$24,720.00. Fee for a 4-inch fire line is \$10,050.00. The fee for a 2-inch meter drop in the City is \$950.00. A reduces pressure backflow assembly (RPBA) will be required to be installed inline of the domestic water meter to the building in an above ground insulated "hot box", per City standard. Existing water stubs on the existing 12-inch water line that are not used shall be capped at the main line. Civil plans for the water main improvements will be required and must be prepared by a professional engineer registered in the State of Washington.

System development fee for sewer is based on the size of the new domestic water to serve the proposed project that will serve the new building. The fee is payable prior to issuance of the construction permit. Sewer fee based on a 2-inch domestic water meter is \$17,080.00.

**I. PHASING:** The applicant is not requesting any additional phasing request.

#### **I. CONCLUSIONS:**

1. Based on analysis of probable impacts from the proposal, staff recommends that the responsible officials issue a Determination of Non-Significance-Mitigated with three mitigation measures (Exhibit 1).
2. The proposal complies with the Site Plan Review Criteria if all conditions of approval are met.
3. The proposal is compliant and consistent with the plans, policies, regulations and approvals.
4. Staff does not anticipate any adverse impacts on surrounding properties and uses as long as the conditions of approval are complied with.
5. The proposed use is anticipated to be compatible with existing and future surrounding uses as permitted in the CA zoning classification.
6. The scale, height, and bulk of the proposed building is appropriate for the site.
7. Safe and efficient access and circulation has been provided for all users.
8. There are adequate public services and facilities to accommodate the proposed use.
9. The proposed location would not result in the detrimental overconcentration of a particular use within the City or within the immediate area of the proposed use. The proposed location is suited for the proposed use.
10. The use would not result in a substantial or undue adverse effect on adjacent properties. The construction of a new structure would result in an overall improvement of the visual environment.
11. Adequate parking for the proposed use has been provided through the approval of the parking modification for the number of parking stalls.
12. The proposed site plan ensures safe movement for vehicles and pedestrians and has mitigated potential effects on the surrounding area if all conditions of approval are complied with.

13. The proposed development would not generate any long term harmful or unhealthy conditions. Potential noise, light and glare impacts from the proposed use have been evaluated and mitigated if all conditions of approval are complied with.
14. Landscaping has been provided in all areas not occupied by the building or impervious surfaces. Additional landscaping has been provided in order to buffer adjacent properties from potentially adverse effects of the proposed use.

**J. DECISION:**

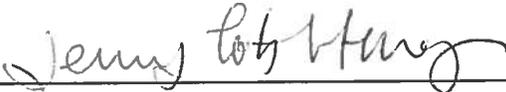
The proposed Site Plan for Kiddie Academy Child Day Care Center, File No. LUA15-000021, ECF, SA-A, is **approved** subject to the following conditions:

1. The applicant shall comply with the three mitigation measures issued as part of the Determination of Non-Significance Mitigated, dated February 9, 2015.
2. The applicant shall be required to revise the site plan to depict a pedestrian pathway through the parking area and drive aisle to the most westerly parking stalls, specifically from stall 12 as identified on the site plan and where the sidewalk ends to the west. The pathway shall be differentiated from the parking area surfacing. The revised site plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
3. The applicant shall be required to revise the site plan to provide the minimum stall areas for compact, accessible, and standard sized vehicle stalls within the on-site parking areas. The revised site plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval. The corrected site plan shall also be submitted with the building permit application.
4. The applicant shall be required to submit a detailed landscape plan, compliant with RMC4-8-120D.12, with an update to the location of the interior parking landscaping and additional trees in front of the fence around the play area facing Bremerton Ave. NE. The updated plan shall be provided to the Current Planning Project Manager, for review and approval, prior to building permit approval.
5. The applicant shall be required to submit separate sign permits for the wall signs and monument sign.
6. The applicant shall be required to redesign the Bremerton Ave NE facing elevation, to include at minimum, windows to the stairwell on each level that are a similar sized window as commonly used on the other facades, a further projection of the overhanging canopy that shall have similar styled columns as the canopy and columns for the primary entry, have multiple sconce lights, and a functioning clock and add the same type of functioning clock in the upper gable as is proposed on the north façade or similar features. The revised elevation shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
7. The applicant shall revise the Bremerton Ave NE façade doors. The location of the fire room door shall be located on the southern facing wall of the room and the water connection shall be relocated also, to not be on the Bremerton Ave NE facing side of the room, if allowed by Fire approval. For the fire room, a window or similar treatment, and windows similar in size to other building windows shall be placed on the Bremerton street facing façade. Further, the building access door shall be of the same type as the doors surrounding the rest of the building, with transparent glazing provided. The applicant shall update the building façade and provide it to the Current Planning Project Manager, for review and approval, prior to issuance of building permits.

8. The applicant shall provide a lighting plan which complies with the Design District standards. The plan shall indicate the location of exterior/ornamental lighting to be attached to the building, and any surface parking lighting, including specifications of the light fixtures. The lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
9. The applicant shall be required to add brick, concrete, or other high quality more traditional material to either all facades, to the primary entry area and Bremerton facing façade, or other material that would add to integrate well with the proposed horizontal lap and vertical board and batten façade materials and colors. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

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

**SIGNATURE:**



**Jennifer T. Henning, Planning Director**  
**Department of Community & Economic Development**

2/9/2015  
Date

TRANSMITTED this 9<sup>th</sup> of February, 2015 to the Owner/Applicant/Contact:

Contact/Applicant:

Owner:

Paul Franks,  
Paul Franks Architecture  
14711 NE 29<sup>th</sup> Pl, #118  
Bellevue, WA 98007

Honggang Fan  
1616 198<sup>th</sup> Pl SE  
Sammamish, WA 98075

TRANSMITTED this 9<sup>th</sup> of February, 2015 to the following:

Chip Vincent, CED Administrator  
Steve Lee, Development Engineering Manager  
Craig Burnell, Building Official  
Vanessa Dolbee, Current Planning Manager  
Fire Marshal

**Land Use Action Appeals, Request for Reconsideration, & Expiration**

The Environmental Determination and the Administrative Site Development Plan Review decisions will become final if the decisions are not appealed within 14 days of the decision date.

**Environmental Determination Appeal:** Appeals of the environmental determination must be filed in writing to the Hearing Examiner on or before 5:00 p.m., February 27, 2015.

**Administrative Site Development Plan Approval Appeal:** Appeals of the administrative site development plan review decision must be filed in writing to the Hearing Examiner on or before 5:00 p.m. on February 27, 2015.

**Parking Modification Approval Appeal:** Appeals of the parking modification decision must be filed in writing to the Hearing Examiner on or before 5:00 p.m. on February 27, 2015.

**APPEALS:** An appeal of the decision(s) must be filed within the 14-day appeal period (RCW 43.21.C.075(3); WAC 197-11-680). Renton Municipal Code Section 4-8-110 governs appeals to the Hearing Examiner. Appeals must be filed in writing together with the \$250.00 application fee to Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Additional information regarding the appeal process may be obtained from the City Clerk's Office, Renton City Hall - 7th Floor, (425) 430-6510.

**RECONSIDERATION:** Within 14 days of the decision date, any party may request that a decision be reopened by the Administrator (Decision-maker). The Administrator (Decision-maker) 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 Administrator (Decision-maker) 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 timeframe.

**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.

**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.

**Kiddie Academy**  
 Renton, WA  
 PAUL FRANKS ARCHITECTURE  
 PROJECT NO. 2014-07

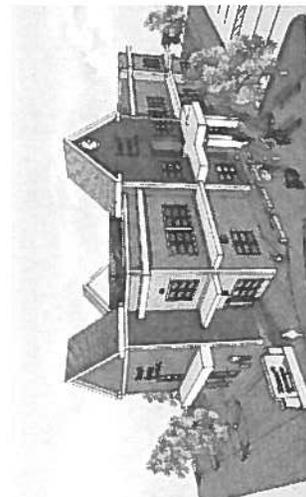
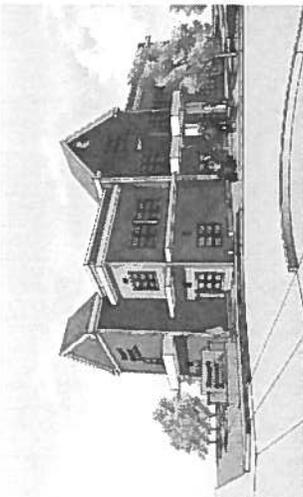
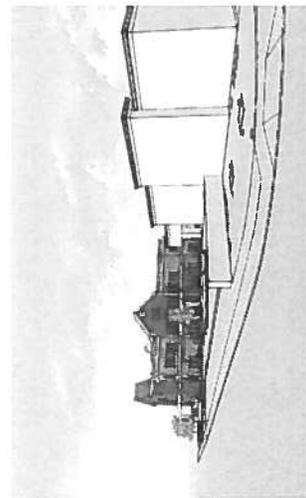
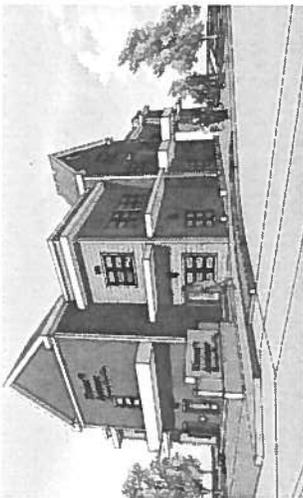
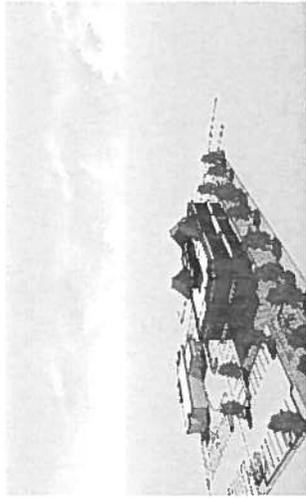
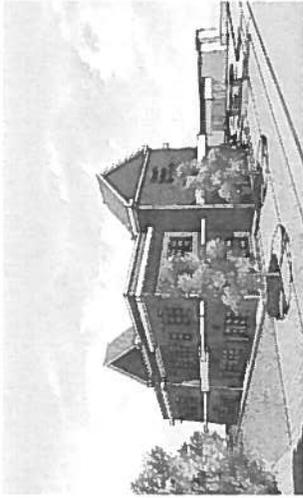
**SITE PLAN REVIEW  
 PROJECT NARRATIVE**

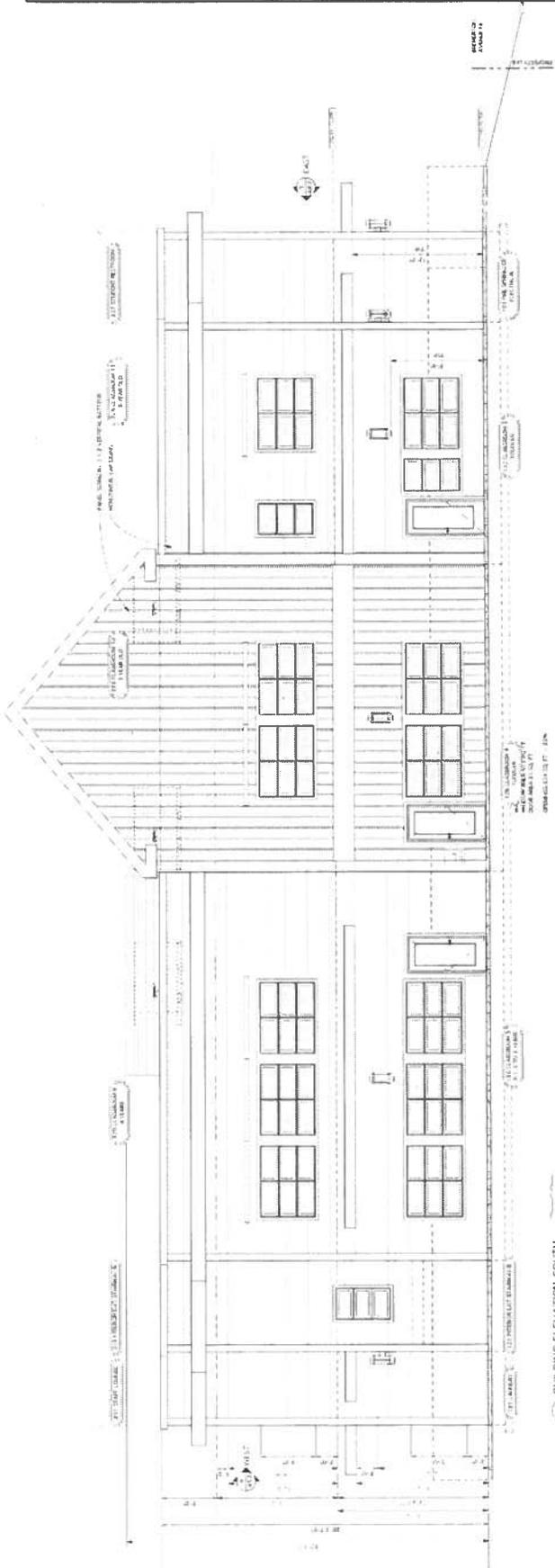
1	Project name, size and location of site	Kiddie Academy 353 Bremerton Avenue NE, Renton, WA 98059 Site 31,243 square feet = 0.717 acres 2 stories Building Area = 12,548 sq. ft. Lot 2 King County Short Plat 1079069 Assessor's Property Tax Parcel # 518210-0041
2	Land use permits required for proposed project	<ul style="list-style-type: none"> <li>• Environmental Review: Environmental (SEPA) Review- City of Renton Planning Division</li> <li>• Administrative Site Plan Review- City of Renton Planning Division</li> </ul>
3	Zoning designation of the site and adjacent properties	Site - CA-Commercial Arterial, All adjacent parcels = CA-Commercial Arterial
4	Current use of the site and any existing improvements	Current use: vacant. Existing paving 6,296 sq. ft. & 11 parking spaces, underground utilities.
5	Special site features (i.e. wetlands, water bodies, steep slopes)	None
6	Statement addressing soil type and drainage conditions	The site is underlain primarily by native soils consisting of medium dense to very dense silty sand and silty sand with gravel till deposits. Storm drainage will utilize the existing shared storm drainage value and systems located on the adjacent site by easement agreement.
7	Proposed use of the property and scope of the proposed development	Child day care for 170 students and 21 staff.
8	For plats indicate the proposed number, net density and range of sizes (net lot area) of the new lots	None
9	Access	Shared drive access on NE 4th Street and Bremerton Avenue NE. Non-exclusive easement and right-of-way of access, ingress and egress over and across the interior roads, parking areas, entrances, approaches, sidewalks and service areas. King County Recording # 20121221001617
10	Proposed off-site improvements (i.e. installation of sidewalks, fire hydrants, sewer main, etc.)	The existing street improvements have been previously approved per City of Renton letter dated 8/9/11 to Core Design Inc. "Street Modification Requested-NE4th Street and Bremerton Ave NE Proposed Key Plaza Short Plat.
11	Total estimated construction cost and estimated fair market value of the proposed project	\$ 1,980,000
12	Estimated quantities and type of materials involved if any fill or excavation is proposed	Excavation for the foundation and finish grading ±150 cubic yards. Fill material will consist of suitable on-site soils and commercially available processed rock and sand products.
13	Number, type and size of any trees to be removed	None
14	Explanation of any land to be dedicated to the City	None
15	Any proposed job shacks, sales trailers, and/or model homes	Contractor's construction office trailer
16	Any proposed modifications being requested (include written justification)	None
17	For projects located within 100 feet of a stream or wetland, please include:	Not applicable
18	For projects located within 200-feet of Black River, Cedar River, Springbrook Creek, May Creek and Lake Washington please include the following additional information:	Not applicable
19	The approximate location of and number of residential units, existing and potential, that will have an obstructed view in the event the proposed project exceeds a height of 35-feet above the average grade level	Not applicable. The building height is 30 feet.

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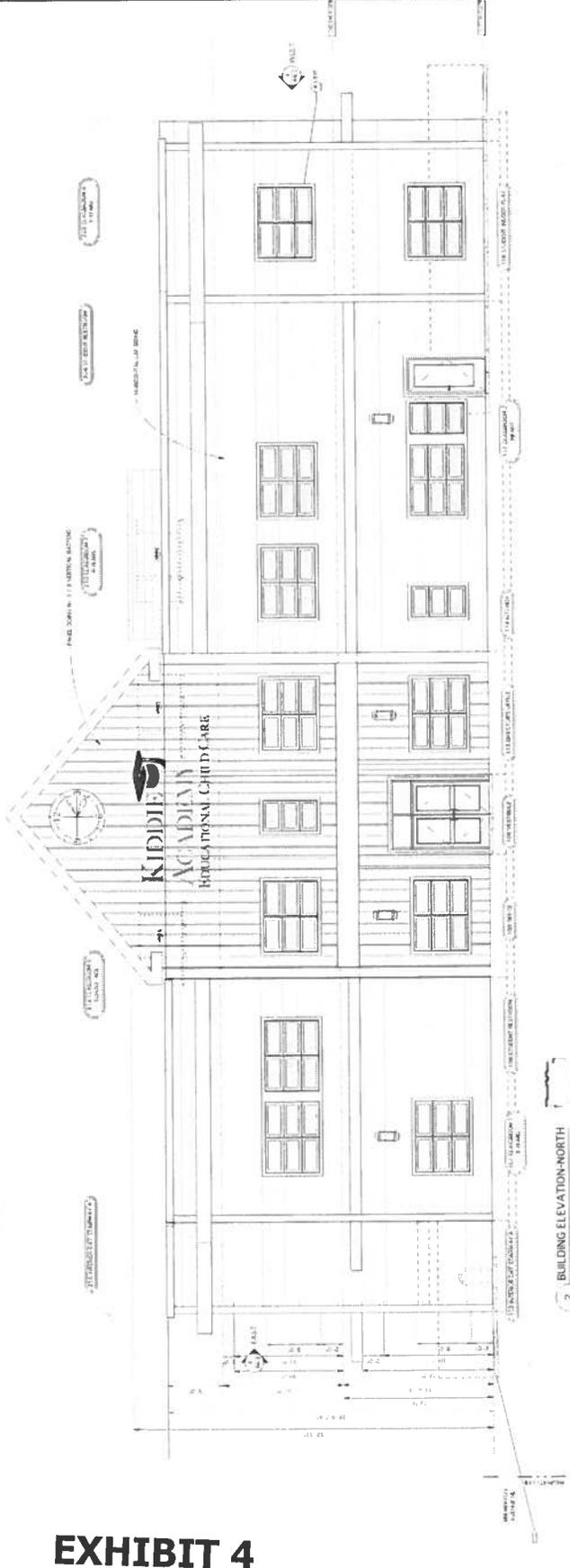
JAN 15 2015

CITY OF RENTON  
 PLANNING DIVISION





1 BUILDING ELEVATION-SOUTH  
 SCALE: 1/4" = 1'-0"

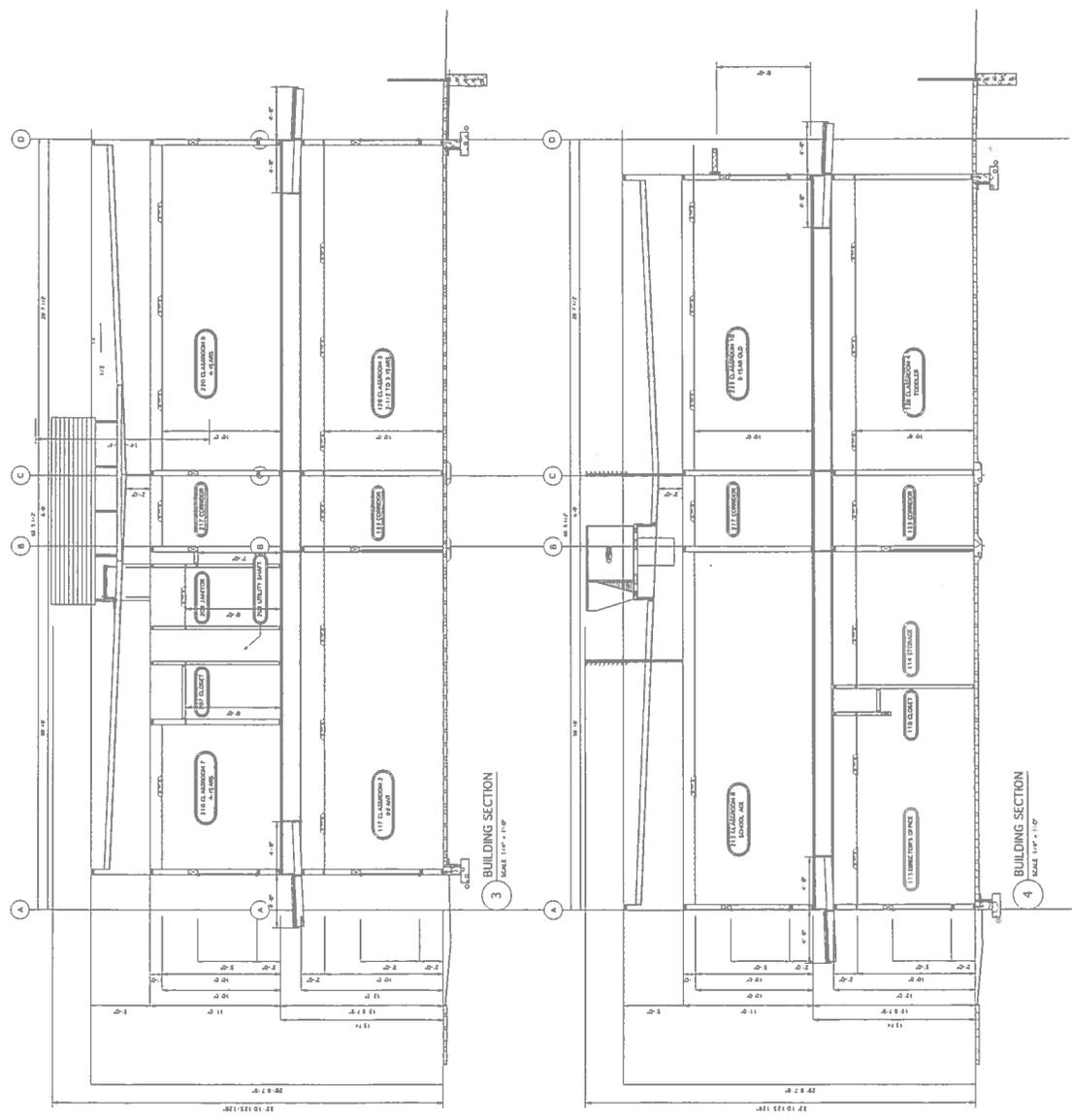


2 BUILDING ELEVATION-NORTH  
 SCALE: 1/4" = 1'-0"



**EXHIBIT 4**





**EXHIBIT 5**







United States  
Post Office

4301

4350

433

**SITE**  
353

4405

4431

4th St

NE 4th St

NE 3rd Ln

342  
336  
330  
324  
318  
4412  
4418  
4408  
4420  
337  
331  
325  
4421  
318

Bremerton Ave NE

NE 4th St

4502

4508

4526

4501

4513

NE 4th St

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314  
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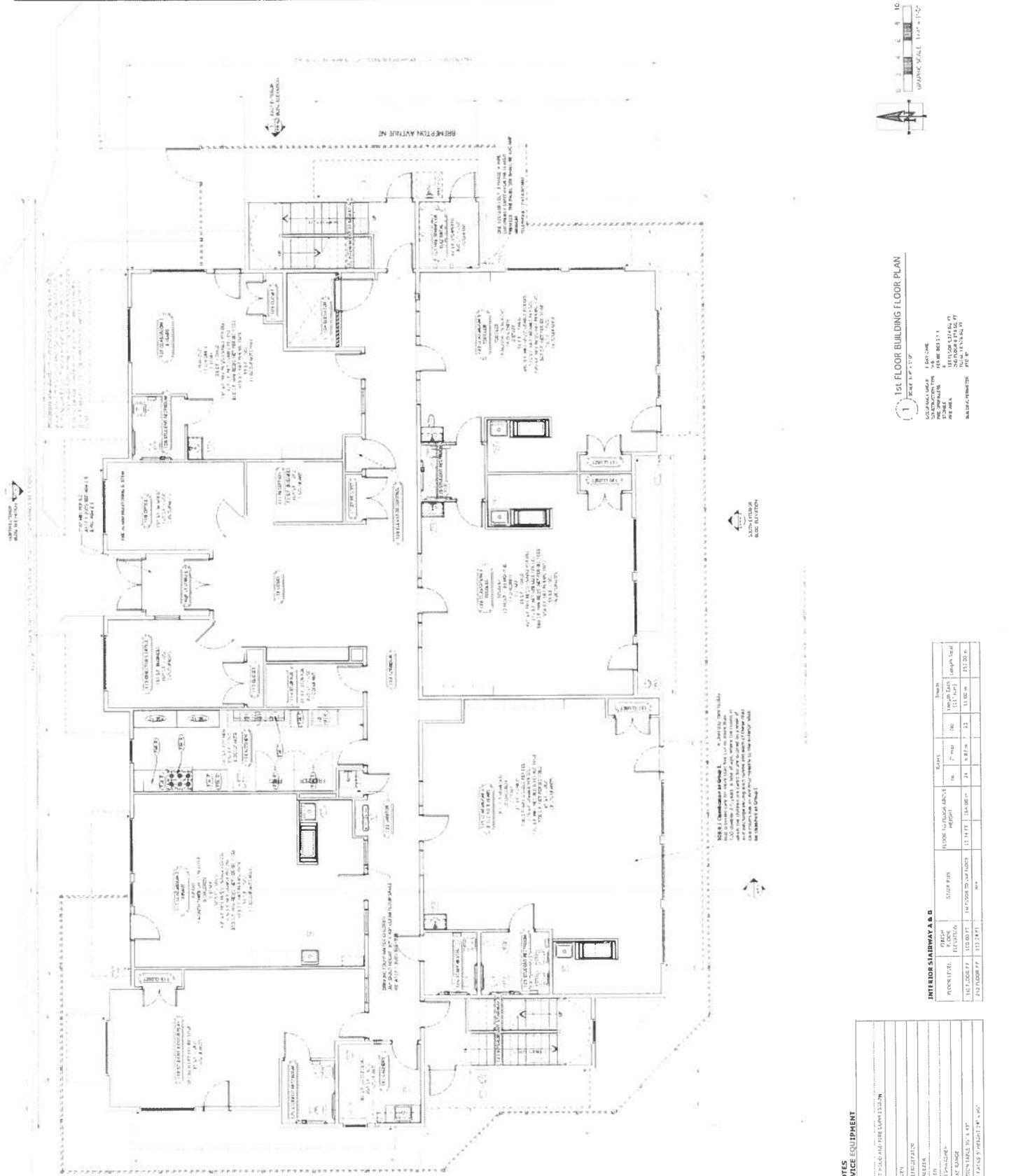
4622

4628

NE 3rd Ln

**EXHIBIT 8**

DUVAL AVENUE



1st FLOOR BUILDING FLOOR PLAN

DATE: 08/11/11  
 DRAWING NO. 15000-01-01  
 SCALE: 1/4" = 1'-0"  
 SHEET NO. SPR-4.1.1  
 TOTAL SHEETS: 4

DRAWING KEY NOTES  
 FOOD SERVICE EQUIPMENT

KEY	DESCRIPTION
1	TYPE 1 COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
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84	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
85	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
86	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
87	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
88	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
89	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
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91	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
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93	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
94	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
95	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
96	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
97	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
98	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
99	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"
100	COUNTER: 200" x 48" x 36" (TYPE 1) 22.5"

INTERIOR STAIRWAY A & B

ITEM	DESCRIPTION	QTY	UNIT	HEIGHT	WIDTH	DEPTH	FINISH	REMARKS
1	INTERIOR STAIRWAY A	1	EA	11.00'	32"	32"	WOOD	SEE SPECIFICATIONS
2	INTERIOR STAIRWAY B	1	EA	11.00'	32"	32"	WOOD	SEE SPECIFICATIONS



PF  
ARCHITECTURE

Paul French Architecture  
1111 17th Ave  
Seattle, WA 98101  
Phone: 206.461.1111  
www.paulfrench.com



353 BREKERTON AVENUE NE  
RENTON, WASHINGTON 98053  
PARCEL NO. 518210-0043

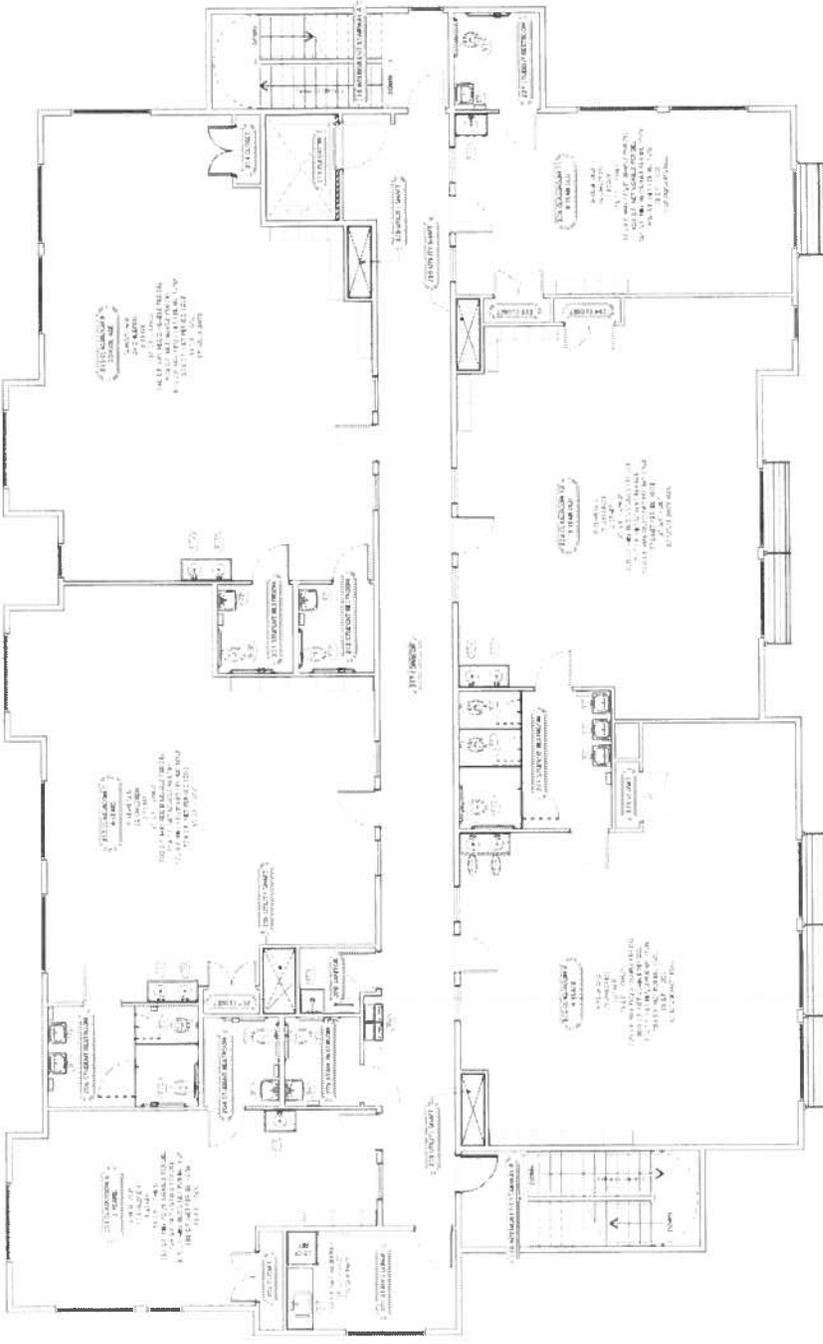


CHILD CARE LEARNING CENTERS  
CONCEPTUAL  
BUILDING PLAN  
SECOND  
FLOOR

PROJECT NO. 1710-11  
ADMINISTRATIVE  
353 BREKERTON AVENUE  
RENTON, WA

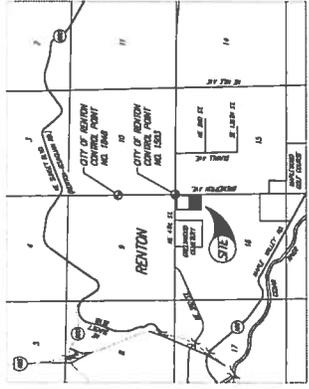
DATE: 08/11/11  
SCALE: 1/4" = 1'-0"

SPR-4.1.2



1 2ND FLOOR BUILDING FLOOR PLAN  
SCALE: 1/4" = 1'-0"

DATE: 08/11/11  
DRAWN BY: JLF  
CHECKED BY: JLF  
PROJECT NO.: 1710-11  
PROJECT NAME: 353 BREKERTON AVENUE  
RENTON, WA



VICINITY MAP  
NO SCALE

LOT COVERAGE SUMMARY

LOT	LOT AREA	EXISTING BUILDING FOOTPRINT	EXISTING IMPERVIOUS COVERAGE	# LOT COVERAGE	EXISTING LANDSCAPING	LOT X-TOTALS (SEE)	PROPOSED BUILDING FOOTPRINT	EXISTING IMPERVIOUS COVERAGE	# LOT COVERAGE	EXISTING LANDSCAPING	TOTAL SEE	TOTAL SEE AREA	EXISTING BUILDING FOOTPRINT	EXISTING IMPERVIOUS COVERAGE	# LOT COVERAGE	EXISTING LANDSCAPING	TOTAL EXISTING # LOT COVERAGE	TOTAL PROPOSED # LOT COVERAGE		
1	26,647 SF	4,331 SF	24,117 SF (INCLUDING BUILDING FOOTPRINT)	8.48	5,500 SF	32,143 SF	6,274 SF	6,208 SF	18,500 SF (INCLUDING BUILDING FOOTPRINT)	5,500 SF	61,890 SF	4,331 SF	18,625 SF	18,625 SF	32,143 SF (INCLUDING BUILDING FOOTPRINT)	42,737 SF (INCLUDING BUILDING FOOTPRINT)	32,147 SF	17,208 SF	50.07	70.23



SCALE: 1" = 20'

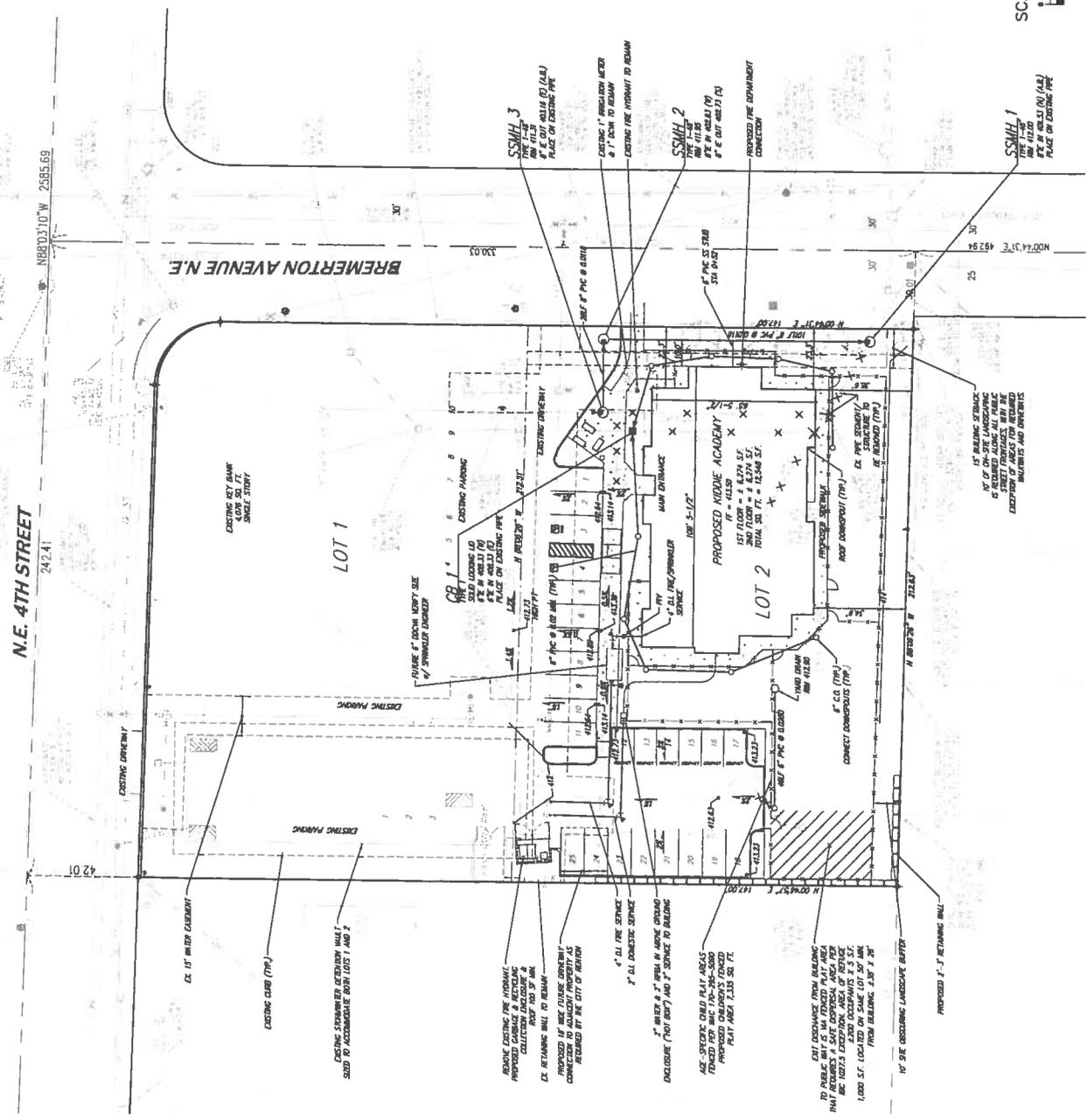
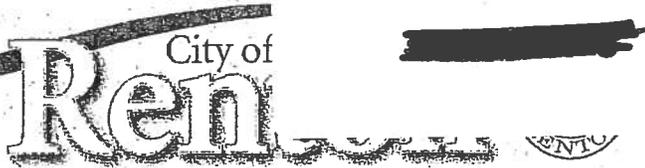


EXHIBIT 10

Denis Law  
Mayor



August 9, 2011

Department of Community and Economic Development  
Alex Pietsch, Administrator

David E Cayton, P.E., Principal  
Core Design, Inc.  
14711 NE 29<sup>th</sup> Place, Suite 101  
Bellevue, WA 98007

**Subject: Street Modification Request -- NE 4<sup>th</sup> Street and Bremerton Ave NE  
Proposed Key Plaza Short Plat**

Dear Mr. Cayton:

We have reviewed your requested street modification request for the street improvements associated with a proposed two lot commercial short plat on the southwest corner of NE 4<sup>th</sup> St and Bremerton Av NE. Your request is to modify the street standards for this project to retain the existing street improvements. Both street frontages are currently improved with recently constructed curb, gutter and sidewalks. The modification is requested in response to the code requirement to replace the existing improvements with a wider planting strip and sidewalk improvements, and to dedicate additional right-of-way for both street frontages.

The requested modifications are approved. The existing street improvements along NE 4<sup>th</sup> St are in conformance to the requirements listed in the City's adopted corridor plan for NE 4<sup>th</sup> St, including an approximate five foot planting strip and a five foot sidewalk. The improvements along Bremerton Av NE were recently constructed, and are consistent with the rest of the street improvements along Bremerton Av NE south of the site. The request to modify the right-of-way dedication requirements is also approved, and no further dedication will be required for the proposed short plat, or future development of the undeveloped new lot:

The street standards modification does not become official until the short plat is approved, at which point it can be appealed. The modification listed in this letter will be included as part of the CED approval for the future short plat application.

If you have any further questions regarding street improvement or drainage requirements for this project, please contact Kayren Kittrick at 425-430-7299 or [kkittrick@rentonwa.gov](mailto:kkittrick@rentonwa.gov).

Sincerely,

Neil Watts, Director  
Development Services Director

cc: Kayren Kittrick  
Jennifer Henning

**EXHIBIT 11**

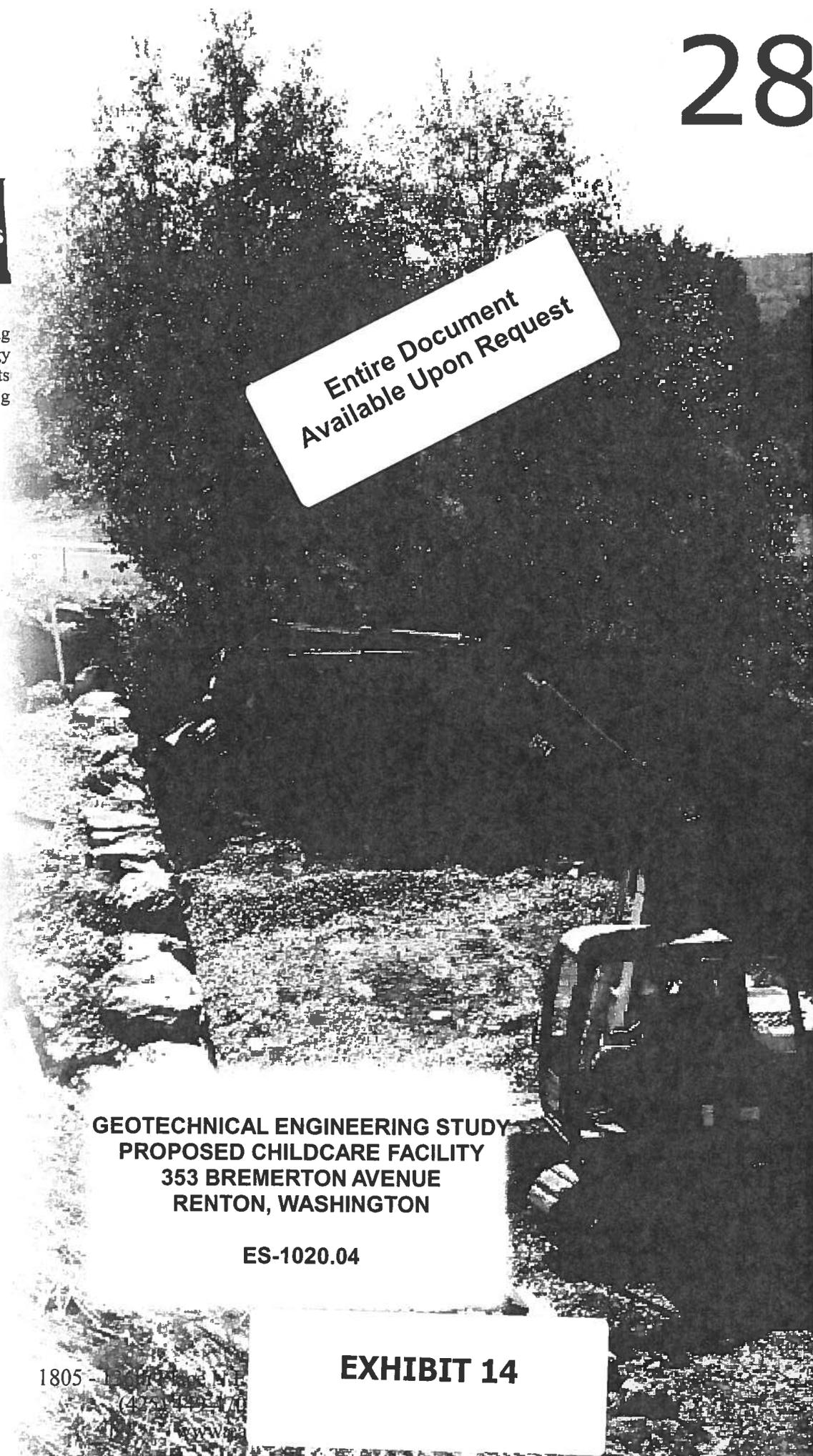






Geotechnical Engineering  
Geology  
Environmental Scientists  
Construction Monitoring

Entire Document  
Available Upon Request



**GEOTECHNICAL ENGINEERING STUDY  
PROPOSED CHILDCARE FACILITY  
353 BREMERTON AVENUE  
RENTON, WASHINGTON**

ES-1020.04

RECEIVED

JAN 15 2015

CITY OF RENTON  
PLANNING DIVISION

1805 - 1111111111  
(206) 425-1170  
www...

**EXHIBIT 14**

Entire Document  
Available Upon Request

**PRELIMINARY  
STORM DRAINAGE  
REPORT**

FOR

**RENTON KIDDIE ACADEMY**

**RENTON, WASHINGTON**



**Project Engineer:** David E. Cayton, P.E.  
**Prepared by:** Preston J. Longoni, E.I.T.  
**Date:** January 9, 2015  
**Core No.:** 14074P

**EXHIBIT 15**

**RECEIVED**

JAN 15 2015

**CITY OF RENTON**  
PLANNING DIVISION

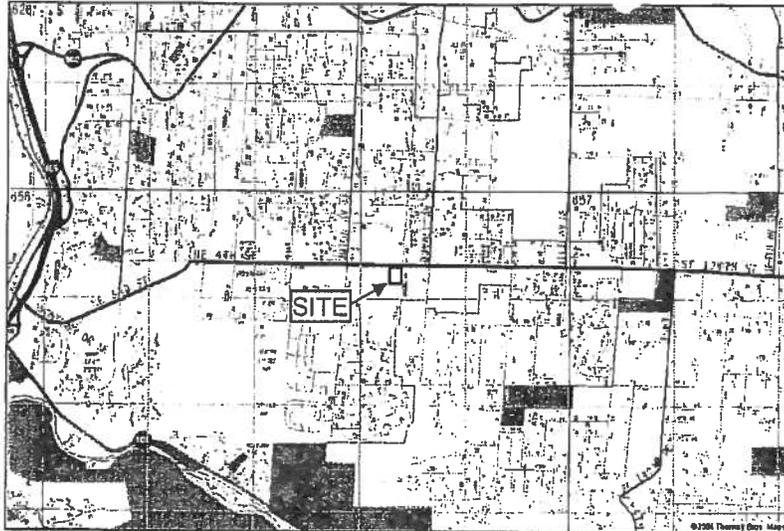


**TRANSPORTATION  
CONSULTING  
NORTHWEST**

*a division of TCN, Inc.*

# Traffic Impact Analysis Key Plaza

Entire Document  
Available Upon Request



**Renton, Washington**

Prepared For:  
**City of Renton**

At the Request of:  
**Amber Properties**

RECEIVED  
CITY OF RENTON  
FEB - 8 2007  
PLANNING DEPARTMENT

1607 E. Main Street  
Auburn, WA 98002

Prepared by:  
**Timothy Miller, PE**  
Washington #27048  
Member, ITE #11026



August 9, 2007

EXPIRES 2/19/08

Phone: 253-931-0506  
Fax: 253-333-2340  
E-Mail: [tmiller@tcninc.com](mailto:tmiller@tcninc.com)  
[www.tcninc.com](http://www.tcninc.com)

**EXHIBIT 16**

1231 FRYAR AVENUE  
SUMNER, WA 98390-1516  
T. 253.863.5128 F. 253.863.2873  
www.parametrix.com

Entire Document  
Available Upon Request

RECEIVED

JAN 5 1 2015

CITY OF RENTON  
PLANNING DIVISION

**TECHNICAL MEMORANDUM**

Date: January 14, 2015  
To: Bob Mahn and Jan Illian, City of Renton  
From: Cindy Clark, PE  
Subject: Signal Warrant Analysis at 4<sup>th</sup> & Bremerton  
cc: Howard Fan, Kiddie Academy  
Project Number: 214-7364-001  
Project Name: Kiddie Academy



1-14-15

**INTRODUCTION AND BACKGROUND**

This technical memorandum summarizes the traffic operations and signal warrant analysis conducted for Northeast (NE) 4<sup>th</sup> Street at Bremerton Avenue, in the City of Renton. This analysis was prepared for the Kiddie Academy development which is planned to be constructed at 353 Bremerton Avenue. This site is currently vacant and is located at the southwest corner of NE 4<sup>th</sup> Street and Bremerton Avenue. This site has two access points to the City Streets: one driveway connecting directly to NE 4<sup>th</sup> Street and another driveway connected to the south leg of Bremerton Avenue, approximately 100 feet south of the intersection at NE 4<sup>th</sup> Street. Please refer to the Vicinity Map at the end of this memorandum.

This technical memorandum supplements a signal warrant analysis that was included in a Traffic Impact Analysis Report prepared for the Key Plaza development by Traffic Consulting Northwest, dated August 9, 2007. This report will herein be referred to as the Key Plaza TIA. In the Key Plaza TIA, the proposed development was a new drive-in bank, a general office building, and a specialty retail center. Since that time, the bank has been constructed, but the office space and specialty retail were not built. The unused land will now be used for the proposed Kiddie Center Academy.

This technical memorandum uses new count data, therefore, the development of the bank and removal of the planned construction of the office building and specialty retail center is now considered part of the existing condition.

This memorandum supersedes the memorandum issued to the City for review on January 9, 2015.

**DATA COLLECTION**

To obtain accurate traffic volumes for existing conditions, turning movement counts were gathered at the intersection of NE 4<sup>th</sup> Street and Bremerton Avenue, on Tuesday, January 6, 2015. The counts were conducted between 7:00 am and 9:00 am (AM Peak) and between 4:00 pm and 6:00 pm (PM Peak). The traffic counts are shown in Figure 1 and the raw data counts are included at the end of this memorandum.

ENV

PLANNING DIVISION

ENVIRONMENTAL CHECKLIST

City of Renton Planning Division
1055 South Grady Way-Renton, WA 98057
Phone: 425-430-7200 Fax: 425-430-7231

PURPOSE OF CHECKLIST:

Governmental agencies use this checklist to determine if the environmental impacts of your proposal are significant. This information is used to determine if avoidance, minimization or compensatory mitigation is required to avoid, minimize or address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Entire Document Available Upon Request

Governmental agencies use this checklist to determine if the environmental impacts of your proposal are significant. This information is used to determine if avoidance, minimization or compensatory mitigation is required to avoid, minimize or address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

INSTRUCTIONS FOR APPLICANTS:

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

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

INSTRUCTIONS FOR LEAD AGENCIES:

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

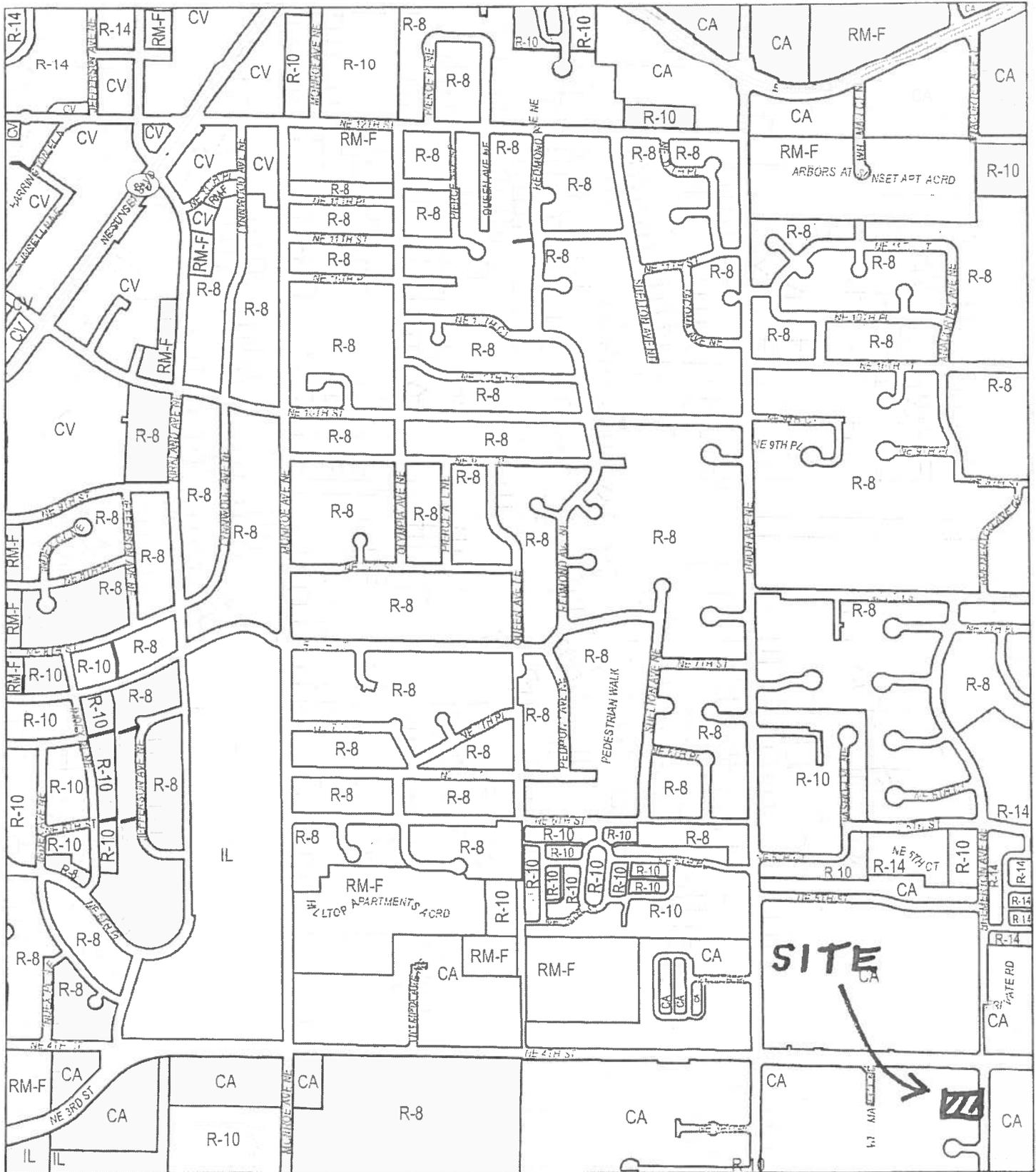
USE OF CHECKLIST FOR NONPROJECT PROPOSALS:

RECEIVED
JAN 15 2015
CITY OF RENTON
PLANNING DIVISION

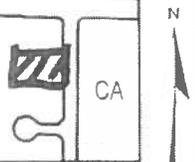
EXHIBIT 18

E5W 09 T23N R5E W 1/2

E6W 10 T23N R5E W 1/2



**SITE**

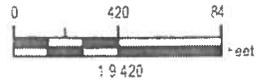


ZONING MAP BOOK  
 PLANNING - TECHNICAL SERVICES  
 PRINTED DATE: 10/02/2013

This document is a graphic representation, not guaranteed to survey accuracy, and is based on the best information available as of the date shown. This map is intended for City display purposes only.

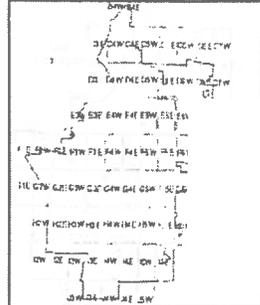
Community & Economic Development  
 C. E. "Chip" Vincent  
 Director

F5E 16 T23N R5E E 1/2



**E5E**

09 T2



# EXHIBIT 19

Residential Village	R-8 Residential Bd
Residential Heavy	R-10 Resource Cons
Residential Light	RM-F Residential F
Residential Medium	M-T Multi-F
Residential 10u ac	M-Reci Multi-F
Residential 13ou ac	MH Residential M
Residential 14du ac	Urban Can
Residential 45u ac	-N2 Urban Cen

2931142

# KEY PLAZA SHORT PLAT

A PORTION OF THE NW 1/4 OF THE NW 1/4 OF SEC. 15, TWP. 23 N., RGE. 5 E., W.M.  
CITY OF RENTON, KING COUNTY, WASHINGTON

### LEGAL DESCRIPTION

LOT 2 KING COUNTY SHORT PLAT NO. 109069, RECORDED UNDER RECORDING NO. B00240734, RECORDS OF KING COUNTY, WASHINGTON.

### DECLARATION OF COVENANT

THE OWNER OF THE LAND DESCRIBED WITHIN THE SHORT PLAT IN RETURN FOR THE BENEFIT OF THE CITY OF RENTON, KING COUNTY, WASHINGTON, HEREBY AGREES TO ACCEPT AND AGREE TO COMPLY WITH THE BENEFICIAL INTEREST IN THE NEW EASEMENTS SHOWN ON THIS SHORT PLAT TO ANY AND ALL FUTURE PURCHASERS OF THE LOTS, OR OF ANY SUBDIVISION THEREOF. THE COVENANT SHALL RUN WITH THE LAND AS SHOWN ON THIS SHORT PLAT.

### OWNER'S DEDICATION

OWNER KNOWS ALL USES BY THESE PRESENTS THAT WE, THE UNDERSIGNED, OWNER(S) OF INTEREST IN THE LAND HEREBY SUBMITTED HEREBY DECLARE THIS SHORT PLAT TO BE THE GRANTOR WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRE OF THE OWNERS(S).

IN WITNESS WHEREOF WE HAVE SET OUR HANDS AND SEALS  
AMER PROPERTIES, LLC  
A WASHINGTON LIMITED LIABILITY COMPANY  
BY: *George H. Bales*  
ITS: Manager

GEOT. GRITS, LLC  
A WASHINGTON LIMITED LIABILITY COMPANY  
BY: *George H. Bales*  
ITS: Manager

### EASEMENT NOTES

1. THE PRIVATE ACCESS AND PARKING EASEMENT SHOWN ACROSS LOT 1 IS TO THE BENEFIT OF THE OWNERS OF LOT 1. THE OWNERS OF SAID LOTS 1 AND 2 SHALL SHARE EQUALLY IN THE MAINTENANCE RESPONSIBILITIES FOR THE ACCESS AND PARKING FACILITIES WITHIN SAID EASEMENT.
2. THE PRIVATE ACCESS EASEMENT SHOWN ACROSS LOT 2 IS TO THE BENEFIT OF THE OWNERS OF LOT 1. THE OWNERS OF SAID LOTS 1 AND 2 SHALL SHARE EQUALLY IN THE MAINTENANCE RESPONSIBILITIES FOR THE ACCESS FACILITIES WITHIN SAID EASEMENT.
3. THE PRIVATE STORM DRAIN AND WALL ACCESS EASEMENT SHOWN ACROSS LOT 2 IS TO THE BENEFIT OF THE OWNERS OF LOT 1. THE OWNERS OF SAID LOT 1 SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF THE WALL AND STORM DRAIN FACILITIES WITHIN SAID EASEMENT.
4. THE EMERGENCY ACCESS EASEMENT SHOWN ON SHEET 2 OF 2 IS HEREBY GRANTED AND CONNECTED TO THE CITY OF RENTON FOR EMERGENCY ACCESS PURPOSES.

### NOTES & RESTRICTIONS

1. THIS SITE IS SUBJECT TO THE TERMS, COVENANTS, AND CONDITIONS CONTAINED OR REFERRED TO HEREIN IN A MEMORANDUM OF UNDERSTANDING AND RED LINES DEEDS, LLC A WASHINGTON LIMITED LIABILITY COMPANY AND LESSEE NEWBANK NATIONAL ASSOCIATION AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 2008090000894.
2. THIS SITE IS SUBJECT TO THE TERMS OF AN EASEMENT FOR SLOpes, CUTS AND FILLS GRANTED TO KING COUNTY AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER S00643.
3. THIS SITE IS SUBJECT TO THE TERMS AND PROVISIONS OF AN INSTRUMENT FOR EXCEPTIONS AND RESERVATIONS OF MATERIALS AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 192450.
4. THIS SITE IS SUBJECT TO THE TERMS AND PROVISIONS OF AN INSTRUMENT FOR DEDICATION FOR EASEMENTS FOR CONDUITS FOR FEASIBLE PLANNING AND PROPOSED ROADS AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER B00040734.
5. THIS SITE IS SUBJECT TO THE TERMS AND PROVISIONS OF AN INSTRUMENT ENTITLED COVENANT TO AMEND TO THE CITY OF RENTON AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 812000236.
6. THIS SITE IS SUBJECT TO COVENANTS, CONDITIONS, AND RESTRICTIONS, BUT LIMITING ANY COVENANTS OR RESTRICTIONS IF ANY, BASED UPON RACE, COLOR, RELIGION, SEX, HANDICAP, RACIAL STATUS OR NATIONAL ORIGIN UNLESS AND ONLY TO THE EXTENT THAT SAID ONE OR MORE OF SAID COVENANTS, CONDITIONS, AND RESTRICTIONS IS NECESSARY TO PROTECT THE PUBLIC INTEREST AS PROVIDED IN AN INSTRUMENT AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER B002924033.
7. THIS SITE IS SUBJECT TO AN EASEMENT TO DEMONSTRATE, OPERATE, MAINTAIN, REPAIR, REPLACE, IMPROVE, REMOVE AND EXTINGUISH ONE OR MORE UTILITY SYSTEMS FOR PURPOSES OF THE CITY OF RENTON, KING COUNTY, WASHINGTON, AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 2009027000222. THE EASEMENT DESCRIBED WITHIN SAID INSTRUMENT IS A PORTION OF THE CITY OF RENTON WATER MAIN SYSTEM AS DISCLOSED BY INSTRUMENT RECORDED UNDER RECORDING NUMBER 20020010001.
8. THIS SITE IS SUBJECT TO AN EASEMENT FOR WATER LINE UTILITIES AND UTILITY RAMPING NUMBER 20020010001, AND IS SHOWN HEREON.

### DEPT. OF ASSESSMENTS

EXAMINED AND APPROVED THIS 5th DAY OF DECEMBER 2012  
Linda Hoot  
KING COUNTY ASSESSOR  
510110-0941



20121207900004  
CITY OF RENTON 9th  
12/07/2012 12:12  
KING COUNTY, WA

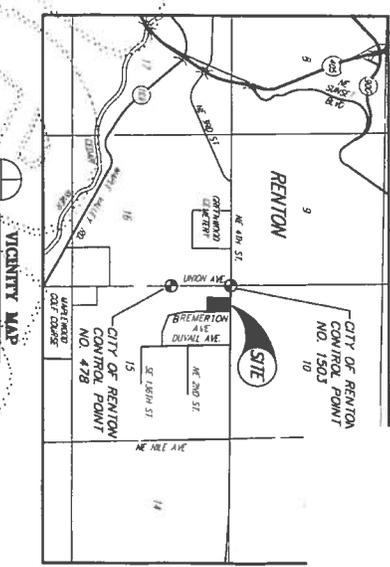
### SUBJECTOR'S CERTIFICATE

I, *William Shirley Henry*, CERTIFY THAT THIS SHORT PLAT IS A TRUE AND CORRECT COPY OF THE ORIGINAL AS FILED IN THE OFFICE OF THE KING COUNTY, WASHINGTON, THAT THE COPIES AND DISTANCES ARE TRUE AND CORRECT, AND THAT THE COPIES AND DISTANCES ARE IN FULL COMPLIANCE WITH THE PROVISIONS OF THE PLATING ACT.

*William Shirley Henry*  
DATE: *12/07/12*  
PROFESSIONAL SURVEYOR  
LICENSE NO. 34846  
STATE OF WASHINGTON

## EXHIBIT 20

STATE OF WASHINGTON )  
COUNTY OF KING )  
I, *George H. Bales*, IS THE PERSON THAT APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE SIGNED THIS INSTRUMENT, ON DAIRY STATED THAT HE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT, AND ACKNOWLEDGED IT AS THE FREE AND VOLUNTARY ACT OF SAID PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.



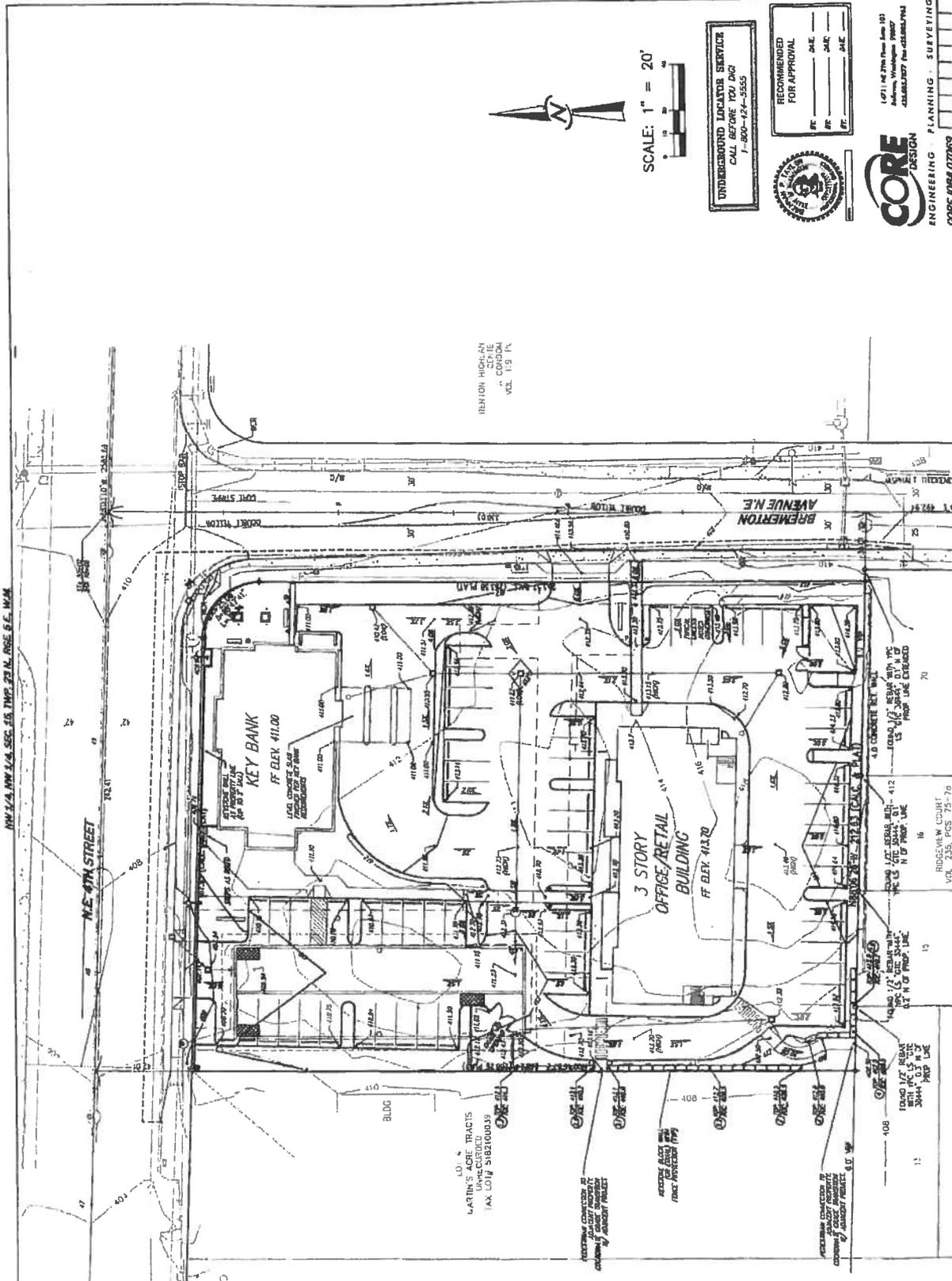
ENGINEERING PLANNING SURVEYING  
JOB NO. 07069

14711 NE 29th St, Suite 101  
Bellevue, Washington 98007  
425.885.7872 Fax 425.885.7643

WASHER RECORDED RETURN TO  
RECORDS SECTION  
1000 SOUTH GRADY WAY  
RENTON, WA 98057



HW 1/4, HW 1/4, SEC 15, TWP 27 N, RGE 6 E, W 4 W



REVISION HIGHWAY  
 STATE  
 OF CALIFORNIA  
 VOL. 119, P.



SCALE: 1" = 20'



UNDERGROUND LOCATOR SERVICE  
 CALL BEFORE YOU DIG!  
 1-800-424-3555

RECOMMENDED FOR APPROVAL	
BY _____ DATE _____	DATE _____
BY _____ DATE _____	DATE _____



**CORE DESIGN**  
 ENGINEERING PLANNING SURVEYING  
 14711 NE 27th Street, Suite 103  
 Bellevue, Washington 98007  
 206.465.7400 FAX 206.465.7404

3.01	DATE	BY

# EXHIBIT 21

NO.	DATE	BY	DESCRIPTION
1	08/11/11	...	...
2	08/11/11	...	...
3	08/11/11	...	...
4	08/11/11	...	...
5	08/11/11	...	...
6	08/11/11	...	...
7	08/11/11	...	...
8	08/11/11	...	...
9	08/11/11	...	...
10	08/11/11	...	...





## Kris Sorensen

---

**From:** Bob Mahn  
**Sent:** Thursday, January 15, 2015 2:09 PM  
**To:** Kris Sorensen; Jan Illian  
**Subject:** RE: Kiddie Academy- Order Notification - Order No.: 4868663

Hi Kris and Jan,  
Chris Barnes and I have reviewed the revised traffic study and find it to be acceptable. We have concluded that the subject development proposal will have minimal impact on traffic operations at the NE 4<sup>th</sup> St/Bremerton Ave NE intersection (traffic signal not warranted) and on Bremerton at the driveway serving the development site south of NE 4<sup>th</sup> ( no roadway or channelization improvements needed).

Bob Mahn  
Transportation Planning  
X-7322

---

**From:** Kris Sorensen  
**Sent:** Thursday, January 15, 2015 8:01 AM  
**To:** Jan Illian; Bob Mahn  
**Subject:** FW: Kiddie Academy- Order Notification - Order No.: 4868663

FYI – Updated study

---

**From:** Paul Franks [<mailto:paulfranks@frontier.com>]  
**Sent:** Wednesday, January 14, 2015 3:59 PM  
**To:** Kris Sorensen  
**Subject:** Kiddie Academy- Order Notification - Order No.: 4868663

The revised traffic study is attached hereto. I have ordered 5 copies to be delivered to you at 10:00 Am on Thursday 1/15/15.

--  
Paul Franks  
Principal Architect  
NCARB Certified

**Paul Franks Architecture**  
14711 NE 29th Place  
Suite 118  
Bellevue, Washington 98007

T 425.803.0792  
C 425.785.8780  
E-MAIL [paulfranks@frontier.com](mailto:paulfranks@frontier.com)

'In God We Trust'

**EXHIBIT 24**

**Plan - Planning Review**

Version 1 |

**Engineering Review Comments**

Jan Illian | 425-430-7216 | jillian@rentonwa.gov

**Recommendations: EXISTING CONDITIONS**

- WATER** There is an existing 12 inch water main (water plan no. W 3475) located within a 15 foot easement along the north property line. The 12 inch water main can deliver approximately 2,500 gpm at 20 psi residual pressure. The static water pressure is 65 psi at elevation 414 feet. There is also an existing 8 inch main in Bremerton Ave NE that can deliver 2,500 gpm. The project is within the City of Renton's Highlands 565 zone water service area. There are 2 hydrants within 300 feet of the site and each hydrant can deliver 1,000 gpm.
- SEWER** Sewer service is provided by the City of Renton. There is an existing 8 inch sewer main in ~~the alley to the rear of the lots.~~
- STORM** There is a drainage conveyance system on the site.
- STREETS** There is existing fronting improvements fronting the site in Bremerton Ave NE

**CODE REQUIREMENTS**

**WATER**

1. The preliminary fire flow requirement per the Fire Marshall's office is 1,500 gpm. All new construction must have fire hydrants capable of delivering a minimum of 1,000 gpm each. One primary hydrant is required within 150 feet from the building and one additional hydrant is be required within 300 feet of the building. There are 2 hydrants within 300 feet of the site and each hydrant can deliver 1,000 gpm. Existing hydrant(s) counted as fire protection will be required to be retrofitted with storz fitting if not already installed.
2. Installation of a backflow prevention assembly (DDCVA) in an underground vault outside of the building for the fire sprinkler system per Renton standard plan will be required. The DDCVA may be installed inside the building if the installation meets the conditions of the City standard plan no. 360.5.
3. System development fee for water is based on the size of the new domestic water meter that will serve the new building. The development is subject to water system development charges, meter installation fees based on the size of the domestic meter and fire service line. Fee for a 2 inch domestic water meter is \$24,720.00. Fee for a 4 inch fire line is \$10,050.00
4. Fee for a 2 inch meter drop in by the City is \$950.00.
5. A Reduced Pressure Backflow Assembly (RPBA) will be required to be installed inline of the domestic water meter to the building in an above ground insulated "hot box", per City standard.
6. Existing water stubs on the existing 12 inch water line that are not used shall be capped at the main line.
7. Civil plans for the water main improvements will be required and must be prepared by a professional engineer registered in the State of Washington.

**SANITARY SEWER**

1. There is an 8 inch sewer main in Bremerton Ave NE.
2. System development fee for sewer is based on the size of the domestic water meter that will serve the new building. This is payable prior to issuance of the construction permit. Sewer fee based on a 2 inch domestic water meter is \$17,080.00.

**SURFACE WATER**

1. A surface water system development fee of \$0.540 per square foot of new impervious surface will apply. This is payable prior to issuance of the utility construction permit.
2. A drainage memo dated January 9th, 2015 was submitted by CORE Engineers. The site falls within the Peak Rate Flow Control Duration Standard, Forested Conditions. The subject site (Lot 2) is the result of a two lot commercial short plat. Key Bank was built on Lot 1 and a commercial office building was proposed to be built on Lot 2. A drainage report and drainage plans were submitted, reviewed and approved in 2008. An underground combined detention and water quality storm vault was designed to the Level II flow control standard and was sized to provide detention for the development of both lots. The engineer has provided a copy of the "approved" TIR and provided confirmation that the vault is sized to meet the City's current drainage requirements with the development of this site. In fact the proposed site will create 0.29 acres less impervious surface area than the original office building proposal in 2008.
3. Paving and trench restoration will comply with the City's Trench Restoration and Overlay Requirements.

**TRANSPORTATION**

1. On August 9, 2011, Neil Watts, Development Services Director approved a street modification request submitted by David E. Cayton for the Key Plaza Short Plat. The approval allowed existing frontage improvements along NE 4th Street and Bremerton Ave NE to remain and no dedication of right would be required on Bremerton or NE 4th Street. No frontage improvements along Bremerton Ave NE are required for this project.
2. Traffic impact fees shall be assessed as determined by the ITE trip generation manual.
3. A Traffic Impact Analysis prepared by Parametrix Engineering dated January 14, 2015 was submitted with the site plan application. The analysis was an update to the previously approved traffic study prepared by Traffic Consulting Northwest in August 2007 for the short plat and development of the Key Bank site and proposed commercial office building at that time. The purpose of the new traffic impact analysis

Plan - Planning Review

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Engineering Review Comments

Jan Illian | 425-430-7216 | jillian@rentonwa.gov

was to provide new data and traffic volume information for 2015 and determine what if any traffic impacts would be created as a result of this project. No traffic impacts are expected as a result of this project. The increased traffic created by the development will be mitigated by payment of transportation impact fees.

GENERAL COMMENTS

- 1. Separate permits and fees for storm connections, side sewer and water meter installations will be required.
- 2. All construction utility permits for drainage and street improvements will require separate plan submittals. All utility plans shall conform 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.

Fire Review - Building Comments

Corey Thomas | 425-430-7024 | cthomas@rentonwa.gov

Recommendations: Environmental Impact Comments:

- 1. Fire impact fees are applicable at the rate of \$0.45 per square foot of space. This fee is paid at time of building permit issuance.

Fire Related Impact Comments:

- 1. The preliminary fire flow is 1,500 gpm. A minimum of two fire hydrants are required. One within 150 feet and two within 300 feet of the building. One hydrant is required within 50 feet of the fire department connection. It appears adequate fire flow is available at the site. Existing hydrants may be counted towards the requirements as long as they meet current codes and distance requirements, including 5 inch storz fittings.
- 2. Approved fire sprinkler and fire alarm systems are required throughout the building. Separate plans and permits required by the fire department. Direct outside access is required to the fire sprinkler riser room. Fully addressable and full detection is required for the fire alarm system.
- 3. Fire department apparatus access roadways are required within 150 feet of all points on the building. Fire lane signage required for the on site roadway. Required turning radius are 25 feet inside and 45 feet outside. Roadways shall be a minimum of 20 feet wide. Roadways shall support a minimum of a 30 ton vehicle and 75 psi point loading.
- 4. An electronic site plan is required prior to occupancy for pre fire planning purposes.

Planning Review Comments

Kris Sorensen | 425-430-6593 | ksorensen@rentonwa.gov

Recommendations: Planning:

- 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, multi family, new single family 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. A National Permit Discharge Elimination System (NPDES) permit is required when more than one acre is being cleared.
- 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.

Police Review Comments

Cyndie Parks | 425-430-7521 | cparks@rentonwa.gov

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**Police Review Comments**

Cyndie Parks | 425-430-7521 | cparks@rentonwa.gov

Recommendations: POLICE RELATED COMMENTS

16 Police Calls for Service Estimated Annually

To protect materials and equipment during construction, it is recommended that all materials and tools be locked up when not in use. The commonly used tool lockbox will not be sufficient. The site will need security lighting and any construction trailer should be completely fenced in with portable chain link fencing. The fence will provide both a physical and psychological barrier to any prospective thief and will demonstrate that this area is private property. Construction trailers should be kept locked when not in use, and should also have a heavy duty deadbolt installed with no less than a 1 1/2" throw when bolted. Glass windows in the trailer should be shatter resistant.

I also recommend the developer post "No Trespassing" signs on the property while it's under construction. This will aid police in contacting subjects who may be on the property after hours. The use of off duty police officers or private security guards to patrol the site during the hours of darkness is an option.

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. 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. Access to the back of the buildings should be limited, preferably with security fencing, as these areas will be vulnerable to crime due to the lack of natural surveillance by personnel and/or area homes or other businesses.

It is recommended that the property be monitored (both inside and outside) with recorded security and that an alarm system be utilized after hours. It's not uncommon for businesses to experience theft and/or vandalism during the hours of darkness. It is important to direct all foot traffic towards the main entrance of the child care facility – this includes any employees, vendors, or delivery personnel.

All areas of this facility 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 customers.

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 both employees and parents feel isolated and pulled from view of environmental traffic and could provide criminals with concealment to commit crimes such as burglary.

It is key for a business to have appropriate lighting and signage. "No Trespassing" signs should be posted in conspicuous locations, including entrances to the property and parking areas.

I highly recommend that the developer have a Renton Police Crime Prevention Representative conduct a security survey of the premises once construction is complete. Contact Cyndie Parks, 425.430.7521 when you would like to make an appointment.

**PLANNING DIVISION**  
**DESIGN DISTRICT "D"**  
**CHECKLIST**

City of Renton Planning Division  
1055 South Grady Way, Renton, WA 98057  
Phone: 425-430-7200 Fax: 425-430-7231

**PURPOSE OF CHECKLIST:**

Ensure compliance with design review regulations located in the Renton Municipal Code in order to:

- a. Maintain and protect property values;
- b. Enhance the general appearance of the City;
- c. Encourage creativity in building and site design;
- d. Achieve predictability, balanced with flexibility; and
- e. Consider the individual merits of proposals.

**INSTRUCTIONS FOR APPLICANTS:**

This design district checklist asks you to describe some basic information about your proposal. The City will use this checklist to determine whether the your proposal complies with the Urban Design Regulations in the Renton Municipal Code (RMC 4-3-100). Answer the questions briefly, with the most precise information known, or give the best description you can.

There are two categories that have been established: (a) "minimum standards" that must be met, and (b) "guidelines" that, while not mandatory, are considered by the Planning Director in determining if the proposed action meets the intent of the design guidelines.

If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

**A. SITE DESIGN AND BUILDING LOCATION:**

**Intent:** 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 throughout the district.

**1. Site Design and Street Pattern:**

**Intent:** To ensure that the City of Renton Vision can be realized within the Urban Center Districts; plan districts that are organized for efficiency while

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JAN 15 2015

CITY OF RENTON  
PLANNING DIVISION