

Denis Law
Mayor

City of
Renton



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

March 9, 2015

State Department of Ecology
Northwest Regional Office
3190 160th Ave. SE
Bellevue, WA 98008-5452

**SUBJECT: Shoreline Management Substantial Development Permit for Cedar River
Boeing South Bridge Pedestrian Lighting
File No. LUA15-000040**

Dear Sir or Madam:

Enclosed is the Shoreline Substantial Development Permit for the above referenced project. The permit was issued by the City of Renton on March 9, 2015. The project is exempt from SEPA pursuant to WAC 197-11-800(2)(d)(ix) addition of pedestrian paths, and subsection (l) the installation of accessory solar energy generation equipment.

We are filing this action with the Department of Ecology and the Attorney General per WAC 173-14-090. Please review this permit and attachments and contact me at (425) 430-7314 if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink that reads "Vanessa Dolbee".

Vanessa Dolbee
Current Planning Manager

Enclosures: Administrative Decision (Bridge Permit, Construction Mitigation Description, Plan Set 4 sheets, Stream Study and Habitat Data Report, Muckleshoot Tribe Comments and Applicant's response)
Copy of Master Application
Project Narrative
Neighborhood Detail Map
Notice of Application

cc: Office of Attorney General
Karen Walter, Muckleshoot Indian Tribe Fisheries Dept.

Jennifer Henning, Current Planning Manager
Boeing Company /Owner
Mark Clement/Applicant/Contact

PLANNING DIVISION
SHORELINE MANAGEMENT ACT OF 1971

PERMIT FOR SHORELINE MANAGEMENT
EVALUATION FORM & DECISION

DATE OF PERMIT ISSUANCE: March 9, 2015
LAND USE ACTION FILE NO.: LUA15-000040, SM
DATE RECEIVED January 27, 2015
DATE OF PUBLIC NOTICE: February 11, 2015

Pursuant to Chapter 90.58 RCW, staff recommends that the City of Renton grant a Shoreline Substantial Development Permit. This action is proposed on the following application:

PROJECT NAME: Cedar River Boeing South Bridge Pedestrian Lighting
PROJECT MANAGER: Vanessa Dolbee, Current Planning Manager
OWNER: Boeing Corporation, 737 Logan Ave. N, Renton WA 98055
CONTACT/APPLICANT: Mark Clement, Boeing Co., P.O. Box 3707 MC 1W-09, Seattle WA 98124
PROJECT LOCATION: 737 Logan Ave. N
LEGAL DESCRIPTIONS: Bridge Permit provided instead, attached
SEC-TWN-R: SEC 7 TWN 23N R 5E
WITHIN THE SHORELINES OF: Cedar River, Reach A
APPLICABLE MASTER PROGRAM: City of Renton

PROPOSAL DESCRIPTION: The applicant is requesting a Shoreline substantial Development Permit for the addition of pedestrian lighting to the South Boeing Bridge. The lights would be powered by the installation of a new 3 ft. x 4 ft. solar panel mounted on the bridge. The bridge is located across the Cedar River between the Boeing Plant site (737 Logan Ave. N) and the Renton Municipal airport. The bridge is located in Reach A of the Cedar River and is designated as Shoreline High Intensity by the Shoreline Master Program. No work is proposed in the water and/or beyond the existing bridge. No trees and/or vegetation would be removed as a result of the project.

FINDINGS OF FACT:

1. The applicant is requesting a Shoreline Substantial Development Permits for the installation of a

200-foot long, 24-volt, 250-watt LED amber-hued rope lighting across the entire length of the South Boeing Bridge and two 3-foot by 5-foot solar panels and battery storage units.

2. The existing South Boeing Bridge is located in the Shoreline High Intensity overlay along both the east and west banks, and would be located in the Aquatic overlay in those areas waterward of the ordinary high water mark (OHWM).
3. The lighting project is proposed to improve safety for Boeing employees who must work at night and walk to the plan's facilities from the parking lots located on the west side of the Cedar River.
4. The current bridge is designed for pedestrian crossings; as such the lighting for the walkway would be considered maintenance of the existing bridge. However, the installation of the solar panels triggered the Shoreline Substantial Development Permit Application, as these would be considered new utilities in the Shoreline Master Program (SMP).
5. The proposed lights would be mounted on the existing bridge curb, 9 inches off the ground, and designed to direct light horizontally across the walkway. The rope lights would be directed towards the bridge deck by the installation of a light shield along the top of the light fixture. The solar panels are proposed to be mounted on the south side of the bridge structure, one on the east end and one on the west end, both landward of the OHWM.
6. No construction activities would occur and no structures would be placed below the OHWM. The entire project would be located on the existing South Boeing Bridge.
7. A Standard Stream Study and Habitat Data Report was submitted with the application, prepared by AMEC Foster Wheeler, dated January, 2015.
8. The site is located in a seismic hazard area, in an area with identified sensitive slopes, and a flood hazard area; no other critical areas exist on site. All work would be above the Base Flood Elevation for the flood hazard and outside the sensitive slopes as all work would be on the existing bridge deck.
9. Comments were received from Karen Walter with the Muckleshoot Indian Tribe Fisheries Division, no other agency or public comments were received.
10. 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.
11. The proposed solar panels would be considered a local service utility and would be permitted outright in Table 4-3-090E1 Shoreline Use Table.
12. The following table contains project elements intended to comply with the SMP bulk and dimensional standards and policies, as outlined in RMC 4-3-090:

SHORELINE MASTER PROGRAM CRITERIA:

A. COMPREHENSIVE PLAN COMPLIANCE AND CONSISTENCY, SHORELINE ELEMENT:

The site is located in the Shoreline High-Intensity Overlay District. The objective of the High Intensity Overlay is to provide opportunities for large-scale office and commercial employment centers as well as multi-family residential use and public services. This district provides opportunities for water-dependent and water-oriented uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded. Development may also provide for public use and/or community use, especially access to and along the water's edge. **The proposal is compliant with the following Shoreline policies:**

✓	Policy SH-14. Shoreline use and development should be carried out in a manner that prevents or mitigates adverse impacts so that the resulting ecological condition does not become worse than the current condition. This means ensuring no net loss of ecological functions and processes in all development and use. Permitted uses should be designed and conducted to minimize, in so far as practical, any resultant damage to the ecology and environment (RCW 90.58.020). Shoreline ecological functions that should be protected include, but are not limited to, fish and wildlife habitat, food chain support, and water temperature maintenance. Shoreline processes that shall be protected include, but are not limited to, water flow; littoral drift; erosion and accretion; infiltration; ground water recharge and discharge; sediment delivery, transport, and storage; large woody debris recruitment; organic matter input; nutrient and pathogen removal; and stream channel formation/maintenance.
✓	Objective SH-E. Existing economic uses and activities on the shorelines should be recognized and economic uses or activities that are water-oriented should be encouraged and supported.
✓	Policy SH-18. All economic activities on the shoreline shall provide for no net loss of ecological functions during construction and operation.

B. DEVELOPMENT STANDARDS:

The subject site is classified as Shoreline High Intensity on the City of Renton Shoreline Overlay Map. The following development standards are applicable to the proposal:

1. No Net Loss Required

✓	Shoreline use and development shall be carried out in a manner that prevents or mitigates adverse impacts to ensure no net loss of ecological functions and processes in all development and use. Permitted uses are designed and conducted to minimize, in so far as practical, any resultant damage to the ecology and environment (RCW 90.58.020). Shoreline ecological functions that shall be protected include, but are not limited to, fish and wildlife habitat, food chain support, and water temperature maintenance. Shoreline processes that shall be protected include, but are not limited to, water flow; erosion and accretion; infiltration; groundwater recharge and discharge; sediment delivery, transport, and storage; large woody debris recruitment; organic matter input; nutrient and pathogen removal; and stream channel formation/maintenance.
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	<p><i>Staff Comment: The applicant submitted Standard Stream Study and Habitat Date Report, prepared by AMEC Foster Wheeler, dated January, 2015, attached. This report concluded that the proposed project would not result in a loss of ecological functions or values, in the riparian zone of the Lower Cedar River adjacent to and 100 feet upstream and downstream of the existing bridge.</i></p>
<p>2. View Obstruction and Visual Quality</p>	
<p>N/A</p>	<p>View Corridors Required: Where commercial, industrial, multiple use, multi-family and/or multi-lot developments are proposed, primary structures shall provide for view corridors between buildings where views of the shoreline are available from public right-of-way or trails.</p>
<p>N/A</p>	<p>Minimum Setbacks for Commercial Development Adjacent to Residential or Park Uses: All new or expanded commercial development adjacent to residential use and public parks shall provide fifteen feet (15') setbacks from adjacent properties to attenuate proximity impacts such as noise, light and glare, and may address scale and aesthetic impacts. Fencing or landscape areas may be required to provide a visual screen.</p>
<p>✓</p>	<p>Lighting Requirements: Display and other exterior lighting shall be designed and operated so as to prevent glare, to avoid illuminating nearby properties used for noncommercial purposes, and to prevent hazards for public traffic. Methods of controlling spillover light include, but are not limited to, limits on the height of light structure, limits on light levels of fixtures, light shields, and screening.</p> <p>Staff Comment: AMEC Foster Wheeler identified that the provided Standard Stream Study and Habitat Date Report prepared for the subject project was focused to assess potential habitat alterations to the Lower Cedar River and its associated riparian habitat due to the proposed installation of LED lighting along the footpath of the Bridge. The report indicated that the proposed LED amber-hued rope lights would have a luminous flux of 14.9 lumens per foot and the 200 linear feet of lighting would only add a total of 2,980 lumens to the Bridge walkway. The lumens added would be equivalent to one 4-foot fluorescent tube, amber instead of white. The lights are proposed to be mounted 9 inches off the ground with lighting directed horizontally across the walkway via the use of a shield. The report concluded that the use of LED amber-hued lighting and the light's placement at near deck level would prevent errant light from illuminating the underlying river. In addition, the bridge deck is constructed of solid concrete which would not permit light penetration into the Cedar River. Comments were received from the Muckleshoot Indian Tribe which indicated that the 587 nanometer wavelength of the proposed amber lights appears to be consistent with recommendations to limit emissions of short wavelength "blue light" color spectrum to control light pollution effects on fish and wildlife. The Muckleshoot Indian Tribe requested that the lights be shielded or insure that the light projection is strictly downwards and consider using motion sensors to limit the amount of time they are activated. To ensure impacts from light are reduced staff recommends as a condition of approval that the lights are installed with shields that direct the light strictly downwards towards the bridge deck and that the lights are motion activated to reduce the amount of time in which the lights are on.</p>

N/A	Reflected Lights to Be Limited: Building surfaces on or adjacent to the water shall employ materials that limit reflected light.
N/A	Integration and Screening of Mechanical Equipment: Building mechanical equipment shall be incorporated into building architectural features, such as pitched roofs, to the maximum extent feasible. Where mechanical equipment cannot be incorporated into architectural features, a visual screen shall be provided consistent with building exterior materials that obstructs views of such equipment.
N/A	Visual Prominence of Freestanding Structures to Be Minimized: Facilities not incorporated into buildings including fences, piers, poles, wires, lights, and other freestanding structures shall be designed to minimize visual prominence
N/A	Maximum Stair and Walkway Width: Stairs and walkways located within shoreline vegetated buffers shall not exceed four feet (4') in width; provided, that where ADA requirements apply, such facilities may be increased to six feet (6') in width. Stairways shall conform to the existing topography to the extent feasible
3. Community Disturbances:	
✓	Noise, odors, night lighting, water and land traffic, and other structures and activities shall be considered in the design plans and their impacts avoided or mitigated. <i>Staff Comment: If the project condition is met to place the lights on motion sensors the amount of time the lights are activated would be minimized reducing impacts of night lighting. Staff does not anticipate any noise or order impacts are a result of the subject project.</i>
4. Public Access	
Physical or visual access to shorelines shall be incorporated in all new development when the development would either generate a demand for one or more forms of such access, would impair existing legal access opportunities or rights, or is required to meet the specific policies and regulations of the Shoreline Master Program.	
✓	Cedar River A: Public physical access from a trail parallel to the water should be provided if the Renton Municipal Airport redevelops in the future, balanced with goals of ecological restoration. <i>Staff Comment: All existing public access will be maintained.</i>
5. Building and Development Location – Shoreline Orientation	
Shoreline developments shall locate the water-dependent, water-related, and water-enjoyment portions of their developments along the shoreline. Development and use shall be designed in a manner that directs land alteration to the least sensitive portions of the site to maximize vegetation conservation; minimize impervious surfaces and runoff; protect riparian, nearshore and wetland habitats; protect	

wildlife and habitats; protect archaeological, historic and cultural resources; and preserve aesthetic values	
✓	<p>Location of Development: Development and use shall be designed in a manner that directs land alteration to the least sensitive portions of the site.</p> <p><i>Staff Comment: All work is proposed on the existing South Boeing Bridge. No work would be below the OHWM. No trees and/or riparian vegetation would be removed or impacted as a result of the subject project.</i></p>
N/A	<p>Minimization of Site Alteration: Development shall minimize site alteration in sites with substantial unaltered natural features by applying the following criteria:</p> <p>(a) Vehicle and pedestrian circulation systems shall be designed to limit clearing, grading, and alteration of topography and natural features.</p> <p>(b) Impervious surfacing for parking lot/space areas shall be limited through the use of under-building parking or permeable surfaces where feasible.</p> <p>(c) Utilities shall share roadway and driveway corridors and rights-of-way wherever feasible.</p> <p>(d) Development shall be located and designed to avoid the need for structural shoreline stabilization over the life of the development. Exceptions may be made for the limited instances where stabilization is necessary to protect allowed uses, particularly water-dependent uses, where no alternative locations are available and no net loss of ecological functions will result.</p>
✓	<p>Location for Accessory Development: Accessory development or use that does not require a shoreline location shall be located outside of shoreline jurisdiction unless such development is required to serve approved water-oriented uses and/or developments or unless otherwise allowed in a High Intensity designation. When sited within shoreline jurisdiction, uses and/or developments such as parking, service buildings or areas, access roads, utilities, signs and storage of materials shall be located inland away from the land/water interface and landward of water-oriented developments and/or other approved uses unless a location closer to the water is reasonably necessary.</p>
✓	<p>Navigation and Recreation to Be Preserved: Shoreline uses shall not deprive other uses of reasonable access to navigable waters. Existing water-related recreation shall be preserved.</p>

6. Standards for Density, Setbacks, and Height

Staff Comment: The proposed project is to install pedestrian lighting on an existing bridge crossing to improve pedestrian safety. To power the lights, two solar panels will be placed on the existing bridge structure. The Shoreline Bulk Standards, Table 4-3-090D7a establish the minimum required dimensional standards for development, including all structures and substantial alteration of natural topography. The proposed project adds new utilities (solar panels) to an existing bridge, which would not constitute a substantial alteration of natural topography. Furthermore, pursuant to 4-3-090D7d.iv. "Activities Exempt from Buffers and Setbacks", indicate that necessary access, such as roads that must cross shorelines are exempt from buffers and setbacks. The proposed project would add two solar panels (local utility) to an existing road/bridge. Based on both the lack of substantial

<p><i>alteration of natural topography and the projects affiliation with necessary access the below bulk standards do not apply.</i></p>	
N/A	<p>Setbacks and buffers from the OHWM: For non-water oriented uses a 100 foot setback is required from the OHWM.</p>
N/A	<p>Vegetation Conservation Buffer: 100 feet.</p> <p>Cedar River Reach A Standard: Enhancement of native riparian vegetation shall be implemented as part of park management, balanced with needs of flood control levees and opportunities to provide public visual and physical access to the shoreline.</p>
N/A	<p>Building Height – Maximum:</p> <p>In water – 35 ft.</p> <p>Within 100 feet of OHWM – 35 ft.</p> <p>More than 100 feet from the OHWM – 35 ft.</p> <p>Height up to that established in chapter 4-2 RMC, Zoning Districts – Uses and Standards, may be allowed for non-water-dependent uses in the following reaches: Lake Washington Reaches C, H, I, and J; Cedar River Reaches A, B, and C; Black River Reach A; May Creek Reach B; and Springbrook Creek Reaches B, C, and D:</p> <p>For buildings landward of one hundred feet (100') from OHWM, the maximum building height shall be defined by a maximum allowable building height envelope that shall:</p> <p>i. Begin along a line lying parallel to and one hundred feet (100') from OHWM at a height of either thirty five feet (35') or one half (1/2) the maximum height allowed in the underlying zone, whichever is greater; and</p> <p>ii. Have an upward, landward transition at a slope of one vertical to one horizontal from the beginning height either (a) until the line at which the maximum height allowed in the underlying zoning in chapter 4-2 RMC is reached (from which line the height envelope shall extend landward at the maximum height allowed in the underlying zoning), or (b) to the end of shoreline jurisdiction, whichever comes first.</p>
✓	<p>Impervious area within the Buffer/Setback: 5%</p> <p><i>Staff Comment: The project would not result in an increase in impervious service area.</i></p>
✓	<p>Impervious area within 100 feet of the OHWM: 50%</p> <p><i>Staff Comment: The project would not result in an increase in impervious service area.</i></p>
<p>7. Use Regulations:</p>	
<p>a. Utilities</p>	
✓	<p>Local utility services needed to serve water-dependent and other permitted uses in the shoreline are subject to standards for ecological protection and visual compatibility.</p>

✓	<p>New public or private utilities shall be located inland from the land/water interface, preferably out of shoreline jurisdiction, unless:</p> <p>(a) Perpendicular water crossings are unavoidable; or</p> <p>(b) Utilities are necessary for authorized shoreline uses consistent with the Shoreline Master Program.</p> <p><i>Staff Comment: The proposed solar panels are affiliated with an existing bridge. Necessary Access is exempt from setback standards of the SMP. The proposed solar panels are located on the existing bridge landward of the OHWM. The installation of the solar panels would not result in the removal of any trees and/or riparian vegetation. Because necessary access is exempt from setback standards the subject solar panels are permitted on the necessary access, as they are associated with such access.</i></p>
N/A	<p>Linear facilities consisting of pipelines, cables and other facilities on land running roughly parallel to the shoreline shall be located as far from the water's edge as feasible and preferably outside of shoreline jurisdiction</p> <p><i>Staff Comment: Solar panels are not linear facilities.</i></p>
✓	<p>Linear facilities consisting of pipelines, sewers, cables and other facilities on aquatic lands running roughly parallel to the shoreline that may require periodic maintenance that would disrupt shoreline ecological functions shall be discouraged except where no other feasible alternative exists. When permitted, provisions shall assure that the facilities do not result in a net loss of shoreline ecological functions or significant impacts to other shoreline resources and values.</p> <p><i>Staff Comment: The proposed solar panels are powered by battery packs and would be located on the South Boeing Bridge. If maintenance is required for such panels or the associated pedestrian lighting, there would be no impacts to the existing riparian habitat, as all maintenance work would occur from the existing bridge. See discussion above related to no net loss of shoreline ecological functions, under subsection B.1 No Net Lot Required.</i></p>
✓	<p>Utilities shall be located in existing rights-of-way and corridors, whenever reasonably feasible.</p>
✓	<p>Local service utilities serving new development shall be located underground, wherever reasonably feasible.</p> <p><i>Staff Comment: Solar panels cannot be located underground as they need access to solar energy to function.</i></p>
N/A	<p>Utility crossings of water bodies shall be attached to bridges or located in other existing facilities, if reasonably feasible. If new installations are required to cross water bodies or wetlands they should avoid disturbing banks and streambeds and shall be designed to avoid the need for shoreline stabilization. Crossings shall be tunneled or bored where reasonably feasible. Installations shall be deep enough to avoid failures or need for protection due to exposure due to streambed mobilization, aggregation or lateral migration. Underwater utilities shall be placed in a sleeve if reasonably feasible to avoid the need for excavation in</p>

	the event of the need for maintenance or replacement.
N/A	In areas where utility installations would be anticipated to significantly alter natural groundwater flows, a barrier or conduit to impede changes to natural flow characteristics shall be provided.
N/A	Excavated materials from construction of utilities shall be disposed of outside of the vegetation conservation buffer except if utilized for ecological restoration and shall be specified in submittal materials.
✓	Utilities shall be located and designed to avoid natural, historic, archaeological or cultural resources to the maximum extent feasible and mitigate adverse impacts where unavoidable
✓	Utilities shall be located, designed, constructed, and operated to result in no net loss of shoreline ecological functions with appropriate on- and off-site mitigation including compensatory mitigation.
✓	All utility development shall be consistent with and coordinated with all local government and State planning, including comprehensive plans and single purpose plans to meet the needs of future populations in areas planned to accommodate growth.
✓	<p>Vegetation Conservation:</p> <p>(a) Native vegetation shall be maintained whenever reasonably feasible.</p> <p>(b) When utility projects are completed in the water or shoreland, the disturbed area shall be restored as nearly as possible to the original condition.</p> <p>(c) All vegetation and screening shall be hardy enough to withstand the travel of service trucks and similar traffic in areas where such activity occurs</p> <p><i>Staff Comment: No vegetation would be removed or impacted as a part of the subject project.</i></p>

Development of this project shall be undertaken pursuant to the following terms and conditions:

1. The lights shall be installed with shields that direct the light strictly downwards towards the bridge deck and the lights shall be activated by motion.

This Permit is granted pursuant to the Shoreline Management Act of 1971 and pursuant to the following:

1. The issuance of a license under the Shoreline Management Act of 1971 shall not release the applicant from compliance with federal, state, and other permit requirements.

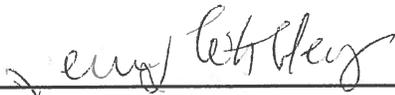
DATE OF PERMIT: March 9, 2015

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2. This permit may be rescinded pursuant to Section 14(7) of the Shoreline Management Act of 1971 in the event the permittee fails to comply with any condition(s) hereof.
3. Construction permits shall not be issued until twenty-one (21) days after approval by the Washington State Department of Ecology or until any review proceedings initiated within this twenty-one (21) day review period have been completed.

DATE OF DECISION ON LAND USE ACTION:

SIGNATURE:



Jennifer Henning, Planning Director
Department of Community & Economic Development

3/9/2015

Date

APPEALS: Appeals of Shoreline Substantial Development Permit issuance must be made directly to the Shorelines Hearings Board. Appeals are made by filing a request in writing within the twenty-one (21) days of receipt of the final order and concurrently filing copies of such request with the Washington State Department of Ecology and the Attorney General's office as provided in section 18(1) of the Shorelines Management Act of 1971. All copies of appeal notices shall also be filed with the City of Renton Planning Division and the City Clerk's office.

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

EXPIRATION: Unless a different time period is specified in the shoreline permit as authorized by RCW 90.58.143 and subsection J1 of RMC 4-9-190, construction activities, or a use or activity, for which a permit has been granted pursuant to this Master Program must be commenced within two (2) years of the effective date of a shoreline permit, or the shoreline permit shall terminate, and a new permit shall be necessary. However, the Planning Division may authorize a single extension for a period not to exceed one year based on reasonable factors, if a request for extension has been filed with the Planning Division before the expiration date, and notice of the proposed extension is given to parties of record and the Washington State Department of Ecology. **DEFINITION OF COMMENCEMENT OF CONSTRUCTION ACTIVITIES:** the construction applications must be submitted, permits must be issued, and foundation inspections must be completed before the end of the two (2) year period.

DATE OF PERMIT: March 9, 2015

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Exhibits/Attachments: Bridge Permit, Construction Mitigation Description, Plan Set 4 sheets, Stream Study and Habitat Data Report, Muckleshoot Tribe Comments and Applicant's response (e-mail).

cc: Attorney General's Office
Karen Walter, Muckleshoot Indian Tribe Fisheries Dept.
Boeing Company / Owner
Mark Clement / Applicant/Contact
City of Renton Official File

1/21/14

BRIDGE PERMIT

THIS PERMIT is issued by the CITY OF RENTON for the construction of a bridge across Cedar River, in Renton, Washington, for the purposes and subject to the terms and conditions hereinafter set forth:

RECITALS

1. Commercial Waterway District No. 2 (hereinafter called "the Waterway District"), a municipal corporation in King County, Washington, organized and existing under the Commercial Waterway Act of 1911, which maintained a commercial waterway (Cedar River) in the City of Renton through and across certain real property which it owned adjoining the Renton Airport on the easterly side thereof, was dissolved by order of the Superior Court of the State of Washington for King County dated July 3, 1956, pursuant to RCW 53.48.130, and its land, improvements and other assets (including the real property lying between the hereinafter described school property and the Renton Airport) have been transferred to the City of Renton as of such date.

2. Renton School District No. 403 (hereinafter called "the School District") is a municipal corporation in King County, Washington, and the owner on and prior to July 5, 1956 of approximately 20 acres lying immediately north of the Renton High School Stadium and immediately east of and adjacent to Cedar River; on said date the School District held a public auction for the purpose of selling the above mentioned school property.

3. The City of Renton (hereinafter called "the City") is a municipal corporation and a city of the second class in King County, Washington; the City owns, maintains and operates the above mentioned Renton Airport through the Renton Aviation Board

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CITY OF RENTON
PLANNING DIVISION

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and has acquired the assets of the Waterway District as aforesaid.

4. Boeing Airplane Company (hereinafter called "Boeing") is a Delaware corporation engaged in the manufacture, sale and service of aircraft and other products, and operates an aircraft manufacturing plant located in the City; in connection with its business of manufacturing and servicing aircraft, Boeing leases certain portions of the Renton Airport from the City under a lease executed June 1, 1955, and terminating May 31, 1960, with the option to extend said lease under certain terms and conditions for two successive periods of five years each; in order to augment its aircraft manufacturing and servicing facilities: Boeing bid at the public auction above mentioned for the school property, and having been the successful bidder, has acquired or is in the process of acquiring title to the school property; one of the conditions under which Boeing is purchasing the school property is that Boeing have assurance that it may, at its option, construct and use a bridge across the waterway so as to provide means for the movement of aircraft and vehicles between the school property and the Renton Airport.

5. Boeing has applied to the Office of the District Engineer, U. S. Army, for the Seattle District (hereinafter called "the District Engineer") for Department of the Army approval of the proposed plans and location of said bridge; the District Engineer has set forth said proposed plans and location by Public Notice No. P-56-20, dated May 4, 1956; the District Engineer has advised Boeing and the City that the District Engineer has under study a flood control program for Cedar River which may require the removal, relocation or alteration of such bridge.

WHEREFORE, the City does hereby grant to Boeing, subject to the following conditions, a permit to construct, maintain

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and use a bridge across the channel of the Cedar River Waterway between the school property and the Renton Airport.

CONDITIONS

1. The location, clearance and construction of such bridge shall be as described in the above-mentioned Public Notice No. P-56-20 (except that the vertical clearance shall be increased by at least six inches at each end of the bridge and by at least fifteen inches at the center), or with such modifications proposed by Boeing as may be satisfactory to the District Engineer and the City.
2. In time of emergency, the City shall be entitled to the use of and access to such bridge by police, fire and other emergency vehicles from the access roads along both banks of the channel; access at all times along the east bank of the channel is reserved to the City for the purpose of dredging and maintenance.
3. Boeing shall indemnify and hold harmless the City from and against any and all damages, liability, loss or expense to or for any and all persons and properties, including the City's properties, arising out of the permit herein granted or acts done by Boeing thereunder, or the construction, maintenance, operation or use by Boeing and/or third parties (except the City) of such bridge, which damages, liability, loss or expense is imposed by law on the City and which said City would not sustain, or be or have been liable for, in the absence of such permit and/or such bridge.

If Boeing and/or the City shall be required to remove, alter or relocate such bridge and/or its approaches in order to conform to the rules, regulations and requirements of the State of Federal government, or agencies, the same shall be at Boeing's

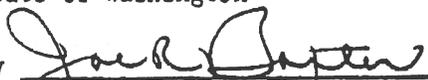
expense, and the foregoing indemnity and hold harmless agreement shall apply to any loss, liabilities or expense of the City arising out of the requirements and obligations so imposed by any such governmental authority.

4. This permit shall continue for an initial term of three (3) years from the date hereof; such term may at Boeing's option be successively extended and renewed for such additional one-year terms as Boeing may desire, upon written notice thereof given by Boeing to the City at least sixty (60) days prior to expiration of the term immediately preceding the term so renewed, but such additional annual extension or renewal shall in no event exceed a total of seven (7) years. Upon construction of the bridge during such initial term or such additional term, such term shall automatically continue for such time as Boeing shall require the use of such bridge in connection with its operations on the Renton Airport under any Boeing lease thereon. Upon the expiration of this permit, as herein provided, title to the bridge, its approaches and any and all improvements thereto, if constructed, shall pass to the City, and no further obligations of the parties shall thereafter arise hereunder, except such as have already been incurred at such time.

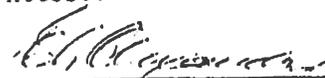
DATED at Renton, Washington, this 10th day of July, 1956.

THE CITY OF RENTON,
a municipal corporation of the
State of Washington

By


Mayor

Attest:


City Clerk

CONSTRUCTION MITIGATION DESCRIPTION
Boeing Commercial Airplane Group
Renton, WA

North Cedar River Bridge Repairs

Proposed Construction Dates & Times:

In conformance with federal and state regulations, the proposed construction schedule will begin on approximately April 2014 and complete on or prior to July.2014. The work will be accomplished during daylight hours, typically starting at 6:30AM and completing at 4:00PM, Monday through Friday.

No late night hours are proposed for construction. Potential weekend hours may be required.

Construction Description & Work Plan:

The scope of the proposed construction includes:

Place light-emitting diode (LED) lamps along entire footpath on the Bridge
Install two 3-feet by 5-foot solar panels on the Bridge

Boeing's proposed lighting installation is being conducted to improve safety at the facility for Boeing employees and contractors who must work at night.

The proposed plan will install a 200-foot-long, 24-volt, 250-watt LED amber-hued rope Lighting across the entire length of the bridge along the footpath on the south side of the bridge

Construction Mitigation Measures & Best Practices:

All activities will begin with the implementation Safety work plan

Contractors will have high visibility vests and floatation vests while

All storm water drain inlets in and around the proposed construction operations and staging areas will be surrounded by oil absorbent padding to mitigate the potential of any hydraulic/fuel leakages emanating from construction machinery entering the watershed.

- Spill kits, that include absorbent pads and spill booms, will be provided near the site.

- All demolished materials and debris will be stockpiled in a lined waste container on site to prevent dust and sedimentation from migrating onto roadways. Additionally, the bridge deck and approach structures will frequently be cleared of dust and debris by Boeing operated sweeper vehicles.
- Contractor vehicles that are transporting materials to and from the site will be required to have tires washed prior to leaving the site. This will prevent dust and sedimentation from entering nearby roadways.

Proposed Hauling & Transportation Routes:

The proposed hauling and transportation routes, along with construction staging areas are noted on the aerial map attached in *Figure 1*.

Preliminary Traffic Control Plan:

In order to alleviate traffic congestion on public roadways, all equipment and debris storage will be staged at the construction site throughout the duration of operations. Additional traffic control measures will be instituted as follows:

- Non-motorized traffic that will be traveling under the main span of the North Cedar River Bridge will not be impacted as a result of the proposed operations beneath the East approach. A flagger and/or signage will be provided during construction operations to direct vehicular traffic entering the construction site and direct non-motorized watercraft traveling beneath the bridge span.
- No cranes will be used during construction operations that impede the glide path of aircraft entering and/or leaving Renton Airport. As such, FAA notification would not be required.
- All elevated construction machinery that is used and staged at the jobsite will be demarked with a safety flag/strobe at its highest point.

Vanessa Dolbee

From: Vanessa Dolbee
Sent: Monday, March 02, 2015 12:11 PM
To: 'Karen Walter'
Subject: FW: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian Lighting Project

Karen,

Please see Boeing's response to your comments on the subject project. I will also be adding these as conditions of approval.

Let me know if you have any further comments.

Vanessa Dolbee, Current Planning Manager
Community & Economic Development Department
Planning Division
1055 S Grady Way
Renton, WA 98057
(425)430-7314

From: Clement, Mark D [mailto:mark.d.clement@boeing.com]
Sent: Friday, February 27, 2015 12:08 PM
To: Vanessa Dolbee
Cc: Smith, Brett J
Subject: RE: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian Lighting Project

Vanessa,

Boeing agrees with the Muckleshoot tribes request on the downward shielding and on the motion activated sensor lights. The lighting we are installing has both of these features.

See e-mail below from our electrical engineer

Thank you

Mark Clement
Renton & King County
Permit Specialist The Boeing Co.
206 617-2944

Mark Clement



Mark,

The lights will be mounted 9 inches off of the bridge deck. There is a short shield over the mounting bracket to ensure the lights shine down not up.

The Illumient solar package that we are intending to install comes with a motion sensor which control the lights.

Steven Butterfield, P.E.

Electrical Plant Engineer 4
Renton Plant Engineering
253-657-3164

From: Vanessa Dolbee [<mailto:VDolbee@rentonwa.gov>]

Sent: Wednesday, February 25, 2015 1:47 PM

To: Clement, Mark D

Subject: Fwd: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian Project

Mark,

Please see Karen's comments below. Would Boeing be willing to shield the lighting and use motion

Thank you for the feedback.

Vanessa Dolbee

Sent from my Verizon Wireless 4G LTE DROID

----- Original Message -----

Subject: RE: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Lighting Project

From: Karen Walter <KWalter@muckleshoot.nsn.us>

To: Vanessa Dolbee <VDolbee@Rentonwa.gov>

CC: "Fisher, Larry D (DFW)" <Larry.Fisher@dfw.wa.gov>

Vanessa,

Thank you for sending the requested information for the proposed South Boeing Bridge Pedestrian Lighting. We have reviewed this information and the Notice of Application and offer the following comments:

We recognize and appreciate this project's efforts to minimize the impacts from artificial lighting to the Cedar River and environment by proposing to install amber-hued rope lighting and place it along the bridge curb near ground level (approximately 36 inches above the ground). The 587 nanometer wavelength of the proposed amber lights appears to be consistent with current recommendations to limit emissions of short wavelength "blue light" color spectrum to control light pollution to birds and wildlife and people, too (see Falchi et al. [2011], attached for your information).

Our only request is that this project shield the new lights or otherwise insure that the light projection is strictly downwards, and consider using motion sensors to limit the amount of time they are activated.

In the near term, there is a need to take action to reduce very high levels of artificial light along the lower Cedar River and south Lake Washington. Studies indicate that this light pollution is negatively affecting the survival of juvenile sockeye and Chinook salmon.

We look forward to working with the City (and the Renton Airport) and the Boeing Company to reduce impacts from artificial lighting along the lower Cedar River. Please let me know if you have any questions.

Karen Walter
Watersheds and Land Use Team Leader

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

From: Vanessa Dolbee [<mailto:VDolbee@Rentonwa.gov>]

Sent: Monday, February 16, 2015 8:57 AM

To: Karen Walter

Subject: RE: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian Lighting Project

Karen,

Please find attached the application materials. Let me know if you are looking for something that is not attached.

Vanessa Dolbee, Current Planning Manager
Community & Economic Development Department
Planning Division
1055 S Grady Way
Renton, WA 98057
(425)430-7314

From: Karen Walter [<mailto:KWalter@muckleshoot.nsn.us>]

Sent: Friday, February 13, 2015 11:21 AM

To: Vanessa Dolbee

Subject: FW: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian Lighting Project

Vanessa,

Can we get a copy of the applicant materials for this project, including but not limited to, the site plans, etc?

Thank you,
Karen Walter
Watersheds and Land Use Team Leader

Muckleshoot Indian Tribe Fisheries Division

Habitat Program
39015 172nd Ave SE
Auburn, WA 98092
253-876-3116

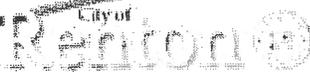
From: Sabrina Mirante [<mailto:SMirante@Rentonwa.gov>]
Sent: Thursday, February 12, 2015 10:38 AM
To: DOE; DNR; Erin Slaten; Karen Walter; Laura Murphy
Cc: Jennifer Cisneros; Vanessa Dolbee
Subject: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian Lightir

Please see **Revised** Notice of Application documents for **LUA15-000040, SM** attached. The appeal date ends **F 25, 2015**.

Please let me know if you have any questions.

Sabrina Mirante, Planning Secretary

City of Renton | CED | Planning Division
1055 S Grady Way | 6th Floor | Renton, WA 98057
Phone: 425.430.6578 | Fax: 425.430.7300 |
smirante@rentonwa.gov



Vanessa Dolbee

From: Karen Walter <KWalter@muckleshoot.nsn.us>
Sent: Wednesday, February 25, 2015 12:08 PM
To: Vanessa Dolbee
Cc: Fisher, Larry D (DFW)
Subject: RE: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian Lighting Project
Attachments: Falchi-2011-Light Pollution article Journal of Environmental Management.pdf
Follow Up Flag: FollowUp
Flag Status: Flagged

Vanessa,

Thank you for sending the requested information for the proposed South Boeing Bridge Pedestrian Lighting Project. We have reviewed this information and the Notice of Application and offer the following comments:

We recognize and appreciate this project's efforts to minimize the impacts from artificial lighting to the Cedar River fish life and environment by proposing to install amber-hued rope lighting and place it along the bridge curb near ground level (9 inches above the ground). The 587 nanometer wavelength of the proposed amber lights appears to be consistent with recommendations to limit emissions of short wavelength "blue light" color spectrum to control light pollution effects on fish and wildlife and people, too (see Falchi et al. [2011], attached for your information).

Our only request is that this project shield the new lights or otherwise insure that the light projection is strictly downwards, and consider using motion sensors to limit the amount of time they are activated.

In the near term, there is a need to take action to reduce very high levels of artificial light along the lower Cedar River and south Lake Washington. Studies indicate that this light pollution is negatively affecting the survival of juvenile sockeye and Chinook salmon.

We look forward to working with the City (and the Renton Airport) and the Boeing Company to reduce impacts from artificial lighting along the lower Cedar River. Please let me know if you have any questions.

Karen Walter
Watersheds and Land Use Team Leader

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

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Sent: Monday, February 16, 2015 8:57 AM
To: Karen Walter
Subject: RE: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian Lighting Project

Karen,

Please find attached the application materials. Let me know if you are looking for something that is not attached.

Vanessa Dolbee, Current Planning Manager

Community & Economic Development Department
Planning Division
1055 S Grady Way
Renton, WA 98057
(425)430-7314

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To: Vanessa Dolbee
Subject: FW: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian L Project

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Thank you,
Karen Walter
Watersheds and Land Use Team Leader

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

From: Sabrina Mirante [<mailto:SMirante@Rentonwa.gov>]
Sent: Thursday, February 12, 2015 10:38 AM
To: DOE; DNR; Erin Slaten; Karen Walter; Laura Murphy
Cc: Jennifer Cisneros; Vanessa Dolbee
Subject: Revised Notice of Application LUA15-000040, SM, Cedar River Boeing South Bridge Pedestrian Light

Please see **Revised** Notice of Application documents for **LUA15-000040, SM** attached. The appeal date ends **25, 2015**.

Please let me know if you have any questions.

Sabrina Mirante, Planning Secretary
City of Renton | CED | Planning Division
1055 S Grady Way | 6th Floor | Renton, WA 98057
Phone: 425.430.6578 | Fax: 425.430.7300 |
smirante@rentonwa.gov

City of
Renton

City of Renton

LAND USE PERMIT

MASTER APPLICATION

PROPERTY OWNER(S)

NAME: Boeing Corp.

ADDRESS: 737 Logan Ave n.

CITY: Renton ZIP: 98055

TELEPHONE NUMBER: (206 617-2944)

APPLICANT (if other than owner)

NAME: Mark Clement

COMPANY (if applicable): Boeing

ADDRESS: PO BOX 3707 MC 1W-09

CITY: SEATTLE ZIP: 98124

TELEPHONE NUMBER 206 617-2944

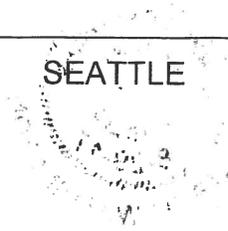
CONTACT PERSON

NAME: Mark Clement

COMPANY (if applicable): Boeing Co.

ADDRESS: PO BOX 3707 MC 1W-09

CITY: SEATTLE ZIP: 98124



TELEPHONE NUMBER AND E-MAIL ADDRESS: 206 617-2944

Mark.d.clement@boeing.com

PROJECT INFORMATION

PROJECT OR DEVELOPMENT NAME Cedar River Boeing South Bridge pedestrian lighting Project

PROJECT/ADDRESS(S)/LOCATION AND ZIP
737 Logan Ave n Renton WA 98055:

KING COUNTY ASSESSOR'S ACCOUNT NUMBER(S):
0723059001 Boeing , 072305HYDR waterway

EXISTING LAND USE(S): Manufacturing, Transporatrtion

PROPOSED LAND USE(S): Manufacturing Transporatrtion

EXISTING COMPREHENSIVE PLAN MAP DESIGNATION:
UCN

PROPOSED COMPREHENSIVE PLAN MAP DESIGNATION
(if applicable): NA

EXISTING ZONING Urban Center north 2

PROPOSED ZONING (if applicable): same as existing

SITE AREA (in square feet): 6,618,761 sq. ft acres)

SQUARE FOOTAGE OF PUBLIC ROADWAYS TO BE DEDICATED:none

SQUARE FOOTAGE OF PRIVATE ACCESS EASEMENTS:
10,000 sf

PROPOSED RESIDENTIAL DENSITY IN UNITS PER NET ACRE (if applicable): NA

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PLANNING DIVISION

PROJECT INFORMATION (continued)

NUMBER OF PROPOSED LOTS (if applicable): NA
NUMBER OF NEW DWELLING UNITS (if applicable): NA
NUMBER OF EXISTING DWELLING UNITS (if applicable):
SQUARE FOOTAGE OF PROPOSED RESIDENTIAL BUILDINGS (if applicable): NA
SQUARE FOOTAGE OF EXISTING RESIDENTIAL BUILDINGS TO REMAIN (if applicable): NA
SQUARE FOOTAGE OF PROPOSED NON-RESIDENTIAL BUILDINGS (if applicable):
SQUARE FOOTAGE OF EXISTING NON-RESIDENTIAL BUILDINGS TO REMAIN (if applicable): NA
NET FLOOR AREA OF NON-RESIDENTIAL BUILDINGS (if applicable): NA

NUMBER OF EMPLOYEES TO BE EMPLOYED BY THE NEW PROJECT (if applicable): NA
PROJECT VALUE: \$ 37,000
IS THE SITE LOCATED IN ANY TYPE OF ENVIRONMENTALLY CRITICAL AREA, PLEASE INCLUDE SQUARE FOOTAGE (if applicable):
<input type="checkbox"/> AQUIFER PROTECTION AREA ONE <input type="checkbox"/> AQUIFER PROTECTION AREA TWO <input type="checkbox"/> ft. <input type="checkbox"/> GEOLOGIC HAZARD _____ sq. ft. <input type="checkbox"/> HABITAT CONSERVATION _____ sq. ft. <input type="checkbox"/> SHORELINE STREAMS AND LAKES 10,000 _____ sq. ft. <input type="checkbox"/> WETLANDS _____ sq. ft.

LEGAL DESCRIPTION OF PROPERTY (Attach legal description on separate sheet with the following information included)

SITUATE IN THE ne QUARTER OF SECTION 7, TOWNSHIP 23n, RANGE 5e, IN THE CITY OF RENTON, KING COUNTY, WASHINGTON.

TYPE OF APPLICATION & FEES

List all land use applications being applied for:

1. _____ 3. _____

2. X Shoreline permit _____

Staff will calculate applicable fees and postage: \$ _____ Billed _____

AFFIDAVIT OF OWNERSHIP

I, (Print Name/s) MARK CLEMENT, declare that I am (please check one) the current owner of the property involved in this application or the authorized representative to act for a corporation (please attach proof of authorization) and that the foregoing statements and answers herein contained and the information herewith are in all respects true and correct to the best of my knowledge and belief.

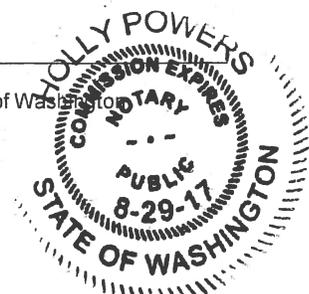
I certify that I know or have satisfactory evidence that Mark Clement signed this instrument and acknowledged it to be his/her/their free and voluntary act for the uses and purposes mentioned in the instrument.

[Signature]
 (Signature of Owner/Representative)

Notary (Print) Holly Powers

Holly Powers
 Notary Public in and for the State of Washington

My appointment expires: August 29, 2017



Project narrative

BOEING COMMERCIAL AIRPLANE GROUP RENTON WASHINGTON

Cedar River Boeing South Aircraft Bridge Lighting Project

737 Logan avenue north Renton WA 98055

Shoreline Substantial development permit is the land use permit that Boeing is applying for on the proposed project.

Zoning designation is Urban Center north 2

The Cedar River & Lake Washington are the special site features
The total cost is approx. \$37,000

No trees will be removed. No vegetation to be disturbed along the bank

No views will be obstructed by the proposed project

No in- water work

Project narrative

The Boeing Company proposes to conduct maintenance activities on its South Aircraft Bridge located in Renton, Washington, on the lower Cedar River
The project site extends across the length of the bridge approximately 200 feet between the east and west banks of the river.

The proposed project consists of the following elements:

Place light-emitting diode (LED) lamps along entire footpath on the Bridge
Install two 3-feet by 5-foot solar panels on the Bridge

Boeing's proposed lighting installation is being conducted to improve safety at the facility for Boeing employees and contractors who must work at night.

The proposed plan will install a 200-foot-long, 24-volt, 250-watt LED amber-hued rope Lighting across the entire length of the bridge along the footpath on the south side of the bridge

The proposed lights (587 nanometer wavelength) will have a luminous flux of 14.9 Lumens per foot and the 200 linear feet of lighting will only add a total of 2,980 lumens to the bridge walkway (*equivalent to one 4-foot fluorescent tube, but amber instead of white*). The lights will be mounted on the bridge curb only 9 inches off the ground with lighting directed horizontally across the walkway.

The use of LED amber-hued lighting and its placement at near deck level, will

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CITY OF RENTON
PLANNING DIVISION

prevent errant light from illuminating the underlying Cedar River

The bridge deck is constructed of solid concrete rather than grating, so there are no gaps in the bridge deck through which light can reach the underlying river.

Lights will be powered by a stand-alone system of two 3-foot x 5-foot solar panels and battery storage units. The solar panels will be mounted on the south side of the bridge structure, one on the east end and one on the west end,

landward of the ordinary high water mark (OHWM) No construction activities will occur and no structures will be placed below the OHWM.

The proposed use of LED lighting is also expected to be more environmentally sustainable, substantially decreasing energy consumption when compared to other types of lighting such as incandescent, halogen, and mercury vapor.

Washington – Renton

North 8th and Logan Avenue North, Renton, WA 98055



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REVISED NOTICE OF APPLICATION

Extended Comment Period

A Master Application has been filed and accepted with the Department of Community & Economic Development (CED) – Planning Division of the City of Renton. The following briefly describes the application and the necessary Public Approvals.

DATE OF NOTICE OF APPLICATION: February 11, 2015

PROJECT NAME/NUMBER: Cedar River Boeing South Bridge Pedestrian Lighting Project
LUA15-00040, SM

PROJECT DESCRIPTION: The applicant is requesting a Shoreline substantial Development Permit for the addition of pedestrian lighting to the South Boeing Bridge. The lights would be powered by the installation of a new 3 ft. x 4 ft. solar panel mounted on the bridge. The bridge is located across the Cedar River between the Boeing Plant site (737 Logan Ave. N) and the Renton Municipal airport. The bridge is located in Reach A of the Cedar River and is designated as Shoreline High Intensity by the Shoreline Master Program. No work is proposed in the water or beyond the existing bridge. No trees or vegetation would be removed as a result of the project.

PROJECT LOCATION: 737 Logan Ave N

PERMITS/REVIEW REQUESTED: Shoreline Substantial Development Permit

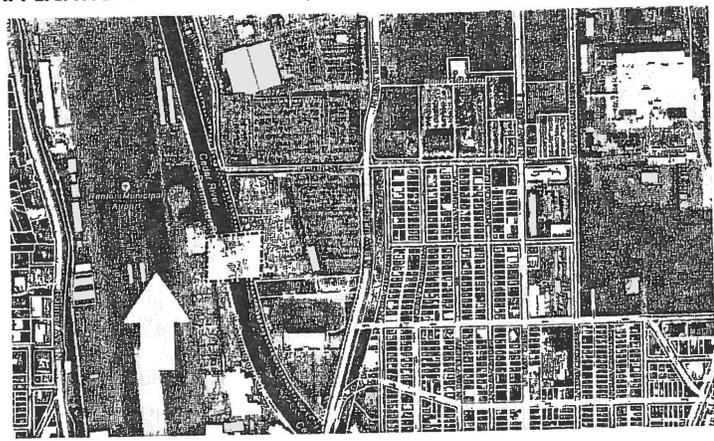
APPLICANT/PROJECT CONTACT PERSON: Mark Clement/The Boeing Company/PO Box 3707 MC 1W-09/Seattle, WA 98124/ 206-617-2944

Comments on the above application must be submitted in writing to Vanessa Dolbee, Current Planning Manager, Department of Community & Economic Development, 1055 South Grady Way, Renton, WA 98057, by 5:00 p.m. on February 25, 2015. If you have questions about this proposal, or wish to be made a party of record and receive additional notification by mail, contact the Project Manager at (425) 430-7314. Anyone who submits written comments will automatically become a party of record and will be notified of any decision on this project.

PLEASE INCLUDE THE PROJECT NUMBER WHEN CALLING FOR PROPER FILE IDENTIFICATION

DATE OF APPLICATION: JANUARY 27, 2015

NOTICE OF COMPLETE APPLICATION: FEBRUARY 11, 2015



If you would like to be made a party of record to receive further information on this proposed project, complete this form and return to: City of Renton, CED, Planning Division, 1055 South Grady Way, Renton, WA 98057.

File Name / No.: Cedar River Boeing South Bridge Pedestrian Lighting Project / LUA15-00040, SM

NAME: _____

MAILING ADDRESS: _____ City/State/Zip: _____

TELEPHONE NO.: _____

NOTICE OF APPLICATION

A Master Application has been filed and accepted with the Department of Community & Economic Development (CED) – Planning Division of the City of Renton. The following briefly describes the application and the necessary Public Approvals.

DATE OF NOTICE OF APPLICATION: February 5, 2015

PROJECT NAME/NUMBER: Cedar River Boeing South Bridge Pedestrian Lighting Project
LUA15-00040, SM

PROJECT DESCRIPTION: The applicant is requesting a Shoreline substantial Development Permit for the addition of pedestrian lighting to the South Boeing Bridge. The lights would be powered by the installation of a new 3 ft. x 4 ft. solar panel mounted on the bridge. The bridge is located across the Cedar River between the Boeing Plant site (737 Logan Ave. N) and the Renton Municipal airport. The bridge is located in Reach A of the Cedar River and is designated as Shoreline High Intensity by the Shoreline Master Program. No work is proposed in the water or beyond the existing bridge. No trees or vegetation would be removed as a result of the project.

PROJECT LOCATION: 737 Logan Ave N

PERMITS/REVIEW REQUESTED: Shoreline Substantial Development Permit

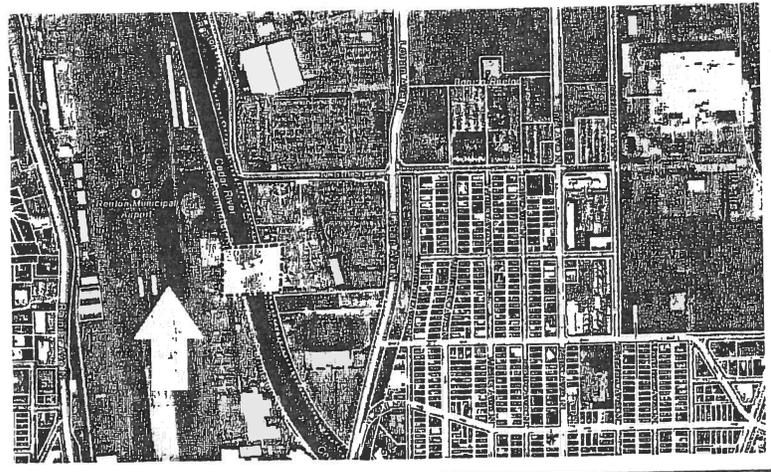
APPLICANT/PROJECT CONTACT PERSON: Mark Clement/The Boeing Company/PO Box 3707 MC 1W-09/Seattle, WA 98124/ 206-617-2944

Comments on the above application must be submitted in writing to Vanessa Dolbee, Current Planning Manager, Department of Community & Economic Development, 1055 South Grady Way, Renton, WA 98057, by 5:00 p.m. on February 19, 2015. If you have questions about this proposal, or wish to be made a party of record and receive additional notification by mail, contact the Project Manager at (425) 430-7314. Anyone who submits written comments will automatically become a party of record and will be notified of any decision on this project.

PLEASE INCLUDE THE PROJECT NUMBER WHEN CALLING FOR PROPER FILE IDENTIFICATION

DATE OF APPLICATION: JANUARY 27, 2015

NOTICE OF COMPLETE APPLICATION: FEBRUARY 11, 2015



If you would like to be made a party of record to receive further information on this proposed project, complete this form and return to: City of Renton, CED, Planning Division, 1055 South Grady Way, Renton, WA 98057.

File Name / No.: Cedar River Boeing South Bridge Pedestrian Lighting Project / LUA15-00040, SM

NAME: _____

MAILING ADDRESS: _____ City/State/Zip: _____

TELEPHONE NO.: _____