

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

ERC MEETING DATE:	October 13, 2014
Project Name:	Harper Engineering Parking Lot Addition
Owner:	Harper Engineering, 700 SW 7 th Street, Renton, WA 98055
Applicant/Contact:	Todd Schutz, Craft Architects, 2505 Third Avenue, Suite 324, Seattle, WA 98121
File Number:	LUA14-001199, ECF, SA-A
Project Manager:	Jill Ding, Senior Planner

Project Summary: The applicant is requesting Administrative Site Plan Approval, Environmental (SEPA) Review, and the approval of a Parking Modification for the construction of a 47 space surface parking lot for the employees of Harper Engineering. The proposed parking lot would be located on a vacant parcel to the north of Harper Engineering and would be accessible from the existing Harper Engineering parking lot via an access easement over the Burlington Northern Railroad. The proposal to add 47 parking spaces to the existing 76 parking spaces on the Harper Engineering site would result in a total of 126 spaces on the project site, which would exceed the maximum number of 112 spaces permitted by the City's parking regulations by 14 spaces. The project site is located within the Medium Industrial zone (IM) and the Employment Area Valley overlay. A wetland and seismic hazard area have been mapped on the project site.

Project Location:	700 SW 7 th Street		
Site Area:	44,491 SF	Proposed New Bldg. Area (gross):	N/A

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



Project Location Map

A. EXHIBITS:

- Exhibit 1: Environmental Review Committee & Administrative Site Plan Report
- Exhibit 2: Grading and Paving (Site) Plan
- Exhibit 3: Landscape Plan
- Exhibit 4: Tree Retention Plan
- Exhibit 5: Geotechnical Report
- Exhibit 6: Technical Information Report
- Exhibit 7: Wetland Report
- Exhibit 8: Environmental "SEPA" Determination
- Exhibit 9: Parking Modification Justification
- Exhibit 10: Landscape Irrigation Plan
- Exhibit 11: Lighting Plan

B. GENERAL INFORMATION:

- 1. **Owner(s) of Record:** Harper Engineering
700 SW 7th Street
Renton, WA 98055
- 2. **Zoning Designation:** Medium Industrial (IM)
- 3. **Comprehensive Plan Land Use Designation:** Employment Area Valley (EAV)
- 4. **Existing Site Use:** Vacant, the existing Harper Engineering Building and associated surface parking about the project site to the south.
- 5. **Neighborhood Characteristics:**
 - a. **North:** Burlington Northern Railroad right-of-way (RM-F zone)
 - b. **East:** Existing industrial development (IM zone)
 - c. **South:** Harper Engineering Buildings (IM zone)
 - d. **West:** Existing industrial development (IM zone)
- 6. **Site Area:** 44,491 SF

C. HISTORICAL/BACKGROUND:

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan	N/A	5099	11/01/04
Zoning	N/A	5100	11/01/04
Annexation	N/A	1745	04/19/1959

D. PUBLIC SERVICES:

- 1. **Existing Utilities**
 - a. Water: N/A

- b. Sewer: N/A
 - c. Surface/Storm Water: There are no storm drainage improvements within the project location.
2. **Streets**: The project site does not abut a public right-of-way. Access to the site is provided through the Harper Engineering site to the south to SW 7th Street.
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 4-2-060: Zoning Use Table
 - c. Section 4-2-130: Development Standards for Industrial Zoning Classifications
- 2. **Chapter 3 Land Use Districts**
 - a. Section 4-3-050: Critical Area Regulations
- 3. **Chapter 4 Property Development Standards**
 - a. Section 4-4-070: Landscaping
 - b. Section 4-4-080: Parking, Loading and Driveway 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**

G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:

- 1. Land Use Element
- 2. Community Design Element

H. 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-M with a 14-day Appeal Period.

2. Mitigation Measures

- a. Project Construction shall comply with the submitted Geotechnical Evaluation, prepared by Earth Solutions NW, LLC (date August 12, 2014).

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 topography of the project site generally slopes to the northwest with the steepest slope estimated at 30 percent. According to the applicant, approximately 1,000 cubic yards of fill will be imported to construct the parking lot subgrade.

A Geotechnical Evaluation (Exhibit 5), prepared by Earth Solutions NW, LLC (date August 12, 2014) was submitted with the application materials. Four test pits were excavated to explore the soil and groundwater conditions onsite. The pits were excavated to depths ranging from 9 to 11 feet with a backhoe. In general, the soils onsite were comprised of silt and silty fine sand. Silt was the predominate soil deposit and was observed to be in a loose to medium dense condition. The silty sand was encountered at test pit 4 and was overlying a silt deposit. Groundwater seepage was observed in test pit 4 at a depth of about eight and one half feet below grade. According to the report (Exhibit 5) the groundwater seepage likely represents the local groundwater table, which would be expected to rise during the wetter fall-spring months.

The submitted geotechnical report (Exhibit 5) provides recommendations for surface water infiltration, paving, and the railroad crossing. Staff recommends as a SEPA mitigation measure that project construction be required to comply with the recommendations outlined in the submitted Geotechnical Evaluation prepared by Earth Solutions NW, LLC (date August 12, 2014).

Mitigation Measures: Project construction shall be required to comply with the recommendations outlined in the submitted Geotechnical Evaluation, prepared by Earth Solutions NW, LLC (date August 12, 2014).

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

b. Water

I. Wetlands

Impacts: A Wetland Delineation Study (Exhibit 7) prepared by The Watershed Company (date June 27, 2013) was submitted with project application materials. A Category 3 wetland (Wetland A) has been identified and delineated on the northwest corner of the project site. The wetland extends offsite to the west. The City's adopted Critical Areas Regulations (RMC 4-3-050) specify that Category 3 wetlands shall have a minimum 25-foot buffer and the perimeter shall be fenced and signed appropriately. No impacts are proposed to the onsite wetland or associated buffer. Therefore, staff does not anticipate that the construction of the proposed surface parking lot would adversely impact Wetland A or its associated buffer. No further mitigation is recommended.

Mitigation Measures: None

Nexus: N/A

II. Storm Water

Impacts: A Technical Information Report (TIR) (Exhibit 6), prepared by Barghausen (dated August 22, 2014) was submitted with the application materials. The submitted TIR (Exhibit 6) did not include a downstream analysis as the proposed surface parking lot would be constructed using permeable asphalt, which would allow infiltration of the stormwater runoff. The TIR (Exhibit 6) did indicate that in the event runoff overtops the porous pavements, the runoff would sheet flow to the west into the Black River drainage basin at the Black River Park. The TIR (Exhibit 6) also concludes that the existing

onsite soils exhibit water quality treatment capability due to the infiltration rate identified in the submitted geotechnical report (Exhibit 5).

This project is required to comply with the 2009 King County Surface Water Manual and the City of Renton Amendments to the KCSWM, Chapter 1 and 2.

Mitigation Measures: No further mitigation recommended.

Nexus: Not applicable.

c. Transportation

Impacts: The project site would gain access from SW 7th Street through the existing surface parking lot adjacent to the Harper Engineering building to the south of the project site and a proposed 16-foot wide crossing over the Burlington Northern Railroad right-of-way. Frontage improvements are not required for the proposed new surface parking lot.

Mitigation Measures: No further mitigation recommended.

Nexus: Not applicable.

d. Fire & Police

Impacts: Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development.

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."

I. ADMINISTRATIVE SITE PLAN REVIEW FINDINGS OF FACT:

1. The applicant, Harper Engineering, is requesting Administrative Site Plan Review, a Parking Modification, and Environmental 'SEPA' Review for the construction of a new surface parking lot with 47 spaces, of which 19 would be compact. No ADA accessible spaces are proposed due to the parking lot's location over the Burlington Northern Railroad right-of-way and the distance of the parking lot from the main building entrance. The proposed parking lot would be constructed outside the 25-foot buffer surrounding Wetland A.
2. Associated landscaping and lighting improvements are proposed within the new parking lot.
3. The proposed parking lot would be constructed using pervious pavement to infiltrate the stormwater and provide water quality treatment.
4. The subject property is located north of the existing Harper Engineering building, which is on the north side of SW 7th Street.
5. The 1.02 acre property is located within the Employment Area Valley (EAV) Comprehensive Plan land use designation, the Medium Industrial (IM) zoning classification, and the Employment Area Valley overlay.
6. The site currently is currently vacant, with a Category 3 wetland on the northwest corner of the project site, which continues off-site.

7. Access to the site would be provided off of SW 7th Street through the existing Harper Engineering parking lot and over a proposed 16-foot wide driveway access across the Burlington Northern Railroad right-of-way.
8. The site is bordered to the south by the existing Harper Engineering building, to the west by existing industrial development, to the east by existing industrial development, and to the north by the Burlington Northern Railroad.
9. The topography of the project site generally slopes to the northwest with the steepest slope estimated at 30 percent.
10. The site contains 39 existing trees of which 9 are proposed for retention.
11. The Planning Division of the City of Renton accepted the above master application for review on September 3, 2014 and determined it complete on September 8, 2014. The project complies with the 120-day review period.
12. No public comments were received.
13. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on October 13, 2014, the City's Environmental Review Committee issued a Determination of Non-Significance-Mitigated (DNS-M) (Exhibit 8). A 14-day appeal period will commence with this Administrative Site Plan Review Decision on October 17, 2014 and end on October 31, 2014.
14. 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.
15. The proposal requires 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:

SITE PLAN REVIEW CRITERIA:	
a. COMPREHENSIVE PLAN COMPLIANCE AND CONSISTENCY:	
The site is designated Employment Area-Valley (EAV) on the Comprehensive Plan Land Use Map. The purpose of EAV is to achieve a mix of uses including industrial, high technology, office, and commercial activities in Employment Areas that lead to economic growth and a strengthening of Renton's employment base. The proposal is compliant with the following Comprehensive Plan policies:	
✓	Policy LU-317. Site Plan Review should be required for all new projects in the Employment Area-Valley pursuant to thresholds established in the City's development regulations.
✓	Policy CD-30. Non-residential development should have site plans that provide street access from a principal arterial, consolidate access points to existing streets, and have internal vehicular circulation that supports shared access. Curb cuts and internal access should not conflict with pedestrian circulation.
b. ZONING COMPLIANCE AND CONSISTENCY:	
The subject site is classified Medium Industrial (IM) on the City of Renton Zoning Map. The following development standards are applicable to the proposal:	
Lot Dimensions: Per RMC 4-2-130A the minimum lot size, in the IM zone, is 35,000 square feet.	
Staff Comment: The project site totals 44,491 square feet, which complies with this requirement.	
Setbacks: Per RMC 4-2-130A the IM zoning classification requires a minimum front and/or side yard along a street setback of 15. No side or rear yard setbacks are required. If any portion of the lot is adjacent to or abutting a lot zoned R-1, R-4, RMH, R-8, R-10, R-14, or RM then the minimum setback	

increases to 50 feet. There is no maximum front yard setback.

Staff Comment: Not applicable, the proposal does not include the construction of any structures.

Building Height: *Per RMC 4-2-130A there are no maximum building height restrictions.*

Staff Comment: Not applicable, the proposal does not include the construction of any structures.

Building Standards: *Per RMC 4-2-130A there are no maximum lot coverage requirements for buildings*

Staff Comment: Not applicable, the proposal does not include the construction of any structures.

Landscaping: *Per RMC 4-4-070 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. In addition, 15 square feet of landscaping per parking stall is required for parking areas with 15 to 50 parking spaces. Perimeter parking lot landscaping is required to be a minimum width of 10 feet with trees at an average rate of 1 tree per 30 lineal feet of street frontage, shrubs at a minimum rate of one per 20 square feet of landscaped area (50 percent may be deciduous), and ground cover shall be in sufficient quantities to provide 90 percent coverage within 3 years. Interior parking lot landscaping is required to have a minimum width of 5 feet with one tree for every 6 parking spaces, shrubs at a minimum rate of one per 20 square feet of landscaped area (50 percent may be deciduous), ground cover shall be in sufficient quantities to provide 90 percent coverage within 3 years and there shall be no more than 50 feet between parking stalls and interior landscaping.*

Staff Comment: A landscape plan was submitted with the application materials (Exhibit 3). The street frontage landscaping requirements are not applicable as the project site does not abut a public street frontage.

Based on the proposal to construct a new surface parking lot with 47 parking spaces, a total of 705 square feet of interior parking lot landscaping is required. The applicant is proposing a total of 1,200 square feet of interior parking lot landscaping and 4,600 square feet of perimeter landscaping. The proposed landscaping would exceed the minimum amount of landscaping required within the parking lot and would comply with this requirement.

Douglas Fir and Capital Ornamental Pear trees are proposed around the perimeter of the parking lot and Red Sunset Maple trees are proposed within the interior parking lot landscaping. The following shrubs are proposed within the interior parking lot landscaping: Pink Abelia, Portugal Laurel, and Oregon Grape. Kinnikinnik is proposed to be planted around the perimeter of the parking lot and Barren Strawberry would be planted within the interior landscaped areas. The proposed plantings would comply with the minimum requirements outlined in the City's Landscaping Regulations.

An Irrigation Plan was submitted with the application materials (Exhibit 10). Underground sprinkler systems are required to be installed and maintained for all landscaped areas. The sprinkler system shall provide full water coverage of the planted areas specified on the landscape plan (Exhibit 3).

Refuse and Recyclables: *RMC 4-4-090 provides minimum standards for Refuse and Recyclables areas.*

Staff Comment: No new structures are proposed, not applicable.

Critical Areas: A Wetland Delineation Study (Exhibit 7) prepared by The Watershed Company (date June 27, 2013) was submitted with project application materials. A Category 3 wetland (Wetland A) has been identified and delineated on the northwest corner of the project site. The wetland extends offsite to the west. The City's adopted Critical Areas Regulations (RMC 4-3-050) specify that Category 3 wetlands shall have a minimum 25-foot buffer and that the perimeter of the wetland be fenced and signed appropriately. No impacts are proposed to the onsite wetland or associated buffer. Staff recommends as a condition of approval that a fencing and signage detail be submitted to the Current

Planning Project Manager for review and approval prior to the issuance of the Construction Permit.

Parking: *The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls be provided following:*

The following ratios would be applicable to the site:

<u>Use</u>	<u>SF</u>	<u>Ratio</u>	<u>Required Spaces</u>
Office	6,760	Min: 2.0 spaces / 1,000 SF Max: 4.5 spaces / 1,000 SF	Min: 14 Max: 30
Manufacturing	23,340	Min: 1 space / 1,000 SF Max: 1.5 spaces / 1,000 SF	Min: 23 Max: 35
Warehouse	2,652	Min/Max: 1 space / 1,500 SF	Min/Max: 2

Staff Comment: Based on the existing office, manufacturing, and warehouse uses, a minimum of 84 stalls would be required to meet code and a maximum of 112 parking spaces would be permitted. The existing Harper Engineering Building parking lot contains a total of 76 parking spaces. The proposal to add 47 spaces results in a total of 126 parking spaces on site which exceeds the maximum number of spaces permitted by 14 spaces. A modification request was submitted with the project application materials, which included a justification (Exhibit 9) in compliance with RMC 4-9-250D. The modification is required to comply with the following criteria: a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives; b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment; c. Will not be injurious to other property(ies) in the vicinity; d. Conforms to the intent and purpose of the Code; e. Can be shown to be justified and required for the use and situation intended; and f. Will not create adverse impacts to other property(ies) in the vicinity. The applicant's justification states that the proposal to exceed the maximum number of spaces permitted is necessary due to an agreement with Puget Sound Electrical JTAC, which specifies that 45 of the parking spaces on the Harper Engineering site are reserved for overflow parking for the JTAC. The proposed 47 space parking lot would be dedicated for use by the JTAC for over flow parking and allows the existing 76 space surface parking lot adjacent to the Harper Engineering building to be utilized for employee parking. Staff concurs that the requirement for providing 45 onsite parking spaces for Puget Sound Electrical JTAC overflow parking results in a practical difficulty and that the proposed modification would substantially implement the policies of the Comprehensive Plan and the proposed modification is the minimum necessary. The proposed modification would meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the parking regulations as no impacts are proposed to the existing wetland. The proposed modification would not be injurious to other properties in the vicinity and conforms to the intent and purpose of the parking regulations. The proposed modification can be shown to be justified for the use and situation intended, which is overflow parking for Puget Sound Electrical JTAC. The proposed modification would not create adverse impacts to other properties in the vicinity. Therefore, staff recommends approval of the requested parking modification.

No more than 40 percent of parking spaces provided may be designated as compact spaces. The proposal includes 19 of the new spaces as designated compact spaces (19/47 = 40 percent), which complies with the maximum number of compact spaces requirement. Based on the proposal for 126 total parking spaces on the Harper Engineering projects site, a minimum of 5 ADA accessible spaces are required. The existing parking lot adjacent to the Harper Engineering building includes 5 existing

ADA accessible spaces, which complies with this requirement.

The proposal includes 90 degree head in parking with standard spaces measuring 9 feet by 20 feet and compact spaces measuring 8 ½ feet by 16 feet and 24-foot drive aisles. The proposed parking spaces and drive aisle widths comply with the requirement outlined in the parking standards (RMC 4-4-080F).

Sidewalks, Pathways, and Pedestrian Easements: *A pedestrian connection shall be provided form a public entrance to the street, unless the Reviewing Official determines that the requirement would unduly endanger the pedestrian.*

No new structures are proposed with this application, therefore this requirement is not applicable.

c. DESIGN REGULATION COMPLIANCE AND CONSISTENCY: Not applicable, the site is not located within a Design District.

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

e. OFF SITE IMPACTS:

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

The proposal includes the construction of a new surface parking lot for the existing Harper Engineering Building, no new structures are proposed. The proposal would not result in any overscale structures or overconcentration of development.

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

The proposed parking lot is intended to provide the required overflow parking for the Puget Sound Electrical JTAC. It is anticipated that patrons utilizing the parking lot would navigate through the parcel to the south (existing Harper Engineering parking lot) via existing pedestrian linkages to access SW 7th Street. The proposed parking area would comply with this requirement.

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.*

The proposed parking lot does not contain any new structures or storage areas that required screening. This section is not applicable.

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

The proposed parking lot would not obstruct any views.

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.*

Landscaping is proposed within and around the new parking lot (see previous discussion above under Findings Section 15b). It is anticipated that the proposed Douglas Fir trees to be planted around the perimeter of the parking lot would provide a visual screen between the proposed parking area and surrounding properties. The proposed parking lot would comply with this requirement.

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

A lighting plan (Exhibit 11) was provided with the project materials. The proposed light fixtures would

have a maximum height of 25 feet and be fitted with full cutoff luminaires, which would adequately provide for public safety without casting excessive glare on adjacent properties. The proposed parking lot lighting would comply with this requirement.

f. ON-SITE IMPACTS:

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

Not applicable, no new structures are proposed.

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.

Not applicable, no new structures are proposed.

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.

A Category 3 wetland is located on the northwestern portion of the project site. The proposed parking lot has been sited such that no impacts are proposed to the wetland or associated buffer area.

Of the existing 39 significant trees which have been identified, 9 are proposed for retention. The City's adopted Tree Retention regulations (RMC 4-4-130) require the retention of 5 percent of the trees on site. The proposal to retain 9 existing trees results in a retention rate of 23 percent, which exceeds the minimum tree retention requirements.

A geotechnical report (Exhibit 5) for the site was submitted. Information on the water table and soil permeability with recommendations of appropriate flow control BMP options were included in the report. Grading would be necessary in order to prepare the site for the proposed improvements, the applicant indicates that approximately 1,000 cubic yards of fill would be imported to create the parking lot subgrade. The parking lot would be comprised of pervious pavement, which limits the impervious surface on the project site.

The proposed parking lot would comply with this requirement.

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.

Landscaping would be incorporated into to the surface parking area, which will soften the appearance of the pavement. A total of 12 Red Sunset Maple trees, 10 Capital Ornamental Pear trees, and 20 Douglas Fir trees are proposed within the parking lot to provide shade and break up the expanse of pavement (Exhibit 3). The proposed landscaping would be located within designated planting areas making them less susceptible to damage from vehicular or pedestrian movement and enhancing the general appearance of the project.

g. ACCESS:

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

Access to the site would be provided through the existing Harper Engineering parking lot to the south onto SW 7th Street (Minor Arterial). No new driveways or curb cuts 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.

The internal circulation of the site has been designed with two way 24-foot wide drive aisles that circle around the parking lot and connect to the existing Harper Engineering parking lot to the south via a 16-foot wide driveway over the Burlington Northern Railroad right-of-way. The proposed parking lot would provide overflow parking for the Puget Sound Electrical JATC and would not be required to comply with emergency access requirements. It is anticipated any patrons utilizing the proposed parking lot would navigate through the existing Harper Engineering parking lot to the south via existing pedestrian connections to SW 7th Street.

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

There are no dedicated loading or delivery areas proposed on site.

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

Per RMC 4-4-080F.11 the number of bicycle parking spaces shall be 10% of the number of required off-street parking spaces. Based on the proposal for 47 new parking spaces, 5 bicycle parking stalls are required to be provided. No information was provided with the application regarding bicycle parking. Therefore, staff recommends that the applicant submit a revised site plan demonstrating compliance with the bicycle requirements outlined in RMC 4-4-080F.11. The revised site plan shall be submitted at the time of construction permit review for review and approval by the Current Planning Project Manager.

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

It is anticipated that pedestrians would walk across the proposed driveway access over the Burlington Northern Railroad right-of-way and would walk through the existing Harper Engineering parking lot to the south, utilizing existing pedestrian connections to SW 7th Street.

h. 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.

The existing onsite Category 3 wetland and associated buffer would be preserved as passive open space. The proposed parking lot improvements have been sited to avoid impacts to the wetland and associated buffer area. In addition, the submitted landscape plan (Exhibit 3) provides plantings that would buffer the proposed parking lot from surrounding properties as well as function as passive open space.

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

The proposed parking lot 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.

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

A Category 3 wetland is located on the northwest corner of the project site. The proposed parking lot improvements have been sited so that no impacts are proposed to the wetland or associated buffer area.

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

Police and Fire: Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development.

Parks and Recreation: Not Applicable
Drainage: A Technical Information Report (TIR) (Exhibit 6), prepared by Barghausen (dated August 22, 2014) was submitted with the application materials. According to the TIR a downstream analysis was not required as the proposal includes infiltration via the use of pervious pavement for flow control and water quality treatment. However, the report did state that should runoff ever overtop the pervious pavement, it should sheet flow to the west into the Black River drainage basin at the Black River Park. This project is required to comply with the 2009 King County Surface Water Manual and the City of Renton Amendments to the KCSWM, Chapter 1 and 2.
Transportation: The project site would gain access from SW 7 th Street via the existing Harper Engineering parking lot to the south of the project site. Frontage improvements are not required for the proposed new surface parking lot. A Traffic Study was not required to be submitted with the project application materials. However, during the course of review staff from the City's Plan Review section have determined that additional traffic analysis for the proposal is required. Staff recommends as a condition of approval that an analysis of employee trip impacts on traffic in AM as well as PM be submitted at the time of Construction Permit Review to the City's Plan Reviewer for review and approval.
Schools: Not Applicable.
Water and Sewer: Not applicable.
I. PHASING: The applicant is not requesting any additional phasing.

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 (Exhibit 8).
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 IM zoning classification.
6. The scale, height and bulk of the proposed parking lot 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 proposed use would not result in a substantial or undue adverse effect on adjacent properties. The construction of a new parking lot would provide adequate over flow parking for Puget Sound Electrical

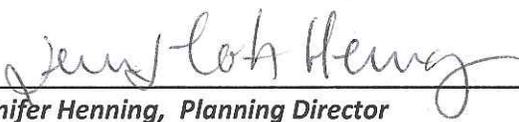
JATC and employees of the Harper Engineering reducing the need for employees to find parking off-site.

11. Adequate parking would be provided.
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 paving.

J. DECISION:

The proposed Site Plan and Parking Modification for the Harper Engineering Parking Lot Addition, File No. LUA14-001199, ECF, SA-A, MOD is **approved** subject to the following conditions:

1. A fencing and signage detail around the Category 3 wetland buffer shall be submitted to the Current Planning Project Manager for review and approval prior to the issuance of the Construction Permit.
2. A revised site plan that shows compliance with the bicycle requirements outlined in RMC 4-4-080F.11 shall be submitted for review and approval by the Current Planning Project Manager prior to construction permit approval.
3. An analysis of employee trip impacts on traffic in AM as well as PM shall be submitted at the time of Construction Permit Review to the City's Plan Reviewer for review and approval.



Jennifer Henning, Planning Director

10/14/2014
Date

TRANSMITTED this 17th day of October, 2014 to the Owner/Applicant/Contact:

Owner:
Harper Engineering
700 SW 7th Street
Renton, WA 98055

Applicant/Contact:
Todd Schutz
Craft Architects
2505 Third Avenue, Suite 324
Seattle, WA 98121

TRANSMITTED this 17th day of October, 2014 to the Parties of Record:

None

TRANSMITTED this 17th day of October, 2014 to the following:

Chip Vincent, CED Administrator
Craig Burnell, Building Official
Steve Lee, Development Services Manager
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., October 31, 2014.

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 October 31, 2014.

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.

ADVISORY NOTES TO APPLICANT

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

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. The Development Services Division reserves the right to rescind the approved extended haul hours at any time if complaints are received.
2. 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.
3. 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.
4. All landscaping shall be irrigated by an approved irrigation system prior to final occupancy permits.
5. Tree Protection Measures as outlined in RMC 4-4-130H.8 shall be installed prior to the commencement of construction activities and shall remain in effect until project completion.

Water:

1. Not Applicable

Sewer:

1. Not Applicable

Surface Water:

1. The project is required to comply with the 2009 King County Surface Water Manual and the 2009 City of Renton Amendments to the KCSWM, Chapter 1 and 2.
2. A Construction Stormwater General Permit from Department of Ecology will be required if grading and clearing of the site exceeds one acre.
3. Surface Water System Development fees of \$0.491 per square foot of new impervious surface will apply. This is payable prior to issuance of the construction permit.
4. Erosion Control shall be installed and monitored in accordance with Storm Water Pollution Prevention Plan and the KCSWM.
5. The site is required to provide flow control and water quality under the current King County Surface Water Manual.

Transportation:

1. Approvals from BNSF for temporary and permanent easement, insurances, and railroad inspection service shall be provided prior to the issuance of the Utility Construction Permit.

Fire:

1. Not Applicable

General:

1. Separate permits and fees for storm water connections will be required.
2. All required utility, drainage and street improvements will require separate plan submittals prepared according to City of Renton drafting standards by a licensed Civil Engineer.
3. All plans shall be tied to a minimum of two horizontal and vertical controls per the City's current horizontal and vertical control network.

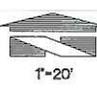
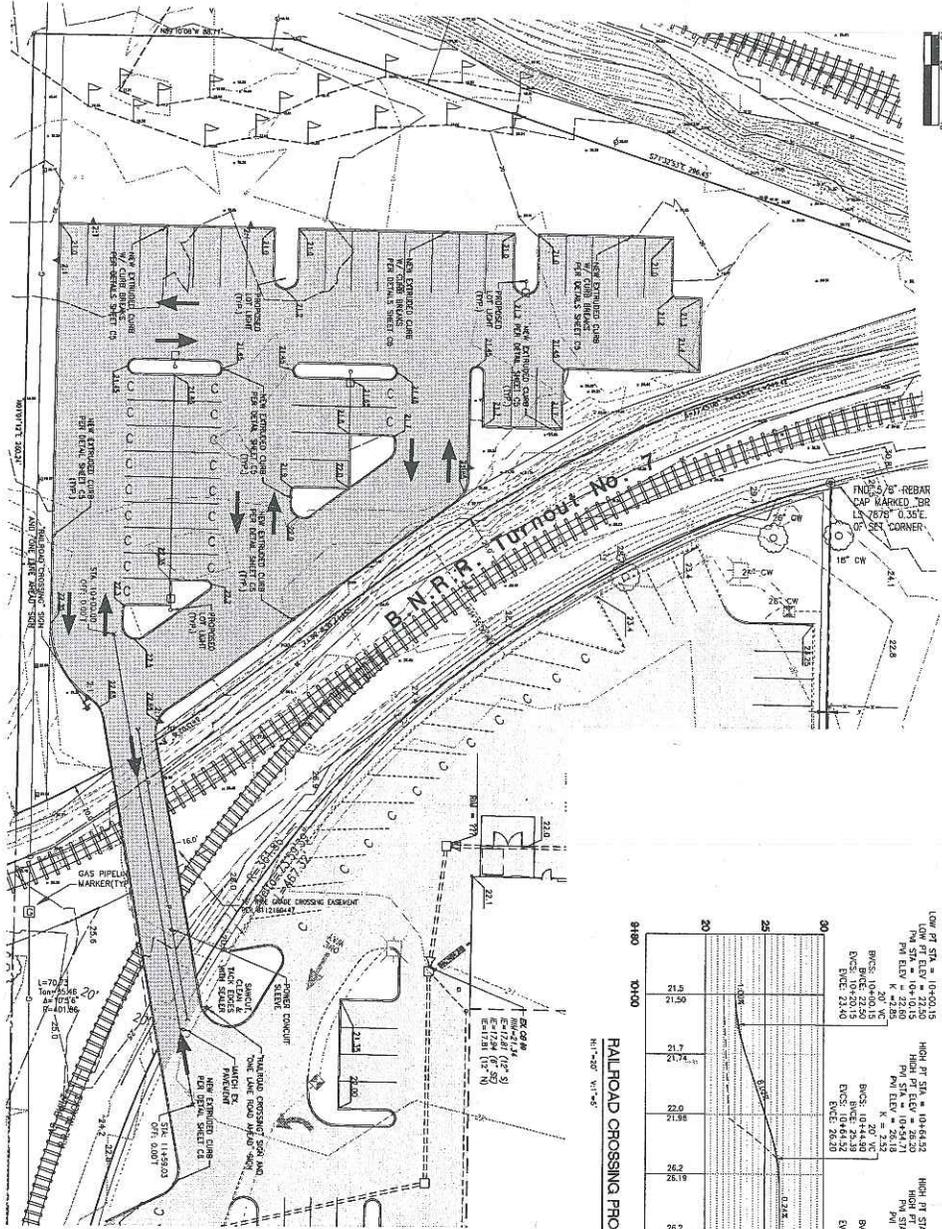
EXHIBIT 2

FILE NO.	REV#	PLAT DATE	PLAT SCALE	PAPER SPACE	SS#
NO.	REVISION	BY	DATE	APPR	APPROVED

CITY OF RENTON
Planning/Building/Public Works Dept.

CALL 2 WORKING DAYS BEFORE YOU DIG: 811

EX. ASPHALT PAVEMENT
NEW FINISHED ASPHALT PAVEMENT



RECOMMENDED BY: [Signature Line]
DATE: [Date Line]

CHECKED FOR COMPLIANCE TO CITY STANDARDS: [Signature Line]
DATE: [Date Line]



REGISTERED PROFESSIONAL ENGINEER
700 5th Street
RENTON, WA 98057

ENGINEER:
BARGHAUSEN CONSULTING ENGINEERS
18317 72nd Avenue South
(425) 251-4222
(425) 251-8882 FAX
CONTACT: DAVE STUBBS



CITY OF RENTON
DEPARTMENT OF PUBLIC WORKS

GRADING/PAVING PLAN

HARPER ENGINEERING PARKING LOT ADDITION
DATE: 09/11/2014
SCALE: 1" = 20'

DESIGNED BY: [Signature Line]
CHECKED BY: [Signature Line]
DATE: 09/11/2014
SCALE: 1" = 20'

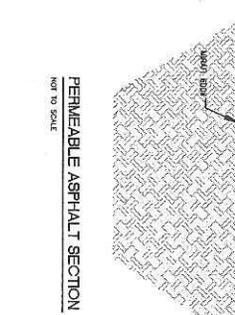
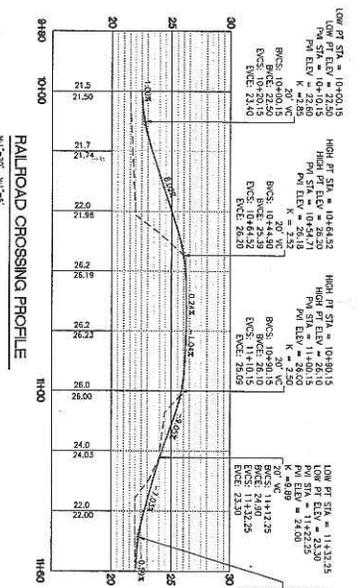


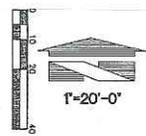
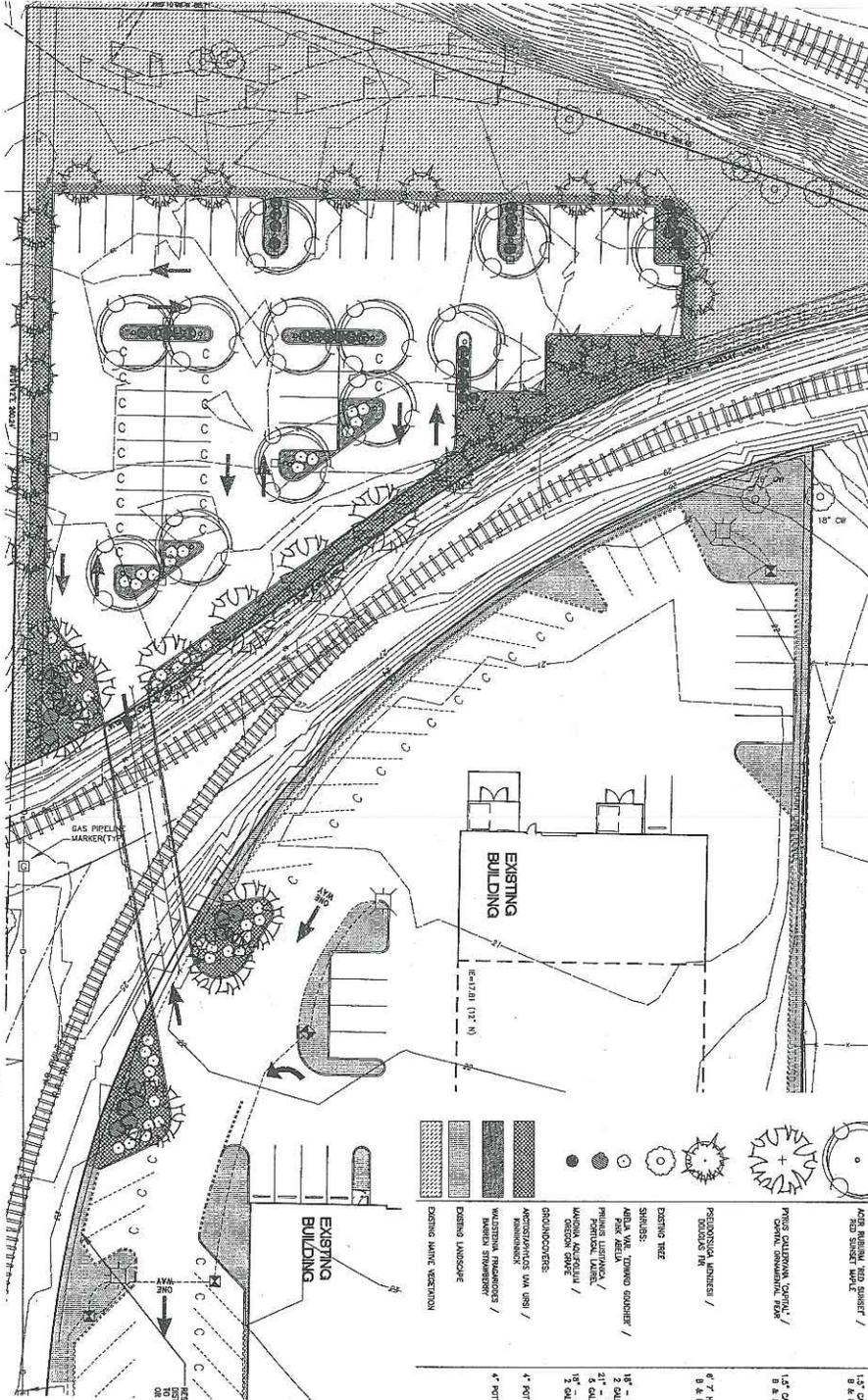
EXHIBIT 3

REVISION	BY	DATE	APPR	DATE	APPR
NO.					

CITY OF RENTON
Planning/Building/Public Works Dept.



CALL 2 WORKING DAYS BEFORE YOU DIG: 811



LANDSCAPE PLANTING PLAN HARPER ENGINEERING ADDITION PHASE 2 SW 1/4 SECTION 18, TWP. 29 N., RGE 5 E., WM.

SYMBOL	BOTANICAL/COMMON NAME	SIZE	CONDITION	SPACING	QUANTITY	REMARKS
	ACER RUBRUM RED BIRCH / RED SUGAR MAPLE	1 1/2" CAL. 8. 8. 8.	AS SHOWN	12		SAVE IN ONE CASE DRAINAGE STREET TREE USE REMOVED
	PINUS COUTLERI COYNEI / COYNE'S SUGAR PINE	1 1/2" CAL. 8. 8. 8.	AS SHOWN	10		SAVE IN ONE CASE DRAINAGE STREET TREE USE REMOVED
	PERSEA GLANDULOSA / GALBANA OLIVE	4" FT. 8. 8. 8.	AS SHOWN	20		SAVE IN ONE CASE DRAINAGE STREET TREE USE REMOVED
	EXISTING TREE	18" - 21" 2' OULTON 5' OULTON 18" - 21" 2' OULTON	AS SHOWN	50		FILL AND BUSH
	AREA W/ TWINED CLIMBER / FILL AND BUSH	4" O.C.	AS SHOWN	13		FILL AND BUSH
	MULCH AND GRAVEL / MEDIUM MULCH / OREGON GRAVE	4" O.C.	AS SHOWN	31		FILL AND BUSH, 3 CASES MINIMUM
	GROUNDCOVERS	4" PER	AS SHOWN	10		FILL 17' FROM BOUNDARY, SHRUBS AND TREES
	EXISTING LANDSCAPE	4" PER	AS SHOWN	10		TO REMAIN, SPEC. AND PROTECT TO REMAIN, SPEC. AND PROTECT

DESIGNED FOR COMPLIANCE TO CITY ORDINANCE
RECOMMENDED FOR APPROVAL
BY: [Signature]
DATE: [Date]

DESIGNED BY: [Signature]
DATE: [Date]

LANDSCAPE ARCHITECT
BARGHAUSEN ENGINEERING, INC.
1819 7TH AVENUE SOUTH
SEASIDE, WA 98138
(206) 333-3721 FAX
CONTACT: PAUL BARGHAUSEN

CITY OF RENTON
DEPARTMENT OF PUBLIC WORKS

LANDSCAPE PLANTING PLAN

DATE: 08/14/2014
SCALE: 1" = 20'-0"

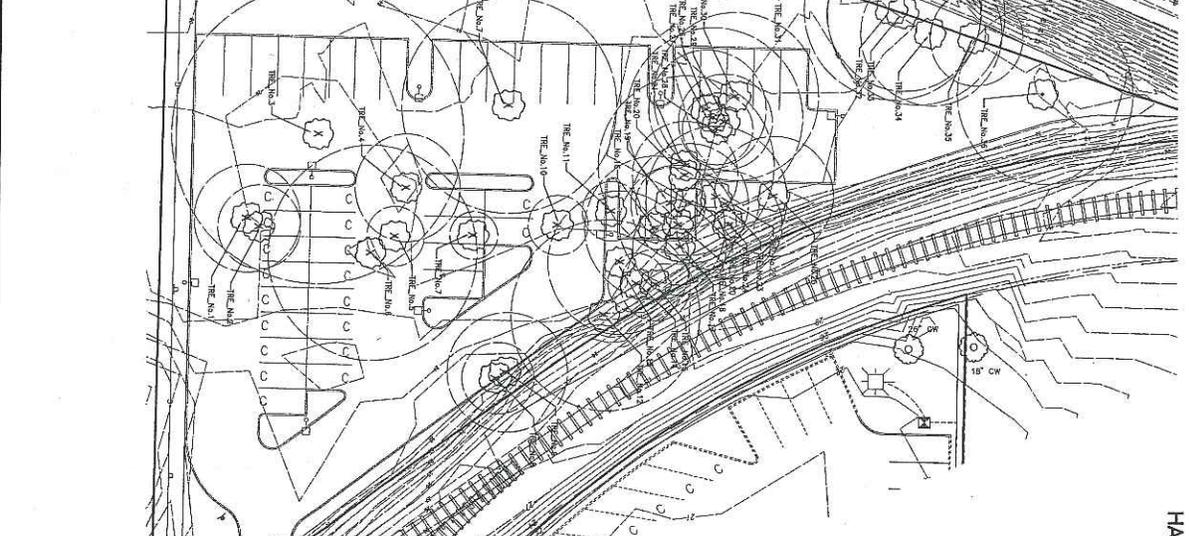
SEP 08 2014

EXHIBIT 4

PLANNING	DATE	BY	DATE	APPR	DATE
NO.	REVISION	BY	DATE	APPR	DATE



CALL 2 WORKING DAYS BEFORE YOU DIG! 811



EXISTING TREE RETENTION PLAN HARPER ENGINEERING ADDITION PHASE 2 SW 1/4 SECTION 18, TWP. 28 N., RGE. 5 E., W4.

CITY OF RENTON TREE RETENTION WORKSHEET

- Total number of trees over 6" in diameter on project site: 1. 39 trees
- Reductions: Details trees are excluded from the retention calculation:
 - Trees that are dead, diseased or damaged: 7 trees
 - Trees in proposed parking areas: 0 trees
 - Trees in proposed utility easements: 0 trees
 - Trees in official street and building: 0 trees
- Total number of scheduled trees: 2. 32 trees
- Schedule trees from line 2: 3. 32 trees
- Mark to determine the number of trees that must be retained: multiply line 2 by:
 - 0.1 if trees are 6"-14" dbh or less: 0 trees
 - 0.2 if trees are 15"-19" dbh: 0 trees
 - 0.3 if trees are 20"-24" dbh: 0 trees
 - 0.4 if trees are 25"-29" dbh: 0 trees
 - 0.5 if trees are 30"-34" dbh: 0 trees
 - 0.6 if trees are 35"-39" dbh: 0 trees
 - 0.7 if trees are 40"-44" dbh: 0 trees
 - 0.8 if trees are 45"-49" dbh: 0 trees
 - 0.9 if trees are 50"-54" dbh: 0 trees
 - 1.0 if trees are 55" dbh or greater: 0 trees
- Let the number of 6" or larger trees that you are retaining: multiply line 2 by:
 - 0.1 if trees are 6"-14" dbh or less: 0 trees
 - 0.2 if trees are 15"-19" dbh: 0 trees
 - 0.3 if trees are 20"-24" dbh: 0 trees
 - 0.4 if trees are 25"-29" dbh: 0 trees
 - 0.5 if trees are 30"-34" dbh: 0 trees
 - 0.6 if trees are 35"-39" dbh: 0 trees
 - 0.7 if trees are 40"-44" dbh: 0 trees
 - 0.8 if trees are 45"-49" dbh: 0 trees
 - 0.9 if trees are 50"-54" dbh: 0 trees
 - 1.0 if trees are 55" dbh or greater: 0 trees
- Multiply line 4 by 72" for number of required replacement inches: 7. 0 inches
- Proposed size of trees to meet additional planting requirements:
 - Proposed tree size: 0 inches
 - Proposed tree species: 0 trees
- Do not plant 72" dbh or greater of replacement trees?
 - Number of trees: 0 trees
 - Number of replacement inches: 0 inches
- Final number of trees to be retained: 8. 32 trees

DESIGNED BY: HARPER ENGINEERING
CHECKED FOR COMPLIANCE TO CITY STANDARDS BY: [Signature]

LANDSCAPE ARCHITECT
STATE OF WASHINGTON
1815 7200 AVENUE SOUTH
4251201-4222 FAX
4251201-4222 FAX
12171714

REGISTERED ENGINEER
1815 7200 AVENUE SOUTH
4251201-4222 FAX
4251201-4222 FAX
12171714



CITY OF RENTON
DEPARTMENT OF PUBLIC WORKS
EXISTING TREE RETENTION PLAN
HARPER ENGINEERING ADDITION
DATE: 08/17/2014
SCALE: AS SHOWN
SHEET: 15 OF 5

NO.	SYMBOL	DESCRIPTION	REMARKS
01	THE.M.1	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
02	THE.M.2	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
03	THE.M.3	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
04	THE.M.4	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
05	THE.M.5	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
06	THE.M.6	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
07	THE.M.7	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
08	THE.M.8	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
09	THE.M.9	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
10	THE.M.10	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
11	THE.M.11	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
12	THE.M.12	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
13	THE.M.13	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
14	THE.M.14	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
15	THE.M.15	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
16	THE.M.16	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
17	THE.M.17	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
18	THE.M.18	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
19	THE.M.19	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
20	THE.M.20	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
21	THE.M.21	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
22	THE.M.22	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED
23	THE.M.23	EXISTING TREE CALL-OUT	SEE THIS SHEET FOR SCHEDULE TO BE REMOVED

August 12, 2014
ES-2004.02

Earth Solutions NW LLC

- Geotechnical Engineering
- Construction Monitoring
- Environmental Sciences

Harper Engineering
c/o Craft Architects
2505 Third Avenue, Suite 324
Seattle, Washington 98121

Attention: Mr. Todd Schutz

**Subject: Geotechnical Evaluation
Parking Area Improvements
Harper Engineering
700 Southwest 7th Street
Renton, Washington**

Reference: Craft Architects
Parking Addition Plan, Sheet A0.1
Dated June 30, 2014

RECEIVED

SEP 03 2014

Dear Mr. Schutz:

CITY OF RENTON
PLANNING DIVISION

In accordance with your request, Earth Solutions NW, LLC (ESNW) has prepared this geotechnical evaluation letter for the subject property.

Project Description

The site is located along the north side of Southwest 7th Street in Renton, Washington. The approximate location of the property is delineated on the Vicinity Map (Plate 1). The subject area consists of a triangular-shaped parcel located off the north side of the existing Harper Engineering building. We understand new parking will be constructed in this area. Grades will remain largely unchanged with the exception of the egress which will require constructing a ramp to clear an existing abandoned railway line. The feasibility of infiltrating runoff is also being investigated as part of the project plans.

Geotechnical Evaluation

Subsurface Conditions

An ESNW representative observed, logged and sampled four test pits excavated within the proposed parking area using a backhoe and operator retained by our firm. The approximate locations of the test pits are delineated on the Test Pit Location Plan (Plate 2). A general soil description is provided below. Please refer to the test pit logs for a more detailed description of the soil and groundwater conditions encountered.

Entire Document
Available Upon Request

EXHIBIT 6

TECHNICAL INFORMATION REPORT

Proposed Harper Engineering Parking Lot Addition

800 S.W. 7th Street
Renton, Washington 98057

Prepared for:
Harper Engineering Co.
700 S.W. 7th Street
Renton, Washington 98057



August 22, 2014
Our Job No. 16585



CIVIL ENGINEERING, LAND PLANNING, SURVEYING
18215 72ND AVENUE SOUTH KENT, WA 98032 (425) 251-6222 (425) 251-8782 FAX
BRANCH OFFICES ♦ TUMWATER, WA ♦ LONG BEACH, CA ♦ ROSEVILLE, CA ♦ SAN DIEGO, CA
www.barghausen.com

RECEIVED
SEP 03 2014
CITY OF RENTON
PLANNING DIVISION

June 27, 2013

Sarah Devlin
Craft Architects
2505 Third Avenue, Suite 324
Seattle, WA 98121
Via phone: (206) 720-7001

**Re: Wetland Delineation Study for Harper Engineering – parcel number
1823059036**

The Watershed Company Reference Number: 120714

Dear Sarah:

On June 21, 2013 Ecologist Nell Lund, PWS, and I completed a wetland delineation study on subject parcel located northwest of SW 7th Street and Seneca Ave NW in the City of Renton, WA (parcel number 1823059036).

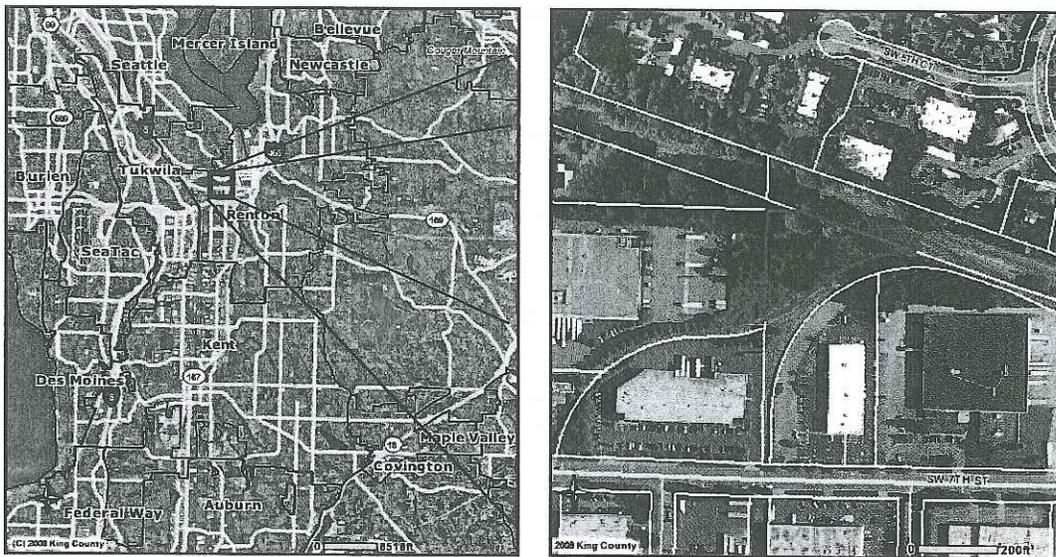


Figure 1 – Vicinity maps showing the location of the subject parcel.

This letter summarizes the findings of this study and details applicable local, state and federal regulations. The following attachment is included:

- Wetland Delineation Sketch
- Wetland Determination Data Forms



EXHIBIT 9

August, 26 2014

City of Renton Planning Division
1055 South Grady Way
Renton, Washington 98057

City of Renton Planning Division:

The following letter is a justification for the increase in parking stalls over the maximum allowed per the Renton Municipal Code.

Project Name: Harper Engineering Parking Addition
Site Location: 700 SW 7th Street
Tax Parcel: 182305-9036 & 182305-9270
Zoning Designation: IM (Industrial Medium)

The current number of parking stalls located on parcel #182305-9270 is 84 parking stalls. This number takes into account an agreement between Harper Engineering and Puget Sound Electrical JATC that allows sole use of 45 of those stalls strictly for the needs of Puget Sound Electrical JATC. Harper Engineering originally purchased the property with the full understanding and knowledge that they would be required to provide this overflow parking upon request. Due to Harper Engineering's growing business they now require an increased number of parking spaces for their employees. Therefore, Harper Engineering is requesting a Modification of Parking standard by adding an additional 47 parking stalls on parcel #182305-9036 to accommodate the 45 parking stalls reserved for Puget Sound Electrical JATC. This parking lot is located behind the existing Harper Engineering building and would allow all the parking stalls (total of 76) located on parcel #182305-9270 to be used by Harper Engineering Employees. This brings the total parking count to 123 spaces between both parcels which is 14 stalls over the maximum allowed stalls of 112 per the Renton Municipal Code.

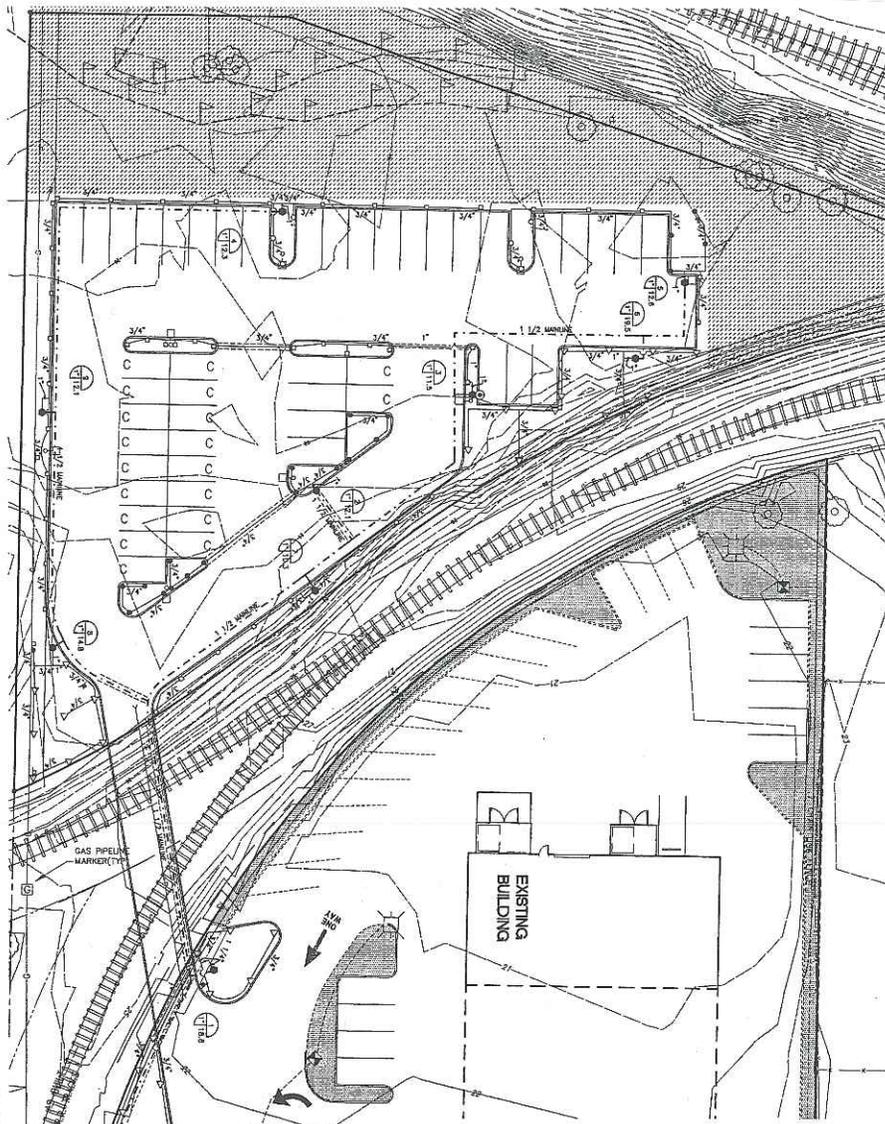
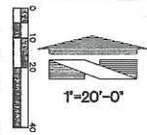
RECEIVED

SEP 03 2014

CITY OF RENTON
PLANNING DIVISION

EXHIBIT 10

PLANNING	PROJECT	DATE	SCALE	PAPER SPACE
NO.	REVISION	BY	DATE	APPR



LANDSCAPE IRRIGATION PLAN HARRER ENGINEERING ADDITION PHASE 2 SW 1/4 SECTION 18, TWP. 28 N., RGE. 5 E., WM.

CALL 2 WORKING DAYS BEFORE YOU DIG 811

RECOMMENDED TO CITY BY: [Signature]
DATE: [Date]



DATE: 09/11/14
PROJECT: HARRER ENGINEERING ADDITION
CLIENT: CITY OF RENTON



LANDSCAPE IRRIGATION PLAN
DATE: 09/11/2014
SCALE: 1/8" = 1'-0"

LANDSCAPE IRRIGATION LEGEND

SYMBOL	DESCRIPTION	SIZE	DEPTH
○	PISTON VALVE	1/2"	18"
○	PLUG VALVE	1/2"	18"
○	PLUG VALVE	3/4"	18"
○	PLUG VALVE	1"	18"
○	PLUG VALVE	1 1/2"	18"
○	PLUG VALVE	2"	18"
○	PLUG VALVE	3"	18"
○	PLUG VALVE	4"	18"
○	PLUG VALVE	6"	18"
○	PLUG VALVE	8"	18"
○	PLUG VALVE	10"	18"
○	PLUG VALVE	12"	18"
○	PLUG VALVE	14"	18"
○	PLUG VALVE	16"	18"
○	PLUG VALVE	18"	18"
○	PLUG VALVE	20"	18"
○	PLUG VALVE	24"	18"
○	PLUG VALVE	30"	18"
○	PLUG VALVE	36"	18"
○	PLUG VALVE	42"	18"
○	PLUG VALVE	48"	18"
○	PLUG VALVE	54"	18"
○	PLUG VALVE	60"	18"
○	PLUG VALVE	72"	18"
○	PLUG VALVE	84"	18"
○	PLUG VALVE	96"	18"
○	PLUG VALVE	108"	18"
○	PLUG VALVE	120"	18"
○	PLUG VALVE	144"	18"
○	PLUG VALVE	168"	18"
○	PLUG VALVE	192"	18"
○	PLUG VALVE	216"	18"
○	PLUG VALVE	240"	18"
○	PLUG VALVE	270"	18"
○	PLUG VALVE	300"	18"
○	PLUG VALVE	330"	18"
○	PLUG VALVE	360"	18"
○	PLUG VALVE	390"	18"
○	PLUG VALVE	420"	18"
○	PLUG VALVE	450"	18"
○	PLUG VALVE	480"	18"
○	PLUG VALVE	510"	18"
○	PLUG VALVE	540"	18"
○	PLUG VALVE	570"	18"
○	PLUG VALVE	600"	18"
○	PLUG VALVE	630"	18"
○	PLUG VALVE	660"	18"
○	PLUG VALVE	690"	18"
○	PLUG VALVE	720"	18"
○	PLUG VALVE	750"	18"
○	PLUG VALVE	780"	18"
○	PLUG VALVE	810"	18"
○	PLUG VALVE	840"	18"
○	PLUG VALVE	870"	18"
○	PLUG VALVE	900"	18"
○	PLUG VALVE	930"	18"
○	PLUG VALVE	960"	18"
○	PLUG VALVE	990"	18"
○	PLUG VALVE	1020"	18"
○	PLUG VALVE	1050"	18"
○	PLUG VALVE	1080"	18"
○	PLUG VALVE	1110"	18"
○	PLUG VALVE	1140"	18"
○	PLUG VALVE	1170"	18"
○	PLUG VALVE	1200"	18"
○	PLUG VALVE	1230"	18"
○	PLUG VALVE	1260"	18"
○	PLUG VALVE	1290"	18"
○	PLUG VALVE	1320"	18"
○	PLUG VALVE	1350"	18"
○	PLUG VALVE	1380"	18"
○	PLUG VALVE	1410"	18"
○	PLUG VALVE	1440"	18"
○	PLUG VALVE	1470"	18"
○	PLUG VALVE	1500"	18"
○	PLUG VALVE	1530"	18"
○	PLUG VALVE	1560"	18"
○	PLUG VALVE	1590"	18"
○	PLUG VALVE	1620"	18"
○	PLUG VALVE	1650"	18"
○	PLUG VALVE	1680"	18"
○	PLUG VALVE	1710"	18"
○	PLUG VALVE	1740"	18"
○	PLUG VALVE	1770"	18"
○	PLUG VALVE	1800"	18"
○	PLUG VALVE	1830"	18"
○	PLUG VALVE	1860"	18"
○	PLUG VALVE	1890"	18"
○	PLUG VALVE	1920"	18"
○	PLUG VALVE	1950"	18"
○	PLUG VALVE	1980"	18"
○	PLUG VALVE	2010"	18"
○	PLUG VALVE	2040"	18"
○	PLUG VALVE	2070"	18"
○	PLUG VALVE	2100"	18"
○	PLUG VALVE	2130"	18"
○	PLUG VALVE	2160"	18"
○	PLUG VALVE	2190"	18"
○	PLUG VALVE	2220"	18"
○	PLUG VALVE	2250"	18"
○	PLUG VALVE	2280"	18"
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SEP 08 20

RECEIVED

HARPER ENGINEERING
 PARKING ADDITION
 700 SW 7TH STREET
 RENTON, WASHINGTON 98055

CONSULTANT

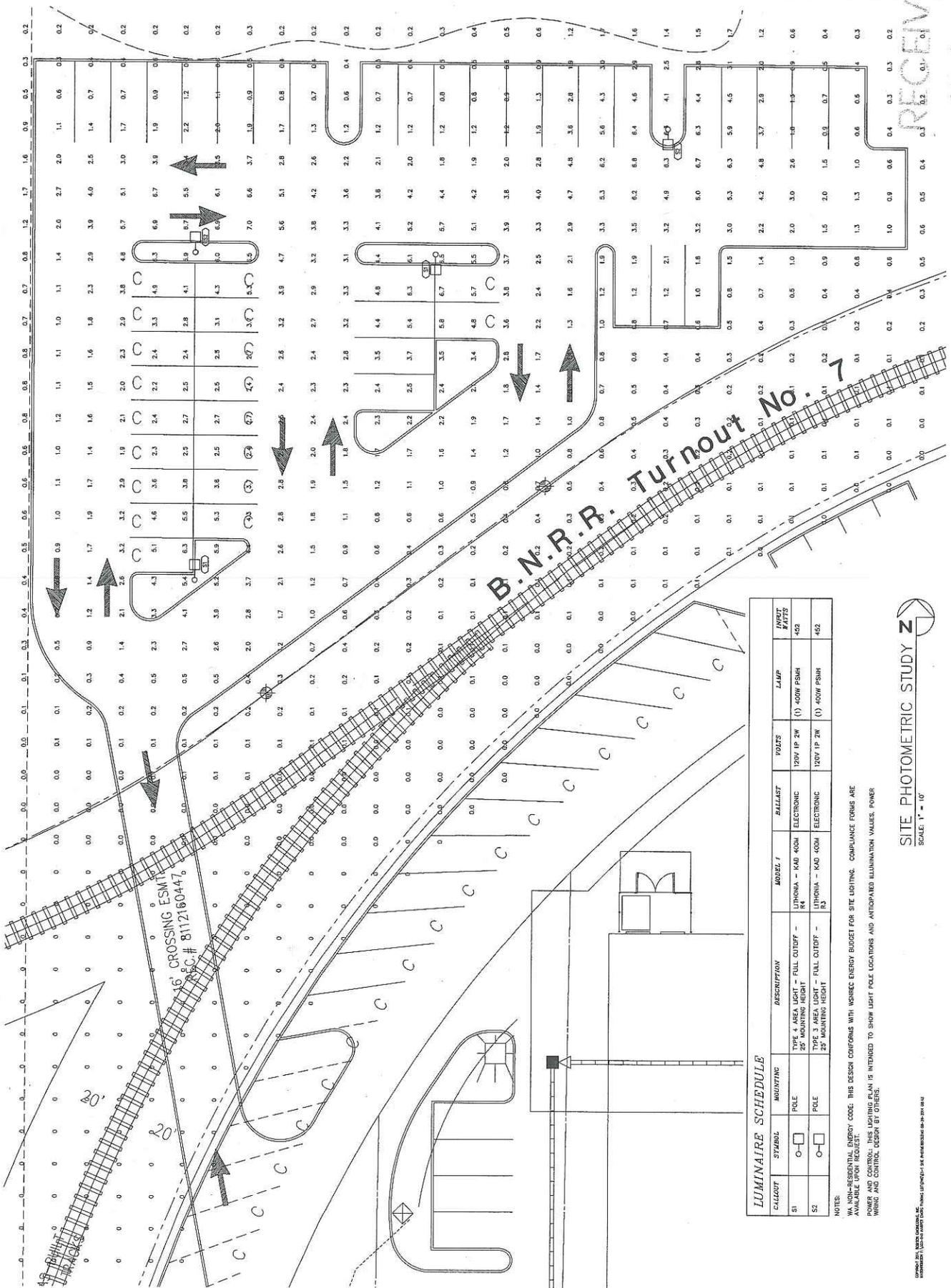
ROBISON
 ENGINEERING, INC
 1840 18TH AVE SW, SUITE 302
 BOSSALUM, WA 98021
 206.885.2222 FAX 206.885.2223



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LUMINAIRE SCHEDULE

CALLOUT	SYMBOL	MOUNTING	DESCRIPTION	MODEL /	BALLAST	POLES	LAMP	HEIGHT /	WATT
S1	○-□	POLE	TYPE 4 AREA LIGHT - FULL CUTOFF - 20' MOUNTING HEIGHT	LITHONIA - RAD 400M	ELECTRONIC	120V 1P 2W	(1) 400W PSNH	452	
S2	○-□	POLE	TYPE 4 AREA LIGHT - FULL CUTOFF - 20' MOUNTING HEIGHT	LITHONIA - RAD 400M	ELECTRONIC	120V 1P 2W	(1) 400W PSNH	452	

NOTES:
 1. THIS DESIGN CONFORMS WITH USMRC ENERGY BUDGET FOR SITE LIGHTING. COMPLIANCE FORMS ARE AVAILABLE UPON REQUEST.
 2. POWER AND CONTROL. THIS LIGHTING PLAN IS INTENDED TO SHOW LIGHT POLE LOCATIONS AND ANTICIPATED ILLUMINATION VALUES. POWER WIRING AND CONTROL DESIGN BY OTHERS.

SITE PHOTOMETRIC STUDY Z
 SCALE: 1" = 10'

DESIGNED BY: HARPER ENGINEERING, INC. CHECKED BY: CRAFT ARCHITECTS, INC. APPROVED BY: HARPER ENGINEERING, INC.