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BEFORE THE HEARING EXAMINER FOR THE CITY OF RENTON

**Valley Medical Center Medical Office
Building and North Garage Expansion**

**Binding Site Plan Amendment, Hearing
Examiner Site Plan, and Street
Modification**

LUA16-000938, ECF, BSP, SA-H, MOD

FINAL DECISION

SUMMARY

The applicant has requested a Binding Site Plan Amendment, Site Plan Review, Environmental Review, and a Street Modification in order to construct a a 5-story 160,000sf medical office building and a 7-floor 1,136 stall parking garage expansion at UW Valley Medical Center. Both structures would be constructed over surface parking along the north side of the hospital campus located at 400 S 43rd St. The medical office building includes an underground tunnel connection to the main hospital and a pedestrian bridge to the garage; the garage expansion includes a staff vehicular access ramp to the upper floors from Talbot Rd S. The Binding Site Plan Amendment, Site Plan Review, Environmental Review, and a Street Modification are approved with conditions.

TESTIMONY

Clark Close, senior planner, discussed the staff report, the history of the project and the present request. In response to the Examiner, Mr. Close provided greater detail regarding the requested street modifications and the City’s requested driveway channelization condition.

No further testimony was presented.

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EXHIBITS

The March 14, 2017 staff report Exhibits 1-38 identified at page 2 of the staff report itself were admitted into the record during the hearing. The staff PowerPoint was admitted as Exhibit 39 during the hearing. The following additional exhibits were also admitted during the hearing:

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- Exhibit 40: Google Maps
 - Exhibit 41: City of Renton COR Maps

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FINDINGS OF FACT

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Procedural:

1. Applicant. The applicant is UW/Valley Medical Center (VMC).
2. Hearing. The Examiner held a hearing on the subject application on March 14, 2017 at 12:00 pm in the City of Renton Council Chambers. At the close of the hearing, the applicant requested a continuance until March 28, 2017, limited to review of a proposed construction noise variance request. On March 21, 2017, the applicant withdrew the variance request. The examiner closed the record at close of business on March 21, 2017.

3. Project Description. The applicant is requesting Binding Site Plan Amendment, Hearing Examiner Site Plan, Environmental (SEPA) review, and a street modification to construct a 5-story 160,000sf medical office building and a 7-floor 1,136 stall parking garage expansion at UW Valley Medical Center. Both structures would be constructed over surface parking along the north side of the hospital campus located at 400 S 43rd St. The medical office building (MOB) includes an underground tunnel connection to the main hospital and a pedestrian bridge to the garage; the garage expansion includes a staff vehicular access ramp to the upper floors from Talbot Rd S. The proposal includes a large underground detention vault.

The project site is approximately 5.7 acres (247,967sf) of a larger 33.07-acre site and includes several existing lots and one tract. The project site area is located near the northwest corner of the existing Valley Medical Center campus. The project is located within the Commercial & Mixed Use (CMU) land use designation and the Commercial Office (CO) zone. Surrounding uses primarily include medical office buildings in the CO zone and limited single family residences in the R-8 zone.

The site includes three Type F streams (Panther Creek, Stream B and Stream C), high erosion hazards, moderate landslide hazards, regulated slopes, and a large Category II wetland at the northwest corner of the site (Wetland A). A Biological Assessment/Critical Areas Study was submitted by the applicant, prepared by The Watershed Company on October 2016 (Exhibit 16). According to the Study, the northernmost portion of the project area is located within the 115-foot standard buffer of Panther

1 Creek (classified as a Type F stream). Two (2) other Type F streams are also located onsite (Stream
2 B and Stream C) and a large Category II wetland is also located onsite at the northwest corner (Wetland
3 A).

4 The project would be built in two (2) phases, the garage expansion followed by the medical office
5 building (MOB).

6 The north garage expansion project would expand the existing parking garage at the north end of the
7 campus. The new parking garage would add 905 net new parking spaces and would be located directly
8 east of the existing garage (*Exhibit 18*). The new parking garage measures approximately 186.5 feet
9 wide by 313 feet long (*Exhibit 4*) and the new MOB measures approximately 154 feet wide by 218
10 feet wide (*Exhibit 5*).

11 The parking garage expansion includes an employee vehicular access ramp from Level 8 (*Exhibit 9*),
12 through the driveway serving the Human Resource Building, to Talbot Rd S (a two-way stop
13 controlled intersection).

14 The new medical office building and the new north parking garage expansion would be connected via
15 a pedestrian bridge. The medical office building would be connected to the main hospital building via
16 an underground tunnel connection (*Exhibit 10*). The two new buildings are intended to be integrated
17 into the overall Valley Medical Center campus (*Exhibits 33 and 34*).

18 The Valley Medical Center campus parcels contain 888 patient/visitor parking stalls, 1,531 employee
19 stalls, and 112 physician stalls for a total of 2,531 parking stalls. Parking for employees and visitors
20 is provided in two (2) parking structures as well as several surface lots (*Exhibit 18*).

21 There are seven (7) access points from the public streets to Valley Medical Center parcels. Access to
22 the new medical office building and north parking garage expansion would primarily come from
23 Talbot Rd S/VMC North Access Road-S 177th St or the Talbot Rd S/HR Lot Driveway and Future
24 Garage Access just south of the Human Resources (HR) Building (*Exhibits 17 and 25*).

25 The proposed project is anticipated to include a traffic signal at Talbot Rd S/VMC North Access Road-
26 S 177th St intersection along with additional signage and roadway improvements within the
intersection. The project development would utilize and extend utilities as part of the civil construction
permits.

27 The applicant is proposing an amendment to the Valley Medical Center North Campus Binding Site
28 Plan that was approved by the City of Renton on November 22, 1993 (*Exhibit 24*). The First
29 Amendment to Valley Medical Center North Campus Binding Site Plan seeks to adjust lot lines and
30 parcel boundaries to contain adequate lot sizes for the new medical office building on proposed Lot 4
(proposed lot size 55,667sf) and the new parking garage on proposed Lot 8 (proposed lot size

1 192,300sf) (Exhibit 3). In general, a few nonconforming lots would be combined or adjusted so that
2 structures do not cross over lot boundaries.

3 There are approximately 471 significant trees located on the Valley Medical Center campus, of which
4 the applicant is proposing to retain 239 trees.

5 Site topography descends from Talbot Rd S to State Route 167 with an estimated total elevation
6 change of approximately 84 feet. Approximately 3.77 acres of the 33.07-acre hospital site would be
subject to fill, excavation and grading. The project is anticipated to excavate 62,000 cubic yards.

7 The City's Environmental Review Committee issued s SEPA Determination of Non-Significant
8 Impact – Mitigated on January 30, 2017. The DNS-M included four mitigation measures. No appeals
9 of the threshold determination were filed.

10 On January 3, 2017, staff received three (3) agency comments from Muckleshoot Indian Tribe
11 Fisheries Division, King County Department of Natural Resources and Parks – Wastewater Treatment
12 Division, and King County Metro Transit and responded on January 11, 2017 (Exhibits 27-32). The
13 Muckleshoot Tribe commented about the fish habitat on Panther Creek. King County DNR asked for
information about the grading plan. Metro discussed transit issues. Agency concerns are reflected in
the Conditions of Approval.

14 4. Adequacy of Infrastructure/Public Services. The project will be served by adequate
infrastructure and public services as follows:

15 A. Water and Sewer Service. The site is served by the City of Renton for all water and sewer service.
16 There are four 12-inch and one 8-inch water mains within the subject's vicinity. Water mains are
17 located both within the existing medical campus and Talbot Road S. Additionally, there are six
18 fire hydrants serving the subject. Extensive improvements to the water and sewer systems will be
19 required. Many of these improvements will be made under construction permit U16-005901, as
20 described on pages 21-23 of the staff report. The City is also requiring the following
improvements to the water system:

- 21 • The existing fire hydrant (COR Facility ID HYD-S-00273) located on the south side of
22 the north VMC internal site road and north of the new MOB is proposed to be removed.
23 A new fire hydrant is proposed west of the existing location near the drive aisle entrance
to the new MOB.

24 The existing fire hydrant (COR Facility ID HYD-S-00196) located near the SE corner
25 of the proposed MOB is proposed to be removed as it sits in the footprint of the new
26 MOB. A new fire hydrant is proposed east of the existing location along the existing
hydrant run in a landscape island.

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2 Fire hydrant locations shall meet standards from the RFA.

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- A new 8” fire line is proposed to serve the MOB building from the existing 12” water main located along the southern frontage of the north VMC internal site road. The fire line shall have a double detector check assembly (DDCVA) in an exterior underground vault per COR Standard Plan 360.2 or inside the building per COR Standard Plan 360.5. If the DDCVA is proposed in the building, mechanical room plans shall be provided with the construction plans for the MOB.

8 The FDC is shown as wall mounted on the NW corner of the MOB. The fire department connection (FDC) shall be within 50’ of a fire hydrant per City standards or in a location approved by the RFA. A post indicator valve (PIV) per City standards is required on the fire line.

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- A new 4” domestic water service with a 3” meter is proposed to serve the MOB from the existing 12” water main located along the southern frontage of the north VMC internal site road. A 3” water meter needs to be in a vault with an external bypass per COR Standard Plan 320.4. The water plans submitted for the construction permit shall show an appropriate location for this meter assembly. An easement shall be provided for the domestic water meter.

16 A reduced pressure backflow assembly (RPBA) shall be installed downstream of the meter in an above ground heated enclosure per COR Standard Plan 350.2. The RPBA may be located inside the building if coordinated with the City plan review and City water utility department. If the RPBA is proposed in the building, mechanical room plans shall be provided with the construction plans for the medical office building.

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- Pressure reducing valves are required downstream of the domestic water meter if pressure exceeds 80 psi.
 - A separate meter is required for landscape irrigation per COR Standard Plan 320.1. A double check valve assembly (DCVA) is required behind the meter per COR Standard Plan 340.8. An easement shall be provided for the landscape irrigation meter.
 - Water improvements shall be designed in accordance with Appendix J of the City’s 2012 Water System Plan. Adequate horizontal and vertical separation between new mains and other existing and proposed utilities (sewer lines, storm drains, gas lines, power and communication ducts) shall be provided for the operation and maintenance

1 of the water main. Retaining walls, rockeries, or similar structures cannot be installed
2 over the water main unless the water main is installed inside of a steel casing.

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- 4 • The MOB site would be subject to water system development charges (SDCs) based on
5 the size of the domestic water meter and fire service. The 2017 water SDCs for a 3”
6 water meter is \$53,776.00 and for an 8” fire service is \$35,955.00. Meters larger than
7 2” shall be provided and installed by the applicant. Meters larger than 2” are subject to
8 a \$220.00 processing fee. Additional fees are required for water quality inspection tests
9 and meter tests. Please see the 2017 Development Fees document for a complete list of
10 fees. These fees are due at the time of construction permit issuance.

11 The city is requiring the following improvements to the sewer system:

- 12 • A 6” side sewer is proposed from the MOB to the 8” sewer stub north of the building. The
13 side sewer shall have a minimum slope of 2%.
- 14 • If a commercial kitchen is proposed in the MOB, a grease interceptor would be required.
15 The grease interceptor shall be sized based on drainage fixture units in accordance with
16 standards found in the latest edition of the Uniform Plumbing Code (UPC). The grease
17 interceptor shall drain by gravity to the sewer main. The grease interceptor shall be located
18 onsite so that it is accessible for routine maintenance.
- 19 • The MOB site would be subject to a sewer system development charge (SDC) based on
20 the size of the domestic water meter. The 2017 sewer SDC for a 3” water meter is
21 \$40,640.00. This fee is due at the time of construction permit issuance.
- 22 • The applicant shall contact King County WTD to determine if an Industrial Waste Permit
23 is required for this facility.

24 Each of the above improvements will be addressed as Conditions of Approvals. As conditions,
25 there will be adequate provision for water and sewer service.

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- B. Fire and Police. Police and Fire Prevention staff indicates that sufficient resources exist to furnish services to the proposed development with 271 calls for service estimated annually by the Renton Police Department (80 estimated for MOB and 191 for parking garage expansion); subject to the condition that the applicant provides Code required improvements and fees. Approved fire sprinkler and fire alarm systems are required throughout the buildings and dry standpipes are required in all stairways. Building must be equipped with at least one elevator that meets the size

1 requirements of a bariatric size (car size 40” by 84”) stretcher and buildings must comply with
2 Renton’s emergency radio coverage ordinance. Separate plans and permits are required to be
3 submitted and approved by the Renton Fire Authority.

4 Fire department apparatus access roadways are required within 150 feet of all points on the
5 buildings. According to the fire plan review comments, this requirement is not being met with
6 the proposed site plan. A condition of approval will require the applicant to comply with the
7 required access roadways within 150 feet of all points on the buildings or obtain an access
8 variance from the Renton Fire Authority prior to building permit issuance.

9 Fire impact fees are applicable at the rate of \$0.87 per square foot of commercial medical office
10 space. No fire impact fees are charged for parking structures. This fee is paid at time of building
11 permit issuance.

12 C. Drainage. Storm drainage is adequately addressed by the proposal. Storm water improvements
13 are required under construction permit U16-005901, as described on page 19 of the staff report.
14 A Preliminary Technical Information Report (TIR) prepared by Barghausen Consulting
15 Engineers, Inc. (dated January 20, 2017; Exhibit 15) was provided for review. The TIR was
16 completed in accordance with the standards found in the 2017 Renton Surface Water Design
17 Manual (RSWDM). All nine core and six special requirements were addressed. A detention vault
18 is proposed to meet the flow control facility requirement. The detention vault is sized in
19 accordance with the City’s Flow Control Duration Standard (Forested Site Conditions) using
20 WWHM. A Modular Wetland is proposed to meet the enhanced basic water quality treatment
21 requirements. Additionally, the City is requiring several additional drainage improvements as
22 Conditions of Approval including:

- 23 • Onsite BMPs are required for the site per Core Requirement #9. The site shall meet the
24 Large Lot BMP Requirements found in Section 1.2.9.2.2 of the 2017 RSWDM. Onsite
25 BMPs shall be evaluated for feasibility in accordance with Appendix C of the RSWDM.
26 The final TIR shall be updated to clearly show how this project is meeting the
27 requirements of this section. The response to Core Requirement #9 in the preliminary TIR
28 does not evaluate the feasibility of the onsite BMPs as described in Section 1.2.9.2.2.
29 Permeable pavement that has an underdrain or is lined cannot receive an onsite BMP
30 sizing credit.

31 Porous concrete sidewalk (permeable pavement) is shown on the drainage and utility plan.
32 Permeable pavement shall meet the standards found in Section C.2.7 of the RSWDM. If
33 permeable pavement is deemed infeasible by the requirements of this section, then

1 additional BMPs shall be evaluated in accordance with the standards found in Section
2 C.1.3.2 of the RSWDM.

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- 4 • A Geotechnical Engineering Study prepared by GeoEngineers Inc. (dated September 16,
5 2016; Exhibit 13) was provided for review.

6 The infiltration section of the geotechnical report references the 2009 KCSWDM for the
7 infiltration testing requirements. The MOB site is being reviewed under the 2017
8 RSWDM requirements. This section of the report shall be updated to conform to the 2017
9 RSWDM requirements.

10 In addition, the geotechnical report shall be amended as necessary to accommodate the
11 infiltration BMP testing requirements to determine the feasibility as found in Appendix C
12 of the 2017 RSWDSM. Section C.1.3 provides an overview of the soils report
13 requirements for application of On-Site BMPs. Additional feasibility requirements are
14 found for each BMP in Section C.2.

- 15 • Relocation of existing storm drains to accommodate new construction shall be designed
16 and sized in accordance with the standards found in Chapter 4 of the RSWDM.
- 17 • The MOB site is subject to a stormwater system development charge (SDC) based on the
18 amount of new impervious surface. The 2017 stormwater SDC is \$0.641 per square foot
19 of new impervious surface but not less than \$1,608.00. This fee is due at the time of
20 construction permit issuance.

21 D. Transportation. Traffic impacts are adequately mitigated by the proposal. As conditioned, level
22 of service standards will not be reduced below adopted levels for the proposal and traffic impact
23 fees will be assessed to pay for proportionate share transportation system impacts.

24 The applicant submitted a Traffic Impact Analysis prepared by Walker Parking Consultants (Ex.
25 17 & 25). The applicant is proposing two main points of vehicular ingress and egress to serve the
26 new buildings onsite, which is needed for customer and employee parking, pick-up and drop-off,
but also must comply with Fire Department requirements for access.

Talbot Rd S is classified as a collector arterial. Per RMC 4-6-060, a collector arterial with 3 lanes
shall have a right-of-way width of 94' with a pavement width of 57' consisting of 2 – 10' travel
lanes, 1 – 11' center turn lane, 2 – 5' bike lanes, and 8' parking lanes on each side of the roadway.
Without an approved modification, a 0.5' curb, 8' planter, and 8' sidewalk would be required

1 along each side of the roadway. 2' clear from the back of sidewalk to the edge of right-of-way
2 would also be required along each side of the roadway.

3 S 43rd St is classified as a principal arterial. Per RMC 4-6-060, a principal arterial with 7 lanes
4 shall have a right-of-way width of 125' with a pavement width of 88' consisting of 6 – 10' travel
5 lanes, 1 – 12' center turn lane, and 2 – 5' bike lanes. Without an approved modification, a 0.5'
6 curb, 8' planter, and 8' sidewalk would be required along each side of the roadway. 2' clear from
7 the back of sidewalk to the edge of right-of-way would also be required along each side of the
8 roadway.

8 The applicant submitted a street modification request (dated December 19, 2016; Exhibit 36).
9 The applicant requested a modification from the street standards in order to retain the existing
10 curb to curb width (paved roadway width) and 6' concrete sidewalk on each side of the two
11 roadways. Staff supports both modification requests with conditions of approval (See Decision
12 condition of approval No. 5).

12 The MOB is projected to generate approximately 359 AM peak hour trips, 641 mid-day trips, 536
13 PM peak hour trips, and 5,420 daily trips. With respect to intersection level of service the TIA
14 (Ex. 17 and 25) noted existing severe operational deficiencies and project related level of service
15 deficiencies.¹ The following intersection improvements will be required at the Talbot Rd S/VMC
16 North Access Rd-S 177th St intersection prior to certificate of occupancy of the new medical
17 office building (MOB):

- 17 1. Relocate the VMC North Driveway to align with S 177th St;
- 18 2. Install a signal with permissive phasing;
- 19 3. Add two (2) 100-foot long eastbound lanes from the VMC site to Talbot Rd S, one of the
20 lanes would be through left and the other would be right only;
- 21 4. Add a drop right turn lane from the southbound approach from Talbot Rd S to the VMC
22 site;
- 23 5. Provide a wider throat for the VMC North Driveway inbound lane from Talbot Rd S;
- 24 6. Install all curb returns to City standards;
- 25 7. Install all curb ramps and crosswalks to City and ADA standards; and
- 26 8. Install Accessible Pedestrian Signals (APS).

¹ For an in-depth, intersection by intersection analysis, refer to the staff report, Finding of Fact 29, pages 24-27, adopted herein as if set forth in full.

1 Additional conditions of approval will require the applicant to improve the southbound Talbot
2 Rd S approach to include a southbound right-turn lane into the North driveway and improve the
3 eastbound North Driveway egress to consist of one left-turn/through lane and one right-turn lane.
4 Signalize intersection (permissive phasing).

5 The existing crosswalk at the VMC south driveway across Talbot Rd S is equipped with a
6 rectangular rapid flashing beacon (RRFB). The crosswalk at the central driveway across Talbot
7 Rd S is equipped with an older beacon. A condition of approval will require the applicant to
8 replace the central driveway beacon with a rectangular rapid flashing beacon to increase
9 pedestrian safety. A further condition of approval will require the applicant to submit a pedestrian
10 signal plan for review and approval by the City of Renton Plan Review Project Manager and the
11 City of Renton Public Works Transportation Division prior to building permit approval.

12 A transportation impact fee will be assessed for the MOB. The current 2017 transportation impact
13 fee for a medical office building is \$16.47 per square foot of building. A transportation impact
14 fee is not required for the north parking garage expansion structure. The required transportation
15 fee for the MOB is due at the time of building permit issuance.

16 A condition of approval will require the applicant to submit a street lighting analysis to the City
17 at the time of construction permit review. Any additional required street lighting shall be in
18 accordance with City standards.

19 Conditions of approval will require a transportation concurrency approval based upon a test of
20 the citywide Transportation Plan, consideration of growth levels included in the LOS-tested
21 Transportation Plan, payment of a Transportation Mitigation Fee, and an application of site
22 specific mitigation (Exhibit 37).

23 E. Parking. The RMC requires a total of 800 parking spaces (a minimum and maximum of 5.0 per
24 1,000sf of net floor area). The Valley Medical Center campus contains 888 patient/visitor parking
25 stalls, 1,531 employee stalls, and 112 physician stalls for a total of 2,531 parking stalls. Parking
26 for employees and visitors is provided in two (2) parking structures as well as several surface lots
(*Exhibit 18*). Both proposed structures will be constructed over existing surface parking. The new
parking garage will contain 1,136 stalls, which is a net addition of 905 new spaces over the
existing capacity. The proposed parking exceeds the minimum required and is within 25% of the
maximum (RMC 4-4-080(F)(10)(c)(i)). Adequate provisions for parking are provided without
creating an overabundance of parking.

1 F. Bicycle Stalls. Eighty covered bicycle stalls are required and proposed. The applicant is proposing
2 80 bicycle parking spaces (40 bicycle racks serving 2 bicycles each) on the third level of the north
3 garage expansion (Exhibit 9) which complies with the minimum required number of covered
4 bicycle parking spaces. The bicycle parking area is proposed to be enclosed with a 3'-6" chain
link fence with a gate.

5 G. Vehicular Access and Internal Circulation. The subject property has over 2,000 linear feet of
6 frontage along S 43rd St and Talbot Rd S. including intersections at Davis Ave S; HR Lot
7 Driveway & Future Garage Access; three VMC driveways, and S Carr Road. Each of these
8 intersections are operating at LOS D or better during the AM, Mid-Day, and PM peak hours with
9 the exemption of the Talbot Road S/VMC North Driveway-S 177th St Intersection during the
10 AM and PM peak hours and the Talbot Rd S/S 43rd St intersection during the AM peak hour.
11 Within the first 315 feet of property frontage along Talbot Rd S, from the northeast corner of the
12 VMC campus to the south side of the Talbot Road S/VMC North Driveway-S 177th St
13 Intersection there are three (3) driveways. Per RMC 4-4-080I.4.b there shall be no more than one
14 driveway for each one hundred sixty-five feet (165') of street frontage serving any one property
15 or among properties under unified ownership or control. A condition of approval will require the
16 applicant to provide a channelization plan to reduce the number of driveways impacting Talbot
Road. The applicant should seek to reduce the number of driveways along Talbot Rd S, north of
Talbot Rd S (NS)/VMC North Access Rd-S 177th St (EW), or reduce the overall impacts created
by three (3) successive driveway approaches within 190 feet of each other (Talbot Rd S (NS)/HR
Lot Driveway & Future Garage Access, Talbot Rd S (NS)/VMC North Access Rd-S 177th St,
and Talbot Rd S/3915 Talbot Rd S).

17 H. Pedestrian Circulation. The TIA notes there are no bicycle facilities along the project frontage,
18 though there are signalized crosswalks at the VMC driveways on Talbot Road and in each
19 direction at the S 43rd St and Talbot Rd S intersection. There is no crosswalk across S 43rd St at
20 the Davis Ave S intersection; however, there is a pedestrian and vehicular underpass that provides
21 connections from staff parking lots south of S 43rd St to the VMC campus. The applicant is
22 proposing a common surface pedestrian connection between the building entrances to Talbot Rd
23 S via an existing sidewalk that runs on the south side of the pharmacy building (VPCN) (Exhibit
34). In addition, the applicant is proposing an underground tunnel connection from the MOB to
the main hospital and a pedestrian bridge from Level 7 of the parking garage to the third floor of
the MOB (Exhibits 9 and 10).

24 The north parking garage expansion includes a pedestrian sky-bridge to and from the new MOB
25 to make pedestrian crossing convenient and safe. The east and west elevations of the MOB
26 contain an entry/drop-off point along the east and west elevations and a pick-up area in front of

1 the east elevation of the building. Blub-out planter strips with landscaping also extend beyond
2 the sidewalk along the face of the building to serves as a safety buffer between vehicular traffic
3 and pedestrians. The floor plan throughout the structured north parking garage expansion includes
4 pedestrian circulation pavement markings from the parking stalls to the enclosed lobby area on
each floor (Exhibit 9).

5 King County Metro Transit (Metro) operates Route 169 on Talbot Rd S in front of Valley Medical
6 Center. This Route provides frequent daily service between the Renton Transit Center and Kent
7 Sounder Station. Metro has a northbound and southbound stop pair at the intersection of Talbot
8 Rd S and S 177th St intersection. Metro has requested that when street improvements are designed
9 that those improvements include upgrades to the two bus stops. Improvements requested include
10 accessible boarding areas, shelter footings, and suitable queueing and waiting areas for transit
11 users (Exhibit 31). A condition of approval will require the applicant to make bus shelter
12 improvements to the two (2) existing bus stops consisting of accessible boarding areas, shelter
13 footings, and queueing and waiting areas for transit users at the intersection of Talbot Rd S and
14 S 177th St intersection. Civil construction plans shall be submitted for review and approval by
the City of Renton Plan Review Project Manager prior to issuance of the right-of-way
construction permit for the signalized intersection. All required bus shelter improvements shall
be completed prior to certificate of occupancy of the new medical office building (MOB).

- 15 I. Landscaping. The applicant submitted a proposed landscaping plan that substantially meets the
16 code requirements (Ex. 8). Much of the existing landscaping within the medical campus will be
17 retained. The landscape plan includes planting areas, hardscape, lighting, and site furniture (such
as wood bench seat on architectural concrete site wall) that would be incorporated throughout the
site plan. The landscaping plan proposes 58 new trees.

18 A Tree Protection Plan prepared by Washington Forestry Consultants, Inc. (Exhibits 6 and 19)
19 was submitted with the land use application. Twelve of the 14 parcels on the Valley Medical
20 Center campus contain trees. Altogether, the 33.07-acre campus was found to contain 471
21 significant trees. The applicant is proposing to retain 239 trees (Exhibits 6 and 19). The applicant
is required to retain 10 percent (10%) of the trees located onsite that are not located within the
22 proposed rights-of-way or access easements. Of the 97 significant trees within the project area,
the applicant is proposing to retain 7 trees to meet the 10% tree retention requirement (Exhibit
23 7). The applicant has demonstrated compliance with the Tree Retention requirements of the code.

- 24 J. Refuse Enclosure. The code requires a total of 960sf of combined refuse and recycling area based
25 on a total of 160,000sf of gross floor area. The applicant has proposed 1,248sf of refuse and
26 recycling area. The refuse and recycling enclosure plan (Exhibit 10) is enclosed on three sides

1 and is built into the west facing slope. No details were provided with gate hardware for the 23-
2 foot wide opening facing west. Weather protection of refuse and recyclables must be ensured by
3 using a roof over the storage area. A condition of approval will require the applicant to provide
4 a revised refuse and recycling enclosure plan that provides a detail cut-sheet of the self-closing
5 door mechanism and includes a roof over the proposed storage area (or any future proposed
6 refuse and recycling storage areas onsite). The plan shall be submitted to, and approved by, the
7 Current Planning Project Manager prior to building permit approval.

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K. Building Entries. The primary entrance to the MOB is located on the façade facing Talbot Rd S. The entrance is connected to the public sidewalk via a pedestrian sidewalk on the south side of the pharmacy building (VPCN) (Exhibit 34). The MOB includes a vestibule, outdoor benches and landscaping. The north parking garage expansion includes covered bicycle parking, weather protection, and heated and cooled lobbies. Based on the location of the building there is no distinction between the entries from the parking lot or those related to the street. The MOB building is served by three (3) separate entrances: east façade, west façade or via the parking garage bridge to the MOB. Each entrance is important to building access and each are designed to be architecturally prominent in order to provide clear entrance points to the building.

L. Building Facades. As noted in the Staff Report (Ex. 22), the buildings largely comply with the City's design standards for modulation, articulation, defined entrances and display windows. Windows, doors and other architectural details are used in the building elevations to provide visual interest visible from the interior pedestrian pathways. The MOB building would be constructed into the west facing slope of the lot to reduce the height and massing of the building to match the overall character of the other medical office buildings along the north end of the VMC campus. The first two levels of the north parking garage structure would be constructed below grade to further reduce massing of the structured parking garage along the higher elevation of the site along the east facing elevation. Articulations of the façades include recessed vestibules, canopies over the entrances, a 14-foot wide pedestrian bridge that extends beyond the building plane along the west elevation and wraps around a portion of the south elevation. The north parking garage expansion includes an employee ramp along the east elevation of parking garage to add visual break to the structure. These building characteristics, modulations and articulation intervals are generally consistent with the other VMC campus buildings.

M. Building Materials. The MOB contains a combination of durable metal composite material wall panel and glazing. Accent materials include metal panel soffit, metal canopies, metal panel vestibule, and formed metal wall panels.

1 The north parking garage contains a combination of CMU with cement plaster finish, concrete
2 and the southern façade would incorporate metal composite material wall panel to be contextual
3 with the MOB. Accent materials include cable rail chain link partitions and louver areas.

4 N. Ground Level Details. The applicant has proposed human scale elements including landscape
5 features, large windows, and varied material patterns at the primary entrances. Window patterns
6 match other building on campus. Architectural detailing elements include entrance
7 detailing/weather protection and contrasting materials.

8 O. Roof Lines. The MOB elevation plans provide extended vertical roof screens projecting above
9 the roof top and north parking garage expansion provides extended building features at the
10 northeast and southeast corners of the structure. These treatments provide varied roof profiles
11 consistent with the intent and guidelines.

12 P. Recreation and Common Open Spaces. Together the proposed new MOB and north parking
13 garage expansion include up to 541,300sf of use. The site plan includes site furniture (such as
14 wood bench seats on architectural concrete site walls) that would be incorporated throughout the
15 VMC campus. The new building would be incorporated into the overall campus, which provides
16 for additional pedestrian-oriented space.

17 Q. Equipment Screening. The applicant is proposing formed metal wall panel as screening above
18 the roofline of the MOB (Exhibit 26). The screening covers 80 percent of the roof surface area
19 in order to adequately enclose the utility equipment. The ground equipment is proposed to be
20 located within the combined utility and refuse and recycling enclosure.

21 R. Lighting. It appears through various elements of the submittal package that the applicant intends
22 to comply with the City's lighting standards. However, the applicant did not provide a specific
23 lighting plan. The applicant will be required to submit a lighting plan at the time of building
24 permit review.

25 5. Adverse Impacts. There are no significant adverse impacts associated with the project. Few
26 adverse impacts are anticipated. Adequate infrastructure serves the site as determined in Finding of
Fact No. 4. The SEPA MDNS mitigation measures in the Environmental Report (Ex. 1) are adopted
as Conditions of Approval. Adoption of Ex. 22 encompasses both the Findings of Fact and the
Conclusions of Law of Staff. All other adverse impacts discernible from the record are also fully
mitigated. Impacts are more specifically addressed as follows:

A. Geologically Hazardous Areas. The subject property is within high erosion hazards, moderate
landslide hazards, and regulated slopes. The applicant submitted two (2) geotechnical reports
prepared by GeoEngineers Inc. (Exhibits 12 and 13). Due to variable soil conditions being present

1 at the anticipated foundation elevations, the geotechnical reports states that shallow foundations
2 bearing on native or structural fill are anticipated for foundation support. Building code standards
3 contain compliance measures and design requirements for sites with potential seismic hazard
4 conditions, which include the adherence to recommendations from geotechnical reports. The
5 geotechnical reports demonstrate the proposal can be safely accommodated on the site and
6 identified no impacts to other properties.

7
8 B. Streams. A Biological Assessment/Critical Areas Study was prepared by The Watershed
9 Company (Exhibit 16). According to the study, the northernmost portion of the project area is
10 located within the standard buffer for Panther Creek and the site was also found to contain two
11 onsite Type F streams (Streams B and Stream C). The project will completely avoid direct and
12 indirect stream impacts and no in-water work or stormwater discharges are proposed in Panther
13 Creek. However, the project would incur unavoidable stream buffer impacts. Direct buffer
14 impacts will be temporary in nature and would be required to accommodate grading activities at
15 the top of the steep slope to the north. Permanent buffer impacts would also be avoided through
16 the proposed buffer modification (reduction with enhancement and averaging). The buffer
17 modification is necessitated, since the standard buffer protrudes into the existing gravel parking
18 lot, where the garage expansion is proposed. The DNS-M conditions of approval for the project
19 include four (4) mitigation measures to protect the on-site streams. (See Exhibit 1, FOF 23 and
20 FOF 24 for more information.)

21 C. Wetlands. Wetland areas will be protected. There is a large wetland area along the east side of
22 SR 167 that overlaps onto the site. According to the Critical Area Study, the site contains a large
23 Category II wetland "Wetland A" at the northwest corner of the site (Parcels 3023059111 and
24 8857670060). This Category II wetland was classified by the biologist as a large riverine, slope,
25 and depressional wetland that carries a standard buffer of 150 feet. The wetland is approximately
26 two kilometers long and extends approximately 1.8 kilometers north of the site. The proposed
structures would be located outside the 150-foot standard wetland buffer from Wetland A.

The applicant has proposed to reduce the standard buffer width through a combination of buffer
averaging and buffer reduction with enhancement to accommodate the proposed expansion. The
applicant must provide an updated maintenance and monitoring plan that complies with code.

The proposed final restoration and monitoring program will provide a compensatory level of
protection for the critical area impacts and would offset the disturbance associated with
modification of the standard stream buffer, provided the monitoring provisions of RMC 4-3-050
are met (Exhibit 1). A condition of approval will require the applicant to submit a Final Mitigation
Plan for all construction impacts to the critical areas and their buffers. The Final Mitigation
Plan shall be submitted to and approved by the Current Planning Project Manager prior to the north
parking garage expansion building permit approval.

1 **Conclusions of Law**

2

3 1. Authority. Site Plan Review is a Type III decision determined by the hearing examiner (RMC
4 4-8-080(G)). Binding Site Plans are Type II decisions, unless they are merged with a Type III site plan
5 review (RMC 4-7-230(H)). The site plan, binding site plan and modification applications of this
6 proposal have been consolidated. RMC 4-8-080(C)(2) requires consolidated permits to each be
7 processed under “the highest-number procedure”. The site plan application has the highest numbered
8 review procedures, so all three applications must be processed as Type III applications. As Type III
9 applications, RMC 4-8-080(G) grants the Examiner with the authority to hold a hearing and issue a
10 final decision on them, subject to closed record appeal to the City Council.

11 2. Zoning/Comprehensive Plan Designations. The project is located within the Commercial &
12 Mixed Use (CMU) land use designation and the Commercial Office (CO) zone.

13 3. Review Criteria. Site Plan Review is required in the CO zone (RMC 4-9-200(B)(2)(a)). Site
14 Plan Review is governed by RMC 4-9-200(E)(3). Binding Site Plan approval are governed by RMC
15 4-7-230(C). Modifications are governed by RMC 4-9-250(D)(2). All applicable criteria are quoted
16 below in italics and applied through corresponding conclusions of law.²

17 **Site Plan**

18 **RMC 4-9-200(E)(3): Criteria:** *The Administrator or designee must find a proposed project to be in
19 compliance with the following:*

20 **a. Compliance and Consistency:** *Conformance with plans, policies, regulations and approvals,
21 including:*

22 *i. Comprehensive Plan: The Comprehensive Plan, its elements, goals, objectives, and policies,
23 especially those of the applicable land use designation; the Community Design Element; and
24 any applicable adopted Neighborhood Plan;*

25 *ii. Applicable land use regulations;*

26 ² The staff report states the project site is located in District D and therefore must comply with the Urban Design
Regulations of RMC 4-3-100 (Ex. 22, FOF 31). However, RMC 4-3-100(B)(1)(b)(iv) does not apply to developments
in the CO zone if the development does not include mixed buildings with attached dwelling units.

1 iii. *Relevant Planned Action Ordinance and Development Agreements; and*

2 **iv. Design Regulations:** *Intent and guidelines of the design regulations located in RMC [4-3-](#)*
3 *[100](#).*

4 4. The proposal is consistent with applicable comprehensive plan policies, City of Renton zoning
5 regulations and design guidelines as outlined in Findings 26 and 27 of the staff report, which is adopted
6 by this reference as if set forth in full, including the findings and conclusions. As noted above in
7 Finding of Fact No. 3, RMC 4-3-100(B)(1)(b)(iv) does not apply to non-residential development in
8 the CO zone.

9 **RMC 4-9-200(E)(3)(b): Off-Site Impacts:** *Mitigation of impacts to surrounding properties and uses,*
10 *including:*

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

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

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

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

20 **v. Landscaping:** *Using landscaping to provide transitions between development and*
21 *surrounding properties to reduce noise and glare, maintain privacy, and generally enhance the*
22 *appearance of the project; and*

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

25 5. As noted above in Finding of Fact No. 4(K-M), the buildings have been designed to reduce the
26 apparent bulk and provide visual interest through the use of varied materials and modification of the
facade. The building coordinates with the existing medical campus and places parking in a structured
garage that is partially underground. Critical areas will be protected. The applicant has adequately
demonstrated safety in the geologic hazard areas. As noted in Finding of Fact No. 4(D and G), the
applicant will provide adequate pedestrian circulation through the use of matching sidewalk treatments
and internal sidewalks. The applicant has requested a street modification to continue use of the existing
right of way. These modifications, as conditioned, will ensure adequate pedestrian and vehicular
safety. As noted in Finding of Fact No. 4(J and Q), loading and storage areas, refuse collection and

1 roof equipment will be screened and will not interfere with pedestrian circulation or parking. There
2 are not significant views from this property. As noted in Finding of Fact No. 4(I), landscaping will be
3 provided around the building, in pedestrian areas and on the frontage. As noted in Finding of Fact No.
4 4(R), lighting will be designed to avoid glare on to adjacent properties or streets while providing safe
5 illumination for site users.

6 **RMC 4-9-200(E)(3)(c): On-Site Impacts: Mitigation of impacts to the site, including:**

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

9 *ii. Structure Scale: Consideration of the scale of proposed structures in relation to natural*
10 *characteristics, views and vistas, site amenities, sunlight, prevailing winds, and pedestrian and*
11 *vehicle needs;*

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

15 *iv. Landscaping: Use of landscaping to soften the appearance of parking areas, to provide*
16 *shade and privacy where needed, to define and enhance open spaces, and generally to enhance*
17 *the appearance of the project. Landscaping also includes the design and protection of planting*
18 *areas so that they are less susceptible to damage from vehicles or pedestrian movements.*

19 6. As noted in the Staff Report (Ex. 22, Finding of Fact No. 31), the buildings largely comply with
20 the City's design standards for modulation, articulation, defined entrances and display windows.
21 Windows, doors and other architectural details are used in the building elevations to provide visual
22 interest visible from the interior pedestrian pathways. The MOB building would be constructed into
23 the west facing slope of the lot to reduce the height and massing of the building to match the overall
24 character of the other medical office buildings along the north end of the VMC campus. The first two
25 levels of the north parking garage structure would be constructed below grade to further reduce
26 massing of the structured parking garage along the higher elevation of the site along the east facing
elevation. Articulations of the façades include recessed vestibules, canopies over the entrances, a 14-
foot wide pedestrian bridge that extends beyond the building plane along the west elevation and wraps
around a portion of the south elevation. As noted in Finding of Fact No. 5, wetlands, streams and
buffers will be protected. The proposal does impact the on-site steep slopes, but the impact is the least
feasible to allow development of the site. Adequate landscaping in the pedestrian area and frontage is
proposed.

**RMC 4-9-200(E)(3)(d): Access and Circulation: Safe and efficient access and circulation for all
users, including:**

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

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

7 *iii. Loading and Delivery: Separating loading and delivery areas from parking and pedestrian*
8 *areas;*

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

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

12 7. The proposal provides for adequate access and circulation as required by the criterion above
13 for the reasons identified in Finding of Fact No. 4(D-H).

14 **RMC 4-9-200(E)(3)(e): Open Space:** *Incorporating open spaces to serve as distinctive project focal*
15 *points and to provide adequate areas for passive and active recreation by the occupants/users of the*
16 *site.*

17 8. Open space will exist in the location of the wetland and streams. The project is integrated into
18 an existing medical campus with a network of pedestrian paths and resting points. The proposal
19 provides for site furniture (such as wood bench seats on architectural concrete site walls) that would
20 be incorporated throughout the VMC campus. The new buildings would be incorporated into the
21 overall campus, which provides for additional pedestrian-oriented space.

22 **RMC 4-9-200(E)(3)(f): Views and Public Access:** *When possible, providing view corridors to*
23 *shorelines and Mt. Rainier, and incorporating public access to shorelines.*

24 9. There are no view corridors to shorelines or Mt. Rainier affected by the proposal.

25 **RMC 4-9-200(E)(3)(g): Natural Systems:** *Arranging project elements to protect existing natural*
26 *systems where applicable.*

10. As noted in Finding of Fact No. 5(A), the proposal impacts critical slopes, though the impact is
the minimum necessary to allow feasible development of the site. As conditioned, the project provides
for adequate public safety and welfare. As determined in Finding of Fact No. 4C, the drainage system
has been designed as a vault system which will allow the project to discharge into natural drainage
courses via the City's existing storm drainage system.

1 **RMC 4-9-200(E)(3)(h):** *Services and Infrastructure: Making available public services and*
2 *facilities to accommodate the proposed use.*

3 11. The project is served by adequate services and facilities as determined in Finding of Fact No.
4 4(A and B).

5 **RMC 4-9-200(E)(3)(i):** *Phasing: Including a detailed sequencing plan with development phases*
6 *and estimated time frames, for phased projects.*

7 12. The project will be built in two (2) phases, the garage expansion followed by the medical
8 office building (MOB). Construction of the garage will commence in Spring 2017. No phasing plan
9 was submitted. A condition of approval will require submittal of a detailed phasing plan.

10 **RMC 4-9-200(E)(3)(j):** *Stormwater: Providing optimal locations of stormwater infiltrating low*
11 *impact development facilities. Avoiding placement of buildings or impervious areas on soils with*
12 *infiltration capability to the maximum extent practicable.*

13 13. As noted above in Conclusion of Law No. 10 and Finding of Fact No. 4C, the drainage system
14 has been designed as a vault system which will allow the project to discharge into natural drainage
15 courses via the City's existing storm drainage system. Low impact development facilities have not
16 been proposed and are not feasible as the site is already developed with impervious surfaces and
17 therefore there is no remaining infiltration capacity.

18 **Binding Site Plan**

19 **RMC 4-7-230(C):**

20 *APPROVAL CRITERIA:*

21 *Approval of a binding site plan or a commercial condominium site shall take place only after the*
22 *following criteria are met:*

23 *1. Legal Lots: The site that is subject to the binding site plan shall consist of one or more*
24 *contiguous, legally created lots. Lots, parcels, or tracts created through the binding site plan*
25 *procedure shall be legal lots of record. The number of lots, tracts, parcels, sites, or divisions*
26 *shall not exceed the number of lots allowed in the applicable zoning district. New*
nonconforming lots shall not be created through the binding site plan process.

14. The subject consists of several contiguous parcels and tracts that are legal lots of record. No
new lots are proposed. The amended Binding Site Plan will allow the applicant to adjust lot lines so
that no new construction will cross parcel, tract or boundary lines. The purpose of the binding site
plan approval is to avoid the creation of nonconforming lots. This criterion is satisfied.

1 2. *If minimum lot dimensions and building setbacks for each newly created lot cannot be met,*
2 *the binding site plan shall be processed as a commercial condominium site per subsection D of*
3 *this Section or merged with a planned urban development application per RMC 4-9-150.*

4 15. Minimum lot dimensions and setbacks are provided; therefore, no commercial condominium
5 site creation is warranted.

6 3. *Commercial or Industrial Property: The site is located within a commercial, industrial, or*
7 *mixed-use zone.*

8 16. The site is located within the Commercial Office zone. It is eligible for binding site plan
9 approval.

10 4. *Zoning Code Requirements: Individual lots created through the binding site plan shall*
11 *comply with all of the zoning code requirements and development standards of the underlying*
12 *zoning district. Where minimum lot dimensions or setbacks cannot be met, the binding site plan*
13 *shall be processed as a commercial condominium site per RMC 4-7-230D.*

14 a. *New Construction: The site shall be in conformance with the zoning code*
15 *requirements and development standards of the underlying zoning district at the time*
16 *the application is submitted.*

17 b. *Existing Development: If the site is nonconforming prior to a binding site plan*
18 *application, the site shall be brought into conformance with the development standards*
19 *of the underlying zoning district at the time the application is submitted. In situations*
20 *where the site cannot be brought into conformance due to physical limitations or other*
21 *circumstances, the binding site plan shall not make the site more nonconforming than*
22 *at the time a completed application is submitted.*

23 c. *Under either new construction or existing development, applicants for binding site*
24 *plan may proposed shared signage, parking, and access if they are specifically*
25 *authorized per RMC 4-4-080E3, 4-4-080I7, and 4-4-100E5, and other shared*
26 *improvements as authorized in other sections of the City's development standards.*

17. As noted above in Conclusion of Law No. 4, as conditioned, the proposal is consistent with
applicable comprehensive plan policies, City of Renton zoning regulations and design guidelines.

5. *Building Code Requirements: All building code requirements have been met per RMC 4-5-*
010.

18. All building code requirements will be reviewed at the time of building permit approval.

6. *Infrastructure Provisions: Adequate provisions, either on the face of the binding site plan or*
in a supporting document, have been made for drainageways, alleys, streets, other public ways,

1 *water supplies, open space, solid waste, and sanitary wastes, for the entire property covered by*
2 *the binding site plan.*

3 19. As described in Finding of Fact No. 4, the applicant has made adequate provisions for all
4 drainageways, streets, water supplies, open space, solid waste and sanitary waste. This criterion is
5 satisfied.

6 *7. Access to Public Rights-of-Way and Utilities: Each parcel created by the binding site plan*
7 *shall have access to a public street, water supply, sanitary sewer, and utilities by means of*
8 *direct access or access easement approved by the City.*

9 20. As described in Finding of Fact No. 4, each parcel within the binding site plan will have access
10 to public streets, water supply, sanitary sewer and utilities. The project involves construction of new
11 medical facilities and parking within an existing medical campus. The project is the amendment of an
12 existing binding site plan with shared access, utilities and parking.

13 *8. Shared Conditions: The Administrator may authorize sharing of open space, parking, access,*
14 *signage and other improvements among contiguous properties subject to the binding site plan*
15 *and the provisions of RMC 4-4-080E3, 4-4-080I7, and 4-4-100E5. Conditions of use,*
16 *maintenance, and restrictions on redevelopment of shared open space, parking, access, signage*
17 *and other improvements shall be identified on the binding site plan and enforced by covenants,*
18 *easements or other similar properly recorded mechanism.*

19 21. The application involves further construction of a medical office building and a parking
20 structure on an existing, developed medical campus. All open space, access, signage and other
21 improvements will be shared and integrated into the vehicular and pedestrian circulation systems.

22 *9. Future Development: The binding site plan shall contain a provision requiring that any*
23 *subsequent development of the site shall be in conformance with the approved and recorded*
24 *binding site plan.*

25 22. A condition of approval will require a provision on the face of the binding site plat requiring
26 any subsequent development of the site to be in conformance with the approved and recorded binding
27 site plan.

28 *10. Dedication Statement: Where lands are required or proposed for dedication, the applicant*
29 *shall provide a dedication statement and acknowledgement on the binding site plan.*

30 23. A condition of approval will require the applicant to provide a dedication statement and
31 acknowledgement on the face of the binding site plan for all required dedications described in the
32 conditions of approval.

33 *11. Suitable Physical Characteristics: A proposed binding site plan may be denied because of*
34 *flood, inundation, or wetland conditions, or construction of protective improvements may be*
35 *required as condition of approval.*

1 24. The property is not subject to floor or inundation. As noted in Finding of Fact No. 5, all wetlands
2 and stream areas, including their buffers, will be protected. No structure will require protective
3 improvements for water based hazards. This criterion is satisfied.

4 5 **Street Modification**

6 **RMC 4-9-250(D)(2):** *Whenever there are practical difficulties involved in carrying out the provisions*
7 *of this Title, the Department Administrator may grant modifications for individual cases provided*
8 *he/she shall first find that a specific reason makes the strict letter of this Code impractical, that the*
9 *intent and purpose of the governing land use designation of the Comprehensive Plan is met and that*
10 *the modification is in conformity with the intent and purpose of this Code, and that such modification:*

- 11 *a. Substantially implements the policy direction of the policies and objectives of the Comprehensive*
12 *Plan Land Use Element and the Community Design Element and the proposed modification is*
13 *the minimum adjustment necessary to implement these policies and objectives;*
- 14 *b. Will meet the objectives and safety, function, appearance, environmental protection and*
15 *maintainability intended by the Code requirements, based upon sound engineering judgment;*
- 16 *c. Will not be injurious to other property(ies) in the vicinity;*
- 17 *d. Conforms to the intent and purpose of the Code;*
- 18 *e. Can be shown to be justified and required for the use and situation intended; and*
- 19 *f. Will not create adverse impacts to other property(ies) in the vicinity.*

20 25. The criterion above are met for the requested modification to RMC 4-6-060 for the reasons
21 identified in Finding of Fact No. 5(C). The City can create adequate right of way, sidewalks,
22 landscaping and curbs with the reduced right of way dedication. Conditions of approval will require a
23 10-foot right-of-way dedication along Talbot Road S. on parcels 8857670100, 8857670110,
24 31223059085, and 3123059065; the existing curb and sidewalk on Talbot Road S. to be retained; a
25 12-foot right-of-way dedication along S. 43rd Street on parcel 8857670100 and for a turn radius at the
26 northwest corner of S. 43rd St and Talbot Road S.; compliance with ADA standards for all existing
driveways and ramps along Talbot Road S. and S. 43rd St; the undergrounded of utilities; and
compliance with City standards for all street lighting. No adverse impacts are anticipated from the
proposed modification.

21 **DECISION**

22 The Binding Site Plan Amendment, Site Plan, and a street modification are approved subject to the
23 following conditions.

- 24 1. The applicant shall comply with the mitigation measures issued as part of the
25 Determination of Non-Significance - Mitigated, dated February 3, 2017.
- 26 2. The applicant shall submit a final detailed landscape plan to, and approved by, the Current
Planning Project Manager prior to building permit approval.

- 1 3. The applicant shall provide a revised refuse and recycling enclosure plan that provides a
2 detail cut-sheet of the self-closing door mechanism and includes a roof over the proposed
3 storage area (or any future proposed refuse and recycling storage areas onsite). The plan
4 shall be submitted to, and approved by, the Current Planning Project Manager prior to
5 building permit approval.
- 6 4. The applicant shall submit a plan that includes 21 accessible stalls, as stipulated in the
7 Americans with Disabilities Act (ADA), between the surface parking stalls located on the
8 medical office building (MOB) lot (proposed Lot 4) and the north parking garage
9 expansion lot (proposed Lot 8).
- 10 5. Under the requested street modification, the applicant shall comply with the following
11 street improvements:
 - 12 a. A 10-foot right-of-way dedication shall be made along Talbot Road S. on parcels
13 8857670100, 8857670110, 31223059085, and 3123059065.
 - 14 b. The 0.5' curb and 6' sidewalk shall remain in place along the entirety of the Talbot
15 Rd S frontage.
 - 16 c. A 12-foot right-of-way dedication shall be made along S 43rd St on parcel
17 8857670100 and right-of-way dedication resulting in a 35-foot radius at the
18 northwest corner of S 43rd St and Talbot Rd S.
 - 19 d. All existing driveways and ramps (including companion ramps) along the Talbot
20 Rd S and S 43rd St shall be brought up to current ADA standards. Pigment shall be
21 added to the replaced concrete in order to match the existing sidewalk and concrete
22 curbs.
 - 23 e. All utilities and overhead power lines must be undergrounded within the proposed
24 intersection improvements at Talbot Rd S/VMC North Access Rd-S 177th St.
 - 25 f. All required street lighting at the proposed intersection improvements at Talbot Rd
26 S/VMC North Access Rd-S 177th St shall be in accordance with City Standards.
6. The applicant shall submit a Final Mitigation Plan for all construction impacts to the critical
areas and their buffers. The Final Mitigation Plan shall be submitted to and approved by
the Current Planning Project Manager prior to the north parking garage expansion building
permit approval.
7. The applicant shall comply with the required access roadways within 150 feet of all points
on the buildings or obtain an access variance from the Renton Fire Authority prior to
building permit issuance.
8. The applicant shall comply with the following intersection improvements at Talbot Rd
S/VMC North Access Rd-S 177th St intersection prior to certificate of occupancy of the
new medical office building (MOB):
 - a. Relocate the VMC North Driveway to align with S 177th St;
 - b. Install a signal with permissive phasing;

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- c. Add two (2) 100-foot long eastbound lanes from the VMC site to Talbot Rd S, one of the lanes would be through left and the other would be right only;
 - d. Add a drop right turn lane from the southbound approach from Talbot Rd S to the VMC site;
 - e. Provide a wider throat for the VMC North Driveway inbound lane from Talbot Rd S;
 - f. Install all curb returns to City standards;
 - g. Install all curb ramps and crosswalks to City and ADA standards; and
 - h. Install Accessible Pedestrian Signals (APS).
9. The applicant shall replace the central driveway beacon with a rectangular rapid flashing beacon (RRFB) to increase pedestrian safety. The pedestrian signal plan shall be submitted for review and approval by the City of Renton Plan Review Project Manager and the City of Renton Public Works Transportation Division prior to building permit approval.
10. The applicant shall submit a channelization plan for review and approval by the City of Renton Plan Review Project Manager and the City of Renton Public Works Transportation Division prior to building permit approval.
11. The applicant shall make bus shelter improvements to the two (2) existing bus stops consisting of accessible boarding areas, shelter footings, and queueing and waiting areas for transit users at the intersection of Talbot Rd S and S 177th St intersection. Civil construction plans shall be submitted for review and approval by the City of Renton Plan Review Project Manager prior to issuance of the right-of-way construction permit for the signalized intersection. All required bus shelter improvements shall be completed prior to certificate of occupancy of the new medical office building (MOB).
12. The applicant shall submit a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; provides ornamental lighting fixtures; and otherwise complies with exterior lighting requirements of RMC 4-4-075. The final lighting plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
13. The applicant shall submit a detailed sequencing plan with development phases and estimated time frames.
14. The applicant shall provide a provision on the face of the binding site plat requiring any subsequent development of the site to be in conformance with the approved and recorded binding site plan.
15. The applicant shall provide a dedication statement and acknowledgement on the face of the binding site plan for all required dedications described in the above conditions of approval.

1 DATED this 5th day of April 2017.

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4 Emily Terrell
5 City of Renton
6 Hearing Examiner *Pro Tem*

7 **Appeal Right and Valuation Notices**

8 RMC 4-8-110(E)(9) provides that the final decision of the Hearing Examiner is subject to appeal to
9 the Renton City Council. RMC 4-8-110(E)(9) requires appeals of the Hearing Examiner's decision
10 to be filed within fourteen (14) calendar days from the date of the Hearing Examiner's decision. A
11 request for reconsideration to the hearing e examiner may also be filed within this 14-day appeal
12 period as identified in RMC 4-8-110(E)(8) and RMC 4-8-100(G)(4). A new fourteen (14) day appeal
13 period shall commence upon the issuance of the reconsideration. Additional information regarding
14 the appeal process may be obtained from the City Clerk's Office, Renton City Hall – 7th floor, (425)
15 430-6510.

16 Affected property owners may request a change in valuation for property tax purposes
17 notwithstanding any program of revaluation.
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