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**A. REPORT TO THE HEARING EXAMINER**

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**HEARING DATE:** December 8, 2015

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**Project Name:** Mission Healthcare at Renton

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**Owner/Applicant:** Careage Inc.; 4411 Point Fosdick Dr. NW #203; Gig Harbor, WA 98335

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**File Number:** LUA15-000736, ECF, SA-H, CU-A

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**Project Manager:** Rocale Timmons, Senior Planner

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**Project Summary:** The applicant is requesting Hearing Examiner Site Plan Review, Conditional Use Permit, and Environmental (SEPA) Review for the construction of a new 55,400 square foot, three-story, convalescent center containing 60 beds to be used for short term rehabilitation services. The subject property is located on the southeast corner of SE 174th St and 106th Place SE. The project work area totals 1.76 acres and is zoned Commercial Arterial (CA). The site currently contains an espresso stand which is proposed for removal. Access is proposed via 106th Pl SE with an additional connection to the neighboring commercial property to the east. The proposal includes 56 surface parking stalls to the south and east of the building. The proposed development is within 50 feet of a coal mine hazard. The applicant has submitted a Drainage Report, Traffic Impact Analysis, Parking Analysis, Geotechnical Engineering study, and Coal Mine Hazard Report with the subject application.

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**Project Location:** 10635 SE 174<sup>th</sup> St

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**Site Area:** 76,615 SF

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*Project Location Map*

**B. EXHIBITS:**

- Exhibit 1-10: Environmental Review Exhibits
- Exhibit 11: HEX Recommendation Report
- Exhibit 12: Rendering (Southern Façade)
- Exhibit 13: SEPA Determination
- Exhibit 14: Transportation Concurrency
- Exhibit 15: Floor Plans
- Exhibit 16: Utility Plans

**C. GENERAL INFORMATION:**

- 1. **Owner(s) of Record:** Careage Inc.  
4411 Point Fosdick Dr. NW #203  
Gig Harbor, WA 98335
- 2. **Zoning Classification:** Commercial Arterial (CA)
- 3. **Comprehensive Plan Land Use Designation:** Commercial Mixed Use (CMU)
- 4. **Existing Site Use:** Espresso Stand
- 5. **Neighborhood Characteristics:**
  - a. **North:** Storage and Dental Office (CA Zone)
  - b. **East:** McDonald's (CA Zone)
  - c. **South:** Chiropractor Office (CA Zone)
  - d. **West:** Multi-Family (RMF Zone)
- 6. **Site Area:** 76,615 SF

**D. HISTORICAL/BACKGROUND:**

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan	N/A	5758	06/22/2015
Zoning	N/A	5758	06/22/2015
Annexation	N/A	5327	03/01/2008

**E. PUBLIC SERVICES:**

- 1. **Existing Utilities**
  - a. Water: Water service will be provided by Soos Creek Water and Sewer District.
  - b. Sewer: Sewer service will be provided by Soos Creek Water and Sewer District.
  - c. Surface/Storm Water: There is an existing 18-inch storm water conveyance system 106th Ave SE and a 12-inch storm water conveyance system in SE 174th Street.
- 2. **Streets**: There are partial street improvements along 106th Ave SE and SE 174th Street.
- 3. **Fire Protection**: City of Renton Fire Department

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

- 1. Chapter 2 Land Use Districts**
  - a. Section 4-2-020: Purpose and Intent of Zoning Districts
  - b. Section 4-2-070: Zoning Use Table
  - c. Section 4-2-120: Commercial Development Standards
- 2. Chapter 3 Environmental Regulations**
  - a. Section 4-3-050: Critical Area Regulations
  - b. Section 4-3-100: Urban Design Regulations
- 3. Chapter 4 Property Development Standards**
- 4. Chapter 6 Streets and Utility Standards**
  - a. Section 4-6-060: Street Standards
- 5. Chapter 9 Permits – Specific**
  - a. Section 4-9-030: Conditional Use Permits
  - b. Section 4-9-200: Master Plan and Site Plan Review
- 6. Chapter 11 Definitions**
- 7. Chapter 9**

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

1. Land Use Element

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

1. The applicant is requesting Hearing Examiner Site Plan Review, Conditional Use Permit, and Environmental (SEPA) Review for the construction of a new 55,400 square foot, three-story, convalescent center. The new facility would serve as a rehabilitation center which provides 24-hour skilled nursing service to help people recover from disabilities. The completed facility would have 60 beds and approximately 72 employees.
2. The Planning Division of the City of Renton accepted the above master application for review on October 7, 2015 and determined the application complete on October 15, 2015. The project complies with the 120-day review period.
3. The project site is located on the southeast corner of SE 174th St and 106th Place SE at 10635 SE 174<sup>th</sup> St.
4. The site is primarily vacant with a small coffee stand and existing access road on the south side of the site. The existing coffee stand is proposed to be removed.
5. Access to the site would be provided via a curb cut along 106th Pl SE with an additional connection to the neighboring commercial property to the east.
6. The property is located within the Commercial Mixed Use (CMU) Comprehensive Plan land use designation.
7. The site is located within the Commercial Arterial (CA) zoning designation and within Design District 'D'.
8. The tallest point of the structure would be approximately 48 feet above grade. The proposed building materials would be a combination of a fiber-cement siding in two patterns and cement plaster finishes on all sides with trim banding (Exhibit 4).

9. The majority of the site is covered in grasses and brush. There are no significant trees on site.
10. The proposed development is within 50 feet of a coal mine hazard. There are no other critical areas located on site.
11. There would be an estimated 6,400 CY of cut and 6,170 CY of fill associated with the proposed project.
12. Construction is anticipated to commence in April of 2016 with substantial completion scheduled for May 2017.
13. No public or agency comments were received.
14. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on November 2, 2015 the Environmental Review Committee issued a Determination of Non-Significance (DNS-M) for the Mission Healthcare at Renton (Exhibit 13). The DNS-M included one mitigation measure. A 14-day appeal period commenced on November 6, 2015 and ended on November 20, 2015. No appeals of the threshold determination were filed.
15. Based on an analysis of probable impacts from the proposal, the Environmental Review Committee (ERC) issued the following mitigation measures with the Determination of Non-Significance – Mitigated:
  1. A narrative shall be included in the final geotechnical report, discussing any measures employed in the final site/building design which serve to mitigate the low coal mine subsidence risk identified. If no measures are employed, the applicant shall provide justification for the exclusion of additional measures. The final geotechnical report shall be submitted to, and reviewed by the City, prior to building permit issuance.
16. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments has been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
17. **Comprehensive Plan Compliance:** The site is designated Commercial Mixed Use (CMU) on the City's Comprehensive Plan Map. The purpose of the CMU designation is to allow residential uses as part of mixed-use developments, and support new office and commercial development that is more intensive than what exists to create a vibrant district and increase employment opportunities. The intention of this designation is to transform strip commercial development into business districts through the intensification of uses and with cohesive site planning, landscaping, signage, circulation, parking, and the provision of public amenity features. The proposal is compliant with the following Comprehensive Plan Goals and Policies if all conditions of approval are met:

Compliance	Comprehensive Plan Analysis
✓	<b>Policy L-37:</b> Land uses in areas subject to flooding, seismic, geologic, and coal mine hazards should be designed to prevent property damage and environmental degradation before, during, and after construction.
✓	<b>Goal L-L:</b> Transform concentrations of pre-existing linear form commercial areas in into multi-use neighborhood centers characterized by enhanced site planning, efficient parking design, coordinated access for all modes of transportation, pedestrian linkages from adjacent uses and nearby neighborhoods, and boulevard treatment.
✓	<b>Goal L-BB:</b> Maintain a high quality of life as Renton grows by ensuring that new development is designed to be functional and attractive.
✓	<b>Goal L-FF:</b> Strengthen the visual identity of Renton and its Community Planning Areas and neighborhoods through quality design and development.

✓	<b>Policy L-51:</b> Respond to specific site conditions such as topography, natural features, and solar access to encourage energy savings and recognize the unique features of the site through the design of subdivisions and new buildings.
✓	<b>Policy L-52:</b> Include human-scale features such as pedestrian pathways, quality landscaping, and public spaces that have discernible edges, entries, and borders to create a distinctive sense of place in neighborhoods, commercial areas, and centers.
✓	<b>Policy L-53:</b> Orient buildings in developments toward the street or a common area, rather than toward parking lots.
✓	<b>Policy L-61:</b> Improve the appearance of parking lots through landscaping and screening.

**18. Zoning Development Standard Compliance:** The site is classified CA on the City’s Zoning Map. Development in the CA Zone is intended to evolve from “strip commercial” linear business districts to business areas characterized by enhanced site planning and pedestrian orientation, incorporating efficient parking lot design, coordinated access, amenities and boulevard treatment with greater densities. The proposal is compliant with the following development standards if all conditions of approval are met:

Compliance	CA Zone Develop Standards and Analysis								
N/A	<b>Density:</b> Per RMC 4-2-120A the allowed density range in the CA zoning classification is a minimum of 20 dwelling units per net acre (du/ac) up to a maximum of 60 du/ac.								
N/A	<b>Lot Dimensions:</b> Per RMC 4-2-120A the minimum lot size, in the CA zone, is 5,000 square feet.								
✓	<p><b>Lot Coverage:</b> Per RMC 4-2-120A the allowed lot coverage is 65 percent for proposals within the CA classification.</p> <p><i>Staff Comment: The proposed building would have a footprint of 18,133 square feet on the 76,615 square foot site resulting in a building lot coverage of approximately 23.6 percent.</i></p>								
✓	<p><b>Setbacks:</b> Per RMC 4-2-120A the CA zoning designation requires a minimum front yard of setback of 10 feet which may be reduced to zero feet during the site plan development review process, provided blank walls are not located within the reduced setback. There is a maximum front yard setback of 15 feet. The CA zone has no rear or side yard setback except 15 feet if lot abuts or is adjacent to a residential zone.</p> <p><i>Staff Comment: The following table contains setbacks, at the closest point, for the proposed structure:</i></p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">West Front Yard Setback</th> <th style="text-align: center;">East Rear Yard Setback</th> <th style="text-align: center;">North Side Yard Along a Street Setback</th> <th style="text-align: center;">South Side Yard Setback</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">10 feet</td> <td style="text-align: center;">157 feet</td> <td style="text-align: center;">27 feet and 6-inches</td> <td style="text-align: center;">90+ feet</td> </tr> </tbody> </table> <p><i>The proposal complies with the setbacks of the CA zone. It should be noted that the entry canopy along SE 174<sup>th</sup> St extends into front setback slightly by no more than three feet. Staff is in support of the request, to encroach into the minimum front yard setback, given there is not a blank wall located within the reduced setback.</i></p>	West Front Yard Setback	East Rear Yard Setback	North Side Yard Along a Street Setback	South Side Yard Setback	10 feet	157 feet	27 feet and 6-inches	90+ feet
West Front Yard Setback	East Rear Yard Setback	North Side Yard Along a Street Setback	South Side Yard Setback						
10 feet	157 feet	27 feet and 6-inches	90+ feet						
✓	<b>Building Standards:</b> Per RMC 4-2-120A building height is restricted to 50 feet except 60 feet for mixed use (commercial and residential) in the same building.								

	<p><i>Staff Comment: The height of the proposed structure would be 48 feet at the tallest point of the proposed hipped mansard roof elements. The proposal complies with the height requirement of the zone.</i></p>
<p><b>Compliant if condition of approval is met</b></p>	<p><b>Landscaping:</b> The City’s landscape regulations (RMC 4-4-070) require a 10-foot landscape strip along all public street frontages. Additional minimum planting strip widths between the curb and sidewalk are established according to the street development standards of RMC 4-6-060.</p> <p><i>Staff Comment: A conceptual landscape plan was submitted with the project application (Exhibit 3). The conceptual landscape plan illustrates plant materials that would be used to enhance the visual character of the building.</i></p> <p><i>The applicant has proposed landscaping along the frontages of the site exceeding the 10-foot landscape requirement with intervening pedestrian walkways and retaining walls.</i></p> <p><i>The proposed landscaping utilizes several different species of trees including columnar zelkova, flowering pear, katsura, vine maple, cypress and pine trees. Shrubbery proposed, include: redbud dogwood, spirea, delavay osmanthus, heavenly bamboo, burning bush, ruby glow witch hazel, coral bells, Oregon grape, and others.</i></p> <p><i>Per RMC 4-4-080 25 square feet of landscaping per parking stall is required for parking areas with 50 -100 stalls. A total of 1,400 square feet of landscaping is required based on the 56 proposed parking stalls. The applicant is proposing a total of 3,425 square feet of interior 20,037 square feet of landscaping on site and meets the requirements of parking area landscaping.</i></p> <p><i>The applicant has also thoughtfully incorporated landscaping on site in order to create active and passive recreation opportunities as well as to separate parking and drive aisles into smaller areas in most places.</i></p> <p><i>However, the eastern most parking aisle is continuous and does not include a break for interior landscaping which would serve to improve and soften the appearance of the parking area. Additionally, staff is recommending the use of terracing for the retaining walls which exceed the height allowances of the code (See FOF 20, Site Plan Review Criteria and Analysis: Natural Features). Therefore staff recommends, as a condition of approval, the applicant revise the landscape plan to include additional interior parking lot landscaping to break continuous parking aisles and reflect compliance with the retaining wall requirements of the code. The revised landscape plan shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.</i></p>
<p>N/A</p>	<p><b>Tree Retention:</b> The City’s adopted Tree Retention and Land Clearing Regulations require the retention of 10 percent of trees in a commercial development.</p>
<p><b>Compliant if condition of approval is met</b></p>	<p><b>Screening:</b></p> <p><i>Staff Comment: Roof-mounted mechanical equipment is located behind pitched mansard roof forms in order to prevent visibility from the street. The applicant did not provide details for surface equipment and/or screening identified for such equipment. As such staff recommends, as a condition of approval, the applicant provide a detailed screening plan identifying the location and screening provided for surface and roof mounted equipment. The screening plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i></p>

✓	<p><b>Parking:</b> The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls be provided based on number of beds proposed and number of anticipated employees .</p> <p><i>Staff Comment:</i> The following ratios would be applicable to the site:</p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th><u>Use</u></th> <th><u># of Employees or # of beds</u></th> <th><u>Ratio</u></th> <th><u>Required Spaces</u></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Beds</td> <td style="text-align: center;">60</td> <td style="text-align: center;">1 space / 3 beds</td> <td style="text-align: center;">20</td> </tr> <tr> <td style="text-align: center;">Employees</td> <td style="text-align: center;">72</td> <td style="text-align: center;">1 space / 2 employees</td> <td style="text-align: center;">36</td> </tr> </tbody> </table> <p>Based on the proposed uses, a minimum of 56 parking spaces would be required in order to meet code. The applicant proposed a total of 56 spaces within a surface parking area to the south and east of the structure (36 standard stalls, 16 compact stalls, and 4 ADA stalls). The proposal complies with the parking ratios of the code. The parking also conforms to the minimum requirements for drive aisle and parking stall dimensions and the provision of ADA accessible parking stalls.</p>	<u>Use</u>	<u># of Employees or # of beds</u>	<u>Ratio</u>	<u>Required Spaces</u>	Beds	60	1 space / 3 beds	20	Employees	72	1 space / 2 employees	36
<u>Use</u>	<u># of Employees or # of beds</u>	<u>Ratio</u>	<u>Required Spaces</u>										
Beds	60	1 space / 3 beds	20										
Employees	72	1 space / 2 employees	36										
N/A	<p><b>Loading Docks</b></p>												
✓	<p><b>Refuse and Recyclables:</b> Per RMC 4-4-090 for institutional developments a minimum of 2 square feet per 1,000 square feet of building gross floor area is required for recyclable deposit areas and a minimum of 4 square feet per 1,000 square feet of building gross floor area is required for refuse deposit areas.</p> <p><i>Staff Comment:</i> Based on the proposal for a total of 54,000 square feet of gross floor area; a minimum area of 324 square feet of refuse and recycle area would be required.</p> <p>The applicant is proposing to locate the refuse and recycle utility along the southern façade of the structure with an area totaling 388 square feet which complies with the requirements of the code.</p>												
✓	<p><b>Vehicles:</b> Per RMC 4-2-120 a connection shall be provided for site-to-site vehicle access ways, where topographically feasible, to allow a smooth flow of traffic across abutting CA parcels without the need to use a street. Access may comprise the aisle between rows of parking stalls but is not allowed between a building and a public street.</p> <p><i>Staff Comment:</i> This section of code is intended to provide vehicular connections to abutting commercial uses. The proposal is bordered by a chiropractor office to the south and McDonalds to the east. Existing vehicular connections to the abutting uses are established. The applicant is proposing to retain the vehicular connectivity currently enjoyed.</p>												

**19. Critical Areas:** Project sites which contain critical areas are required to comply with the Critical Areas Regulations (RMC 4-3-050). The proposal is consistent with the Critical Areas Regulations, if all conditions of approval are complied with:

<p><b>Compliant if condition of approval is met</b></p>	<p><b>Geologically Hazardous Areas:</b></p> <p><i>Staff Comment:</i> According to the Coal Mine Hazard Study, prepared by Golder Associates, dated February 24, 2015, the subject site is located in a medium coal mine hazard zone as defined by RMC 4-3-050 (Exhibit 7). Medium coal mine hazards are defined as areas where mining workings are deeper than two-hundred feet for steeply dipping seams, or deeper than 15 times the thickness of the seam or workings for</p>
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*gently dipping seams. The site is not underlain by any mapped or known coal mine workings. However, due to the proximity of the adjacent coal seam, development on the site may potentially be affected by mining related subsidence. Given the age of the mine workings and other factors it is likely the any subsidence that occurred as a result of the abandoned mines would have already occurred and a low risk of regional or trough subsidence exists on the site. The report however recommends potential measures in order to mitigate the low risk which include: the avoidance of settlement of sensitive exterior building finishes (stucco); the increase of the fall of gravity utilities; and the increase of stiffness of foundation element. Therefore, the Environmental Review Committee imposed a mitigation measure requiring a narrative within the final geotechnical report, discussing any measures employed in the final site/building design which serve to mitigate the low coal mine subsidence risk. If no measures are employed, the applicant shall provide justification for the exclusion of additional measures.*

**20. Site Plan Review:** Pursuant to RMC 4-9-200.B, Site Plan Review is required for development in the CA zoning classification when it is not exempt from Environmental (SEPA) Review. Site Plan applications are evaluated for compliance with the specific requirements of the RMC 4-9-200.E.3 the following table contains project elements intended to comply with level of detail needed for the Site Plan review requests:

Compliance	Site Plan Criteria and Analysis
<i>Compliant if Conditions of Approval are Met</i>	<p><b>a. Comprehensive Plan Compliance and consistency.</b>  <i>Staff Comment: See previous discussion under FOF 17, Comprehensive Plan Analysis.</i></p>
<i>Compliant if Conditions of Approval are Met</i>	<p><b>b. Zoning Compliance and Consistency.</b>  <i>Staff Comment: See discussion under FOF 18, Zoning Development Standard Compliance.</i></p>
<i>Compliant if Conditions of Approval are Met</i>	<p><b>c. Design Regulation Compliance and Consistency.</b>  <i>Staff Comment: See discussion under FOF 22, Design District Review.</i></p>
<i>N/A</i>	<p><b>d. Planned action ordinance and Development agreement Compliance and Consistency.</b></p>
<i>Compliant if Conditions of Approval are Met</i>	<p><b>e. Off Site Impacts.</b></p> <p><b>Structures:</b> Restricting overscale structures and overconcentration of development on a particular portion of the site.</p> <p><i>Staff Comment: While the proposed structure is concentrated in one area, the northwest portion of the site, the scale and bulk of the structure is intended to articulate at varying widths and depths. The applicant is also proposing canopies, enhanced landscaping and street furniture which enhance the pedestrian experience. While the applicant has incorporated design elements to reduce the apparent bulk of the building, additional elements should be incorporated into the design in order to break the monotony of the street facing façades and comply with the intent of this standard. Therefore, staff recommended a condition of design approval, the applicant submit revised elevations depicting additional design elements (see FOF 22 Design</i></p>

	<p><i>District Review: Ground Level Details).</i></p> <hr/> <p><b>Circulation:</b> Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties.</p> <p><u>Staff Comment:</u> <i>The subject development is proposing to take access via a driveway from 106th Pl SE within an existing ingress/egress easement along the south property line. Existing vehicular connections to the abutting uses are established. The applicant is proposing to retain the vehicular connectivity currently enjoyed.</i></p> <p><i>The proposed surface parking is naturally separated into smaller areas by terracing into the existing site slope, with perimeter and internal landscaping. Access to the parking area is from the driveway in the existing ingress/egress easement along the south (internal side) property line.</i></p> <p><i>The proposal promotes safe and efficient circulation through the shared access points. The proposed pedestrian circulation system helps to promote a walkable, pedestrian oriented, community and would provide eventual linkages to SE Carr Rd and 108<sup>th</sup> Ave SE. However, it appears the site plan does not provide code required connections to neighboring properties (specifically to the east) or to the sidewalk proposed along SE 174t St. Staff has recommended a condition of approval requiring the applicant to provide additional pedestrian connections to the circulation system (See FOF 22 Design District Review: Pedestrian Circulation).</i></p> <hr/> <p><b>Loading and Storage Areas:</b> Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables to minimize views from surrounding properties.</p> <p><u>Staff Comment:</u> <i>See FOF 18, Zoning Development Standard: Screening.</i></p> <hr/> <p><b>Views:</b> Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features.</p> <p><u>Staff Comment:</u> <i>There is an existing commercial use to the east (McDonald’s) that has enjoyed the benefit of territorial views to the west. However, it has been anticipated that the subject site would be developed at an intensity equal to, or greater than, what is currently proposed. Furthermore, the natural topography at the side slopes from east to west placing the McDonald’s at a slightly higher elevation than the finished floor of the proposed building (approximately 30 feet.). Due to the elevation changes and topographical conditions staff believes that a portion of the existing view corridor may be maintained. Staff received no comments from adjacent properties regarding views.</i></p> <hr/> <p><b>Landscaping:</b> Using landscaping to provide transitions between development and surrounding properties to reduce noise and glare, maintain privacy, and generally enhance the appearance of the project.</p> <p><u>Staff Comment:</u> <i>See discussion under FOF 18, Zoning Development Standard: Landscaping.</i></p> <hr/> <p><b>Lighting:</b> Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness or glare to adjacent properties and streets.</p> <p><u>Staff Comment:</u> <i>A lighting plan was not provided with the application; therefore staff recommended that a lighting plan be provided at the time of building permit review (See Lighting discussion under FOF 22, Design Review: Lighting).</i></p>
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<p><b>Compliant if Condition of Approval is Met</b></p>	<p><b>f. On Site Impacts.</b></p>
	<p><b>Structure Placement:</b> Provisions for privacy and noise reduction by building placement, spacing and orientation.</p> <p><i>Staff Comment: It is anticipated that most of the noise impacts would occur during the construction phase of the project. The applicant has submitted a Construction Mitigation Plan that provides measures to reduce construction impacts such as noise, control of dust, traffic controls, etc. In addition, the project would be required to comply with the City's noise ordinance regarding construction hours.</i></p> <p><i>Incidental noise may be generated by ambulances arriving and departing, and deliveries, when the trucks'/vans' backup signals sound. However, the drop off/pick-up area has been located on the structures southern façade which is located approximately 250 feet from the neighboring multi-family units. Staff received no public comments regarding noise concerns.</i></p>
	<p><b>Structure Scale:</b> Consideration of the scale of proposed structures in relation to natural characteristics, views and vistas, site amenities, sunlight, prevailing winds, and pedestrian and vehicle needs.</p> <p><i>Staff Comment: While the proposed structure is concentrated in one area, the northwestern portion of the site, the scale and bulk would be reduced as viewed from neighboring properties to the east and south due to the increase in setbacks.</i></p> <p><i>The scale and bulk of the remainder of the structure is attempted to be reduced through the use of differing materials on the building facades, building articulation and modulation and differing roof profiles. The building materials vary and are a combination of painted lap siding, stone, stucco, and vinyl windows (Exhibit 4). The stone along the street frontage has been wrapped into the courtyard as a base to reduce the scale of the building. Upper story windows will have clear (untinted) glazing.</i></p> <p><i>While the applicant has incorporated design elements to reduce the apparent bulk of the building, additional elements should be incorporated into the design in order to break the monotony of the street facing façades and comply with the intent of this standard. This standard could be met with the incorporation of additional ground level detail (see discussion under FOF 22, Design District Review: Ground Level Details).</i></p> <p><i>The pedestrian courtyards have been strategically placed on site in order take advantage of sun exposure from the south and west most times of the year and would likely only be shaded at certain times of the day during the winter months.</i></p>
	<p><b>Natural Features:</b> Protection of the natural landscape by retaining existing vegetation and soils, using topography to reduce undue cutting and filling, and limiting impervious surfaces.</p> <p><i>Staff Comment: The majority of the site is covered in grasses and brush. There are no significant trees on site.</i></p> <p><i>The existing site is relatively flat with a slope from the east to the west sides of the project site. The pervious portion of the parcel is generally pasture with an existing coffee stand and access road. The topography of the site slopes from approximately 380 feet on the east side of the property to approximately 350 feet on the west side of the site. The steepest slope on the site is approximately 10% along the eastern half of</i></p>

	<p><i>the property. The applicant is proposing several retaining walls ranging in height from 2 to 13 feet in order to support grade changes on the east and west sides of the building primarily for parking. RMC 4-4-080 limits the maximum height of retaining walls to 8-feet. Therefore staff recommends, as a condition of approval, the applicant be required to revise the site and grading plans in order to comply with the maximum retaining wall heights. The revised site and grading plans shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval. The applicant should note that landscaped terracing between retaining walls, can be used when the maximum height of a single retaining wall exceeds the maximum.</i></p> <p><i>The existing site includes approximately 26,000 square feet of impervious area. Following development, impervious surface coverage would be approximately 75 percent.</i></p> <p><i>According to the Geotechnical Engineering Report prepared by the Golder Associates dated August 17, 2015, the soils encountered during field exploration include native ablation and lodgement till (Exhibit 5). According to the report, a groundwater seepage was encountered at depths of about 9.5 to 12.2 feet below grade. The depths would depend on the season and precipitation.</i></p> <p><i>The report states that standard construction methods and spread footings appear feasible from a geotechnical standpoint. Structural fill placement of up to about 8 feet would be required on the west side of the proposed pad.</i></p> <p><i>There would be an estimated 6,400 CY of cut and 6,170 CY of fill associated with the proposed project. Removal of the existing impervious cover during construction would leave soils susceptible to erosion. The applicant will be required to design a Temporary Erosion and Sedimentation Control Plan (TESCP) pursuant to the 2009 King County Surface Water Design Manual Erosion and Sediment Control Requirements.</i></p> <p><b>Landscaping:</b> Use of landscaping to soften the appearance of parking areas, to provide shade and privacy where needed, to define and enhance open spaces, and generally to enhance the appearance of the project. Landscaping also includes the design and protection of planting areas so that they are less susceptible to damage from vehicles or pedestrian movements.</p> <p><u>Staff Comment:</u> See FOF 18, Zoning Development Standard: Landscaping.</p>
<p><b>Compliant if Condition of Approval is Met</b></p>	<p><b>g. Access</b></p>
	<p><b>Location and Consolidation:</b> 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.</p> <p><u>Staff Comment:</u> The subject development is proposing to take access via a single curb cut along 106th PI SE with an additional connection to the neighboring commercial property to the east. The proposal promotes safe and efficient circulation through the shared access points.</p>
	<p><b>Internal Circulation:</b> 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.</p> <p><u>Staff Comment:</u> See Location and Consolidation discussion above.</p> <p><b>Loading and Delivery:</b> Separating loading and delivery areas from parking and</p>

	<p>pedestrian areas.</p> <p><u>Staff Comment:</u> Not applicable.</p>
	<p><b>Transit and Bicycles:</b> Providing transit, carpools and bicycle facilities and access.</p> <p><u>Staff Comment:</u> Per RMC 4-4-080F.11 0.5 bicycle the number of bicycle parking spaces shall be 10% of the number of required off-street parking spaces. Based on the proposal which requires a minimum 56 vehicle parking stalls, 6 bicycle parking stalls are required to be provided. The applicant is proposing bicycle rack, with 6 bicycle parking stalls, near the service/staff entrance. It is however recommended that the applicant consider relocating the bicycle rack to a location where it can be weather protected.</p>
	<p><b>Pedestrians:</b> Providing safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties.</p> <p><u>Staff Comment:</u> Internal pedestrian connections are proposed to connect to the new sidewalk along 106<sup>th</sup> Place S and throughout the site. However, it appears the site plan does not provide code required connections to neighboring properties (specifically to the east) or to the sidewalk proposed along SE 174t St. Staff has recommended a condition of approval requiring the applicant to provide additional connections to the circulation system (See FOF 22 Design District Review: Pedestrian Circulation).</p>
✓	<p><b>h. Open Space:</b> Incorporating open spaces to serve as distinctive project focal points and to provide adequate areas for passive and active recreation by the occupants/users of the site.</p> <p><u>Staff Comment:</u> See FOF 22, Design District Compliance: Recreation Areas and Common Open Space.</p>
✓	<p><b>i. Views and Public Access:</b> When possible, providing view corridors to shorelines and Mt. Rainier, and incorporating public access to shorelines</p> <p><u>Staff Comment:</u> The proposed structure would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable to the proposal.</p>
✓	<p><b>j. Natural Systems:</b> Arranging project elements to protect existing natural systems where applicable.</p> <p><u>Staff Comment:</u> There are no natural systems located on site with the exception of drainage flows. See Drainage discussion below.</p>
✓	<p><b>k. Services and Infrastructure:</b> Making available public services and facilities to accommodate the proposed use:</p> <p><b>Police and Fire.</b></p> <p><u>Staff Comment:</u> Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development; if the applicant provides Code required improvements and fees. A Fire Impact Fee, based on a rate of \$3.88 per square foot of gross floor area would be applicable to the proposal.</p> <p><b>Water and Sewer.</b></p> <p><u>Staff Comment:</u> Water service would be provided by Soos Creek Water and Sewer District. A water availability certificate would be required to be submitted to the City prior to construction permit approval. Sewer service would be provided by Soos Creek</p>

Water and Sewer District. A sewer availability certificate would be required to be submitted to the City prior to construction permit approval.

#### **Drainage.**

Staff Comment: The project site is located in the Black River basin. In the existing conditions, the site drains to the northwest and stormwater enters the existing storm drain system at the intersection of SE 174<sup>th</sup> Street and 106<sup>th</sup> Place SE. Flows are captured in a 18-inch storm pipe in SE 174<sup>th</sup> and continues in a piped system west in 103<sup>rd</sup> Ave SE and connects to a 24 –inch storm pipe where flows outfall into a wetland to the west. No downstream or flooding issues were identified by City staff.

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. Based on the City's flow control map, this site falls within the Flow Control Duration Standard, Forested Conditions. This project is subject to full drainage review. The applicant submitted a "Technical Information Report," prepared by ESM Civil, dated October 7, 2015 (Exhibit 6).

The submitted drainage report includes the 8 core requirements, but only includes Special Requirement #2. All special requirements (six) must be included in the drainage report submitted with the utility construction permit.

The report also includes a detailed summary of the pre and post developed conditions. The stormwater detention and water quality treatment would be provided within a combined detention/water quality vault under the parking lot located in the southwest corner of the site. The combined detention/water quality vault would discharge west to the existing stormwater conveyance system in the intersection of SE 174<sup>th</sup> Street and 106<sup>th</sup> Place SE in the project's northwest corner frontage. The stormwater drainage conveyance system will be sized as part of the final TIR to convey the 25 year design storm event and to contain the 100 year design storm event. The approximate vault footprint is 40 feet wide by 125 feet long. Additional water quality treatment would be provided by modular wetlands/stormwater biofiltration systems for any flow that bypasses the primary water quality vault.

#### **Transportation.**

Staff Comment: Access is proposed via 106<sup>th</sup> Place SE with an additional connection to the neighboring commercial property to the east. The project will utilize the three existing driveways as access points to the surrounding street network. No additional access points are proposed as a part of the project. The applicant submitted a Traffic Impact Analysis (TIA) prepared by Concord Engineering, dated October 21, 2015 (Exhibit 8).

The provided TIA was found to meet the intent of the TIA guidelines and is generally acceptable for preliminary review with recommendations for minor revisions which are not anticipated to change the likelihood of significant adverse impacts.

Level of Service: It is anticipated that the proposed development would generate approximately 422 average daily trips with 31 AM peak-hour trips and 41 PM peak-hour trips. The provided report analyzed five intersections (Exhibit 8):

Intersection 1: Benson Drive S / SE 174<sup>th</sup> St

Intersection 2: 108<sup>th</sup> Place SE / SE Petrovitsky Rd

Intersection 3: SE Carr Rd / 106<sup>th</sup> Place SE

	<p><i>Intersection 4: Benson Drive S / Benson Rd S</i></p> <p><i>Intersection 5: SE 174<sup>th</sup> St / 106<sup>th</sup> Place SE</i></p> <p><i>The provided analysis notes that all intersections will operate at the same LOS (E or better) with or without the project with no more than a second delay. Therefore the proposal would not be required to mitigate at any intersection.</i></p> <p><i>Street Improvements: Street improvements along SE 174th St and 106<sup>th</sup> Pl would include 18 feet of paving from the centerline, an 8-foot planting strip and a 6-foot sidewalk. No dedication of additional right of way is required. Street improvements are proposed as required.</i></p> <p><i>Site Distance: The site distance was evaluated at the intersection of 106<sup>th</sup> Place SE and S 174<sup>th</sup> St and it appears that the stopping distance is in excess of 500 feet which exceeds minimum standards.</i></p> <p><i>Impact Fees: Increased traffic created by the development on the remainder of the transportation system would be mitigated by payment of transportation impact fees. Currently this fee would be assessed at \$21,966.69 per Ordinance #5670. The fee is expected to increase in 2016, to \$27,994.89, and is determined by the Renton Municipal Code at the time of building permit issuance.</i></p> <p><i>Concurrency: Staff recommends a transportation concurrency approval based upon a test of the citywide Transportation Plan, consideration of growth levels included in the LOS-tested Transportation Plan, payment of a Transportation Mitigation Fee, and an application of site specific mitigation (Exhibit 14).</i></p>
<p><b>N/A</b></p>	<p><b>I. Phasing:</b> The applicant is not requesting any additional phasing.</p>

**21. Conditional Use Analysis:** Convalescent Centers are permitted through an Administrative Conditional Use Permit in to CA zone. The Conditional use Permit would be heard by the City’s Hearing Examiner if any other land use entitlement requires a public hearing. The proposal is compliant with the following conditional use criteria, pursuant to RMC 4-9-030. Therefore, staff recommends approval of the requested Conditional Use Permit:

Compliance	Conditional Use Criteria and Analysis
<p>✓</p>	<p><b>a. Consistency with Plans and Regulations:</b> The proposed use shall be compatible with the general goals, objectives, policies and standards of the Comprehensive Plan, the zoning regulations and any other plans, programs, maps or ordinances of the City of Renton.</p> <p><i>Staff Comment: See FOF 17 for Comprehensive Plan and FOF 18 for Zoning regulation compliance.</i></p>
<p>✓</p>	<p><b>b. Appropriate Location:</b> The proposed location shall 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 shall be suited for the proposed use.</p> <p><i>Staff Comment: The proposed location of the short term rehabilitation facility is not expected to result in a detrimental overconcentration of this type of use within the City or within the immediate area. The proposed facility would serve to complement Valley Medical Center which is within close proximity to the west.</i></p>
<p>✓</p>	<p><b>c. Effect on Adjacent Properties:</b> The proposed use at the proposed location shall</p>

	<p>not result in substantial or undue adverse effects on adjacent property.</p> <p><i>Staff Comment: The proposed use of a short term rehabilitation facility is not expected to adversely impact adjacent properties. It is anticipated that a calm and quite atmosphere at the facility would be the best situation for the patient needs. Based on this impacts are not anticipated to the adjacent retail, commercial, and residential multi-family developments.</i></p>
✓	<p><b>d. Compatibility:</b> The proposed use shall be compatible with the scale and character of the neighborhood.</p> <p><i>Staff Comment: The proposed use is compatible with the scale and character of the neighborhood including the synergy with the surrounding uses such as a chiropractor office, CVS pharmacy, and Valley Medical Center.</i></p>
✓	<p><b>e. Parking:</b> Adequate parking is, or will be made, available.</p> <p><i>Staff Comment: See FOF 18 for Zoning and Development Standard Analysis: Parking.</i></p>
✓	<p><b>f. Traffic:</b> The use shall ensure safe movement for vehicles and pedestrians and shall mitigate potential effects on the surrounding area.</p> <p><i>Staff Comment: See FOF 20 for Site Plan Review and Analysis: Transportation.</i></p>
<b>Compliant if Condition of Approval is Met</b>	<p><b>g. Noise, Light and Glare:</b> Potential noise, light and glare impacts from the proposed use shall be evaluated and mitigated.</p> <p><i>Staff Comment: Noise, light, and glare produced from the proposed project is anticipated to be typical of a commercial development. Light and glare from the site would primarily consist of street lighting, security lighting, exterior lighting and headlights from vehicles entering or leaving the site. Staff will be recommending a condition of approval which requires the applicant to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; at the time of building permit review (See FOF 22, Design District Guideline and Standard Analysis: Lighting).</i></p> <p><i>For noise discussion see FOF 20, Site Plan Review and Analysis: Structure Placement.</i></p>
✓	<p><b>h. Landscaping:</b> Landscaping shall be provided in all areas not occupied by buildings, paving, or critical areas. Additional landscaping may be required to buffer adjacent properties from potentially adverse effects of the proposed use.</p> <p><i>Staff Comment: See FOF 18 for Zoning and Development Standard Analysis: Landscaping.</i></p>

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

Compliance	Design District Guideline and Standard Analysis
	<p><b>1. SITE DESIGN AND BUILDING LOCATION:</b></p> <p><b>Intent:</b> To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity.</p>
	<p><b>a. Building Location and Orientation:</b></p>

<p><b>Intent:</b> To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses; and increase privacy for residential uses.</p> <p><b>Guidelines:</b> Developments shall enhance the mutual relationship of buildings with each other, as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment. Lots shall be configured to encourage variety and so that natural light is available to buildings and open space. The privacy of individuals in residential uses shall be provided for.</p>	
✓	<p><b>Standard:</b> The availability of natural light (both direct and reflected) and direct sun exposure to nearby buildings and open space (except parking areas) shall be considered when siting structures.</p>
<b>Compliant if Condition of Approval is Met</b>	<p><b>Standard:</b> Buildings shall be oriented to the street with clear connections to the sidewalk.</p> <p><i>Staff Comment: The proposed project is on a parcel fronting on SE 174th Place to the north and 106th Place SE to the west. The building is oriented so that its southern facade shares a relationship Benson Rd S. The applicant is proposing new pedestrian open spaces and connections to the west of the structure. However, an additional connection should be made from the interior pedestrian pathways to the new sidewalk along SE 174<sup>th</sup> St (See Pedestrian Circulation discussion below). If all conditions of approval are met the proposal is inviting and comfortable for pedestrians and provides a mutual relationship with existing uses as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment.</i></p>
✓	<p><b>Standard:</b> The front entry of a building shall be oriented to the street or a landscaped pedestrian-only courtyard.</p> <p><i>Staff Comment: The primary southern entrance would be sheltered by a connector canopy to a covered vehicle drop-off for use by skilled nursing residents and their families, as required by the Washington Administrative Code. Two other entrances are provided to the building: a pedestrian entrance on the north façade along SE 174th S and a service entrance, not fronting on either street side.</i></p>
N/A	<p><b>Standard:</b> Buildings with residential uses located at the street level shall be:</p> <ol style="list-style-type: none"> <li>a. Set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building; or</li> <li>b. Have the ground floor residential uses raised above street level for residents' privacy.</li> </ol>
<p><b>b. Building Entries:</b></p> <p><b>Intent:</b> To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.</p> <p><b>Guidelines:</b> Primary entries shall face the street, serve as a focal point, and allow space for social interaction. All entries shall include features that make them easily identifiable while reflecting the architectural character of the building. The primary entry shall be the most visually prominent entry. Pedestrian access to the building from the sidewalk, parking lots, and/or other areas shall be provided and shall enhance the overall quality of the pedestrian experience on the site.</p>	

<p><b>Compliant if Conditions of Approval are Met</b></p>	<p><b>Standard:</b> A primary entrance of each building shall be located on the facade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements.</p> <p><i>Staff Comment:</i> The primary southern entrance would be sheltered by a connector canopy to a covered vehicle drop-off for use by the skilled nursing residents and their families. The provided elevations do not include details for the urban amenities such as seating areas, lighting fixtures, public art, or vertical landscaping. And while the plans do indicate color stamped concrete in this area, additional details are needed to ensure the proposal establishes a quality pedestrian experience along the street and at the entrances for the building. Therefore staff recommends, as a condition of approval, the applicant submit a detailed common open space/plaza plan which includes specifications for pedestrian amenities that add to the pedestrian experience and the human scale intended for the development. The plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</p> <p>The pedestrian entrance on the north facade along SE 174th St would be sheltered and visually emphasized by a one-story entry canopy. Pedestrian paths would be provided from the sidewalk along SE 174th St to the pedestrian entrance on the north facade and from the sidewalk along 106th Pl SE to the south entrance and the system of walks leading to the on-site parking areas.</p>
<p><b>Compliant if Conditions of Approval are Met</b></p>	<p><b>Standard:</b> A primary entrance of each building shall be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting.</p> <p><i>Staff Comment:</i> See discussion above.</p>
<p>✓</p>	<p><b>Standard</b> Building entries from a street shall be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping and include weather protection at least four and one-half feet (4-1/2') wide. Buildings that are taller than thirty feet (30') in height shall also ensure that the weather protection is proportional to the distance above ground level.</p>
<p>✓</p>	<p><b>Standard:</b> Building entries from a parking lot shall be subordinate to those related to the street.</p>
<p>✓</p>	<p><b>Standard:</b> Features such as entries, lobbies, and display windows shall be oriented to a street or pedestrian-oriented space; otherwise, screening or decorative features should be incorporated.</p>
<p>N/A</p>	<p><b>Standard:</b> Multiple buildings on the same site shall direct views to building entries by providing a continuous network of pedestrian paths and open spaces that incorporate landscaping.</p>
<p>N/A</p>	<p><b>Standard:</b> Ground floor residential units that are directly accessible from the street shall include entries from front yards to provide transition space from the street or entries from an open space such as a courtyard or garden that is accessible from the street.</p>
<p><b>c. Transition to Surrounding Development:</b></p> <p><b>Intent:</b> To shape redevelopment projects so that the character and value of Renton’s long-established, existing neighborhoods are preserved.</p> <p><b>Guidelines:</b> Careful siting and design treatment shall be used to achieve a compatible transition</p>	

<p>where new buildings differ from surrounding development in terms of building height, bulk and scale.</p>	
✓	<p><b>Standard:</b> At least one of the following design elements shall be used to promote a transition to surrounding uses:</p> <ol style="list-style-type: none"> <li>1. Building proportions, including step-backs on upper levels in accordance with the surrounding planned and existing land use forms; or</li> <li>2. Building articulation to divide a larger architectural element into smaller increments; or</li> <li>3. Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development.</li> </ol> <p>Additionally, the Administrator may require increased setbacks at the side or rear of a building in order to reduce the bulk and scale of larger buildings and/or so that sunlight reaches adjacent and/or abutting yards.</p> <p><i>Staff Comment: The topography of the subject site and layout of the building would result in a separation of the proposed structure from adjoining properties and neighboring structures. The building elevations include small step-backs on upper levels, extensive articulation and a hipped mansard roof.</i></p>
<p><b>d. Service Element Location and Design:</b></p> <p><b>Intent:</b> To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from high-volume pedestrian areas, and screening them from view in high visibility areas.</p> <p><b>Guidelines:</b> Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.</p>	
✓	<p><b>Standard:</b> Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements shall be concentrated and located where they are accessible to service vehicles and convenient for tenant use.</p> <p><i>Staff Comment: The service areas are proposed to be located along the southern façade, close to the staff/service entrance of the building, fully-screened from view from the street within an enclosure which contains a roof.</i></p>
✓	<p><b>Standard:</b> In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof and screened around their perimeter by a wall or fence and have self-closing doors.</p>
<b>Compliant if Conditions of Approval are Met</b>	<p><b>Standard:</b> Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three (3).</p> <p><i>Staff Comment: The proposed elevations do not specify the proposed materials for the refuse and recycle enclosure. Therefore staff recommends, as a condition of approval, that the applicant submit revised elevations notating proposed materials for the refuse and recycle enclosure. The enclosure shall be made of masonry, ornamental metal or wood and shall be compatible the primary materials of the structure. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i></p>
✓	<p><b>Standard:</b> If the service area is adjacent to a street, pathway, or pedestrian-oriented</p>

	space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of such facility.
<p><b>2. PARKING AND VEHICULAR ACCESS:</b></p> <p><b>Intent:</b> To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.</p>	
<p><b>a. Surface Parking:</b></p> <p><b>Intent:</b> To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.</p> <p><b>Guidelines:</b> Surface parking shall be located and designed so as to reduce the visual impact of the parking area and associated vehicles. Large areas of surface parking shall also be designed to accommodate future infill development.</p>	
✓	<p><b>Standard:</b> Parking shall be located so that no surface parking is located between:</p> <p>(a) A building and the front property line; and/or</p> <p>(b) A building and the side property line (when on a corner lot).</p>
✓	<p><b>Standard:</b> Parking shall be located so that it is screened from surrounding streets by buildings, landscaping, and/or gateway features as dictated by location.</p>
<p><b>b. Structured Parking Garages:</b></p> <p><b>Intent:</b> To promote more efficient use of land needed for vehicle parking; encourage the use of structured parking; physically and visually integrate parking garages with other uses; and reduce the overall impact of parking garages.</p> <p><b>Guidelines:</b> Parking garages shall not dominate the streetscape; they shall be designed to be complementary with adjacent and abutting buildings. They shall be sited to complement, not subordinate, pedestrian entries. Similar forms, materials, and/or details to the primary building(s) should be used to enhance garages.</p>	
N/A	<p><b>Standard:</b> Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of seventy five percent (75%) of the building frontage width.</p>
N/A	<p><b>Standard:</b> The entire facade must feature a pedestrian-oriented facade. The Administrator of the Department of Community and Economic Development may approve parking structures that do not feature a pedestrian orientation in limited circumstances. If allowed, the structure shall be set back at least six feet (6') from the sidewalk and feature substantial landscaping. This landscaping shall include a combination of evergreen and deciduous trees, shrubs, and ground cover. This setback shall be increased to ten feet (10') when abutting a primary arterial and/or minor arterial.</p>
N/A	<p><b>Standard:</b> Public facing facades shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials.</p>

N/A	<p><b>Standard:</b> The entry to the parking garage shall be located away from the primary street, to either the side or rear of the building.</p>
N/A	<p><b>Standard:</b> Parking garages at grade shall include screening or be enclosed from view with treatment such as walls, decorative grilles, trellis with landscaping, or a combination of treatments.</p>
N/A	<p><b>Standard:</b> The Administrator of the Department of Community and Economic Development or designee may allow a reduced setback where the applicant can successfully demonstrate that the landscaped area and/or other design treatment meets the intent of these standards and guidelines. Possible treatments to reduce the setback include landscaping components plus one or more of the following integrated with the architectural design of the building:</p> <ul style="list-style-type: none"> <li>(a) Ornamental grillwork (other than vertical bars);</li> <li>(b) Decorative artwork;</li> <li>(c) Display windows;</li> <li>(d) Brick, tile, or stone;</li> <li>(e) Pre-cast decorative panels;</li> <li>(f) Vine-covered trellis;</li> <li>(g) Raised landscaping beds with decorative materials; or</li> <li>(h) Other treatments that meet the intent of this standard...</li> </ul>
<p><b>c. Vehicular Access:</b></p> <p><b>Intent:</b> To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or eliminating vehicular access off streets.</p> <p><b>Guidelines:</b> Vehicular access to parking garages and parking lots shall not impede or interrupt pedestrian mobility. The impacts of curb cuts to pedestrian access on sidewalks shall be minimized.</p>	
✓	<p><b>Standard:</b> Access to parking lots and garages shall be from alleys, when available. If not available, access shall occur at side streets.</p>
✓	<p><b>Standard:</b> The number of driveways and curb cuts shall be minimized, so that pedestrian circulation along the sidewalk is minimally impeded.</p>
<p><b>3. PEDESTRIAN ENVIRONMENT:</b></p> <p><b>Intent:</b> To enhance the urban character of development in the Urban Center and the Center Village by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safer and more convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.</p>	
<p><b>a. Pedestrian Circulation:</b></p> <p><b>Intent:</b> To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.</p> <p><b>Guidelines:</b> The pedestrian environment shall be given priority and importance in the design of projects. Sidewalks and/or pathways shall be provided and shall provide safe access to buildings from parking areas. Providing pedestrian connections to abutting properties is an important aspect of</p>	

<p>connectivity and encourages pedestrian activity and shall be considered. Pathways shall be easily identifiable to pedestrians and drivers.</p>	
<p><b>Compliant if Conditions of Approval are Met</b></p>	<p><b>Standard:</b> A pedestrian circulation system of pathways that are clearly delineated and connect buildings, open space, and parking areas with the sidewalk system and abutting properties shall be provided.</p> <p>(a) Pathways shall be located so that there are clear sight lines, to increase safety.</p> <p>(b) Pathways shall be an all-weather or permeable walking surface, unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the development.</p> <p><i>Staff Comment: Site topography and the building's proposed use (skilled nursing facility) preclude proximity of the pedestrian path to the building facades over much of the building's length. However, the opportunity to connect the interior pedestrian network to SE 174<sup>th</sup> St exists; which would also serve to provide a meaningful connection from the subject site to the abutting property to the east (McDonald's). Therefore staff recommends, as a condition of approval, the applicant submit a revised site plan connecting the interior pedestrian network to SE 174th St sidewalk. The revised site plan shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.</i></p>
<p><b>Compliant if Condition of Approval is Met</b></p>	<p><b>Standard:</b> Pathways within parking areas shall be provided and differentiated by material or texture (i.e., raised walkway, stamped concrete, or pavers) from abutting paving materials. Permeable materials are encouraged. The pathways shall be perpendicular to the applicable building facade and no greater than one hundred fifty feet (150') apart.</p> <p><i>Staff Comment: The applicant has proposed a series of pedestrian connections throughout the site however it is unclear if there is a differentiation of materials across the drive aisles (Exhibit 2). Therefore staff recommends, as a condition of approval, the applicant revise the site plan to depict a differentiation in materials for all pedestrian connections within parking areas and/or drive aisles on site. The revised site plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval. If this condition of approval is met the proposal would satisfy this standard.</i></p>
<p>✓</p>	<p><b>Standard:</b> Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:</p> <p>(a) Sidewalks and pathways along the facades of mixed use and retail buildings 100 or more feet in width (measured along the facade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface.</p> <p>(b) Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than twelve feet (12').</p> <p>(c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users.</p>
<p><b>N/A</b></p>	<p><b>Standard:</b> Mid-block connections between buildings shall be provided.</p>

<p><b>b. Pedestrian Amenities:</b></p> <p><b>Intent:</b> To create attractive spaces that unify the building and street environments and are inviting and comfortable for pedestrians; and provide publicly accessible areas that function for a variety of year-round activities, under typical seasonal weather conditions.</p> <p><b>Guidelines:</b> The pedestrian environment shall be given priority and importance in the design of projects. Amenities that encourage pedestrian use and enhance the pedestrian experience shall be included.</p>	
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> Architectural elements that incorporate plants, particularly at building entrances, in publicly accessible spaces and at facades along streets, shall be provided.</p> <p><i>Staff Comment: See Building Entries and Ground Level Details discussion below.</i></p>
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> Amenities such as outdoor group seating, benches, transit shelters, fountains, and public art shall be provided.</p> <p>(a) Site furniture shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.</p> <p>(b) Site furniture and amenities shall not impede or block pedestrian access to public spaces or building entrances.</p> <p><i>Staff Comment: See Building Entries and Ground Level Details discussion below.</i></p>
<p>✓</p>	<p><b>Standard:</b> Pedestrian overhead weather protection in the form of awnings, marquees, canopies, or building overhangs shall be provided. These elements shall be a minimum of four and one-half feet (4-1/2') wide along at least seventy five percent (75%) of the length of the building facade facing the street, a maximum height of fifteen feet (15') above the ground elevation, and no lower than eight feet (8') above ground level.</p> <p><i>Staff Comment: The proposal includes a connector canopy which extends over the entry drive aisle to provide weather protection at primary entry and vehicle drop off. See additional discussion under Ground Level Details below.</i></p>
<p><b>4. RECREATION AREAS AND COMMON OPEN SPACE:</b></p> <p><b>Intent:</b> To ensure that areas for both passive and active recreation are available to residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations. To create usable and inviting open space that is accessible to the public; and to promote pedestrian activity on streets particularly at street corners.</p> <p><b>Guidelines:</b> Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity (illustration below). Recreation and common open space areas are integral aspects of quality development that encourage pedestrians and users. These areas shall be provided in an amount that is adequate to be functional and usable; they shall also be landscaped and located so that they are appealing to users and pedestrians</p>	
<p>N/A</p>	<p><b>Standard:</b> All mixed use residential and attached housing developments of ten (10) or more dwelling units shall provide common opens space and/or recreation areas.</p>
<p><i>Compliant if Condition of Approval is</i></p>	<p><b>Standard:</b> All buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space.</p>

<p><b>Met</b></p>	<p>(a) The pedestrian-oriented space shall be provided according to the following formula: 1% of the site area + 1% of the gross building area, at minimum.</p> <p>(b) The pedestrian-oriented space shall include all of the following:</p> <ul style="list-style-type: none"> <li>i. Visual and pedestrian access (including barrier-free access) to the abutting structures from the public right-of-way or a nonvehicular courtyard; and</li> <li>ii. Paved walking surfaces of either concrete or approved unit paving; and</li> <li>iii. On-site or building-mounted lighting providing at least four (4) foot-candles (average) on the ground; and</li> <li>iv. At least three (3) lineal feet of seating area (bench, ledge, etc.) or one individual seat per sixty (60) square feet of plaza area or open space.</li> </ul> <p>(c) The following areas shall not count as pedestrian-oriented space:</p> <ul style="list-style-type: none"> <li>i. The minimum required walkway. However, where walkways are widened or enhanced beyond minimum requirements, the area may count as pedestrian-oriented space if the Administrator determines such space meets the definition of pedestrian-oriented space.</li> <li>ii. Areas that abut landscaped parking lots, chain link fences, blank walls, and/or dumpsters or service areas.</li> </ul> <p>(d) Outdoor storage (shopping carts, potting soil bags, firewood, etc.) is prohibited within pedestrian-oriented space.</p> <p><i>Staff Comment: A total of 54,000 square feet of gross floor area is proposed. Therefore a pedestrian oriented space is required. The proposed development includes approximately 1,575 square feet of pedestrian-oriented exterior recreation areas and common open space within the courtyard for resident use and approximately 1,000 square feet of landscaped common open space along the pedestrian approaches to the building entrances. These recreation and common open spaces are proposed to be provided with concrete paths, path lighting and seating areas. Additional detailing and specifications are required in order to demonstrate compliance. See discussion under Building Entries and Ground Level Details below.</i></p>
<p><b>N/A</b></p>	<p><b>Standard:</b> Public plazas shall be provided at intersections identified in the Commercial Arterial Zone Public Plaza Locations Map:</p>
<p><b>N/A</b></p>	<p><b>Standard:</b> The plaza shall measure no less than one thousand (1,000) square feet with a minimum dimension of twenty feet (20') on one side abutting the sidewalk.</p>
<p><b>N/A</b></p>	<p><b>Standard:</b> The public plaza must be landscaped consistent with RMC <u>4-4-070</u>, including at minimum street trees, decorative paving, pedestrian-scaled lighting, and seating.</p>
<p><b>5. BUILDING ARCHITECTURAL DESIGN:</b></p>	
<p><b>Intent:</b> To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate. To discourage franchise retail architecture.</p>	
<p><b>a. Building Character and Massing:</b></p> <p><b>Intent:</b> To ensure that buildings are not bland and visually appear to be at a human scale; and ensure that all sides of a building, that can be seen by the public, are visually interesting.</p>	

<p><b>Guidelines:</b> Building facades shall be modulated and/or articulated to reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Articulation, modulation, and their intervals should create a sense of scale important to residential buildings.</p>	
✓	<p><b>Standard:</b> All building facades shall include modulation or articulation at intervals of no more than forty feet (40').</p> <p><i>Staff Comment:</i> The proposed structure provides building articulation at least 2 feet deep, 8 feet wide and 16 feet high of varying width and depth at maximum intervals of 40 feet, to reduce the bulk and scale of the building.</p>
✓	<p><b>Standard:</b> Modulations shall be a minimum of two feet (2') deep, sixteen feet (16') in height, and eight feet (8') in width.</p> <p><i>Staff Comment:</i> See discussion above.</p>
✓	<p><b>Standard:</b> Buildings greater than one hundred sixty feet (160') in length shall provide a variety of modulations and articulations to reduce the apparent bulk and scale of the facade; or provide an additional special feature such as a clock tower, courtyard, fountain, or public gathering area.</p> <p><i>Staff Comment:</i> See discussion above.</p>
<p><b>b. Ground-Level Details:</b></p> <p><b>Intent:</b> To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest.</p> <p><b>Guidelines:</b> The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.</p>	
Compliant if Condition of Approval is Met	<p><b>Standard:</b> Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the facade's ground floor.</p> <p><i>Staff Comment:</i> The proposed building includes transparent windows and doors between 4 feet and 8 feet above the ground floor level along that portion of the facades which have relationships to the public street frontage. While the applicant has incorporated design elements to reduce the apparent bulk of the building, additional elements should be incorporated into the design in order to break the monotony of the street facing façades and comply with the intent of this standard (Exhibit 12). The applicant has not proposed human-scaled elements such as lighting fixtures, trellises, or other architectural features along the majority of the building's northern or western façades (Exhibit 4). Additionally, the proposal does not comply with the following ground-level detail standards for glazing and untreated blank walls. The western and northern façades need additional human scale elements in order to reinforce a pedestrian oriented development.</p> <p>Architectural detailing elements including lighting fixtures, contrasting materials, or special detailing would bring the proposal into compliance with the intent of this standard to create human-scale character of the pedestrian environment. Therefore, staff recommends as a condition of approval, the applicant to submit revised elevations depicting added architectural detailing elements including lighting fixtures,</p>

	<p><i>contrasting materials, or special detailing along the northern and western facades (amenities such as outdoor group seating, benches, transit shelters, fountains, and public art shall be provided). The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval. If this condition of approval is met the proposal would satisfy this and several other standards outline within staff's recommendation.</i></p>
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> On any facade visible to the public, transparent windows and/or doors are required to comprise at least 50 percent of the portion of the ground floor facade that is between 4 feet and 8 feet above ground (as measured on the true elevation). <i>Staff Comment: See discussion above.</i></p>
<p>✓</p>	<p><b>Standard:</b> Upper portions of building facades shall have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be 50 percent.</p>
<p>N/A</p>	<p><b>Standard:</b> Display windows shall be designed for frequent change of merchandise, rather than permanent displays.</p>
<p>✓</p>	<p><b>Standard:</b> Where windows or storefronts occur, they must principally contain clear glazing.</p>
<p>✓</p>	<p><b>Standard:</b> Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.</p>
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways are prohibited. A wall (including building facades and retaining walls) is considered a blank wall if:</p> <ul style="list-style-type: none"> <li>(a) It is a ground floor wall or portion of a ground floor wall over 6 feet in height, has a horizontal length greater than 15 feet, and does not include a window, door, building modulation or other architectural detailing; or</li> <li>(b) Any portion of a ground floor wall has a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.</li> </ul> <p><i>Staff Comment: See discussion above.</i></p>
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> If blank walls are required or unavoidable, blank walls shall be treated with one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall;</li> <li>(b) Trellis or other vine supports with evergreen climbing vines;</li> <li>(c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard;</li> <li>(d) Artwork, such as bas-relief sculpture, mural, or similar; or</li> <li>(e) Seating area with special paving and seasonal planting.</li> </ul> <p><i>Staff Comment: See discussion above.</i></p>
<p><b>c. Building Roof Lines:</b></p>	
<p><b>Intent:</b> To ensure that roof forms provide distinctive profiles and interest consistent with an urban</p>	

<p>project and contribute to the visual continuity of the district.</p> <p><b>Guidelines:</b> Building roof lines shall be varied and include architectural elements to add visual interest to the building.</p>	
✓	<p><b>Standard:</b> Buildings shall use at least one of the following elements to create varied and interesting roof profiles:</p> <ul style="list-style-type: none"> <li>(a) Extended parapets;</li> <li>(b) Feature elements projecting above parapets;</li> <li>(c) Projected cornices;</li> <li>(d) Pitched or sloped roofs</li> <li>(e) Buildings containing predominantly residential uses shall have pitched roofs with a minimum slope of one to four (1:4) and shall have dormers or interesting roof forms that break up the massiveness of an uninterrupted sloping roof.</li> </ul> <p><i>Staff Comment: The proposed building roofline incorporates a combination of 4:12 minimum pitched roof surfaces and parapets with projected cornices. Roof-mounted mechanical equipment is located behind pitched mansard roof forms in order to prevent visibility from the street.</i></p>
<p><b>d. Building Materials:</b></p> <p><b>Intent:</b> To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.</p> <p><b>Guidelines:</b> Building materials are an important and integral part of the architectural design of a building that is attractive and of high quality. Material variation shall be used to create visual appeal and eliminate monotony of facades. This shall occur on all facades in a consistent manner. High quality materials shall be used. If materials like concrete or block walls are used they shall be enhanced to create variation and enhance their visual appeal.</p>	
✓	<p><b>Standard:</b> All sides of buildings visible from a street, pathway, parking area, or open space shall be finished on all sides with the same building materials, detailing, and color scheme, or if different, with materials of the same quality.</p> <p><i>Staff Comment: The proposed building would use a combination of fiber-cement siding in three different patterns, stone, and cement plaster finishes on all sides, with prominent trim banding, and standing-seam metal roofing.</i></p>
✓	<p><b>Standard:</b> All buildings shall use material variations such as colors, brick or metal banding, patterns or textural changes.</p>
✓	<p><b>Standard:</b> Materials, individually or in combination, shall have texture, pattern, and be detailed on all visible facades.</p>
<b>Compliant if Condition of Approval is Met</b>	<p><b>Standard:</b> Materials shall be durable, high quality, and consistent with more traditional urban development, such as brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass and cast-in-place concrete.</p> <p><i>Staff Comment: In order to ensure that quality materials are used staff recommends the applicant submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. Acceptable materials include a combination of brick, integrally colored concrete masonry, pre-finished metal, stone,</i></p>

	<i>steel, glass, cast-in-place concrete, or other high quality material. If this condition of approval is met the proposal would satisfy this standard.</i>
N/A	<b>Standard:</b> <i>If concrete is used, walls shall be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture.</i>
N/A	<b>Standard:</b> <i>If concrete block walls are used, they shall be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or shall incorporate other masonry materials.</i>
<p><b>6. SIGNAGE:</b> In addition to the City’s standard sign regulations, developments within Urban Design Districts C and D are also subject to the additional sign restrictions found in RMC 4-4-100G, urban design sign area regulations. Modifications to the standard requirements found in RMC 4-4-100G are possible for those proposals that can comply with the Design District criteria found in RMC 4-3-100F, Modification of Minimum Standards. For proposals unable to meet the modification criteria, a variance is required.</p>	
<i>Compliant if Condition of Approval is Met</i>	<p><b>Standard:</b> Signage shall be an integral part of the design approach to the building.</p> <p><u>Staff Comment:</u> <i>A complete signage package would serve to ensure proposed signage is in keeping with building’s architecture and exterior finishes. Therefore staff recommends, as a condition of approval, the applicant be required to submit a conceptual sign package which indicates the approximate location of all exterior building signage. Proposed signage shall be compatible with the building’s architecture and exterior finishes and contributes to the character of the development. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to sign permit approval.</i></p>
N/A	<b>Standard:</b> In mixed use and multi-use buildings, signage shall be coordinated with the overall building design.
N/A	<b>Standard:</b> Corporate logos and signs shall be sized appropriately for their location.
<i>Compliant if Condition of Approval is Met</i>	<p><b>Standard:</b> Entry signs shall be limited to the name of the larger development.</p> <p><u>Staff Comment:</u> <i>See discussion above.</i></p>
N/A	<b>Standard:</b> Alteration of trademarks notwithstanding, corporate signage should not be garish in color nor overly lit, although creative design, strong accent colors, and interesting surface materials and lighting techniques are encouraged.
<i>Compliant if Condition of Approval is Met</i>	<p><b>Standard:</b> Front-lit, ground-mounted monument signs are the preferred type of freestanding sign.</p> <p><u>Staff Comment:</u> <i>See discussion above.</i></p>
N/A	<p><b>Standard:</b> Blade type signs, proportional to the building facade on which they are mounted, are encouraged on pedestrian-oriented streets.</p> <p><u>Staff Comment:</u></p>
<i>Compliant if Condition of Approval is Met</i>	<p><b>Standard:</b> All of the following are prohibited:</p> <ul style="list-style-type: none"> <li>a. Pole signs;</li> <li>b. Roof signs; and</li> <li>c. Back-lit signs with letters or graphics on a plastic sheet (can signs or illuminated cabinet signs). Exceptions: Back-lit logo signs less than ten (10) square feet are permitted as area signs with only the individual letters back-lit</li> </ul>

	<p>(see illustration, subsection G8 of this Section).</p> <p><u>Staff Comment:</u> See discussion above.</p>
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> Freestanding ground-related monument signs, with the exception of primary entry signs, shall be limited to five feet (5') above finished grade, including support structure.</p> <p><u>Staff Comment:</u> See discussion above.</p>
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> Freestanding signs shall include decorative landscaping (ground cover and/or shrubs) to provide seasonal interest in the area surrounding the sign. Alternately, signage may incorporate stone, brick, or other decorative materials as approved by the Director.</p> <p><u>Staff Comment:</u> See discussion above.</p>
<p><b>6. LIGHTING:</b></p> <p><b>Intent:</b> To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night.</p> <p><b>Guidelines:</b> Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.</p>	
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> Pedestrian-scale lighting shall be provided at primary and secondary building entrances. Examples include sconces on building facades, awnings with down-lighting and decorative street lighting.</p> <p><u>Staff Comment:</u> The applicant has indicated compliance with the above lighting standard as well as the two standards mentioned below, in the submitted design district compliance narrative. However, a lighting plan was not submitted identifying compliance with these standards, as such, staff recommends a condition of approval that requires the applicant to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; at the time of building permit review. Pedestrian scale and downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075 Lighting, Exterior On-Site.</p>
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> Accent lighting shall also be provided on building facades (such as sconces) and/or to illuminate other key elements of the site such as gateways, specimen trees, other significant landscaping, water features, and/or artwork.</p> <p><u>Staff Comment:</u> See discussion above.</p>
<p><i>Compliant if Condition of Approval is Met</i></p>	<p><b>Standard:</b> Downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075, Lighting, Exterior On-Site (i.e., signage, governmental flags, temporary holiday or decorative lighting, right-of-way-lighting, etc.).</p> <p><u>Staff Comment:</u> See discussion above.</p>

**I. CONCLUSIONS:**

1. The subject site is located in the Commercial Mixed Use (CMU) Comprehensive Plan designation and complies with the goals and policies established with this designation if all conditions of approval are met, see FOF 17.
2. The subject site is located in the Commercial Arterial (CA) zoning designation and complies with the zoning and development standards established with this designation provided the applicant complies with City Code and conditions of approval, see FOF 18.
3. The proposal complies with the Urban Design Regulations provided the applicant complies with City Code and conditions of approval, see FOF 22.
4. The proposal complies with the Critical Areas Regulations provided the applicant complies with City Code and conditions of approval, see FOF 19.
5. The proposal complies with the Site Plan Review regulations as established by City Code provided all advisory notes and conditions are complied with, see FOF 20.
6. The proposed convalescent center complies with the Conditional Use Permit regulations as established by City Code provided all advisory notes and conditions are complied with, see FOF 21.
7. There are adequate public services and facilities to accommodate the proposed development, see FOF 20.

**J. RECOMMENDATION:**

Staff recommends approval of the Mission Health Care Site Plan and Conditional Use Permit, File No. LUA15-000736, as depicted in Exhibit 2, subject to the following conditions:

1. The applicant shall comply with the mitigation measures issued as part of the Determination of Non-Significance Mitigated, dated November 2, 2015.
2. The applicant shall revise the landscape plan to include additional interior parking lot landscaping to break continuous parking aisles and reflect compliance with the retaining wall requirements of the code. The revised landscape plan shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.
3. The applicant shall provide a detailed screening plan identifying the location and screening provided for surface and roof mounted equipment. The screening plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
4. The applicant shall be required to revise the site and grading plans in order to comply with the maximum retaining wall heights. The revised site and grading plans shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
5. The applicant shall submit a detailed common open space/plaza plan which includes specifications for pedestrian amenities that add to the pedestrian experience and the human scale intended for the development. The plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
6. The applicant shall submit revised elevations notating proposed materials for the refuse and recycle enclosure. The enclosure shall be made of masonry, ornamental metal or wood and shall be compatible the primary materials of the structure. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

7. The applicant shall submit a revised site plan connecting the interior pedestrian network to SE 174th St sidewalk. The revised site plan shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.
8. The applicant shall revise the site plan to depict a differentiation in materials for all pedestrian connections within parking areas and/or drive aisles on site. The revised site plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
9. The applicant shall submit revised elevations depicting added architectural detailing elements including lighting fixtures, contrasting materials, or special detailing along the northern and western facades (amenities such as outdoor group seating, benches, transit shelters, fountains, or public art shall be provided). The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
10. The applicant shall submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. Acceptable materials include a combination of brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, cast-in-place concrete, or other high quality material.
11. The applicant shall be required to submit a conceptual sign package which indicates the approximate location of all exterior building signage. Proposed signage shall be compatible with the building's architecture and exterior finishes and contributes to the character of the development. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to sign permit approval.
12. The applicant shall provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; at the time of building permit review.