

## HEARING EXAMINER SITE PLAN REPORT

### A. SUMMARY AND PURPOSE OF REQUEST

**REPORT DATE:** October 21, 2014

**Project Name:** My Dental Mixed-Use

**Owner/Applicant:** Park 09 LLC; 1221 North 26<sup>th</sup> St; Renton WA 98056

**Contact:** Xiaoli Stoyanov; Ellumus LLC; 3600 136<sup>th</sup> PI SE; Suite 230; Bellevue WA 98006

**File Number:** LUA14-001148 ECF, LLA, MOD, MOD, SA-H

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

**Project Summary:** The applicant is requesting Hearing Examiner Site Plan Review, Environmental (SEPA) Review, Lot Combination of three parcels, and Modifications from required standards for the number of parking stalls and for required landscaping along a street and between a street and surface parking lot. The application is for site improvements and the construction of a 3-story mixed-use building. The proposal would contain 10,345 sf for residential units and 8,469 sf of non-residential space. Seven multi-family units would be located on the top floor and loft level with a density at 24 du/ac. The residential units range in size from 848 sf to 1,630 sf. The three parcels are located in the Commercial Arterial (CA) zoning classification on the west side of Park Ave N and would be combined into a 13,948 sf site. The applicant is proposing the demolition of an existing restaurant and two homes. The structure would have an average height of 53 feet. A total of 24 parking stalls would be provided and 12 of those would be under the upper floors of the building. Approximately 97 percent of the site would be impervious surface. Primary access would be via a curb cut along Park Ave N with secondary access from the public alley to the west. There are no critical areas on site.

**Project Location:** 521, 525, and 529 Park Ave N

**Site Area:** 0.32 acres (13,948 sf)    **Total Building Area GSF:** 18,814 sf



Project Location Map

**B. EXHIBITS**

Exhibit 1	Site Plan Report
Exhibit 2	Project Narrative
Exhibit 3	Zoning and Neighborhood Map
Exhibit 4	Lot Combination Application
Exhibit 5	Advisory Notes, Review Comments
Exhibit 6	SEPA Determination
Exhibit 7	Affidavit of Public Notice
Exhibit 8	Parking Stall Modification Request
Exhibit 9	Landscaping Modification Request
Exhibit 10	Topography Survey, Land Title Survey, dated 5/30/14, GeoDimensions
Exhibit 11	Density Worksheet
Exhibit 12	2-D View Elevations, Sheets A200 and A201, Ellumus
Exhibit 13	Site Plan, "SPR Site Plan", Drawing No. C-10, 8/21/14, PaLand
Exhibit 14	Environmental Review Committee (ERC) Report
Exhibit 15	Landscape, Lot Coverage, and Parking Analysis on Sheet A1-1 Level 1 Floor Plan
Exhibit 16	Public Comment
Exhibit 17	3-D View Elevations, Sheet A011, Ellumus
Exhibit 18	Tree Survey and Tree Retention Worksheet
Exhibit 19	Landscape Plan, Sheet L1.00, dated 8/22/14, GCM
Exhibit 20	Floor Plans, Sheets A101-105, Ellumus
Exhibit 21	Building Section, Sheet A302, Ellumus
Exhibit 22	Environmental Checklist
Exhibit 23	Construction Mitigation Plan
Exhibit 24	Technical Information Report, PaLand, August 14, 2014
Exhibit 25	Traffic Analysis, TENW, dated August 25, 2014
Exhibit 26	School Letter
Exhibit 27	Geotechnical Report, Merit Engineering, dated July 9, 2014

**C. GENERAL INFORMATION:**

- 1. **Owner(s) of Record:** Park 09 LLC  
1221 North 26<sup>th</sup> St  
Renton WA 98056
- 2. **Zoning Designation:** Commercial Arterial (CA)
- 3. **Comprehensive Plan Land Use Designation:** Commercial Corridor (CC)
- 4. **Existing Site Use:** Two single family residences and one 1,224 sf restaurant on three properties.
- 5. **Neighborhood Characteristics:**
  - a. **North:** Automotive repair and vehicle storage (CO zone)
  - b. **East:** Boeing offices (UC-N1 zone)
  - c. **South:** Automotive repair and vehicle storage (CA zone)
  - d. **West:** Single Family Residences (R-8 zone)
- 6. **Proposed Orientation:** East facing towards Park Ave N.
- 7. **Access:** Primary access from Park Ave N with secondary access from the public alley.
- 8. **Site Area:** 13,948 sf (0.32 acres)

**D. HISTORICAL/BACKGROUND:**

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan	N/A	5099	11/01/2004
Zoning	N/A	5100	11/01/2004
Annexation "09"	N/A	156	05/23/1909

**E. PUBLIC SERVICES:**

- 1. **Existing Utilities**
  - a. Water: Water service is provided to the site by the City of Renton.
  - b. Sewer: Sewer service is provided to the site by the City of Renton.
  - c. Surface/Storm Water: There is a drainage conveyance system fronting the site in Park Ave N.
- 2. **Streets**: Park Ave N is classified as a Principal Arterial street and requires 9.5 feet of dedication on the project side (1,234 sf) to create a 79-foot roadway cross section. There is existing curb, gutter, and sidewalk along the Park Ave N street frontage. The alley to the west has the required right-of-way and paving width.
- 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 4-2-120A: Development Standards For Commercial Zoning Designations
- 2. Chapter 3 Environmental Regulations and Overlay Districts**
  - a. Section 4-3-100 Urban Design Regulations
- 3. Chapter 4 Property Development Standards**
  - a. Section 4-4-030: Development Guidelines and Regulations
  - b. Section 4-4-070: Landscaping
  - c. Section 4-4-075: Lighting, Exterior On-Site
  - d. Section 4-4-080: Parking, Loading and Driveway Regulations
  - e. Section 4-4-090: Refuse and Recyclables Standards
  - f. Section 4-4-095: Screening and Storage Height/Location Limitations
  - g. Section 4-4-130: Tree Cutting and Land Clearing Regulations
- 4. Chapter 6 Streets and Utility Standards**
  - a. Section 4-6-060: Street Standards
- 5. Chapter 7 Subdivision Regulations**
  - a. Section 4-7-060: Detailed Procedures for Lot Line Adjustments
- 6. Chapter 9 Permits -Specific**
  - a. Section 4-9-200: Site Plan Review
  - b. Section 4-9-250: Variances, Waivers, Modifications, Alternates
- 7. Chapter 11 Definitions**

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

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

**H. FINDINGS OF FACT:**

- 1. The applicant is requesting Hearing Examiner Site Plan Review, a Lot Combination of three parcels, and two modifications for the construction of a 3-story, 18,814 gross sf mixed-use building with two floors of non-residential and one floor with 7 residential units (Exhibit 2).
- 2. The Site Plan Review is required for all development in the CA zone that is not exempt from Environmental SEPA review. Hearing Examiner Site Plan Review with public hearing is required, per RMC 4-9-200D.2.c, when commercial projects are adjacent to or abutting residentially zoned property.
- 3. The property is located within the Commercial Corridor (CC) Comprehensive Plan land use designation, Commercial Arterial (CA) zoning classification, the City Center Planning Area, and Design District 'D'.
- 4. Vehicular access to the site is provided through 3 points, two on Park Ave N to the east, and a public alley on the west side, where the alley has multiple connections to N 5<sup>th</sup> St, Pelly Ave N, and Park Ave N (Exhibit 3).
- 5. The subject site is bordered by Park Ave N to the east and a public alley to the west. Existing auto repair uses abut the site to the north and south. The subject site is located on the west side of Park Ave N, approximately mid-block, between N 6<sup>th</sup> St and N 5<sup>th</sup> St in the North Renton neighborhood area (Exhibit 3).

6. The three parcels would be combined through a Lot Combination; 521 Park Ave N (APN 72240000850); 525 Park Ave N (APN 72240000855); and 529 Park Ave N (APN 72240000860), for a total of 13,948 sf (Exhibit 4). The proposed Lot Combination has been reviewed by city staff with advisory notes on the requirements for a Lot Combination approval provided in Exhibit 5.
7. The site is currently developed with a single family home on each of the two southerly parcels (APN 72240000850 and APN 72240000855); that were constructed in the 1920s and 1930s, and one single-story restaurant on the northern parcel, where one of the homes and the restaurant have curb cuts for driveways from Park Ave N. All structures are proposed for removal.
8. The subject project not exempt from SEPA Environmental Review, WAC 197-11-800, and went through SEPA review by the City of Renton Environmental Committee. On September 22, 2014 a Determination of Non-Significance Mitigated (DNS-M) was issued with two mitigation measures. An appeal period began on September 26, 2014 and ended on October 3, 2014. No appeals have been filed (Exhibits 6 and 7).
9. The Planning Division of the City of Renton accepted the above master application for review on August 25, 2014 and determined it complete on September 4, 2014. The project complies with the 120-day review period.
10. The applicant requests two Modifications for allowances to deviate from the parking standards and landscaping standards (Exhibits 8 and 9). For parking, the specific request is to allow less parking stalls for the dental office area than required by RMC 4-4-080 and additionally allow required residential parking stalls to be shared with the non-concurrent commercial uses. A minimum of 31 stalls is required for the site; 7 stalls for the multi-family units, 3 for the retail area, and 21 for the dental office space. The applicant requests that the dental office space be allowed 17 stalls and that 4 of the residential parking stalls be allowed for use by the dental office during the daytime hours.
11. For the landscaping Modification, the applicant specifically requests that the required 10-foot wide landscape area along a public street and between surface parking and a street, per RMC 4-4-070, be reduced to 6 feet 8 inches in the northeast corner of the property between the public right-of-way and surface parking stalls on the northern boundary of the site.
12. The applicant requests that the front yard setback per RMC 4-2-120A "Setbacks, Minimum Front Yard" be reduced to less than 10 feet, to a setback of zero feet, as allowed through site plan review for the CA zone (Exhibit 2).
13. The applicant has provided commercial space on the ground floor of the building as required in the CA zone for mixed use structures with residential units, per RMC 4-2-080 Note 18, with the minimum 30 feet depth requirement for the retail space.
14. The site is flat with an approximate 1% slope (Exhibit 10).
15. The proposal would have an approximate density of 24 du/ac (Exhibit 11).
16. The proposed structure would have a flat roof. The building height would be 53 feet from the existing grade plane at the tallest point of the roof stairs element (Exhibit 12). The structure has a parapet extending up to 50 feet 6 inches and roof line would have a height of 48 feet.
17. The building will have 5 entrances, with 2 entrances on the public street facing side. The primary entrance is proposed in the northern portion of the Park Ave N east facing façade (Exhibit 13). A second entrance is also located on the east façade in the southerly area for the ground floor general retail space. The other entrances would be located in the rear of the ground level.
18. Approximately 200 cubic yards of cut is proposed on-site and a range of approximately 300 to 457 cubic yards of structural fill is proposed (Exhibit 14).

- 19. The proposal includes 24 vehicle parking stalls and 3 bicycle parking stalls (Exhibit 15). One bicycle rack is proposed in the front of the building. There would be 12 vehicle parking stalls in a surface parking area. There would be 12 vehicle stalls (including 2 accessible stalls) located under the second floor of the building in a covered parking area.
- 20. The subject site does not contain any City of Renton designated Critical Areas.
- 21. One public comment was received and no agency comments were received (Exhibit 16).
- 22. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments have been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
- 23. The proposal requires Site Plan Review for SEPA non-exempt development in the CA zone, and requests a reduction in the front yard setback for the zone as allowed through Site Plan Review. The following table contains project elements intended to comply with Site Plan Review decision criteria, as outlined in RMC 4-9-200.E:

<b>SITE PLAN REVIEW CRITERIA:</b>	
<b>a. COMPREHENSIVE PLAN COMPLIANCE AND CONSISTENCY:</b>	
The site is designated Commercial Corridor (CC) on the Comprehensive Plan Land Use Map. The purpose of CC is to evolve from "strip commercial" linear business districts to business areas characterized by enhanced site planning incorporating efficient parking lot design, coordinated access, amenities, and boulevard treatment. <b>The proposal is compliant with the following Comprehensive Plan policies:</b>	
✓	<b>Objective LU-AAA:</b> Create opportunities for intensive office uses in portions of Commercial Corridor designations including a wide range of business, financial, and professional services supported by service and commercial/retail activities.
✓	<b>Objective LU-BBB:</b> Guide redevelopment of land in the Commercial Corridor designation with Commercial Arterial zoning, from the existing strip commercial forms into more concentrated forms, in which structures and parking evolve from the existing suburban form, to more efficient urban configurations with cohesive site planning.
✓	<b>Policy LU-262.</b> Support the redevelopment of commercial business districts located along principal arterials in the City.
✓	<b>Policy LU-264.</b> New development in Commercial Corridor designated areas should be encouraged to implement uniform site standards, including: 1) Parking preferably at the rear of the building, or on the side as a second choice; 2) Setbacks that would allow incorporating a landscape buffer; Front setback without frontage street or driveway between building and sidewalk; and 3) Common signage and lighting system.
✓	<b>Policy LU-266.</b> Development within defined activity nodes should be subject to additional design guidelines as delineated in the development standards.
✓	<b>Policy CD-20.</b> Orient site and building design primarily toward pedestrians through master planning, building location, and design guidelines.
✓	<b>Policy CD-23.</b> Development should have buildings oriented toward the street or a common area rather than toward parking lots.

**b. ZONING COMPLIANCE AND CONSISTENCY:**

The subject site is classified **Commercial Arterial (CA)** on the City of Renton Zoning Map. The Commercial Arterial zone implements the Commercial Corridor Land Use designation, where the purpose of the zone is to evolve from "strip commercial" linear business districts to business areas characterized by enhanced site planning and pedestrian orientation, incorporating efficient parking lot design, coordinated access, amenities and boulevard treatment with greater densities. The CA zone provides for a wide variety of retail sales, services, and other commercial activities along high-volume traffic corridors where residential uses may be integrated into the zone through mixed-use buildings.

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

A deduction of 1,234 sf from the gross 13,948 sf site is proposed for right-of-way dedication along Park Ave N. The structure would contain 7 multi-family units on the top floor. Net density for the site, after subtracting 1,234 sf to be dedicated for right-of-way, is 24 du/ac (Exhibit 11) based on a net 12,714 sf for the site. Density complies with the range allowed in the zone.

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

The Lot Combination of three parcels (Exhibit 4) would create a 13,948 sf lot which complies with the minimum lot size. With public street right-of-way dedication area subtracted from the gross sf, the combined lots would create a 12,714 sf lot.

**Setbacks:** Per RMC 4-2-120A the CA zoning classification requires a minimum front yard, and side yard along-a-street 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.

There are no side yard setback requirements as the property is abutting commercial zones to the north (Commercial Office - CO zone) and south (Commercial Arterial - CA zone). The subject site has adjacent Residential-8 (R8) zoned single family properties to the west, on the opposite side of the public alley. The applicant has designed the building to provide a 15-foot rear setback. Additionally, the applicant has requested a zero front yard setback along Park Ave N. Consideration of the less than 10-foot required front yard setback is allowed if blank walls are not located within the reduced setback area.

In evaluating the setbacks on the requested combined lot, the footprint of the mixed use structure's roof is used for analysis (Exhibit 13). The roofline provides the greatest coverage of the building on the site because floors below the upper story are recessed further into the site from the property boundaries, more than the top floor footprint. The roofline of the upper floor is referenced on the Site Plan (Exhibit 13) with a dotted line, with the dimensions to the lot lines analyzed below:

East Front Yard	West Rear Yard	North Side Yard	South Side Yard
0 ft	15 ft	45 ft	3 ft

Recommendation to allow a lesser front yard setback than the 10-foot minimum: Front yard setbacks in the CA zone are allowed to be reduced through Site Plan Review to 0-feet from if it is determined there are no blank walls. For determining whether there is a blank wall, the front façade ground floor level is evaluated. The criteria can be found in the Urban Design Regulations for the applicable District "D". A wall is considered blank if the wall is over 6 feet in height and there is horizontal length greater than 15 feet that does not include a window, door, building modulation or other architectural

detailing. Or, the wall is considered blank if 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.

The building's front façade, facing east/Park Ave N, is not considered blank. The horizontal distance of the façade is approximately 82 feet in length. Of this, the majority of the façade consists of glass curtain walls (full glazed walls) and double glass doors for the two entries along the façade. There are two recessed modulations along the ground level east façade, for the southerly retail storefront and northerly primary building entries (Exhibit 17). Specifically, of the 82 feet, the southerly retail storefront glass curtain entrance represents 42 feet, and the northern primary entrance represents 23 feet of the façade. The entrance glazing equates to approximately 80% of the ground level façade's.

Between the northern entry area and southern retail area there is a portion of the façade that is blank where the building elevator and one staircase is located. Measured to the first floor height of 15-feet (Exhibit 12), and an approximate width of 17 feet, this area without windows or doors is approximately 289 sf. The blank wall area is less than the 400 sf area used in the criteria to determine whether a wall is blank or not.

Based on the analysis above, staff finds that the front façade is not a blank wall and is anticipated to create a more active ground level and pedestrian-friendly facade. Therefore, staff recommends that the proposed front yard setback of zero be allowed as proposed.

The project is proposed on three existing parcels, where the proposed footprint of the building would extend across the different property boundaries. A building cannot cross property lines. The applicant has requested a lot combination of all three parcels into one parcel. In order to ensure the proposed mixed use building is not built across property lines staff recommends, as a condition of approval, the applicant be required to record a formal Lot Combination prior to building permit approval.

**Building Height:** Per RMC 4-2-120A building height is restricted to 50 feet, except 60 feet with residential use, and above these allowances a conditional use permit would be required.

The applicant has provided a roofline that is the same height across the building, with the roof modulated as it relates to setbacks and recesses in the building façade. proposed structure would have a height of 53 feet from the existing grade plane at the tallest point of the roof stairs element (Exhibit 12). The structure has a parapet extending up to 50 feet 6 inches and roof line would have a height of 48 feet. The proposal complies with the height requirements for mixed-use structures with residential units in the zone.

**Building Standards:** Per RMC 4-2-120A the allowed lot coverage is 65 percent for proposals within the CA classification.

Building coverage under the roofline of the 3-story structure would cover approximately 49 percent of the site (Exhibit 13). The building footprint is approximately 6,811 sf and the lot is approximately 13,948 sf. Following property dedication for right-of-way, the building coverage would be approximately 54 percent based on a lot size of 12,714 sf. For either calculation, with or without right-of-way dedication, the lot coverage of the three-story building is less than the maximum 65 percent coverage allowance of the zone.

Additionally, there are no impervious coverage maximums for the zone. The proposed structure with other associated improvements including impervious surfaces for parking area would cover approximately 97 percent of the site.

**Landscaping:** Per RMC 4-4-070 ten feet of on-site landscaping is required along all public street frontages, with the exception of areas for required walkways and driveways or those projects with

*reduced setbacks.*

Staff Comment: The applicant proposes both on-site and off-site landscaped areas. The existing parcels are developed with some landscaping and 3 identified significant trees (with diameters of 6 inches or greater) (Exhibit 18). No existing landscaping is proposed to be kept. No interior parking lot landscaping is required as there are only 12 surface parking stalls proposed. Additionally, the proposal does not include landscaping between the east facing building façade along Park Ave N and the sidewalk given the reduced front yard setback (see Setback discussion above). The area between the ground floor façade and sidewalk would have a hardscape architectural paving treatment to provide the same grade plane from sidewalk level into the entry areas (Exhibit 13).

The applicant is proposing off-site landscaping within the Park Ave N right-of-way with the installation of an 8-foot wide planting strip for the planting of trees, shrubs and/or groundcover. The planting strip landscaping would consist of 3 Robin Hill Serviceberry trees and Kinnikinnick as groundcover (Exhibit 19).

On-site landscaping is proposed at the southern edge of the site and building footprint (Exhibit 19). The two areas are approximately 135 sf and 136 sf in size. The western most area would be planted with Kinnikinnick and Oregon grape shrubs, and the area to the east would be planted with the Oregon grape shrubs.

Perimeter landscaping is required along street frontages, between surface parking areas and streets, and when a proposal is abutting a residential zone. In this case, the CA zoned parcel is not abutting residential zones and abuts commercial zoned properties to the north and south where auto repair businesses are located. A 10-foot wide landscape strip is required at the northeast corner of the site just north of the driveway curb cut on Park Ave N (Exhibit 19). The 10-foot landscape width is a requirement for both surface parking areas along a street and on-site landscaping along a street frontage. The applicant proposes landscaping in the required area, but at a width of 6 feet 8 inches (Exhibit 9). The applicant is requesting a Modification from the 10-foot landscape requirement and is described below.

Modification Request to reduce the Perimeter Landscape strip along a street to less than 10 feet:

The applicant is proposing reduced landscape width of 6 feet 8 inches at the northeast corner of the site. The planting area would have a length of approximately 21 feet and be approximately 140 sf. The area would be planted with a tree, evergreen shrubs, and groundcover. Pursuant to RMC 4-9-250D, the applicant is requesting Administrative Modifications from RMC 4-4-070, Landscaping standards, to reduce the width of required landscaping along a street frontage and surface parking area along a street from 10-foot width to approximately 6 feet-8 inches width. The area of request has two landscape code requirements that apply to provide sufficient screening of vehicles from the public realm. RMC 4-4-070F.1 requires a 10-foot minimum landscape width on-site along a street and a 10-foot minimum landscape width between a surface parking area and street per RMC 4-4-070H.4.

Staff does not recommend the approval of a reduced landscape width at 6 feet 8 inches. Staff recommends a width of 8 feet as it is a similar width standard for public planter strip areas in the right-of-way. The applicant is encouraged to reduce the standard stall widths in the northern surface parking row to compact stall widths in order to accommodate the 8 feet of landscaping width. The stalls are numbers 1-10 as identified on Exhibit 15. Three standard stalls providing approximately 6 inches each would provide for an 8-foot wide landscape area.

Staff supports an allowance for more compact stalls on the site than proposed to provide for the landscape screening. Currently, 30 percent of the proposed stalls are compact and 30 percent is the allowance for the zone (RMC 4-4-080F.8.c). Staff would support a modification to allow more based on the recommended conditions of approval for the project.

Staff recommends, as a condition of approval, the applicant submit an updated landscaping plan,

depicting the 8-foot wide landscape strip at the northwest corner of the site. The revised landscape shall be submitted to and approved by the Current Planning Project Manager prior to construction permit issuance. Further, staff recommends that utility facilities, such as a utility box for electrical or other utility services, be prohibited within the required landscape 8-foot wide landscape area.

*Section 4-4-080.F.10.d allows the Administrator to grant modifications from the parking standards for individual cases, provided the modification meets the following criteria (pursuant to RMC 4-9-250.D.2):*

- a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.*

Staff Comment: Policy direction allows modifications of required site plan elements through Site Plan review. Policy direction for landscaping to be situated to provide buffers between surface parking areas and the pedestrian and public realms. Policy direction also requires a minimum amount of landscaping in the zone. The proposal would provide a landscape buffer between the street and pedestrians and the on-site northern surface parking lot area. Staff concurs with the applicants request that a reduction be allowed, but at a minimum width of 8-feet rather than the proposed 6 feet 8 inches.

- b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment; and*

Staff Comment: The reduced landscape width would meet the intent of the code. The landscaping area at a reduced width is anticipated to provide the function, appearance, and environmental protection and maintainability intended by the code requirements. The landscape area will provide a similar green buffer as the code requirement. The area will provide for a tree to be planted.

- c. Will not be injurious to other property(ies) in the vicinity; and*

Staff Comment: The modification is not anticipated to be injurious to other properties in the vicinity as the request does not cause intrusion into neighboring properties.

- d. Conform to the intent and purpose of the Code; and*

Staff Comment: The intent and purpose of the code being modified is to provide a minimum amount of landscaping along streets and for the buffering of surface parking areas through the use of vegetated screening. The landscape strip is anticipated to provide green vegetated screening of the parking area and provide a minimum area of landscaping along the street frontage.

- e. Can be shown to be justified and required for the use and situation intended; and*

Staff Comment: The applicant is proposing the same mix of plantings as required for a 10-foot wide landscape strip along a street. The planting includes a tree, shrubs, and groundcover. The 8-foot landscape strip would provide a similar screening of the parking area and site as is intended through the code.

- f. Will not create adverse impacts to other property(ies) in the vicinity.*

Staff Comment: Adverse impact to other properties in the vicinity would not be created as the landscape area would not cause pedestrians or vehicles on the site to intrude onto nearby properties. Required maneuvering space on-site for vehicles would not be impacted. The number of parking stalls proposed can still be maintained by shifting some standard size stalls to compact stalls and provide the parking needed for site users.

**Screening:** RMC 4-4-095 has standard requirements for surface mounted equipment to be screened from public view and standards for roof-top equipment that should be similarly screened from view. Shielding shall consist of roof wells, clerestories, parapets, walls or enclosures as determined by the Administrator to meet the intent of the requirement.

**Staff Comment:** The application does not show surface mounted equipment on plan sets but does show roof-top equipment in the form of heating and air conditioning related equipment (Exhibit 20). Screening is proposed for the roof-top equipment through the use of parapets and roof top screening as identified on the building section (Exhibit 21) and elevations (Exhibit 12). The shielding proposed would provide the required screening of the roof-top equipment.

**Parking:** The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls for bicycles and vehicles unless exempt from the requirement and requirements for drive aisle widths and parking stall sizes. For mixed occupancies, with 2 or 3 different uses in the same building, the total requirements for off-street parking facilities shall be the sum of the requirements for the several uses computed separately. The following ratios would be applicable to the site:

<b>Use</b>	<b>Net Area SF</b>	<b>Ratio</b>	<b>Required Spaces</b>
Attached dwellings in the CA zone	7 multi-family units	Min: 1 spaces per dwelling Max: 1.75 spaces per dwelling	Min: 7 Max: 13
Retail	1,026	Min: 2.5 spaces / 1,000 SF Max: 5 spaces / 1,000 SF	Min: 3 Max: 5
Dental offices	4,191	Min & Max: 5 spaces / 1,000 SF	21
<b>Totals</b>			<b>Min: 31</b> <b>Max: 39</b>

**Staff Comment:** A minimum of 31 vehicle parking stalls is required for the proposal. The applicant is proposing a total of 24 parking stalls. The applicant requests a modification to the required number of stalls and staff's analysis of the modification request is below (Exhibit 8). Bicycle parking is also required, and the analysis for short-term and longer-term secured parking is provided below.

Of the 24 stalls proposed vehicle stalls, 12 would be under the second floor of the structure behind the front ground level building facade and the other 12 spaces would be surface parking (Exhibit 13). The surface parking is configured with 10 stalls located along the northern boundary of the property and 2 at the southwest corner of the subject site. One accessible stall is required, where two ADA stalls are proposed in the under building parking area, near the rear building entries.

Minimum stall sizes, drive aisle, and back-out room are required. Seven of the 24 stalls are compact spaces, or roughly 30 percent of the stalls (Exhibit 15). The compact stall sizes are dimensioned with the required 16 feet length by 8 feet 6 inches in width. Standard stalls are dimensioned with 20 feet in length by 9 feet in width. All parking stalls are designed with 90 degree head-in parking and 24 feet back-out room (Exhibit 13). For the compact stalls under the northern area of the second floor, the back-out room area includes part of the public alley which is allowed for vehicle maneuvering.

**Modification Request to allow for less vehicle parking required for the dental office space and for non-concurrent uses parking allowance:** The parking modification is two requests (Exhibit 8). One is for a reduction for the number or required stalls associated with the dental office area based on the applicant's existing dental practice and historical experience. The other parking request is for some stalls to be shared between residential and non-residential uses given their non-concurrent uses.

Nonconcurrent use is where the two uses sharing a stall are anticipated to need the stalls at opposite times. In this proposal, office hour needs and residential are opposite each other.

Although it is not mentioned as further justification for a reduction in the required parking stalls, there is available transit along the Park Ave N corridor that can provide alternative transportation to the site. The below bullets provide more details for the two elements of the modification request:

- **Dental office parking:** Parking code requires a minimum and maximum of 24 stalls for the net non-residential space. These stalls are split between the application's two commercial areas, the 4,191 net sf of dental office area and the 1,026 sf net of retail area. Following the code, the dental space requires 21 stalls and the retail area requires a minimum of 3 stalls as identified in the table above. The applicant states that according to their historical experience as a dentist, a dental office requires only 7 to 8 stalls for their 2,000 sf practice, where only 4 stall per 1,000 sf of office should be needed for proposed dental space.
- **Residential parking:** For the 7 residential units, 7 vehicle stalls would be required. Residential related parking is to be located in structured parking stalls. Twelve stalls are currently proposed as structured at the rear of the building tucked under the upper floors. The applicant asks that 4 of the residential stalls be approved for non-concurrent uses, where the applicant states commercial parking would be needed when the residences would not be in the building between 9am to 5pm. With 4 residential stalls used in the weekday daytime for commercial use, this would be 4 additional stalls to meet the code required 24 stalls for commercial uses.

*Section 4-4-080.F.10.d allows the Administrator to grant modifications from the parking standards for individual cases, provided the modification meets the following criteria (pursuant to RMC 4-9-250.D.2):*

- g. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.*

Staff Comment: Policy direction is to allow applicants to propose alternative numbers of parking stalls based on needs through justification. Staff concurs with the applicant's request.

- h. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment; and*

Staff Comment: The design of the site with the number of stalls proposed is anticipated to meet the objectives and safety and function of the proposal. There is an appropriate area for parking vehicles. There is an appropriate amount of back-out and pull-in maneuvering space. There is appropriate drive-aisle space for vehicles accessing the site and parking stalls.

- i. Will not be injurious to other property(ies) in the vicinity; and*

Staff Comment: The appropriate parking stall sizes and drive aisles are provided for. Abutting private properties would not be used for vehicle maneuvering. There is no anticipated use of properties in the vicinity where injury may be caused.

- j. Conform to the intent and purpose of the Code; and*

Staff Comment: The number of parking stalls proposed would conform to the intent and purpose of the Code. Modification from the parking code standards is allowed and the applicant has provided justification for the number of parking stalls proposed.

*k. Can be shown to be justified and required for the use and situation intended; and*

**Staff Comment:** The applicant has provided justification for the parking needs of the dental space based on historical practice. The applicant has provided justification for the sharing of a parking stall between residential and non-residential uses based on occupancy need.

*l. Will not create adverse impacts to other property(ies) in the vicinity.*

**Staff Comment:** The proposal is not anticipated to create adverse impact to other properties in the vicinity as vehicle maneuvering to and from the required parking stalls would not require use of properties within the vicinity. Required maneuvering space to access parking stalls is provided for.

Staff recommends approval of the parking modification request to allow for 24 total stalls on-site and that 4 of the stalls be allowed to be shared between residential units and commercial tenants or visitors.

**Bicycle Parking:** For bicycle parking stall requirements, the applicant would be required to provide 10% of the number of required off-street parking spaces for the commercial spaces and half a parking space for each multi-family dwelling. This would be a total of 2.4 stalls relative to the 24 required minimum stalls for the commercial uses, and 3.5 stalls for the 7 attached residential units. There is a difference in the code, RMC 4-4-080F as to the location and design of stalls depending on the use they are associated with. For non-office area bicycle parking, the location is not required to be in a secured area, where the stalls shall be conveniently located with respect to Park Ave N and within 50 feet of a main building entrance and visible to cyclists from the sidewalk or building entrance. For the office and dwelling unit related bicycle parking, stalls shall be provided for secure extended use in example areas such as bike lockers, in building parking, and limited access fenced areas with weather protection. The intent of the code is to provide quick parking areas for retail uses and longer term parking areas for employees in commercial spaces and residences.

The application submitted identifies a bicycle rack for public use in the front of the building along Park Ave N right-of-way but does not identify secured parking areas for the offices and attached dwellings (Exhibit 13). Therefore, staff recommends, as a condition of approval, that a bicycle parking plan and analysis be provided to, and approved by, the Current Planning Project Manager prior to construction permit issuance that meets the code requirements of RMC 4-4-080F.

**Vehicular Access:** For the CA zone, per RMC 4-2-120, a connection shall be provided for site-to-site vehicle access ways, where topographically feasible, to allow traffic flow between abutting CA parcels without the need to use a street. Access may comprise the aisle between rows of parking stalls but is not allowed between a building and a public street.

This section of code is intended to provide vehicular connections to abutting CA zoned parcels. The subject site only shares a common boundary with another CA zoned site to the south with the existing auto repair business and surface parking storage area. Both sites are abutting the public alley to the west. Given the public alley provides the intended site-to-site vehicle access between the two CA zoned sites, the site-to-site access requirement is met.

**Signs:** The applicant would be required to comply with the signage requirements outlined in RMC 4-4-100 at the time of sign application. The applicant did not submit a signage package for the proposed mixed use structure and therefore could not be reviewed at this time.

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 (residential and non-residential). Proposed signage shall be compatible with the building's

architecture and exterior finishes. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

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

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

**Critical Areas:** The site is not located within any City of Renton regulated Critical Areas.

**Refuse and Recyclables:** RMC 4-4-090 has standard requirements for both multi-family and commercial uses. For commercial uses, refuse and recyclables areas require screening and weather protection, and are not allowed in required setbacks and required landscape areas. For multi-family areas, refuse and recyclables areas are to be within 200 feet of a common entrance and cannot obstruct or be located within required parking areas.

**Staff Comment:** The mixed use building is proposed to have retail and dental commercial uses and multi-family residences combining to a total of 18,814 gross sf of area. Each use has a different refuse and recyclables requirement, where the non-residential requirements are based on square footage and residential requirements are based on bedroom counts. The table below is based on standards required in RMC 4-4-090:

<b>Use</b>	<b>Refuse area min.</b>	<b>Recyclables area min.</b>	<b>Subtotal required</b>	<b>Min SF required</b>
Dental offices; 6,397 sf	6 sf per 1,000 gross sf	3 sf per 1,000 gross sf	58 sf	100 sf
General retail; 1,087 sf	10 sf per 1,000 gross sf	5 sf per 1,000 gross sf	15 sf	100 sf
7 Multi-family residences	3 sf per dwelling	1.5 sf per dwelling	32 sf	80 sf
<b>Subtotal</b>			<b>105 sf</b>	<b>100 sf (highest of all three)</b>
<b>Proposed Refuse and Recyclables Area</b>			<b>160 sf</b>	

The applicant proposes a refuse and recyclable deposit area near the southern boundary of the site that is approximately 160 sf and located at the rear of the ground floor of the structure, underneath the second floor, and near to the rear entry areas into the building where it would be accessible to both residents and commercial tenants (Exhibit 13). The height under the second story is approximately 15 ft (Exhibit 21). Further, the proposed area would not block parking stalls and would be accessible to waste haulers. Although not shown on plan sets, the Project Narrative (Exhibit 2) states that the area would be screened by a brick walled structure.

The refuse and recyclables area is proposed at 160 sf which is more than the minimum area required. The area is properly protected from weather and accessible without blocking parking areas. Screening is identified as brick walls (Exhibit 12).

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

**Staff Comment:** The application provides the required commercial space on the ground floor, identified as the retail space. The space is oriented and facing the street. The depth of the space is the 30 feet (Exhibit 13) and meets the minimum depth requirement. The northern portion of the ground floor level is for entries to for the other uses including the multi-family residential units. Residential entry features are allowed on the ground floor. The proposal provides the required commercial space on the ground floor and the allowance for the residential entry area on the ground floor.

**c. DESIGN REGULATION COMPLIANCE AND CONSISTENCY:** The site is located within Design District 'D'. To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity throughout the district. As demonstrated in the table below the proposal meets the intent of the Design Regulations on the basis of individual merit if all conditions of approval are met.

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

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

**Intent:** To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity.

**1. Building Location and Orientation:**

**Intent:** To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses; and increase privacy for residential uses.

**Guidelines:** Developments shall enhance the mutual relationship of buildings with each other, as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment. Lots shall be configured to encourage variety and so that natural light is available to buildings and open space. The privacy of individuals in residential uses shall be provided for.

**Standard:** 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.

✓ **Staff Comment:** The proposed structure covers approximately 60 percent of the site and contains residential units. The rest of the site would be paved surface parking area with the exception of a couple areas for landscaping. The structure is located next to the sidewalk and pedestrian realm in the right-of-way, to ensure the visibility of the businesses and building and create lively, active uses along the sidewalk area. The building is situated to provide natural light around the site and to nearby structures. Specifically, there are structures on adjacent or abutting properties on all sides of the subject site. The proposed structure is situated as to not abut off site structures. There is sufficient area around the

	<p>structure to allow natural light and direct sun exposure to nearby buildings and open spaces. The alley to the west, the vehicle parking areas for the associated auto repair businesses on the north and south, and the Park Ave N right-of-way all provide some open buffer areas around the site, where the building is not located, allowing for availability of light and sun exposure.</p> <p>Specifically, the sites to the north and the south do not have buildings near the proposed mixed use structure. Surface parking areas for the auto businesses are located between the proposed building and both auto repair businesses. To the west is the alley, which is a buffer between the subject site and building and the residential zoned single family area. Based on setback requirements for the CA and residential zone to the zone, there would be an approximate minimum separation of 55 feet between the proposed structure and the existing residential buildings to the west.</p>
<p>✓</p>	<p><b>Standard:</b> Buildings shall be oriented to the street with clear connections to the sidewalk.  <b>Staff Comment:</b> The subject site is located along Park Ave N, a principal arterial with developed sidewalks on both sides of the street. The proposed orientation of the mixed used, multi-story, structure would face Park Ave N with entries and main lobby doorways facing the street frontage and pedestrian sidewalk area (Exhibit 13). The building has two entries on Park Ave N, with the primary lobby entry at the northeast corner of the building, providing access to the internal stairs and elevator. Further, the applicant has designed the structure to be sited along the street right-of-way to bring the building and building entries closer to the sidewalk. This location would provide a more urban atmosphere and closer pedestrian-sidewalk relationship to the site. No buffer is proposed between the proposed building and sidewalk.</p> <p>As mentioned previously, the structure will have two stories of commercial and office use. For the general retail use at the ground level in the southern portion of the structure, its associated entry for visitors faces directly to Park Ave N (Exhibit 13). The other entry is the primary entry to the building and is the front façade entry for the second-floor dental offices and top floor residential townhomes. Both entries provide accessible routes and entries into and out of the building with direct connection to the principal arterial street and sidewalks.</p> <p>Staff finds the building is clearly oriented to the street. Staff also finds that there clear connections to the public realm from the building’s primary entries.</p>
<p>N/A</p>	<p><b>Standard:</b> Buildings with residential uses located at the street level shall be set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building or have the ground floor residential uses raised above street level for residents privacy.  <b>Staff Comment:</b> Seven multi-family units are located within the structure, but are situated on the 3<sup>rd</sup> level of the 3-story structure. There are entries to gain access to the residential units at the street level. Therefore, as there are no residential uses at the street level, the standard does not apply.</p>
<p><b>2. Building Entries:</b>  <b>Intent:</b> To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.  <b>Guidelines:</b> Primary entries shall face the street, serve as a focal point, and allow space for social interaction. All entries shall include features that make them easily identifiable while reflecting the architectural character of the building. The primary entry shall be the most visually prominent entry. Pedestrian access to the building from the sidewalk, parking lots, and/or other areas shall be provided and shall enhance the overall quality of the pedestrian experience on the site.</p>	

<p>✓</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><b>Staff Comment:</b> There are five entries to the building on the ground level. Two entries are located along the east facing front façade of the building facing Park Ave N. Both entry areas are recessed into the front facades (Exhibit 13). The primary building entry is the more northern set of doors, just south of the building’s northeast corner, which provides entry to a lobby area. The primary entry provides internal access to the second floor dental offices and access to the residential units where visitors and residents can access the staircases and/or elevator. The secondary front facade entry is for the ground floor retail storefront at the southern portion of the façade.</p> <p>The primary entry is made more prominent through the façade treatment, where the glass curtain wall and lower concrete portion wrap around the northeast corner. The glass allows for transparency into the lobby area. Through the glass the stairs and lobby can be visually accessed from the street which makes it distinctive and prominent to passersby and visitors. The corner area is oriented to be visible to vehicles passing by, visitors to the site accessing the subject site from Park Ave N, and for passers-by on the sidewalk.</p>
<p>✓</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><b>Staff Comment:</b> As described above, the primary entrance faces Park Ave N. The entry area is made prominent through architectural features such as modulating the façade to have the entry area setback from the primary horizontal plane of the ground level façade, and through the use of accent architectural features. The entry doors are part of a larger design of the ground floor area at the northeast corner of the building. The entry doors and walls blend into the whole corner of the building through the use of glass, where the ground floor area at the corner is designed with glass curtain walls. The glass walls around the corner provide for visual cues that the primary entry is located in the area, especially as the glass allows for a transparency to see into the lobby staircase and elevator areas.</p> <p>Vertical fins further distinguish the primary entry area. Three vertical fins run up the second and third floor and over the rooftop (Exhibit 17). Visually, the fins act as a cue to move a viewers eye up and down the façade. The entry sits below the fins, as if the fins are pointing towards the entry doors.</p> <p>There are no obstructions between the sidewalk and the entries on the front façade as the building is located up against the right-of-way, providing for clear access to the sidewalk. Further, there is a canopy provided around the entry area at approximately 10-feet in height above the sidewalk. A canopy cover distinguishes the primary entrance area, extending around the northern corner. Lighting would be integrated into the canopy, although not shown on submitted plan sets. Staff recommends a lighting plan and shall identify ornamental lighting and the recommendation is described in greater detail in another subsection.</p>
<p>Compliant if condition of approval is</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 (illustration below). 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>

met	<p><b>Staff Comment:</b> Two building entries are located on the Park Ave N façade, both with overhanging canopies as identified on the Elevations (Exhibit 12). There is one canopy for both the general retail storefront area and the one for the primary entry area, with the canopies horizontal lengths running approximately the same lengths as the glass curtain walls behind. Both canopies are approximately 10 feet in height above the sidewalk level. The widths are not dimensioned on the submitted plans and it is difficult to determine whether they are 4-1/2 feet wide. The building will sit up close to the right-of-way, where the ground floor level front façade is setback from the right-of-way between 3 feet and 8 feet. The entry areas for the primary entry at the north and the retail storefront entry area at the south are setback from the right-of-way more than 4 feet 6 inches. Above the retail entry, the upper two floors project out towards the street and provide some additional coverage through the use of vertical modulation of the structure. Lighting will be integrated into the canopy, although not shown on submitted plan sets (Exhibit 22).</p> <p>There is potential opportunity for a canopy to project into the public right-of-way. Such a structure would require annual right-of-way use permit applications and approvals. Such a canopy or covering would be evaluated on the public benefit provided. Examples of canopies over public sidewalks are primarily in the downtown area of Renton.</p> <p>The dimensions of the canopy are difficult to determine. Staff recommends, as a condition of approval, that the canopy width be a minimum of 4 feet 6 inches in width above both entries facing Park Ave N. The canopy width in front of the entries The plans shall be submitted to, and approved by the Current Planning Project Manager prior to building permit issuance.</p>
✓	<p><b>Standard:</b> <i>Building entries from a parking lot shall be subordinate to those related to the street.</i></p> <p><b>Staff Comment:</b> There are 5 building entries, two at the front along Park Ave N and three at the rear of the ground floor underneath the second story where undercover parking stalls are located (Exhibit 13). The rear entrances are not prominent as they are buffered from visibility by the overhanging upper floor and vehicles that would be parked nearby. The rear entries do not have the same architectural entry features used on the front façade. The east facade entries are very prominent as described in the subsection above.</p>
✓	<p><b>Standard:</b> <i>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.</i></p> <p><b>Staff Comment:</b> As analyzed previously, the street facing façade is the building's front. There are two entries, one for the ground floor general retail space, and the other for the primary entrance to the interior area to access stairwells and the elevator. Therefore this standard is met.</p>
N/A	<p><b>Standard:</b> <i>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.</i></p> <p><b>Staff Comment:</b> There is only one building proposed on the site.</p>
N/A	<p><b>Standard:</b> <i>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.</i></p> <p><b>Staff Comment:</b> There are no residential units with direct access to the street. The 7 multi-family units are located on the top floor.</p>
<p><b>3. Transition to Surrounding Development:</b>  <b>Intent:</b> <i>To shape redevelopment projects so that the character and value of Renton's long-established,</i></p>	

*existing neighborhoods are preserved.*

**Guidelines:** Careful siting and design treatment shall be used to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale.

Compliant if condition of approval is met

**Standard:** At least one of the following design elements shall be considered to promote a transition to surrounding uses:

- (a) Building proportions, including step-backs on upper levels;
- (b) Building articulation to divide a larger architectural element into smaller increments; or
- (c) Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development.

Additionally, the Administrator of the Department of Community and Economic Development or designee may require increased setbacks at the side or rear of a building in order to reduce the bulk and scale of larger buildings and/or so that sunlight reaches adjacent and/or abutting yards.

**Staff Comment:** A variety of architectural design treatments are applied to the building to achieve a compatible transition to surrounding buildings. On the east side of the street is a multiple-story office building and the west side of the subject site has single family homes. Single-story auto repair facilities are located to the north and south. To break up the apparent bulk of the proposed three-story, approximately 50-foot tall structure, there are a number of vertical and horizontal modulations and articulations on each of the facades. Specific materials are used to create a diverse yet complimentary material and color palette that reduces the size of facades (Exhibit 17). The variety of the facades create a visually interesting composition for the building and for its relationship with other surrounding buildings. The apparent scale and bulk of the building would be broken up through different architectural elements. The architectural design uses vertical and horizontal modulation. Some of the modulation elements are recessed areas along the front façade, projections of the upper stories over the ground floor, and exterior screen.

The architectural elements of the proposed building help divide the larger architectural elements into smaller increments and helps achieve a compatible transition to other buildings surrounding the site. Additionally, the glass curtain walls help divide the three-story spaces on each side of the building into smaller areas. Façade elements proposed will be fiber cement board, metal screen, glass, and wood siding. Without the façade treatments, modulation, and articulations, the building would appear more massive and bulky, especially in relationship to nearby single family homes.

**4. Service Element Location and Design:**

**Intent:** 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.

**Guidelines:** 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.

✓

**Standard:** 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.

**Staff Comment:** Loading docks are not proposed but it is anticipated that the rear of the building would be used for access to the site for tenants of the residential and non-residential uses for loading and unloading as it is closest to rear entry doors and the elevator. Additionally, the refuse and recycling area is located behind the front of the

	<p>building and underneath the second story. The service area is out of the way of the parking stalls but within a close proximity of the rear entries for tenants and residents. The area under the second story in the rear of the building is approximately 15 feet in height and has drive aisle wide enough for vehicle access to the building and refuse areas. The area is screened from the street by the building siting and will be partly screened from the southerly property through the use of landscaping areas on the southern boundary of the site.</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.  <b>Staff Comment:</b> Screening of the refuse area and rooftop equipment is proposed. The refuse area would have a brick wall surround. The rooftop air conditioning units are identified on the Building Section, Exhibit 21, and screening is identified. Rooftop screening would be reviewed as part of the building permit process to make sure screening meets the minimum standards of RMC 4-4-095 "Screening and storage height/location limitations."</p>
✓	<p><b>Standard:</b> Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three (3).  <b>Staff Comment:</b> The applicant states that the enclosure for the refuse and recycling area would be made of masonry and staff has previously recommended as a condition of approval, that the design and materials of the structure be provided and approved as part of the construction permit approval proves.</p>
N/A	<p><b>Standard:</b> If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of such facility.  <b>Staff Comment:</b> The service area for refuse and recycling is not located near a street or pathway or pedestrian-oriented space.</p>

**5. Gateways:**  
 Not Applicable

**ii. PARKING AND VEHICULAR ACCESS:**

**Intent:** To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.

**1. Surface Parking:**

**Intent:** To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.

**Guidelines:** Surface parking shall be located and designed so as to reduce the visual impact of the parking area and associated vehicles. Large areas of surface parking shall also be designed to accommodate future infill development.

✓	<p><b>Standard:</b> Parking shall be located so that no surface parking is located between a building and the front property line, or the building and side property line, on the street side of a corner lot.  <b>Staff Comment:</b> There is no proposed parking area between the street and the building.</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.  <b>Staff Comment:</b> The vehicle parking spaces, both stalls under the building and within the surface parking area are screened from Park Ave N. The site layout is structured in a way that the building is located near to the street in the south of the subject site, with parking stalls located behind the first floor and underneath the second and third floors where the</p>

	<p>building is the buffer for stalls behind it (Exhibit 13). For stalls not underneath the structure and located in the northern parking surface lot, the stalls are buffered from the sidewalk and street by landscaping (Exhibit 19). The on and off-site landscaping provide a green buffer between the parking stalls at the northern edge of the site, with the new proposed 8-foot wide planter strip with trees and groundcover in the street right-of-way in combination with the on-site almost 7-foot wide planter strip with proposed tree, shrubs and groundcover (Exhibit 19). From a passer-bys view traveling in Park Ave, there would be approximately 15 feet of plants including 2 trees between to the nearest parked vehicle on-site. With the proposed landscaping providing a screen of surface parking stalls and the stalls located underneath the structure in the back of the first level commercial and entry areas, the stalls are screened from Park Ave N.</p>
<p><b>2. Structured Parking Garages:</b>  <i>Intent: 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.</i>  <i>Guidelines: 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.</i></p>	
<p>N/A</p>	<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>
<p>N/A</p>	<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>
<p>N/A</p>	<p><b>Standard:</b> Public facing facades shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials.</p>
<p>N/A</p>	<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>
<p>N/A</p>	<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>
<p>N/A</p>	<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>3. Vehicular Access:</b>  <i>Intent: To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or</i></p>	

*eliminating vehicular access off streets.*

**Guidelines:** *Vehicular access to parking garages and parking lots shall not impede or interrupt pedestrian mobility. The impacts of curb cuts to pedestrian access on sidewalks shall be minimized.*

**Standard:** *Access to parking lots and garages shall be from alleys, when available. If not available, access shall occur at side streets.*

✓

**Staff Comment:** The site has access from a Principal Arterial and from an alley at the west. The alley has been reconfigured to the north, where it turns 90 degree in either direction and connects to a residential area to the west, and also provides another connection point to Park Ave N to the east. The alley is anticipated to provide some access to the parking stalls on-site but is not the primary access point. If the alley were the only access point to the site, it would be anticipated that there would be an increase in traffic to the Pelly Ave N residential area which could create adverse impacts to the nearby single family zoned properties.

**Standard:** *The number of driveways and curb cuts shall be minimized, so that pedestrian circulation along the sidewalk is minimally impeded.*

✓

**Staff Comment:** The existing three parcels that make up the proposed subject site, in combination, each have access from the public alley at the west, and two of the three properties have curb cuts from Park Ave N at the east. The proposal is to have one curb cut from Park Ave N located at the northern portion of the site instead of the existing two locations, consolidating the multiple access points from two to just one. This minimizes the number of curb cuts pedestrians have to cross, or bicyclists have to pass by, and reduces the number of locations vehicles can exit or enter from the arterial. For the existing alley, the proposal will continue to have access to the alley but there will be one area for access rather than three different properties with three individual access points as currently exists. Therefore, staff concludes, that the number of driveways and curb cuts from Park Ave N to the subject site will be reduced through this proposal, and pedestrian circulation is anticipated to have less impacts that may occur along the sidewalk.

**iii. PEDESTRIAN ENVIRONMENT:**

**Intent:** *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.*

**1. Pedestrian Circulation:**

**Intent:** *To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.*

**Guidelines:** *The pedestrian environment shall be given priority and importance in the design of projects. Sidewalks and/or pathways shall be provided and shall provide safe access to buildings from parking areas. Providing pedestrian connections to abutting properties is an important aspect of connectivity and encourages pedestrian activity and shall be considered. Pathways shall be easily identifiable to pedestrians and drivers.*

✓

**Standard:** *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.*

*(a) Pathways shall be located so that there are clear sight lines, to increase safety.*

*(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.*

**Staff Comment:** No pedestrian pathways are proposed through the site although there are clear connections between the public pedestrian realm and the front building entries. With

	<p>the building sited near the public sidewalk, there is a direct and clear connection between the building and public space. The proposed site plan does provide some delineation in paving material between the paved parking area, the public sidewalk paved area, and other areas identified as "F. architectural sidewalk" (Exhibit 13).</p>
N/A	<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.  <b>Staff Comment:</b> No pathways within the surface parking area are proposed.</p>
✓	<p><b>Standard:</b> Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:</p> <p>(a) Sidewalks and pathways along the facades of mixed use and retail buildings 100 or more feet in width (measured along the facade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface.</p> <p>(b) Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than twelve feet (12').</p> <p>(c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users.</p> <p><b>Staff Comment:</b> The required 5-foot wide sidewalk along the east facing front façade would meet the minimum requirement for the Park Ave N street frontage. From the private property side of the sidewalk, additional walking area is proposed as identified on the Site Plan (Exhibit 13) as "architectural sidewalk" which would provide a wider pedestrian area.</p>
N/A	<p><b>Standard:</b> Mid-block connections between buildings shall be provided.</p>
<p><b>3. Pedestrian Amenities:</b></p> <p><b>Intent:</b> To create attractive spaces that unify the building and street environments and are inviting and comfortable for pedestrians; and provide publicly accessible areas that function for a variety of activities, at all times of the year, and under typical seasonal weather conditions.</p> <p><b>Guidelines:</b> The pedestrian environment shall be given priority and importance in the design of projects. Amenities that encourage pedestrian use and enhance the pedestrian experience shall be included.</p>	
Compliant if condition of approval is met	<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.  <b>Staff Comment:</b> Architectural elements including bicycle racks, benches, and planters are proposed for the site. Additionally, there will be a new configuration of the public pedestrian realm. The existing sidewalk will be relocated closer to the building's entry and a planter strip will be installed between the Park Ave drive lanes and pedestrian sidewalk.</p> <p>Two entries are located on the front façade along Park Ave N and a subordinate entry is located on the backside of the groundfloor level underneath. Between the two entries on the front façade is a bicycle rack and on either side of the primary entry double doors are two planter boxes (Exhibit 15). At the rear ground floor entry, facing west, is a bench seat flanked on either side by planter boxes. Planter boxes near the primary entry and rear ground floor entry provide additional architectural elements.</p> <p>The right-of-way planting strip would be between the street travel lanes and the sidewalk. This landscape and pedestrian buffer would be unique to the west side of Park Ave N on this block, where there is currently no planter strip between the sidewalk and travel lanes. The applicant could have proposed to leave the existing pedestrian environment as is along the street, with pedestrians walking near the travel lanes of the Principal Arterial street. The</p>

	<p>applicant has chosen to provide the city's goal for the street and rebuild the street frontage improvements with enhanced landscaping compared to what exists today.</p> <p>Although the landscape strip in the public right-of-way is an off-site amenity, it is an important site plan element that enhances the pedestrian experience along the site and near the key front façade entries. Therefore, staff recommends, as a condition of approval, that new street frontage improvements be installed as required. The street frontage improvements would require an 8-foot wide planter strip and The proposed condition of approval with the proposed site amenities would meet the intent of the standard.</p>
<p><b>Compliant if Conditions of Approval are Met</b></p>	<p><b>Standard:</b> Amenities such as outdoor group seating, benches, transit shelters, fountains, and public art shall be provided.</p> <p>(a) Site furniture shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.</p> <p>(b) Site furniture and amenities shall not impede or block pedestrian access to public spaces or building entrances.</p> <p><b>Staff Comment:</b> The non-landscaping related site amenities are limited to an outdoor bench seat and bicycle rack. The bench seat is located at the building's rear entrance at the west, in a common entry area (Exhibit 15). The bicycle rack is located between the two entries on the front façade (Exhibit 15). Off-site and to the north is a transit shelter for bus routes traveling south on Park Ave N. The proposal would also have planter boxes at the primary building entry and bicycle parking racks as site amenities along the front façade. To further complement the proposed site amenities along the front building façade, staff recommends adding a seat or bench or some alternative for pedestrians to sit. The seat shall be for two or more potential users that are of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time and that do not impede or block pedestrian access to public spaces or building entrances. Therefore, staff recommends, as a condition of approval, that a seat be located along the front façade of the building. The seat materials, location, and detail are to be provided for review to the Current Planning Project Manager, for approval prior to construction permit issuance.</p>
<p><b>Compliant if Conditions of Approval are Met</b></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 4.5 feet wide along at least seventy 75 percent of the length of the building facade facing the street, a maximum height of 15 feet above the ground elevation, and no lower than 8 feet above ground level.</p> <p><b>Staff Comment:</b> The two ground floor canopies are described above in subsection Building Entries with a staff recommended condition of approval that the width of the canopies be a minimum 4 feet 6 inches in width, or as allowed given the close proximity of the building façade to the street right-of-way.</p>
<p><b>iv. 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>	

N/A	<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.  <b>Staff Comment:</b> There are only 7 multi-family residential units proposed, therefore, this section of the Urban Design Standards are not applicable.</p>
N/A	<p><b>Standard:</b> Amount of common space or recreation area to be provided: at minimum fifty (50) square feet per unit.</p>
N/A	<p><b>Standard:</b> The location, layout, and proposed type of common space or recreation area shall be subject to approval by the Administrator of the Department of Community and Economic Development or designee.</p>
N/A	<p><b>Standard:</b> At least one of the following shall be provided in each open space and/or recreation area (the Administrator of the Department of Community and Economic Development or designee may require more than one of the following elements for developments having more than one hundred (100) units):</p> <ul style="list-style-type: none"> <li>(a) Courtyards, plazas, or multi-purpose open spaces;</li> <li>(b) Upper level common decks, patios, terraces, or roof gardens/pea-patches. Such spaces above the street level must feature views or amenities that are unique to the site and are provided as an asset to the development;</li> <li>(c) Pedestrian corridors dedicated to passive recreation and separate from the public street system;</li> <li>(d) Recreation facilities including, but not limited to, tennis/sports courts, swimming pools, exercise areas, game rooms, or other similar facilities; or</li> <li>(e) Children’s play spaces that are centrally located near a majority of dwelling units and visible from surrounding units. They shall also be located away from hazardous areas such as garbage dumpsters, drainage facilities, and parking areas.</li> </ul>
N/A	<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>
N/A	<p><b>Standard:</b> The pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses shall include all of the following:</p> <ul style="list-style-type: none"> <li>(a) 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>(b) Paved walking surfaces of either concrete or approved unit paving; and</li> <li>(c) On-site or building-mounted lighting providing at least four (4) foot-candles (average) on the ground; and</li> <li>(d) 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>
N/A	<p><b>Standard:</b> The following areas shall not count as pedestrian-oriented space for buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses:</p> <ul style="list-style-type: none"> <li>(a) 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 of the Department of Community and Economic Development or designee determines such space meets the definition of pedestrian-oriented space.</li> <li>(b) Areas that abut landscaped parking lots, chain link fences, blank walls, and/or dumpsters or service areas.</li> </ul>
N/A	<p><b>Standard:</b> Outdoor storage (shopping carts, potting soil bags, firewood, etc.) is prohibited within pedestrian-oriented space.</p>

**v. BUILDING ARCHITECTURAL DESIGN:**

**Intent:** 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.

**1. Building Character and Massing:**

**Intent:** 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.

**Guidelines:** 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.

**Standard:** All building facades shall include modulation or articulation at intervals of no more than 40 feet.

**Staff Comment:** In review of the buildings elevations (Exhibit 17), all sides of the 3-story building are modulated and have articulated elements. The building is roughly 82 feet in length (north to south) by 79 feet in width. Vertical and horizontal modulation elements include recessed entries, upper stories projecting beyond ground floor footprint, balconies for five residential units, and a horizontal screen. The metal screen on the different facades is the most prominent modulation feature on the elevations (Exhibit 12) and can be viewed on the roof plan on the Sheet A105 (Exhibit 20). The metal consists of slats with openings between which provides some transparency to the building façade behind. The lengths and heights of the screen feature vary for each façade, providing an architectural element that helps to break down the bulk of the structure. The screen has openings related to windows on the building façade, which provides natural light into the interior. The below analysis provides specifics for each façade where there is modulation or articulation that meets the guidelines and intent of the code.

- **Front Façade:** Along the front façade, the ground level is recessed from the upper story façade and each of the two entries on the front façade are recessed from the horizontal plane of the ground level, providing required modulation on the 82 façade length. Further, the second and third floors along the southern portion of the façade are modulated through the use of a balcony and upper floor screening with screen openings shown for windows.
- **North façade:** The ground level façade is not 40 feet in length. The upper two levels are approximately 79 feet in length, and have a projected horizontal metal screen that provides that covers the upper story and part of the 2<sup>nd</sup> floor, roughly 40 feet in length and 2 feet in front of the primary façade (Exhibit 12). The screen breaks up the more than 40-foot wall as required.
- **South façade:** The ground level façade is not 40 feet in length. On the upper floors, the same type of metal screen that is used on the front and north facades, is used on the upper two floors, although it is wider on the top floor than the second floor. The screen is used across approximately 40 feet of the 80-foot wide upper façade length.
- **West façade:** Vertically, each floor has a different footprint than the other, with the ground floor under the second story, and the third floor projecting out over the below floor approximately 2 feet (Exhibit 12). The upper story façade, where the residential spaces and lofts are located, has individual balconies with full walls and

	<p>screening between the next door apartments (Exhibit 20). The second level horizontally, does not have modulation, but uses full glass curtain walls to reduce the bulkiness of the wall through transparency. The second floor is additionally recessed from the upper floor and with the full transparency of the wall provides meets the guidelines and intent of the standard.</p>
<p style="text-align: center;">✓</p>	<p><b>Standard:</b> <i>Modulations shall be a minimum of two feet (2') deep, sixteen feet (16') in height, and eight feet (8') in width.</i></p> <p><b>Staff Comment:</b> Analysis of the modulations are below:</p> <ul style="list-style-type: none"> <li>• <b>Front façade:</b> The façade has different modulations depending on which floor is being analyzed. The ground level floor has two entries that are recessed from the horizontal plane of the façade at a depth of between 3 and 5 feet with widths between approximately 9 and 11 feet (Exhibit 13). The northern primary building entry recess continues to the top of the building, more than the required 16 feet in height.</li> <li>• <b>North façade:</b> The screening used to modulate the upper two floors is approximately 2 feet in depth, 40 feet in width, and approximately 25 feet in height.</li> <li>• <b>South façade:</b> The screening element has a depth of approximately 2 feet, a height where used on the upper floors of over 35 feet, and a width of 40 feet at its widest horizontal plane on the top floor.</li> <li>• <b>West façade:</b> The top floor projects 2 feet forward of the second floor, providing the required 2 feet depth, an approximate height of 15 feet, and the width of 80 feet. Further, the upper floor have balcony areas for each unit with a roof overhand which breaks up the façade vertically, and the horizontal plane varies as each unit is screened from the other with the use of the continued interior wall that separates the units, projecting a few feet into the exterior outdoor private open space areas.</li> </ul>
<p style="text-align: center;">N/A</p>	<p><b>Standard:</b> <i>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.</i></p>
<p><b>2. Ground-Level Details:</b></p> <p><b>Intent:</b> <i>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.</i></p> <p><b>Guidelines:</b> <i>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.</i></p>	
	<p><b>Standard:</b> <i>Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the facade's ground floor.</i></p> <p><b>Staff Comment:</b> The ground floor façade has entries on two sides, along the public street facing side at the east, and at the rear of the façade where vehicle parking stalls are located. Both facades have human-scaled elements as described below:</p> <p>Human-scaled elements on the east façade on the ground floor are provided, including bicycle racks, planter boxes at the primary entry, and architectural paving between the sidewalk and façade to provide a continued hardscape of the area from the sidewalk to the building entry areas. An architectural paving, different than the sidewalk paving is shown and differentiated on the Site Plan, for the pedestrian walking area between the sidewalk</p>

<p style="text-align: center;">✓</p>	<p>and building façade. It is anticipated that this paving is level with the sidewalk surface to provide a non-obstructed, accessible plane into the site entries from the pedestrian realm. Lighting elements integrated with the overhead canopy are proposed by the applicant but a lighting detail or plan is not provided. Staff recommends as a condition of approval that a lighting plan be submitted with the construction plans showing the type of lighting styles, projection of light, integration of lighting features into canopy and/or facades, etc. Further, the applicant has provided for planter boxes in the primary entry area at the north of the façade, on either side of the double doors. Short term bicycle parking racks are provided and provide some additional physical detail to the ground floor exterior. Staff recommends in another subsection, that a bench be provided along the front façade for pedestrians and to provide an additional human-scaled element to the building façade.</p> <p>For the rear façade facing west, the ground floor has multiple entries (Exhibit X). Two entries access the primary entry area at the north of the building, where access to the staircases and elevator would be available. One entry is available to the commercial retail space at the south, and it is unknown at this time whether the rear entry would be available for public access to the retail space or if the front façade entry would be the primary public entry for the approximate 1,000 sf retail area. Human-scaled elements including architectural paving is provided at the rear of the building (Exhibit 13). This hardscaped area acts as a common-space for users of the facility. Planter boxes for landscaping and a bench are provided in the area to accent the active area.</p>
<p style="text-align: center;">✓</p>	<p><b>Standard:</b> <i>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></p> <p><b>Staff Comment:</b> The east facing façade towards Park Ave N is visible to the public. Although the standards only require transparency on the ground floor, all three floors provide transparency. Along the ground floor horizontal plane of 82 feet, approximately 66 feet or 80% of the facade between 4 and 8 feet in height is transparent. This 80 percent is greater than the minimum 50 percent requirement. The façade is primarily glass curtain walls with glass double doors for the two entries, effectively providing floor to ceiling transparency through glazing along the approximately 15-foot high ground floor wall.</p>
<p>Compliant if conditions of approval are met</p>	<p><b>Standard:</b> <i>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.</i></p> <p><b>Staff Comment:</b> All facades have openings with windows and floor to ceiling/glass curtain walls. The south side has some smaller windows and the least amount of glazing as compared with the other facades. At the primary building entry corner, the northeast corner, the upper floors do not have openings. This corner is where there is a staircase that provides access between floors (Exhibit 17). The elevations indicate that 4' by 8' grey fiber cement board will be used as the exterior finish on the corner, where the treatment wraps around the north and east facades. These areas with the cement board are blank. There is no transparency or visual relationship between the exterior and interior spaces. Staff recommends, as a condition of approval, that the staircase area be provided one window for each level above the ground floor on the north and east facing facades, providing for a minimum of four windows to help break up the facades where there are no openings. Revised elevations showing added windows shall be submitted to the Current Planning Project Manager, and approved, prior to building permit issuance.</p>
<p style="text-align: center;">✓</p>	<p><b>Standard:</b> <i>Display windows shall be designed for frequent change of merchandise, rather than permanent displays.</i></p>

	<p><b>Staff Comment:</b> The southern retail space on the front façade is anticipated to have display areas viewable from the pedestrian realm given the façade treatment with floor to ceiling glazing.</p>
✓	<p><b>Standard:</b> Where windows or storefronts occur, they must principally contain clear glazing.</p> <p><b>Staff Comment:</b> As described in subsections previously the front facing façade towards pedestrian realm has a significant amount of glazing. There is approximately 80 percent of floor to ceiling glazing on the front façade. This includes the southerly storefront area where a retail tenant is anticipated to locate and for the building’s primary entry to the internal lobby at the northeast corner of the structure (Exhibit 17).</p>
✓	<p><b>Standard:</b> Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.</p> <p><b>Staff Comment:</b> The applicant has not indicated tinted or dark glass, highly reflective, or films to be used on the glass treatments on the different building facades. Further, the applicant states that low-glare glazing would be used (Exhibit 22). Transparency is a key design element on all but the south façade.</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>(e) Any portion of a ground floor wall has a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.</li> </ul> <p><b>Staff Comment:</b> A blank wall evaluation and analysis was previously discussed to determine if staff could recommend a lesser front yard setback than the required 10-feet for the CA zone. It was recommended in staff’s assessment, that there are no untreated blank walls and that a zero setback should be allowed.</p>
N/A	<p><b>Standard:</b> If blank walls are required or unavoidable, blank walls shall be treated with one or more of the following:</p> <ul style="list-style-type: none"> <li>(a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall;</li> <li>(b) Trellis or other vine supports with evergreen climbing vines;</li> <li>(c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard;</li> <li>(d) Artwork, such as bas-relief sculpture, mural, or similar; or</li> <li>(e) Seating area with special paving and seasonal planting.</li> </ul> <p><b>Staff Comment:</b> Through evaluation of the front ground level façade along Park Ave N, staff determined that there are no blank walls. This standard is not applicable.</p>
<p><b>3. Building Roof Lines:</b></p> <p><b>Intent:</b> To ensure that roof forms provide distinctive profiles and interest consistent with an urban project and contribute to the visual continuity of the district.</p> <p><b>Guidelines:</b> Building roof lines shall be varied and include architectural elements to add visual interest to the building.</p>	
✓	<p><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> </ul>

	<p>(d) <i>Pitched or sloped roofs</i></p> <p>(e) <i>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.</i></p> <p><u>Staff Comment:</u> Extended parapets are shown on the elevations (Exhibit 12) that would surround the structure and extend above the roofline. The parapets extend vertically, approximately 4 feet 6 inches, above the roof.</p>
<p><b>4. Building Materials:</b></p> <p><b>Intent:</b> <i>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.</i></p> <p><b>Guidelines:</b> <i>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.</i></p>	
✓	<p><b>Standard:</b> <i>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.</i></p> <p><u>Staff Comment:</u> The façade siding materials are similar on all sides of the mixed-use structure. The materials identified (Exhibit 12) are grey cement fiber board in 4' by 8' sections, glazing through windows, glazing through glass curtain walls, a horizontal metal screen, concrete, and some horizontal wood siding. Brick is identified for screening of the refuse and recyclables area. The 3-D elevations (Exhibit 17) identify color scheme, with the same treatments and relative colors used on all facades.</p>
✓	<p><b>Standard:</b> <i>All buildings shall use material variations such as colors, brick or metal banding, patterns or textural changes.</i></p> <p><u>Staff Comment:</u> The single 3-story structure uses similar treatments but in different amounts and variations on each of the side of the façade (Exhibit 17). The variation in the use of the horizontal metal screening applied on most of the facades is described in greater detail in the "V. Building Architectural Design" subsection above.</p>
✓	<p><b>Standard:</b> <i>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.</i></p> <p><u>Staff Comment:</u> The materials are of durable, high quality materials consistent with more traditional urban development. Materials are discussed in the above sections.</p>
N/A	<p><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></p> <p><u>Staff Comment:</u> Concrete partial-half walls are identified at the northeast corner of the building, near the curb cut from Park Ave N. These are not full walls and are enhanced through the integration of glazing for the areas above the half wall. There are no concrete exterior walls shown.</p>
N/A	<p><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> <p><u>Staff Comment:</u> There are no concrete block exterior walls shown.</p>
✓	<p><b>Standard:</b> <i>All buildings shall use material variations such as colors, brick or metal banding, patterns, or textural changes.</i></p> <p><u>Staff Comment:</u> See discussion above in this subsection. The building design treatments and architectural elements provide material variations on all facades and all floors of the 3-story</p>

	mixed use structure.
<b>vi. SIGNAGE:</b>	
<i>Intent: To provide a means of identifying and advertising businesses; provide directional assistance; encourage signs that are both clear and of appropriate scale for the project; encourage quality signage that contributes to the character of the Urban Center and the Center Village; and create color and interest.</i>	
<i>Guidelines: Front-lit, ground-mounted monument signs are the preferred type of freestanding sign. Blade type signs, proportional to the building facade on which they are mounted, are encouraged on pedestrian-oriented streets. Alteration of trademarks notwithstanding, corporate signage should not be garish in color nor overly lit, although creative design, strong accent colors, and interesting surface materials and lighting techniques are encouraged.</i>	
Compliance not yet determined	<b>Standard:</b> Entry signs shall be limited to the name of the larger development. <b>Staff Comment:</b> A sign package was not submitted with the application materials. The applicant will be required to submit a sign permit in compliance with the Signage standards outlined in Design District 'D'. A sign permit would need to be reviewed and approved for any signs proposed.
Compliance not yet determined	<b>Standard:</b> Corporate logos and signs shall be sized appropriately for their location. <b>Staff Comment:</b> See comment above.
Compliance not yet determined	<b>Standard:</b> In mixed use and multi-use buildings, signage shall be coordinated with the overall building design. <b>Staff Comment:</b> See comment above.
Compliance not yet determined	<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. <b>Staff Comment:</b> See comment above.
Compliance not yet determined	<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. <b>Staff Comment:</b> See comment above.
Compliance not yet determined	<b>Standard:</b> All of the following are prohibited: <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> <b>Staff Comment:</b> See comment above.
<b>G. LIGHTING:</b>	
<i>Intent: To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night.</i>	
<i>Guidelines: Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.</i>	
Compliant if condition of approval is met	<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. <b>Staff Comment:</b> A lighting plan was not submitted with the application nor were exterior lights shown on the building elevations. Staff recommends a lighting plan be submitted for review as discussed in a previous subsection.
N/A	<b>Standard:</b> Corporate logos and signs shall be sized appropriately for their location.

<p>Compliant if condition of approval is met</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.  <b>Staff Comment:</b> A lighting plan was not submitted with the application nor were exterior lights shown on the building elevations. Accent lighting for the front façade as they relate to the overhead exterior pedestrian overhang/canopy is mentioned in the application but no further detail has been provided. See above for staff recommendation.</p>
<p>Compliant if condition of approval is met</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.).  <b>Staff Comment:</b> A lighting plan was not submitted with the application nor were exterior lights shown on the building elevations. See above for staff recommendation.</p>

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

**e. OFF SITE IMPACTS:**

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

**Staff Comment:** The structure proposed is less building coverage and height than allowed for the zone and does not use the maximum building envelope allowed. The proposed 3-story mixed-use building would contain a mix of residential units, dental office, and retail space with surface level parking stalls located under the second floor. The structure would be approximately 53 feet in height (Exhibit 12) and the footprint of the building is proposed to have zero setback from the sidewalk along Park Ave N (Exhibit 13). The proposal would not be an overscale structure or overconcentration of development on the subject site as the proposal does not exceed maximum height, lot coverage, and setback requirements.

The project combines three parcels into one parcel with one multi-story building. The subject site is located between a residential single family area to the west and a Urban Center North (UCN) zoned parcel with 5 to 7-stories tall Boeing office buildings to the east. The UCN zone allows structures up to 10 stories on Principal Arterial streets, where the subject site is limited to a maximum of 60 feet in height although a Conditional Use Permit could be requested for heights above 60 feet. The proposed building provides a transition and buffer between the office zone to the east of Park Ave N and the Principal Arterial traffic.

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

**Staff Comment:** Linkages between the street, adjacent properties, and building would be created through the proposed site plan and building which are anticipated to provide desirable circulation to and from the site. A new sidewalk would be constructed as part of street frontage improvements, with a planter strip between the curb on Park Ave N and the building unlike what exists today. This placement of the planter strip and street trees would be an improved, safer, and more desirable sidewalk that provides connections and transition to the abutting properties to the north and south, and to other properties along the west side of Park Ave N. For the new sidewalk abutting the subject site, there would be one curb cut which is one less curb cut than exists on the subject site now. Less curb cuts across the sidewalk-pedestrian realm is an improvement which reduces the opportunity for vehicle and human interaction. Vehicle linkages between CA zoned sites is a requirement, which has been provided through the use of the alley at the west. More detail about the vehicle site-to-site access is described in the previous subsection "b. Zoning Compliance and Consistency" Vehicular

Access.

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

Staff Comment: There are no loading or storage areas proposed. It is not anticipated that loading areas would be needed for the uses, where delivery and shipping would be through Fed Ex, USPS, and UPS type delivery vehicles that can be parked in surface parking areas and the stalls proposed on site. For the rooftop elements, screening is provided for and identified on the submitted application materials, and is described in a previous section "b. Zoning Compliance and Consistency" Screening subsection for more detail. For refuse and recycling, the screening requirements are described in the previous section "b. Zoning Compliance and Consistency" Refuse subsection.

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

Staff Comment: There are no large attractive natural features on or near the site for which to maintain visual accessibility. Currently, there are no existing street trees in front of the three parcels along Park Ave N, where the proposal is to provide new street frontage improvements. The frontage improvements would allow for a number of large growing trees to be planted and continuity of the tree lined street. The trees provide an attractive natural feature in the public realm.

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

Staff Comment: Staff recommends some areas for greater landscaping to provide less impact to off-site properties. Staff recommends additional tree plantings to provide transitions between the proposed building and westerly residential single family area and a revised planting schedule with taller proposed shrubs for screening. This recommendation is described below and would be in addition to the proposed landscaping identified on the applicant's landscape plan (Exhibit 19). Analysis of the proposed off-site and on-site landscaping can be found in the previous report subsection under "b. Zoning Compliance and Consistency" Landscaping.

Landscaping and screening is limited between the proposed building and the single family area to the west along Pelly Ave N. Trees could provide some visual relief between the two sites, a transition that could provide greater privacy between the two areas. The alley between provides some distance separation, and the setbacks of the primary structures of each zone provide for greater distance. But, there is opportunity to provide some landscape transition between the sites with trees.

Staff has identified two areas where a tree could be located near the alley. These areas would not significantly impact site layout or reduce the number of parking stalls. These two areas are the proposed landscape area at the southwest corner and the most westerly parking stall in the row of surface parking stalls on the north side of the lot. Trees properly sized for the width of the planting areas are recommended to be planted in the areas. The landscape area at the southwest corner would need to be updated with a proposed tree. The most northern parking stall along the alley would have to be reduced to a compact size stall to provide planting space.

There is also opportunity to provide greater vertical screening in the areas proposed for landscaping. The proposed compact Oregon grape shrubs may not grow above 3 feet in height. Staff recommends that alternative taller growing shrubs be proposed in the southerly landscaping areas to provide greater height of green screening. A revised landscape plan would be required and plantings would need to meet the minimum size requirements of RMC 4-4-070.

Therefore, staff recommends, as a condition of approval, that the two areas for trees to be planted at the northwest and southwest corners of the lot, be added to an updated landscape plan.

Additionally, the updated landscape plan should provide a mix of shrubs that grow to a 4-foot height to provide greater screening in the landscape areas on the southern boundary of the site and in the landscape area along the street at the site's northeast corner. A revised plan shall be submitted to the Current Planning Project Manager, and approved, prior to construction permit issuance.

No on-site fencing has been proposed. If fencing is being considered, a fence detail with the type of materials should be provided as part of the detailed landscape plan.

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

**Staff Comment:** The lighting on site should adequately provide for public safety without casting excessive glare on adjacent properties. No lighting plan was submitted by the applicant. Staff recommends, as a condition of approval, the applicant be required to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties at the time of building permit review. Downlighting shall be used in all cases to assure safe vehicular movement in an area where pedestrians could be walking. The lighting shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

#### **f. ON-SITE IMPACTS:**

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

**Staff Comment:** The building has a primary orientation towards Park Ave N with entries on the front and rear ground level facades. The primary entry faces Park Ave N with secondary access points at the rear, underneath the overhang of the upper floors. 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 (Exhibit 23), which 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.

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

**Staff Comment:** The proposed 3-story mixed use building would be located on more than half of the subject site. The applicant proposes setbacks from the north and westerly property boundaries which provides for flow of sunlight, winds, vehicle and pedestrian movement through the site. Architectural treatments such as the amount of glazing on each façade and ground level street facing façade allow for transparency between the exterior and interior of the building and natural light to reach into interior spaces. The structure scale is broken down through other design elements along with the glazing features, horizontal screening on the upper facades, and vertical and horizontal modulation of the building.

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

**Staff Comment:** The three parcels that make up the subject site are developed with structures on each of the sites, with a total of three significant trees. Cutting and filling will be limited as the site is developed and topographically flat. Of the 3-trees identified in the Tree Inventory (Exhibit 18). No trees are to be retained. But with the landscaping opportunities in the planter strip along Park Ave and on-site landscaping areas, the applicant proposes 4 trees to be planted. These trees would establish greater tree canopy coverage than exists today, given their relative species over their lifetimes compared to the canopy coverage that exists today. Additionally, 2 more trees would be planted as a condition of approval. Six trees would be planted and would increase the natural

features coverage of the site.

Although there are no significant natural landscape features to protect or retain, the proposal would provide for new natural features and 6 new trees.

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

**Staff Comment:** Proposed landscaping is analyzed in subsections above. The landscaping plan would provide protection of planting areas so that they are less susceptible to damage from vehicles and pedestrian movements by installing perimeter curb.

**g. ACCESS:**

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

**Staff Comment:** The site currently has two curb cuts from Park Ave N to the east and access through the alley at the west. Park Ave N is a Principal Arterial. The two existing curb cuts on Park Ave N will be consolidated into one curb cut location. The driveway will be a right-in, right-out turn as there is a barrier in the middle of Park Ave N. By reducing the number of curb cuts (ingress and egress points) to Park, there is a reduction in the amount of pedestrian and vehicle cross-over in the sidewalk corridor.

The alley provides access to the commercial uses on the east side of the block and access to many single family homes on the west side of the block. The alley is a little different than most alley configurations that traditionally run fully through the middle of a block. The alley abutting the site turns 90 degrees at the northern terminus and provides access to the residential western side of the block and Pelly Ave and to the east and Park Ave.

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

**Staff Comment:** See Location and Consolidation discussion above.

The proposal includes tuck under parking beneath the upper floors for 12 stalls (Exhibit 13). The other 12 surface parking stalls would be located behind the building near the alley and on the northern border of the subject site. The rear building entries are within close proximity of both parking areas. The front entries are not located adjacent parking areas or a driveway. All entries open to either the sidewalk realm at the front or towards a parking area and not into an internal driveway or drive aisle which promote safety and efficiency. The accessible stalls are proposed as the nearest stalls to the rear entry area for easier access.

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

There are no dedicated loading or delivery areas proposed on site. See previous Loading and Delivery subsections in Off-Site impacts and "b. Zoning Compliance and Consistency" Loading subsections for more detail. It is not anticipated that loading and delivery areas are required of the proposed uses.

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

**Staff Comment:** Alternative transportation options are available with public transit stops nearby and bicycle parking facilities required on-site. Both short-term and long-term bicycle parking areas are required, where long-term secured areas would be for the residential units and office use, and short-

term bicycle racks as proposed along Park Ave N would be required for the retail use. Because it is unclear where secured parking is located based on submitted application materials and how many stalls are proposed for the project, staff recommends that a bicycle parking analysis and bicycle parking plan be provided as a condition of approval by the applicant. The analysis is to include the required bicycle parking area for the office and residential uses. This staff recommendation is located in the Parking subsection of the report, under the heading "b. Zoning Compliance and Consistency".

Transit routes are located near the subject site for both King County Metro and Sound Transit busses. In front of the auto repair businesses to the north, along Park Ave, is a bus stop. The stop provides connection for Metro 240 and South Transit bus lines 560 and 566. The bus lines provide connection at the Renton Transit Center to other local and regional transit routes. On the opposite side of Park Ave N, at the intersection with N 6<sup>th</sup> St, are stops for routes heading north on Park, including bus lines for Metro 240 and 342 and Sound Transit Routes 560 and 566.

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

**Staff Comment:** Pedestrians are provided safe and attractive features at the front and rear of the building's ground floor level. Along the front, there would be a new pedestrian sidewalk in the right-of-way, with separation between the Park Ave N travel lanes provided by an 8-foot wide planter strip with trees. The sidewalk walking area would be extended with architectural paving to the front façade of the building. At the rear of the ground level is similar architectural paving underneath the second floor and near the rear entry doors where a sitting area is provided. The sidewalk along Park Ave N would provide connections from the site to next door sites and to the rest of the neighborhood and commercial uses to the north and south of the site.

***h. OPEN SPACE:*** Incorporating open spaces to serve as distinctive project focal points and to provide adequate areas for passive and active recreation by the occupants/users of the site.

**Staff Comment:** The primary open space on the subject site is at the front façade in the public realm in the right-of-way, where a new 8-foot planter strip will be constructed between the Park Ave drive lanes and 5-foot sidewalk. This 13-foot area in front of the building serves as a distinctive focal point for the site. The area provides connections between the pedestrian realm and public street to the building and its associated uses and ground level retail storefront. The public pedestrian realm provides for walking, bicycling, and access to and from the site and for passers-by that may access a transit route nearby or are strolling around the neighborhood.

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

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

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

**Staff Comment:** The three parcels that combine to create the subject site are developed with structures on each site. There are no natural systems. There are a few fruit trees that have been identified to be removed on the properties but no street trees on Park Ave. The project proposes a few trees to be planted (Exhibit 19). The street trees provide a type of natural system through their canopy coverage and greening of the street and pedestrian areas. Currently, there are no street trees in the right-of-way. Adding the landscaping along the project frontage provides a continuity of the existing natural systems already existing in the street and pedestrian area.

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

**Police and Fire:** Fire and Police Department staff has indicated that existing facilities are adequate to accommodate the subject proposal if fire impact fees are paid and the installation of 5-inch storz fittings for hydrants that would serve the site. Fire impact fees are currently applicable for 2014 at the rate of \$0.52 per square foot of commercial space, \$0.63 per square foot of dental office and \$418.42 per multi-family unit. Payment of impact fee will be due at time of building permit issuance.

**Parks and Recreation:** The proposed development is anticipated to impact the Parks and Recreation system. The applicant would be required to pay an appropriate Parks Impact Fee for each of the multi-family residential units and not for the non-residential space. The fee would be used to mitigate the proposal's potential impact to City's Park and Recreation system and is payable to the City as specified by the Renton Municipal Code. For multi-family, the fee is based on 5 or more units, where the 2014 fee is \$649.62 and the 2015 fee is \$944.72. Credit would be provided for existing residential uses. Payment of impact fee will be due at time of building permit issuance.

**Drainage:** A Surface Water Drainage Technical Information Report has been submitted with the application, prepared by PaLand, dated August 21, 2014 (Exhibit 24). Based on the City's flow control map, this site falls within the Peak Rate Flow Control Duration Standard, Existing Conditions. The site is located within the Lower Cedar River Basin.

The redevelopment is subject to Full Drainage Review in accordance with the 2009 King County Surface Water Manual and City and The City of Renton Amendments to the KCSWM, Chapters 1 and 2. All core and special requirements have been discussed in the report. The project is subject to a Level 1 downstream analysis. The site has two drainage sub-basins. Runoff from Basin A is collected in a catch basin located at northwest corner of the site and is conveyed in a pipe system in the alley. Runoff from Basin B includes two single family homes where no stormwater conveyance system exists. Runoff from these two sites sheet flows to the alley. Basin B will include new sidewalk and planter strip in Park Ave where runoff will be conveyed to a stormfilter prior to discharging into the city's storm system. The existing 0.32 acre site consists of 0.24 acres of impervious surface area.

An onsite flow control facility will not be required for this project because the targeted surface will generate no more than a 0.1 cfs increase in the existing site condition 100-year peak flow. All stormwater runoff from the site drains to a catch basin in South 6th Street and flows to the west through a series of catch basins and 12-inch storm pipe where it discharges into the Cedar River. No downstream flooding or erosion issues were identified in the report.

The surface water system development fee of \$0.491 per square foot of new impervious surface will apply. The fee is payable prior to issuance of the utility construction permit.

**Transportation:** A traffic analysis prepared by Transportation Engineering NorthWest (TENW), dated August 25, 2014, was submitted with the site plan application and has been reviewed (Exhibit 25). The subject site fronts onto Park Ave N and has a public alleyway at the western border. Vehicle access to parking areas would be through the alley to the west and primarily from Park Ave N at the east.

The existing right-of-way width in Park Ave N has less width than what is required where 9.5 feet of right-of-way dedication is required for the proposal. The alley does not require dedication of right-of-way or improvements. The existing right-of-way width in Park Ave N varies between 60 and 67 feet as the eastside of Park Ave N widens from the centerline going north. Park Ave N is classified as a Principal Arterial. Street improvements fronting this site would be required to include a pavement width of 22 feet from the center line, curb, gutter, an 8-foot wide planter strip, a 5-foot wide sidewalk, and street lighting meeting City's arterial street lighting levels. The northeast lot corner

would require a minimum radius of 25 feet.

Vehicle ingress and egress to the site will be primarily from Park Ave N, with right-in, right-out turning movements as Park Ave N has a center barrier which prohibits left-turns into the site. Access to the site is also gained from the public alley which does not completely run north to south as with most alley configurations. One parcel to the north of the subject site, the alley turns into a T and has 90 degree turns that provide connections to Pelly Ave N to the west and to Park Ave N to the east. The alley connects with N 5<sup>th</sup> St at the southern end of the block.

Weekday peak hour AM will generate 18 net vehicle trips and the PM peak hour will generate 23 net vehicle trips based on the analysis (Exhibit 25). The proposal is estimated to generate 208 net weekday daily vehicle trips. The trips are the net number after considering estimates for the proposed retail and existing restaurant uses with pass-by trips and existing trips. Pass-by trips are trips that are made by vehicles that are already on the adjacent street and make intermediate stops at retail/restaurant uses on route to a different primary destination. For gross daily trips, the breakdown between the uses and related vehicle trip generation are 231 total trips for the Dental office space, 47 total trips for the 7 multi-family units, and 48 total trips for the Retail space.

The analysis conclusion by the consultant states that because the project is only estimated to generate up to 23 new peak hour trips, and because the site access on Park Ave N will be restricted to right-in, right-out movements via the existing center curb, no significant traffic impacts are expected and no additional traffic analysis is warranted.

It is anticipated that the proposed project would result in some short term and long term impacts to the City's street system. Traffic impact fees for the new uses based on square footage of the new building and use will apply. Credit will be given towards the previous uses and impact fees paid at that time. Impact fee (without credits for the existing two homes and restaurant) is estimated to be \$42,000.00. Payment of impact fee will be due at time of building permit issuance.

**Schools:** It is anticipated that the Renton School District can accommodate any additional students generated by this proposal at the following schools: Hazelwood Elementary, Dimmitt School and Renton High School (Exhibit 26). A School Impact Fee, based on new multifamily unit, will be required in order to mitigate the proposal's potential impacts to Renton School District. The fee is payable to the City as specified by the Renton Municipal Code at time of building permit issuance. Currently the fee is assessed at \$1,339.00 for 2014 and \$1,360.00 per multi-family unit.

**Water and Sewer:** The site is served by the City of Renton for water and sewer utilities. It has been determined that the preliminary fire flow demand for the proposed development is 1,750 gpm and upgrades are not anticipated to the water system to provide the required fire flow. For sewer, there is an existing 8-inch sewer main in the alley to the rear of the lots to serve the new building. System development fees are required for the project. Fees may change year to year. Fees below are for 2014

For water, the system development fee is based on the size of the new domestic water meter that will serve the new building and credit will be given for existing water meters on the subject site. The fee for a 1-inch meter installed by the City is currently \$2,870.00. The fee for a 1.5-inch meter installed by the City is currently \$4,465.00 and for a 2-inch meter installed by the City is currently \$4,845.00.

System development fee for sewer is based on the size of the new domestic water to serve the proposed project. The fee for 1-inch meter is currently \$1,812.00. The fee for a 1.5-inch meter is currently \$9,060.00 and for a 2-inch meter, the current fee is \$14,495.00.

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

**I. CONCLUSIONS:**

1. The proposal complies with the Site Plan Review Criteria for approval of reduced front yard along-a-street setback, reduced on-site landscaping along the street, and reduced number of parking stalls, if all conditions of approval are met.
2. The proposal is compliant and consistent with the plans, policies, regulations and approvals.
3. Staff does not anticipate any adverse impacts on surrounding properties and uses as long as the conditions of approval are complied with.
4. The proposed use is anticipated to be compatible with existing and future surrounding uses as permitted in the CA zoning classification.
5. The scale, height and bulk of the proposed buildings is appropriate for the site.
6. Safe and efficient access and circulation has been provided for all users.
7. There are adequate public services and facilities to accommodate the proposed use.
8. The proposed location would not result in the detrimental overconcentration of a particular use within the City or within the immediate area of the proposed use. The proposed location is suited for the proposed use.
9. The use would not result in a substantial or undue adverse effect on adjacent properties. The construction of a new structure would result in an overall improvement of the visual environment.
10. Adequate parking for the proposed use has been provided through the approval of the parking modification for the number of parking stalls.
11. The proposed site plan ensures safe movement for vehicles and pedestrians and has mitigated potential effects on the surrounding area if all conditions of approval are complied with.
12. The proposed development would not generate any long term harmful or unhealthy conditions. Potential noise, light and glare impacts from the proposed use have been evaluated and mitigated if all conditions of approval are complied with.
13. Landscaping is provided in all areas not occupied by the building or paving.

**J. STAFF RECOMMENDATION TO THE HEARING EXAMINER**

Staff recommends approval of the Site Plan, Parking Modification, and Landscape Modification for the My Dental Mixed Use project, File No. LUA14-001148, ECF, LLA, MOD, MOD, SA-H as depicted in the Exhibits, subject to the following conditions:

1. The applicant shall comply with the three mitigation measures issued as part of the Determination of Non-Significance Mitigated, dated September 26, 2014.
2. The applicant shall be required to record a formal Lot Combination in order to ensure the proposed mixed use building is not built across property lines. The instrument shall be recorded prior to building permit approval.

3. The applicant shall be required to submit a revised landscape plan to the Current Planning Project Manager prior to building permit approval. The revised landscape plan shall depict the following: an 8-foot wide landscape area at the northeast corner of the site between the public right-of-way and parking stalls; a tree to be located in the landscape area at the southwest corner near the alley adjacent stalls 20-22 (Exhibit 15); a landscaped area to be created at the northwest corner near the alley where the parking stall number 10 (Exhibit 15) is reduced to a compact stall and a tree and groundcover planted; and updated shrub plantings that grow taller than the proposed Oregon grape in the proposed landscaped areas on the southern boundary.
4. The applicant shall submit bicycle parking detail demonstrating compliance with the bicycle requirements outlined in RMC 4-4-080F. The bicycle parking detail shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
5. The applicant shall be required to revise the parking plan to include the reduced stall widths as needed to provide the 8-foot wide landscape area at the northeast corner and the reduced stall length for the northwest parking stall where a tree is to be located. The stalls 1-10 as identified on Exhibit 15 would need to be updated.
6. The revised parking plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval or construction permit approval whichever comes first.
7. The applicant shall be required to submit a conceptual sign package which indicates the approximate location of all exterior building signage (residential and commercial). Proposed signage shall be compatible with the building's architecture and exterior finishes. The conceptual sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
8. The applicant shall provide a lighting plan which complies with the Design District standards. The plan shall indicate the location of exterior/ornamental lighting to be attached to the building, and any surface parking lighting, including specifications of the light fixtures. The lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
9. The applicant shall provide a detail of the canopies identified on the front façade which complies with the Design District standards. The canopy plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
10. The applicant shall provide a seating area for two or more users near the front façade of the building along Park Ave N which complies with the Design District standards. The seatind shall be of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time and that do not impede or block pedestrian access to public spaces or building entries. The seating location shall be indicated on a revised site plan and a detail shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

**EXPIRATION PERIODS:**

Site Plan Approval expires two (2) years from the date of approval. An extension may be requested pursuant to RMC section 4-9-200.

**PROJECT NARRATIVE**

08/25/2014

**Project Name: "My Dental Mixed- Use"**

**Owner: Park 09 LLC**

**Location: 521,525,529 Park Ave N Renton WA 98055**

On behalf of the property owner, Park 09 LLC, Ellumus LLC. hereby requests a site plan and environmental review as well as a review of parking and landscape modifications for a proposed development at 521, 525, and 529 Park Ave N Renton, WA 98055. The proposal will request lot combination of the three parcels; the total combined site area is 13,948 sf. The site area not including the right-of-way encroachment is 12,714 sf. The area of the site affected by the increased right-of-way will be dedicated back to the city. The site is zoned CA (Commercial Arterial). The site currently contains four buildings: A small one bedroom one bath house with small shop is currently vacant, a second one story house is currently occupied by tenants, and a third one story structure and parking lot with four (4) surface painted parking stalls is currently leased and operates as a restaurant. The site is accessed from the south by an unpaved, grass covered driveway. The site immediately to the south is zoned CA (Commercial Arterial) and contains a one story automotive repair shop. Park Ave. N. is immediately to the west, running north to south, and separates the site from a property zoned UC-N1 (Urban Center- North 1) that contains a multistory office building. The site to the north is zoned CO (Commercial Office) and has a parking lot followed by a single story automotive repair shop. An unnamed alleyway borders the site on the east side and separates the property from lots that are zoned R-8 (Residential 8 du/ac) and contain residential homes.

There are no significant site features. Per recent geotechnical report, the soils on the site consist of topsoil (OL), sandy gravel (GP), gravelly sand (SP), gravelly sand (SW), and clayey sand (SM). Based on the Geotechnical Report, we anticipate 457 cubic yards of structural fill. The import structural fill will be well graded sandy gravel or gravelly sand from a local gravel/ soil supplier. Two (2) 8" plum trees and one (1) 8" apple tree will be removed.

The proposed project has City required right-of-way improvements including delayed or proposed sidewalk, landscaping and gutter/curb improvements. Due to the 9.5' increased right - of - way from Park Ave N, we propose to reduce the front setback from 10' to 0'. This reduction will allow for a pedestrian friendly condition at the street frontage. Additionally curb cuts/driveways will be reduced from two (2) to one (1).

All existing structures are to be demolished ( due to the remaining lease, current restaurant on site will be demolished the last -prior to construction completion, to fulfill the parking requirement, temporary construction access will be provided at current ground floor commercial space location, and will be closed after the restaurant is demolished) to make way for surface and covered parking, and a new three- floor mixed-use building containing two stories of office space and one story of multi-family residences. The second floor is to be occupied by dental offices; one of the offices is to be occupied by the building owner. All other leasable spaces are to be occupied by tenants. The L1 commercial tenant space is intended to be flexible to

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accommodate a variety of functions including dental office, retail, or general office. Rather than having site-to-site access through the parking lot, the alley will provide this requirement.

**The followings do not apply:**

- Any proposed job shacks, sales trailers, and/or model homes
- Any proposed modifications being requested (include written justification)

For projects located within 100 feet of a stream or wetland, please include:

- Distance in feet from the wetland or stream to the nearest area of work

For projects located within 200-feet of Black River, Cedar River, Springbrook Creek, May Creek and Lake Washington please include the following additional information:

- Distance from closest area of work to the ordinary high water mark.
- Description of the nature of the existing shoreline

The approximate location of and number of residential units, existing and potential, that will have an obstructed view in the event the proposed project exceeds a height of 35-feet above the average grade level.

**Please see #7 for explanations of the modifications listed below:**

- A. Parking requirement reduction will be proposed to reduce the office ratio from 5 spaces/ 1000 SF net area to 4 spaces/ 1000 SF net area.
- B. Non-concurrent uses will be proposed to reduce the parking requirement from 31 to 24.
- C. A modification request will be proposed to reduce the 10' landscape strip along the Park Ave N street frontage.

\*Item 19 of the Site Plan Review Submittal requires a Topography Map showing a site plan of the existing contour lines at five-foot intervals. The site topography is fairly flat and does not have a grade change of five feet so this was not provided. Please refer to #19 to see the existing contours.

\* Item 22 of the Site Plan Review Submittal Landscape analysis, lot coverage, and parking analysis is included in #18 A101

## URBAN CENTER DESIGN OVERLAY DISTRICT REPORT

08/25/2014

The main pedestrian entry to the shared lobby is located from Park Ave N. The secondary entry to this lobby space is from the covered parking on the rear of the building. The lobby and open stairway will provide common space as users check for mail or wait for the elevator. The remaining entry is dedicated to the commercial space on the ground level and is also approached by Park Ave N. The proposed pedestrian entries on the ground level are covered by a canopy at least 4.5' in width.

The site is approached from the north by Park Ave N. The vehicular access is right-in, right-out. The alleyway to the east will be used to navigate the parking lot as well as to access the adjacent commercial parcels. The parking is designed to maximize the number of spaces by still providing sufficient screening from the Park Ave N. frontage. Among the twenty-four (24) available parking spaces, twelve (12) are covered- providing protection from the elements. Two (2) of the covered spaces are ADA accessible.

There is a generous paved sidewalk space underneath the overhang of the rear of the building that links the rear entry and stair exits to the surrounding site and parking. This common area will have benches and potted plantings. The refuse and recycling area is placed out of the way of the pedestrian traffic flow yet convenient and covered for disposal by the commercial tenant, dentist office, and residences.

There are twelve (12) uncovered parking stalls. Per RMC 4-4-070, no interior parking lot landscaping is required. In addition to the planting strip required by the street standard, a screened landscape area will be provided on the north-west corner of the lot abutting the parking. Since we are requesting a setback reduction to 0', the 10' on-site landscaping along the street frontage is not required where the building is located. In order to maximize parking, the 10' landscaped area required to the north of the curb cut was reduced to 6'8", however screening from the parking is still achieved. Please refer to Modification C. A landscape strip along the south side of the lot will provide a buffer between the building and the adjacent site to the south. The sites to the north and south are occupied by auto repair facilities. Providing parking along these sides will act as a transition to the surrounding development.

The glass storefront along the Park Ave N. frontage activates the façade, creating a visually transparent and approachable pedestrian environment. A canopy will wrap around the front and partially north façade of the building. Lighting will be integrated within the canopy. The varied components of the façade respond to the modulation requirement and create a visually interesting composition. The windows and surfaces will give the building a human scale. The roofline will be articulated with a projected metal screen cornice. The vertical circulation component is transparent on the ground floor, exposing the life of the building. All material combinations will have an attractive composition. Facade elements will be fiber cement board, metal screen, glass, and wood siding. Metal horizontal screening will blend with the architectural character and conceal the rooftop equipment. All materials will be attractive and durable.

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City File Number \_\_\_\_\_

**APPLICATION FOR LOT COMBINATION**

City of Renton Department of Community and Economic Development

**NATURE OF REQUEST:**

In order to develop the proposed ne... we are proposing to  
combine the current three building... ctively at 521, 525 and  
529 Park Ave. N., Renton WA 98055 into one... s of 529 Park Ave. N.  
Renton WA 98055

Entire Document  
Available Upon Request

**Taxpayer/Owner** **PARK 09 LLC**  
Address 1221 North 26<sup>th</sup> Street  
City/State Renton, WA 98057

Phone: (425) 793-1789

**Applicant** \_\_\_\_\_  
Address \_\_\_\_\_  
City/State \_\_\_\_\_

Phone: ( ) \_\_\_\_\_

**Parcel Data:**

Site Address: 521, 525, 529 Park Ave. N., Renton, WA 98055  
Parcel #: 7224000850, 7224000855, 7224000860

Location: Quarter SW Section 8 Township 23 Range 5

Related Parcels: Lot #6: 7224000850, Lot #7: 7224000855, Lot #8: 7224000860

Existing Zoning: CA Shoreline Environment: NA

Legal Descriptions (of the three properties):

1, LOT 6 IN BLOCK 10 OF RENTON FARM PLAT, AS PER PLAT RECORDED IN VOLUME 10 OF  
PLATS, PAGE 97, RECORDS OF KING COUNTY AUDITOR; LOT #6 IS SITUATED IN THE SW  
QUARTER OF SECTION 8, TOWNSHIP 23, RANGE 5, IN THE CITY OF RENTON, KING  
COUNTY, WASHINGTON;

2&3, LOT 7 AND SOUTH 35 FEET OF LOT 8, BLOCK 10, RENTON FARM PLAT, AS PER PLAT  
RECORDED IN VOLUME OF 10 PLATS, PAGE 97, RECORDS OF KING COUNTY AUDITOR; LOT #7  
&#8 IS SITUATED IN THE SW QUARTER OF SECTION 8, TOWNSHIP 23, RANGE 5, IN THE  
CITY OF RENTON, KING COUNTY, WASHINGTON.

**All dimensions must be shown, total square footage must be shown on revised lot drawing.  
Please list parcel numbers for the original lots.**

**EXHIBIT 4**

PLAN ADDRESS: 521 PARK N AVE  
RENTON, WA 98057-5522

APPLICATION DATE: 08/25/2014

DESCRIPTION: The applicant is requesting Environmental (SEPA) Review, Hearing Examiner Site Plan Review, a Lot Combination of three parcels to create one 13,948 sf site, and Parking and Landscaping Modifications for a 3-story mixed-use structure on existing lots addressed 521, 525, and 529 Park Ave N within the CA zone. The proposed building's first two floors would contain 7,487 sf of commercial space (6,397 sf dental office and 1,087 retail) and the upper floor would contain 7 multi-family units with a site density of 24 du/ac. The existing four buildings would be demolished. Access to the site would be gained through the public alley at the east and a curb cut from Park Ave N at the west. Right-of-way dedication along Park Ave is required as well as installation of street frontage improvements. Documents submitted include environmental checklist, traffic study, geotechnical and drainage reports, and parking, landscape, and tree retention analysis.

Engineering Review

Jan Illian Ph: 425-430-7216 email: jillian@rentonwa.gov

Recommendations: EXISTING CONDITIONS

**WATER** Water service is provided by the City of Renton. There is a 16-inch ductile iron water main in Park Ave North. See the City water drawings W-0697 and W-0599. The available derated fire flow from the 16-inch main fronting the site in Park is approximately 4,800 gpm. Pressure available is approximately 75 psi. The proposed project is located in the 196-water pressure zone and is outside an Aquifer Protection Zone. There are three existing ¾ inch water meters serving each building on each parcel.

**SEWER** Sewer service is provided by the City of Renton. There is an existing 8-inch sewer main in the alley to the rear of the lots.

**STORM** There is a drainage conveyance system fronting the site in Park Ave North.

CODE REQUIREMENTS

WATER

1. The preliminary fire flow requirement per the Fire Marshall's office is 1,750 gpm. All new construction must have fire hydrants capable of delivering a minimum of 1,000 gpm each. One primary hydrant is required within 150 feet from the buildings and one additional hydrant will be required within 300 feet of the building. There are fire hydrants in the vicinity that may be counted towards the fire protection of this project, but location is subject to Fire Department approval. Existing hydrant(s) counted as fire protection will be required to be retrofitted with storz fitting if not already installed.
2. A fire sprinkler system will be required by the fire department. A separate no-fee utility permit and separate plans will be required for the installation of the double detector check valve assembly for the fire sprinkler line. Installation of a water main stub for the sprinkler system will connect to the existing 16-inch water main located on the east side of Park Ave N. The size of the fire sprinkler shall be determined by the fire sprinkler designer/contractor.
3. Installation of a backflow prevention assembly (DDCVA) in an underground vault outside of the building for the fire sprinkler system per Renton standard plan will be required. The DDCVA may be installed inside the building if the installation meets the conditions of the City standard plan no. 360.5. The applicant/design engineer shall provide adequate room in the landscape area outside of the building and of its underground parking garage footprint for the installation of the water meter vaults and fire sprinkler vault.
4. System development fee for water is based on the size of the new domestic water meter that will serve the new building. Credit will be given for the three ¾ inch water meters.
5. Fee for a 1-inch meter installed by the City is \$2,870.00. Fee for a 1.5 -inch meter installed by the City is \$4,465.00. Fee for a 2-inch meter installed by the City is \$4,845.00.
6. A Reduced Pressure Backflow Assembly (RPBA) will be required to be installed inline of the domestic water meter to the building in an above ground insulated "hot box", per City standard.
7. Adequate horizontal and vertical separations between the existing or new water main and other utilities (storm sewer, sanitary sewer, power, gas, electrical) shall be provided per City design standards.
8. Civil plans for the water main improvements will be required and must be prepared by a professional engineer registered in the State of Washington. Please refer to City of Renton General Design and Construction Standards for Water Main Extensions as shown in Appendix J of the City's 2012 Water System Plan.
9. The development is subject to water system development charges and of meter installation fees based on the size of the meters and fire sprinkler feed.

SANITARY SEWER

1. There is an 8-inch sewer main in Main Street and an 8-inch sewer main in South 2nd Street.
2. Sewer system development fees are based on the size of the new domestic water(s). Credit will be given for the existing water meter(s) serving the site.

SURFACE WATER

1. A surface water system development fee of \$0.491 per square foot of new impervious surface will apply. This is payable prior to issuance of the utility construction permit.
2. A drainage report dated August 21, 2014 was submitted by PaLand with the site plan application. Based on the City's flow control map, this site falls within the Peak Rate Flow Control Duration Standard, Existing Conditions. The site is located

within the Lower Cedar River Basin. The redevelopment is subject to Full Drainage Review in accordance with the 2009 King County Surface Water Manual and City and The City of Renton Amendments to the KCSWM, Chapters 1 and 2. All core and special requirements have been discussed in the report. The project is subject to a Level 1 downstream analysis. The site has two drainage sub-basins. Runoff from Basin A is collected in a catch basin located at northwest corner of the site and is conveyed in a pipe system in the alley. Runoff from Basin B includes two single family homes where no stormwater conveyance system exists. Runoff from these two sites sheet flows to the alley. Basin B will include new sidewalk and planter strip in Park Ave where runoff will be conveyed to a stormfilter prior to discharging into the city's storm system. The existing 0.32 acre site consists of 0.24 acres of impervious surface area (buildings and asphalt). Onsite flow control facility will not be required for this project because the targeted surface will generate no more than a 0.1 cfs increase in the existing site condition 100-year peak flow. All stormwater runoff from the site drains to a catch basin in South 6th Street and flows to the west through a series of catch basins and 12-inch storm pipe where it discharges into the Cedar River. No downstream flooding or erosion issues were identified in the report.

3. A Construction Stormwater General Permit from Department of Ecology will be required if grading and clearing of the site exceeds one acre. A Stormwater Pollution Prevention Plan (SWPPP) is required for this site.

4. Paving and trench restoration will comply with the City's Trench Restoration and Overlay Requirements.

#### TRANSPORTATION

1. Existing right-of-way width in Park Ave North fronting the site is 60 feet. Park Ave is classified as a principal arterial street. To meet the City's complete street standards, street improvements including a pavement width of 22 feet from the center line, curb, gutter, an 8-foot planter strip, 8-foot sidewalk, and storm drainage improvements are required to be constructed in the right of way fronting the site per City code 4-6-060. Overall street section will be a 79 foot roadway. Approximately 9.5 of right-of-way dedication is required along the project side in Park.

2. Street lighting is required to meet current city lighting levels.

3. A Transportation Analysis dated August 28, 2014 was prepared and submitted by TENW. Daily trip generation estimates for the existing two single family homes and restaurant is 102 trips. The dental office, seven apartment units and retail space is expected to create 310 new daily trips. Methodology is found using the ITE Manual 9th Edition. New net daily trips created by the new development will be 208 trips. Due to the location of the existing curb in Park Ave, access to the site will be provided via a new right-in, right-out driveway approach from Park Ave North. No traffic impacts are expected as a result of this project. The increased traffic created by the development will be mitigated by payment of transportation impact fees.

4. Traffic impact fees will be owed at time of building permit issuance. Based on the city's current fee schedule, estimated traffic impact fees for the dental office, proposed restaurant and apartments is \$42,000.00. Fees are subject to change. The transportation impact fee that is current at the time of building permit application will be levied.

#### GENERAL COMMENTS

1. Separate permits and fees for storm connections, side sewer and water meter installations will be required.

2. All construction utility permits for drainage and street improvements will require separate plan submittals. All utility plans shall conform to the Renton Drafting Standards. A licensed Civil Engineer shall prepare the civil plans.

3. A landscaping plan shall be included with the civil plan submittal. Each plan shall be on separate sheets.

#### Technical Services

Bob MacOnie Ph: 425-430-7369 email: bmaconie@rentonwa.gov

#### Technical Services Comments Created On: 09/22/2014

Lot Combination: Bob Mac Onie 09/22/2014

One the Exhibit 'A' instead of using numbers '1' and '2&3' using the existing tax parcel numbers, i.e. '7224000850' and '7224000855 & 7224000860'.

Revised legal description should read:

Lots 6 & 7 and the south 35 feet of Lot 8, Block 10 . . . .

The last clause of each of the legal descriptions should simply read "Situated in the SW . . ." rather than reiterating the lot designation.

The map exhibits do not meet the county's recording margin requirements. A very simplified map would suit or rotate the survey maps so that it fits within the map box.

Each and every page of the Declaration of Lot Combination need to have page number in the format of 'Page # of #' of pages.

Recommendations: Deed of Dedication: Bob Mac Onie 09/22/2014

Complete and submit a Deed of Dedication document with the legal description and map exhibit; together with a completed Real Estate Excise Tax Affidavit (REETA).

#### Reviewer Comments

Leslie Betlach Ph: 425-430-6619 email: LBetlach@rentonwa.gov

#### Community Services Review Created On: 09/24/2014

A. Parks Impact fee per Ordinance 5670 applies.

Powerpole-transformer with house service line—underground

#### Planning Review Created On: 09/24/2014

Planning:

1. RMC section 4-4-030.C.2 limits haul hours between 8:30 am to 3:30 pm, Monday through Friday unless otherwise approved by the Development Services Division.
2. Commercial, multi-family, new single family and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays shall be restricted to the hours between nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. No work shall be permitted on Sundays.
3. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plant an appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.
4. The applicant may not fill, excavate, stack or store any equipment, dispose of any materials, supplies or fluids, operate any equipment, install impervious surfaces, or compact the earth in any way within the area defined by the drip line of any tree to be retained.
5. The applicant shall erect and maintain six foot (6') high chain link temporary construction fencing around the drip lines of all retained trees, or along the perimeter of a stand of retained trees. Placards shall be placed on fencing every fifty feet (50') indicating the words, "NO TRESPASSING - Protected Trees" or on each side of the fencing if less than fifty feet (50'). Site access to individually protected trees or groups of trees shall be fenced and signed. Individual trees shall be fenced on four (4) sides. In addition, the applicant shall provide supervision whenever equipment or trucks are moving near trees.

**Technical Services Created On: 09/22/2014**

Send the Lot Combination, Deed template and the REETA document contained in the PLAN>Document> Attachments to the applicant.

**Building Review**

Craig Burnell Ph: 425-430-7290 email: cburnell@rentonwa.gov

**Building Comments Created On: 09/12/2014**

stair arrangement does not meet building code

**Fire Review - Building**

Corey Thomas Ph: 425-430-7024 email: cthomas@rentonwa.gov

Recommendations: Environmental Impact Comments:

1. Fire mitigation impact fees are currently applicable at the rate of \$0.52 per square foot of commercial space, \$0.63 per square foot of dental office and \$418.42 per multi family unit. No fee for parking garage areas. This fee is paid at time of building permit issuance.

Code Related Comments:

1. The preliminary fire flow is 1,750 gpm. A minimum of one hydrant is required within 150-feet of the structure and one additional hydrant is required within 300-feet of the structure. It appears adequate fire flow is available in this area. It appears adequate hydrants are existing, however they require the installation of 5-inch storz fittings to be brought up to current code.
2. Approved fire sprinkler system, fire alarm system and standpipe system are required. Separate plans and permits required by the fire department. Direct outside access is required to the fire sprinkler riser room. Fully addressable and full detection is required for the fire alarm system.
3. Fire department apparatus access roadways are required within 150-feet of all points on the building. Fire lane signage required for the on site roadway. Required turning radius are 25-feet inside and 45-feet outside. Roadways shall be a minimum of 20-feet wide. Roadways shall support a minimum of a 30-ton vehicle and 322-psi point loading. Alleyways are not used for fire fighting purposes.
4. An electronic site plan is required prior to occupancy for pre-fire planning purposes.
5. All buildings equipped with an elevator in the City of Renton are required to have at least one elevator meet the size requirements for a bariatric size stretcher. Car size shall accommodate a minimum of a 40-inch by 84-inch stretcher.

**Police Review**

Cyndie Parks Ph: 425-430-7521 email: cparks@rentonwa.gov

Recommendations: Minimal impact on police services.

Denis Law  
Mayor

City of  
**Renton**



September 25, 2014.

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

Washington State  
Department of Ecology  
Environmental Review Section  
PO Box 47703  
Olympia, WA 98504-7703

**Subject: ENVIRONMENTAL (SEPA) THRESHOLD DETERMINATION**

Transmitted herewith is a copy of the Environmental Determination for the following project reviewed by the Environmental Review Committee (ERC) on September 22, 2014:

**SEPA DETERMINATION:** Determination of Non-Significance Mitigated (DNSM)  
**PROJECT NAME:** My Dental Mixed-Use  
**PROJECT NUMBER:** LUA14-001148, ECF, LLA, MOD, SA-H

**Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on October 10, 2014, together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by RMC 4-8-110 and information regarding the appeal process may be obtained from the City Clerk's Office, (425) 430-6510.**

Please refer to the enclosed Notice of Environmental Determination for complete details. If you have questions, please call me at (425) 430-6593.

For the Environmental Review Committee,

A handwritten signature in cursive script that reads "Kris Sorensen".

Kris Sorensen  
Associate Planner

Enclosure

cc: King County Wastewater Treatment Division  
Boyd Powers, Department of Natural Resources  
Karen Walter, Fisheries, Muckleshoot Indian Tribe  
Melissa Calvert, Muckleshoot Cultural Resources Program  
Gretchen Kaehler, Office of Archaeology & Historic Preservation

Ramin Pazooki, WSDOT, NW Region  
Larry Fisher, WDFW  
Duwamish Tribal Office  
US Army Corp. of Engineers

**EXHIBIT 6**

**ENVIRONMENTAL (SEPA) DETERMINATION OF NON-SIGNIFICANCE  
- MITIGATED (DNS-M)**

PROJECT NUMBER: LUA14-001148, ECF, LLA, MOD, SA-H  
APPLICANT: Park 09, LLC  
PROJECT NAME: My Dental Mixed-Use  
PROJECT DESCRIPTION: The applicant is requesting Hearing Examiner Site Plan Review, Environmental (SEPA) Review, Lot Combination of three parcels, and Parking and Landscape Modifications for the construction of a 3-story mixed-use building containing 7 residential units and 7,487 square feet of commercial space and associated improvements. Primary access would be via a curb cut along Park Ave N.  
PROJECT LOCATION: 521, 525 and 529 Park Ave N  
LEAD AGENCY: City of Renton  
Environmental Review Committee  
Department of Community & Economic Development

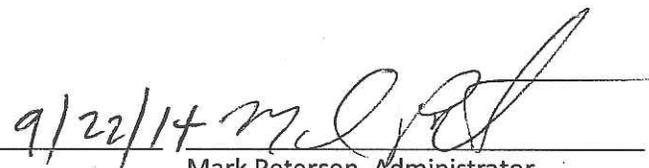
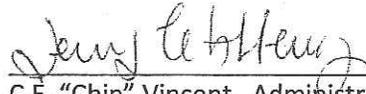
The City of Renton Environmental Review Committee has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). Conditions were imposed as mitigation measures by the Environmental Review Committee under their authority of Section 4-9-070D Renton Municipal Code. These conditions are necessary to mitigate environmental impacts identified during the environmental review process. Because other agencies of jurisdiction may be involved, the lead agency will not act on this proposal for fourteen (14) days.

**Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on October 10, 2014.** Appeals must be filed in writing together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by RMC 4-8-110 and more information may be obtained from the Renton City Clerk's Office, (425) 430-6510.

PUBLICATION DATE: September 26, 2014

DATE OF DECISION: September 22, 2014

SIGNATURES:

 Gregg Zimmerman, Administrator Public Works Department	9/22/14 Date	 Mark Peterson, Administrator Fire & Emergency Services	9/22/14 Date
 Terry Higashiyama, Administrator Community Services Department	9/22/14 Date	 C.E. "Chip" Vincent, Administrator Department of Community & Economic Development	9/22/14 Date

**DETERMINATION OF NON-SIGNIFICANCE-MITIGATED (DNSM)  
MITIGATION MEASURES AND ADVISORY NOTES**

PROJECT NUMBER: LUA14-001148, ECF, LLA, MOD, SA-H

APPLICANT: Park 09, LLC

PROJECT NAME: My Dental Mixed-Use

PROJECT DESCRIPTION: The applicant is requesting Hearing Examiner Site Plan Review, Environmental (SEPA) Review, Lot Combination of three parcels, and Parking and Landscape Modifications for the construction of a 3-story mixed-use building containing 7 residential units and 7,487 square feet of commercial space and associated improvements. Primary access would be via a curb cut along Park Ave N.

PROJECT LOCATION: 521, 525 and 529 Park Ave N

LEAD AGENCY: The City of Renton  
Department of Community & Economic Development  
Planning Division

**MITIGATION MEASURES:**

1. The applicant shall comply with the recommendations included within the "Geotechnical Engineering Report," prepared by Merit Engineering Inc, dated July 9, 2014.
2. The applicant shall contract with a Geotechnical engineer in order to verify that the earthwork, foundation and other recommendations have been properly interpreted and implemented in the design and engineering plan documents. Geotechnical monitoring services shall also be provided during construction covering inspections as recommended in the geotechnical report.

**ADVISORY NOTES:**

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

**Engineering Review**

Jan Illian Ph: 425-430-7216 email: jillian@rentonwa.gov

Recommendations: EXISTING CONDITIONS

**WATER** Water service is provided by the City of Renton. There is a 16-inch ductile iron water main in Park Ave North. See the City water drawings W-0697 and W-0599. The available derated fire flow from the 16-inch main fronting the site in Park is approximately 4,800 gpm.



**AGENCY (DOE) LETTER MAILING  
(ERC DETERMINATIONS)**

Dept. of Ecology ** Environmental Review Section PO Box 47703 Olympia, WA 98504-7703	WDFW - Larry Fisher* 1775 12th Ave. NW Suite 201 Issaquah, WA 98027	Muckleshoot Indian Tribe Fisheries Dept. * Attn: Karen Walter or SEPA Reviewer 39015 – 172 <sup>nd</sup> Avenue SE Auburn, WA 98092
WSDOT Northwest Region * Attn: Ramin Pazooki King Area Dev. Serv., MS-240 PO Box 330310 Seattle, WA 98133-9710	Duwamish Tribal Office * 4717 W Marginal Way SW Seattle, WA 98106-1514	Muckleshoot Cultural Resources Program * Attn: Ms Melissa Calvert 39015 172 <sup>nd</sup> Avenue SE Auburn, WA 98092-9763
US Army Corp. of Engineers * Seattle District Office Attn: SEPA Reviewer PO Box C-3755 Seattle, WA 98124	KC Wastewater Treatment Division * Environmental Planning Supervisor Ms. Shirley Marroquin 201 S. Jackson ST, MS KSC-NR-050 Seattle, WA 98104-3855	Office of Archaeology & Historic Preservation* Attn: Gretchen Kaehler PO Box 48343 Olympia, WA 98504-8343
Boyd Powers *** Depart. of Natural Resources PO Box 47015 Olympia, WA 98504-7015		
KC Dev. & Environmental Serv. Attn: SEPA Section 35030 SE Douglas St. #210 Snoqualmie, WA 98065	City of Newcastle Attn: Tim McHarg Director of Community Development 12835 Newcastle Way, Ste 200 Newcastle, WA 98056	City of Kent Attn: Jack Pace Acting Community Dev. Director 220 Fourth Avenue South Kent, WA 98032-5895
Metro Transit Senior Environmental Planner Gary Kriedt 201 South Jackson Street KSC-TR-0431 Seattle, WA 98104-3856	Puget Sound Energy Kathy Johnson, 355 110 <sup>th</sup> Ave NE Mailstop EST 11W Bellevue, WA 98004	City of Tukwila Steve Lancaster, Responsible Official 6200 Southcenter Blvd. Tukwila, WA 98188
Seattle Public Utilities Jailaine Madura Attn: SEPA Coordinator 700 Fifth Avenue, Suite 4900 PO Box 34018 Seattle, WA 98124-4018		

\*Note: If the Notice of Application states that it is an "Optional DNS", the marked agencies and cities will need to be sent a copy of the Environmental Checklist, Site Plan PMT, and the Notice of Application.

\*\*Department of Ecology is emailed a copy of the Environmental Checklist, Site Plan PMT, & Notice to the following email address: [sepaunit@ecy.wa.gov](mailto:sepaunit@ecy.wa.gov)

\*\*\*Department of Natural Resources is emailed a copy of the Environmental Checklist, Site Plan PMT, & Notice the following email address: [sepacenter@dnr.wa.gov](mailto:sepacenter@dnr.wa.gov)

Jerry Lane  
528 Pelly Ave N  
Renton, WA 98057

Park 09 LLC  
1221 N 26TH St  
Renton, WA 98056

Gary Riffle  
16846 188th Ave SE  
Renton, WA 98058

Park 09 LLC  
1221 N 26TH St  
Renton, WA 98056

Park 09 LLC  
1221 N 26TH St  
Renton, WA 98056

Xiaoli Stoyanov  
Ellumus  
3600 136th Pl SE, Suite 230  
Bellevue, WA 98006

MARK MAO  
MY DENTAL LLC  
507 Williams Ave S  
Renton, WA 98055

**7: MODIFICATOIN A**

08/2014

**Project Name: "My Dental Mixed- Use"**

**Owner: Dr. Yu Mao DDS**

**Location: 521,525,529 Park Ave N Renton WA 98055**

On behalf of the property owner, Dr. Yu Mao DDS, Ellumus LLC. hereby requests a modification to the parking requirement. Per RMC 4-4-080, five (5) spaces are required per 1,000 SF of net office space, two and a half (2.5) spaces per 1,000 SF of net commercial space and one (1) space per residential dwelling unit. Following this ratio, thirty-one (31) parking spaces are required.

<i>Use</i>	<i>Floor</i>	<i>Net Area</i>	<i>Units</i>	<i>Requirement</i>	<i>Total</i>
Commercial	1	1026		2.5 space/1000 SF	2.565
Office	2	4191		5 spaces/ 1000 SF	20.955
Residential	3		7	1 space/ unit	7

<b>Total</b>	<b>30.52</b>
--------------	--------------

From the dentist's observation in his last ten years of practice, only 7-8 spaces were needed for his 2,000 SF practice. Following this ratio, we propose to reduce the dental office minimum requirement to four (4) spaces/1000 SF. The dental office use would then only require seventeen (17) spaces. This leaves a deficiency of four (4) spaces.

**EXHIBIT 8**

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CITY OF RENTON  
PLANNING DIVISION

**7: MODIFICATION B**

08/2014

**Project Name: "My Dental Mixed- Use"****Owner: Dr. Yu Mao DDS****Location: 521,525,529 Park Ave N Renton WA 98055**

On behalf of the property owner, Dr. Yu Mao DDS, Ellumus LLC. hereby requests a modification to the parking requirement. The dentist office space on L2 and the residential apartments on L3 will have non-concurrent uses. The dentist office's hours of operation are from 9 a.m. to 5 p.m, while the residents will likely occupy the apartments from 5:30 p.m. to 8:30 a.m. We propose that of the seven (7) spaces required for the residences, at least four (4) will be unoccupied to satisfy the deficiency of four (4) spaces needed to fulfill the parking requirement as stated in Modification A.

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AUG 25 2014

CITY OF RENTON  
PLANNING DIVISION

**7: MODIFICATION C**

08/2014

**Project Name: "My Dental Mixed- Use"**

**Owner: Dr. Yu Mao DDS**

**Location: 521,525,529 Park Ave N Renton WA 98055**

On behalf of the property owner, Dr. Yu Mao DDS, Ellumus LLC. hereby requests a modification to reduce the 10' required landscape area along the Park Ave N. street frontage. Due to the increased right-of-way, we proposed to reduce the front yard setback from 10' to 0'. By doing so, no on-site landscaping is required where the building occupies the site. However, per RMC RMC 4-4-070 a 10' landscape strip is required to screen the parking from the street along the front facade. In effort to provide as many parking spaces as possible and allow for clear vision turning in and out of the property, this 10' landscape strip was reduced to 6'8".

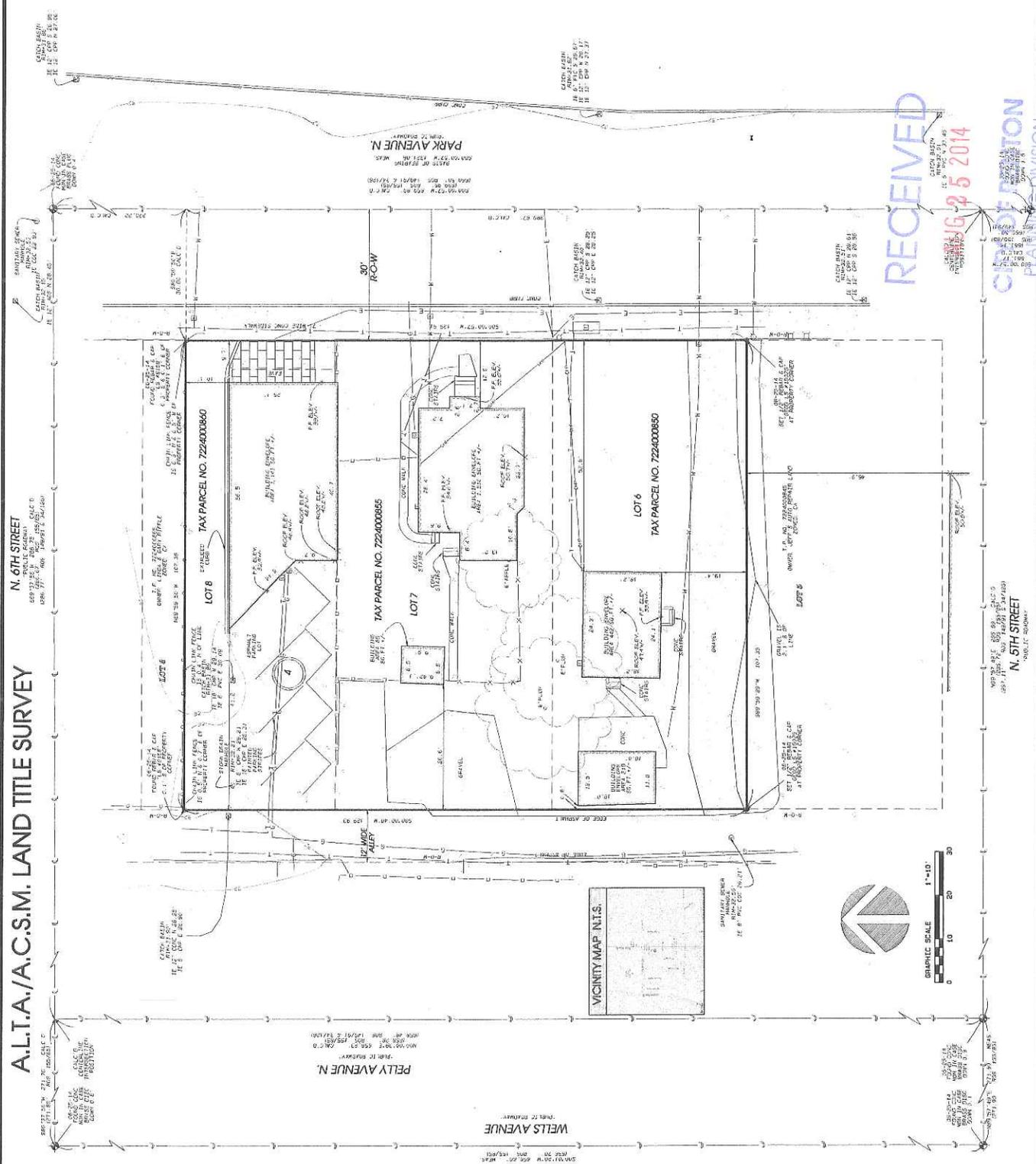
Please see #16 L300 for the section drawing.

**EXHIBIT 9**

RECEIVED

AUG 25 2014

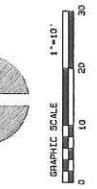
CITY OF RENTON  
PLANNING DIVISION



<p><b>LEGAL DESCRIPTION</b></p> <p>TAX PARCEL NO. 7224000860          CITY OF RENTON, WA          COUNTY OF KING, WA          SECTION 16, T4N, R3E, S10E          BLOCK 10, LOT 8</p>	
<p><b>SPECIAL EXCEPTIONS PER SAID TITLE REPORT</b></p> <p>NO SPECIAL EXCEPTIONS ARE APPLICABLE TO THIS SURVEY.</p>	
<p><b>LEGAL DESCRIPTION</b></p> <p>TAX PARCEL NO. 7224000860          CITY OF RENTON, WA          COUNTY OF KING, WA          SECTION 16, T4N, R3E, S10E          BLOCK 10, LOT 8</p>	
<p><b>SPECIAL EXCEPTIONS PER SAID TITLE REPORT</b></p> <p>NO SPECIAL EXCEPTIONS ARE APPLICABLE TO THIS SURVEY.</p>	
<p><b>VERTICAL DATUM</b></p> <p>CITY OF RENTON BENCH MARK NO. 22          CITY OF RENTON, WA          COUNTY OF KING, WA          SECTION 16, T4N, R3E, S10E          BLOCK 10, LOT 8</p>	
<p><b>ENCROACHMENTS</b></p> <p>NO ENCROACHMENTS WERE FOUND ON THIS SURVEY.</p>	
<p><b>BASIS OF BEARING</b></p> <p>THE BEARING OF ALL LINES IS TRUE BEARING.</p>	
<p><b>NOTES</b></p> <p>1. THIS SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE SURVEYING ACT OF 1954 AND THE RULES OF PROFESSIONAL CONDUCT FOR SURVEYORS IN THE STATE OF WASHINGTON.</p> <p>2. ALL DISTANCES ARE IN FEET AND DECIMALS THEREOF.</p> <p>3. ALL ANGLES ARE IN DEGREES, MINUTES AND SECONDS.</p> <p>4. THE SURVEY WAS CONDUCTED ON THE DATE INDICATED IN THE TITLE REPORT.</p> <p>5. THE SURVEYOR HAS REVIEWED THE TITLE REPORT AND HAS FOUND IT TO BE ACCURATE AND COMPLETE.</p> <p>6. THE SURVEYOR HAS REVIEWED THE RECORDS OF THE CITY OF RENTON AND HAS FOUND NO RECORDS THAT WOULD AFFECT THIS SURVEY.</p> <p>7. THE SURVEYOR HAS REVIEWED THE RECORDS OF THE COUNTY OF KING AND HAS FOUND NO RECORDS THAT WOULD AFFECT THIS SURVEY.</p> <p>8. THE SURVEYOR HAS REVIEWED THE RECORDS OF THE STATE OF WASHINGTON AND HAS FOUND NO RECORDS THAT WOULD AFFECT THIS SURVEY.</p>	
<p><b>RVBY</b></p> <p>LEADER ELECTRONIC DISTANCE MEASUREMENT SYSTEM (LEDS)          LEASER ELECTRONIC DISTANCE MEASUREMENT SYSTEM (LEDS)          TOTAL STATION</p>	
<p><b>LEGEND</b></p> <p>— 1/4" PLUM LINE          — 1/4" CONCRETE          — 1/4" METAL          — 1/4" WOOD          — 1/4" BRICK          — 1/4" STONE          — 1/4" ASPHALT          — 1/4" GRAVEL          — 1/4" SAND          — 1/4" DIRT          — 1/4" VEGETATION          — 1/4" UNKNOWN</p>	
<p><b>SURVEYOR'S CERTIFICATE:</b></p> <p>I, THE UNDERSIGNED, A LICENSED SURVEYOR IN THE STATE OF WASHINGTON, HAVE CONDUCTED THE SURVEY AND HAVE FOUND IT TO BE ACCURATE AND COMPLETE. I HEREBY CERTIFY THAT THE SURVEY WAS CONDUCTED IN ACCORDANCE WITH THE SURVEYING ACT OF 1954 AND THE RULES OF PROFESSIONAL CONDUCT FOR SURVEYORS IN THE STATE OF WASHINGTON.</p> <p>DATE: 06/12/2014</p> <p>SURVEYOR: J. BOB BERTHIAUME</p>	

**EXHIBIT 10**

RECEIVED  
 6/25/2014  
 PLANNING DIVISION



WELLS AVENUE  
 PELLY AVENUE N.  
 PARK AVENUE N.  
 N 6TH STREET  
 N 5TH STREET

# DENSITY WORKSHEET

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

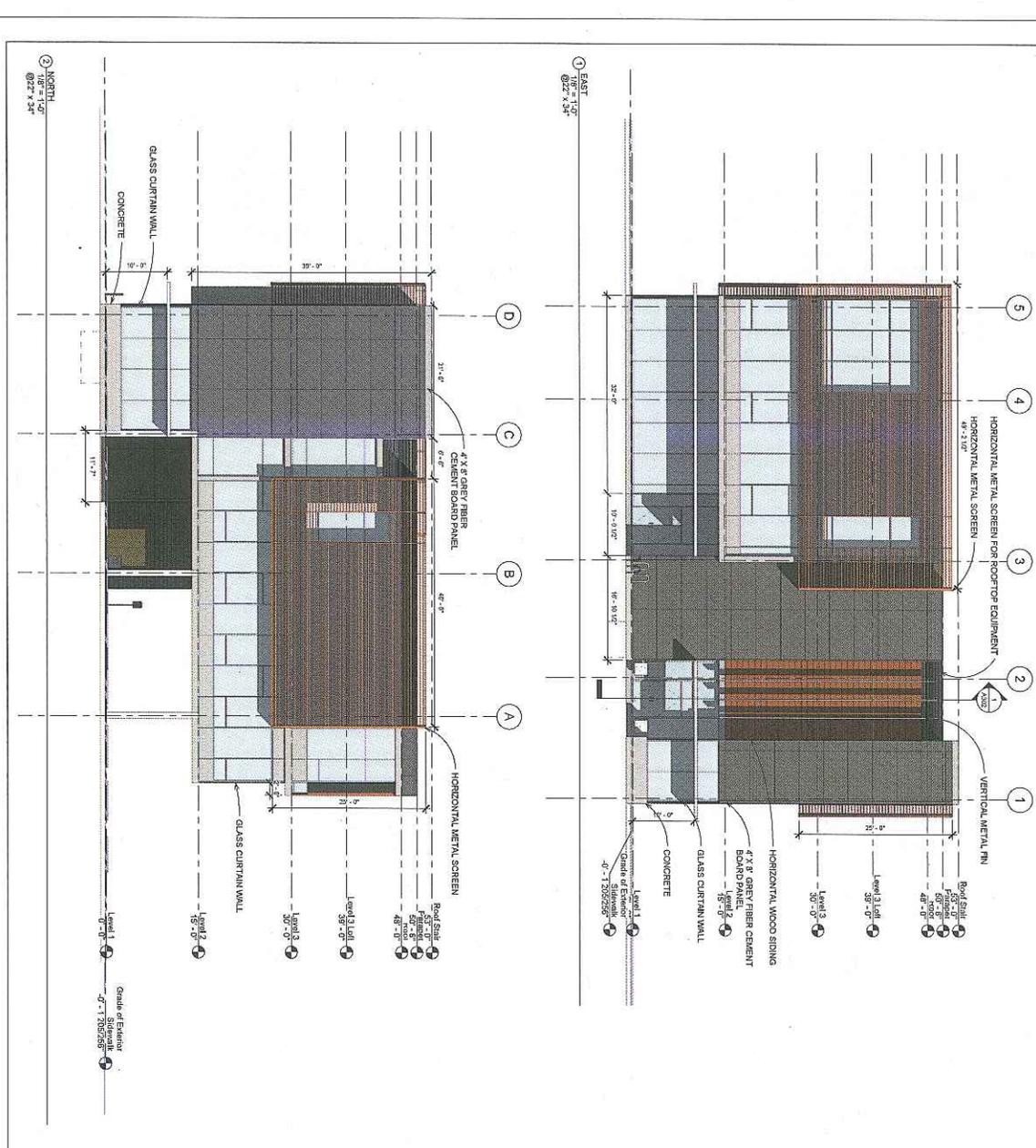
1. Gross area of property: 1. 13,948 square feet
2. Deductions: Certain areas are excluded from density calculations.  
These include:
- |                            |                               |
|----------------------------|-------------------------------|
| Public streets**           | <u>1,234</u> square feet      |
| Private access easements** | <u>          </u> square feet |
| Critical Areas*            | <u>          </u> square feet |
- Total excluded area: 2. 1,234 square feet
3. Subtract **line 2** from **line 1** for net area: 3. 12,714 square feet
4. Divide **line 3** by 43,560 for net acreage: 4. 0.29 acres
5. Number of dwelling units or lots planned: 5. 7 units/lots
6. Divide **line 5** by **line 4** for net density: 6. 24 = dwelling units/acre

\*Critical Areas are defined as "Areas determined by the City to be not suitable for development and which are subject to the City's Critical Areas Regulations including very high landslide areas, protected slopes, wetlands or floodways." Critical areas buffers are not deducted/excluded.

\*\* Alleys (public or private) do not have to be excluded.

**EXHIBIT 11**

RECEIVED  
AUG 25 2014  
CITY OF RENTON  
PLANNING DIVISION



# EXHIBIT 12



SW 1/4 OF S 8, T 23 N, R 5 E

**SITE PLAN NOTES**

1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY/COUNTY REGULATIONS AND CODES AND O.S.H.A. STANDARDS.
2. THE DESIGN SHOWN IS BASED UPON THE ENGINEER'S UNDERSTANDING OF THE EXISTING CONDITIONS. THIS PLAN DOES NOT REPRESENT A DETAILED FIELD SURVEY. THE EXISTING DIMENSIONS, DATED 4/20/2014, THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING FIELD CONDITIONS PRIOR TO BUILDING THE PROPOSED STRUCTURE. IMPROVEMENTS, IF ANY, ARE TO BE SHOWN ON THE PROPOSED SITEWORK. THE CONTRACTOR SHALL NOTIFY THE OWNER PRIOR TO INSTALLATION OF ANY PORTION OF THE STRUCTURE WHICH WOULD BE AFFECTED. IF THE PLANS WITHOUT EXCEPTION HE SHALL HAVE MADE. IT IS HIS OWN RESPONSIBILITY TO OBTAIN A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR AND SUBMIT IT TO THE OWNER FOR REVIEW.
3. **CAUTION - NOTICE TO CONTRACTOR**  
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF UTILITIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN ON THE FIELD, THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO LOCATE UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION AND DEPTH OF ALL EXISTING UTILITIES AND DESIGN IMPROVEMENTS WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS ON THE PLANS.
4. CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS FOR EXACT LOCATIONS AND DIMENSIONS OF VESTIBULES, SLOPE PAVING, SKEWALKS, EXIT PORCHES, TRUCK DOCKS, PRECISE BUILDING DIMENSIONS AND EXACT BUILDING UTILITY ENTRANCE LOCATIONS. CONTRACTOR SHALL CONFORM TO ALL FEDERAL, STATE, AND CITY A.D.A. REQUIREMENTS.
5. ALL DISTURBED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL, SEED, MULCH AND WATER UNTIL A HEALTHY STAND OF GRASS IS ESTABLISHED. SEE LANDSCAPE PLANS AND NOTES.
6. DIMENSIONS SHOWN REFER TO FACE OF CURB, FACE OF BUILDING OR TO THE CENTERLINE OF PAVEMENT STRIPING, UNLESS OTHERWISE NOTED.
7. ALL DIMENSIONS SHOWN ON THIS PLAN ARE TO BE UNADJUSTED, UNLESS OTHERWISE NOTED. AS NECESSARY, COST SHALL BE INCLUDED IN BASE BID.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS & POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES' SPECIFICATIONS AND SHALL BE APPROVED BY SUCH. ALL COST SHALL BE INCLUDED IN BASE BID.
9. CONTRACTOR SHALL PROVIDE A TEMPORARY TRAFFIC CONTROL PLAN FOR THE CITY ENGINEER'S APPROVAL PRIOR TO ANY WORK WITHIN THE CITY RIGHT-OF-WAY.
10. REFER TO BOUNDARY SURVEY FOR LEGAL DESCRIPTION, DIMENSIONS OF PROPERTY LINES, BASIS OF BEARINGS & BENCHMARK INFORMATION. (SEE SHEET 1 OF 1)
11. ALL NEW ON-SITE PAINTED STRIPING SHALL BE DOUBLE COATED. SEPARATE COUNTY SHALL BE APPLIED NO SOONER THAN 4 HOURS APART. CONTRACTOR TO REFER TO PROJECT SPECIFICATIONS FOR ADDITIONAL PAINTING REQUIREMENTS. PARKING LOT STRIPING SHALL BE PAINTED YELLOW (DOUBLE COAT). EXISTING STRIPING TO REMAIN TO RECEIVE ONE COAT.
12. REFER TO ARCH. PLANS FOR SITE LIGHTING AND ELECTRICAL PLANS.

**SITE LEGEND**

- (A) AREA STRIPED AT 50% AT 45° @ 2'-0" O.C.
- (B) CONCRETE SKEWALK
- (C) EXIT PORCH. SEE ARCHITECTURAL PLANS FOR EXACT SIZE AND LOCATION FOR STOPS, STAIRS, AND/OR RAMPS THAT MAY BE REQUIRED. RAMP PAVEMENT FLUSH WITH THE TOP OF STOP, 1:12 SLOPE MAX.
- (D) ACCESSIBLE PARKING SPACE. TYPICAL. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN AND SYMBOL ("WAY"-INDICATES WAY ACCESSIBLE SPACE)
- (E) CONCRETE CURB AND GUTTER TYPICAL
- (F) ARCHITECTURAL SKEWALK. SEE ARCH. PLANS.
- (G) SAWNIT, MATCH AND JOIN EXISTING PAVEMENT.
- (H) BIKE RACK. SEE ARCH. PLANS FOR DETAILS.
- (I) CONCRETE WHEEL STOP
- (J) CITY OF RENTON DRIVEWAY APPROACH

**LEGEND**

- STANDARD DUTY ASPHALT PAVEMENT
- CONCRETE SKEWALK PAVEMENT
- PAVEMENT PER ARCH. PLANS
- CONCRETE CURB & GUTTER
- NUMBER OF PARKING STALLS PER ROW
- YELLOW STRIPING
- NEW PARKING AREA STRIPING
- PROPERTY LINE



**BUILDING DATA**

PROPOSED BUILDING:  
 TOTAL GROSS FLOOR AREA = 18914 SF  
 COMMERCIAL GROSS LEASABLE AREA = 1897 SF  
 OFFICE GFA = 1897 SF  
 RESIDENTIAL (7 UNITS) GFA = 10345 SF

**PARKING DATA**

NEW PARKING PROVIDED:  
 TOTAL (15 STALLS)  
 COMPACT (8.5' X 16') = 7 STALLS  
 ACCESSIBLE = 2 STALLS  
 TOTAL PARKING = 24 STALLS

CITY OF RENTON PARKING RATIO:  
 COMMERCIAL = MIN. 2.5 PER 1,000 SF  
 RESIDENTIAL = 1 PER UNIT  
 OFFICE = MIN. 5 PER 1,000 SF

PARKING REQUIRED = 31 STALLS

**SETBACKS**

PER CITY OF RENTON MUNICIPAL CODE FOR OA ZONE:  
 FRONT = 10'  
 REAR = 15'  
 SIDE = 0'

**SITE DATA**

PROPOSED SITE AREA = 0.32 AC  
 LAND USE CLASSIFICATION ZONE = CC (COMMERCIAL CORNER/EDGE)  
 LOCAL JURISDICTION = CITY OF RENTON, WA  
 FLOOD ZONE CLASSIFICATION = EDGE X  
 PARCEL NUMBERS = 7224000850, 7224000851, 7224000890

**SETBACKS**

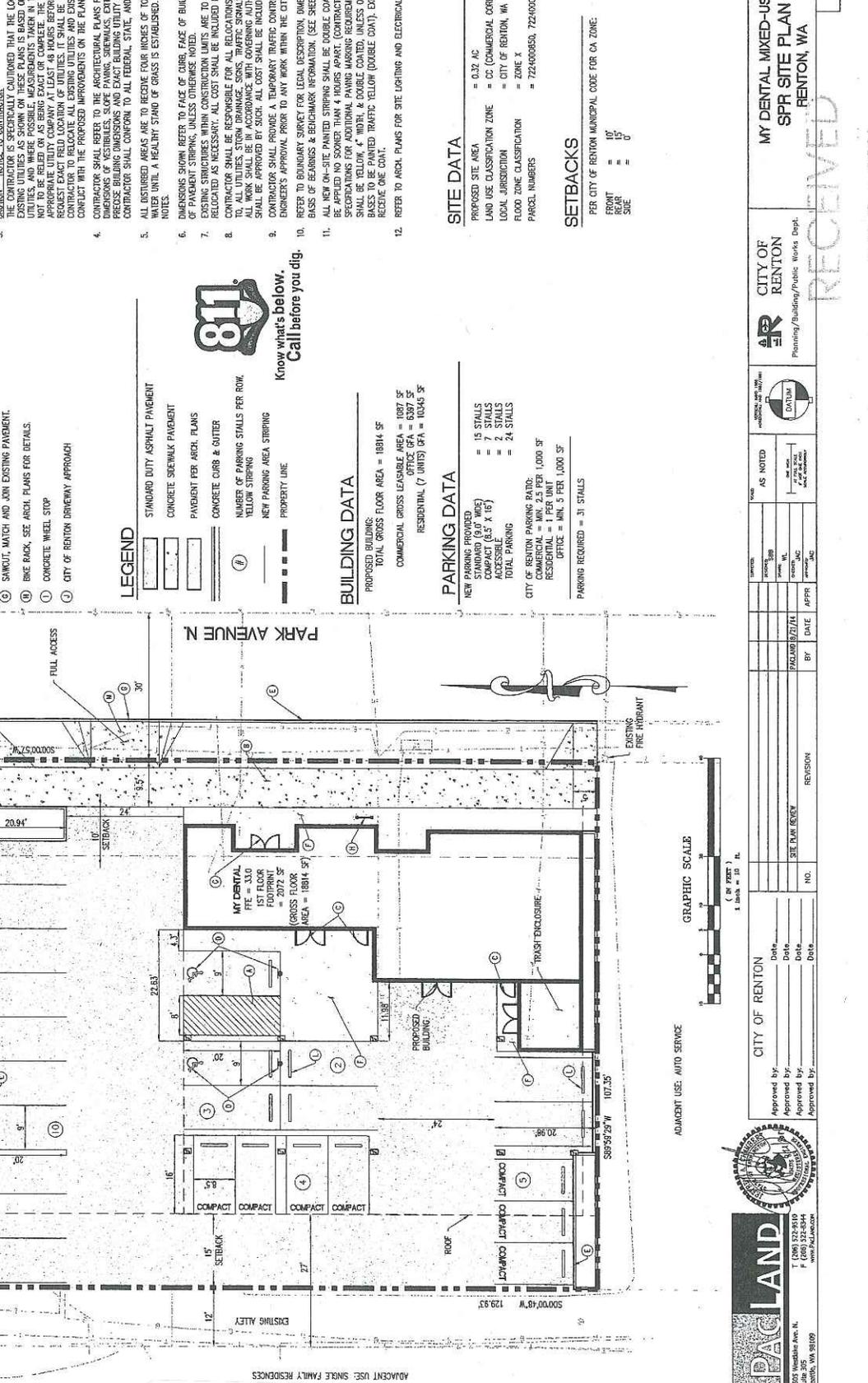
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 REAR = 15'  
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**SETBACKS**

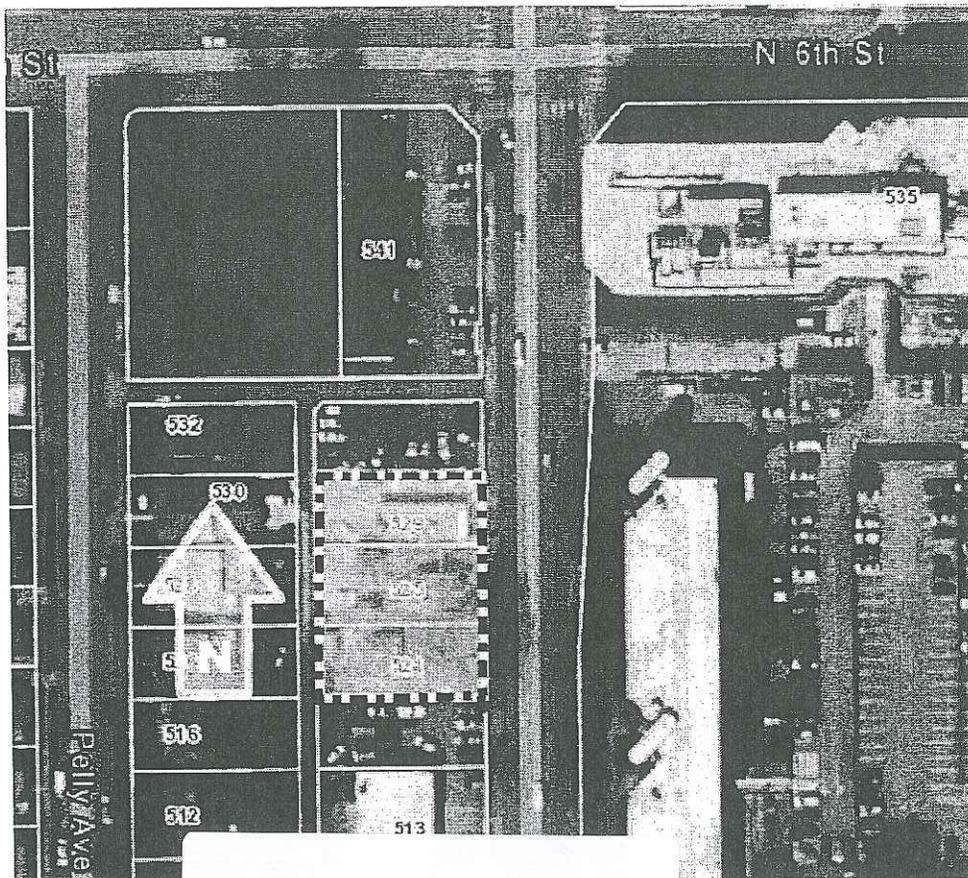
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 REAR = 15'  
 SIDE = 0'

**SETBACKS**

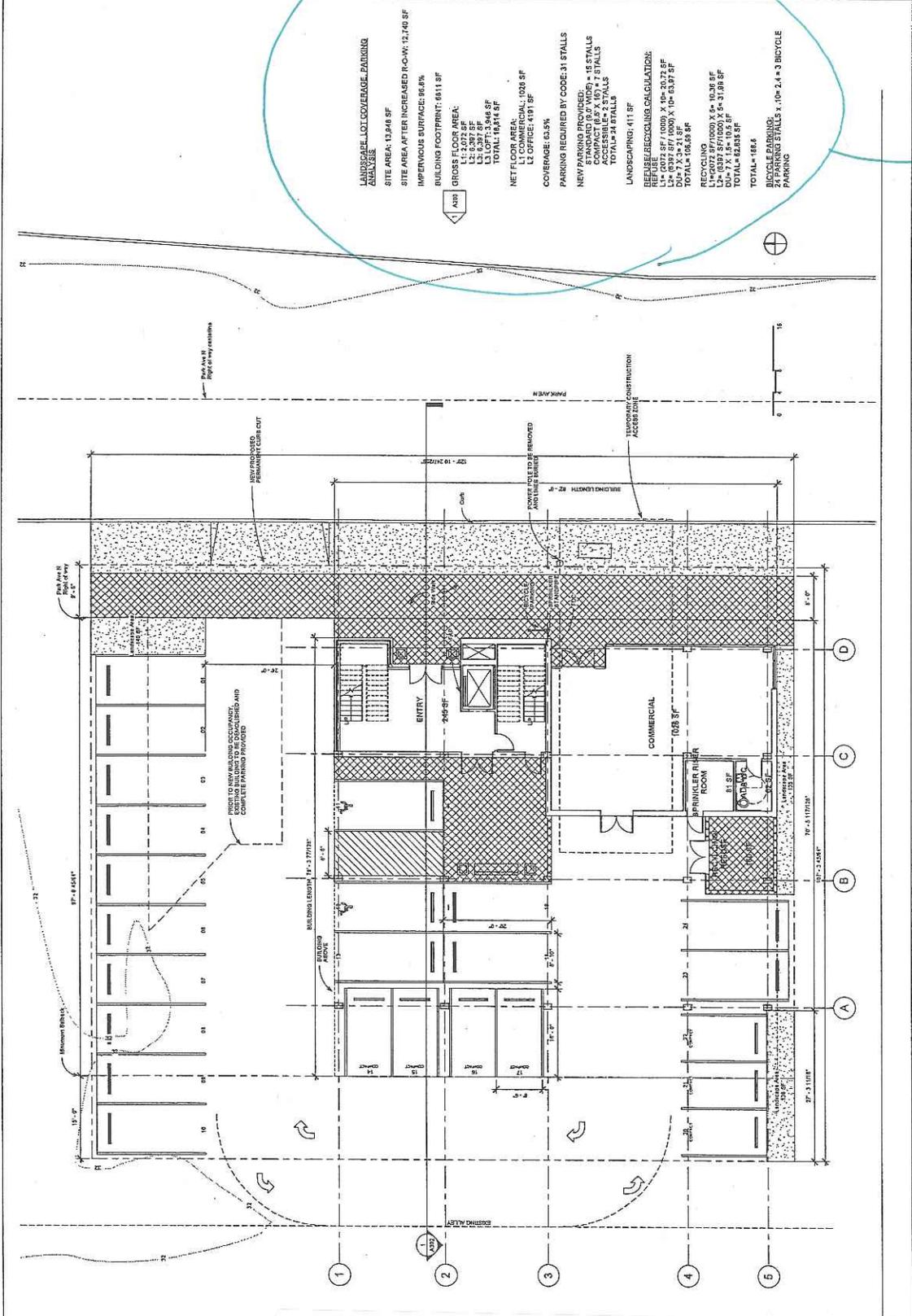
**ENVIRONMENTAL REVIEW COMMITTEE**

Entire Document  
Available Upon Request

<b>ERC MEETING DATE:</b>	September 22, 2014
<b>Project Name:</b>	My Dental Mixed-Use
<b>Owner/Applicant:</b>	Park 09 LLC; 1221 North 26 <sup>th</sup> St; Renton WA 98050
<b>Contact:</b>	Xiaoli Stoyanov; Ellumus LLC; 3600 136 <sup>th</sup> Pl SE; Suite 230; Bellevue WA 98006
<b>File Number:</b>	LUA14-001148 ECF, LLA, MOD, SA-H
<b>Project Manager:</b>	Kris Sorensen, Associate Planner
<b>Project Summary:</b>	The applicant is requesting Hearing Examiner Site Plan Review, Environmental (SEPA) Review, Lot Combination of three parcels, and Parking and Landscape Modifications for the construction of a 3-story mixed-use building containing 7 residential units and 7,487 square feet of commercial space and associated improvements. Primary access would be via a curb cut along Park Ave N.
<b>Project Location:</b>	521, 525, and 529 Park Ave N
<b>Site Area:</b>	0.32 acres (13,948 sf)
<b>STAFF RECOMMENDATION:</b>	Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance - Mitigated (DNS-M).



**EXHIBIT 14**



**LANDSCAPE LOT COVERAGE PARKING ANALYSIS**

SITE AREA: 13,848 SF  
 SITE AREA AFTER INCREASED HO-H: 12,740 SF  
 IMPERVIOUS SURFACE: 96.6%

**BUILDING FOOTPRINT: 6,811 SF**

**GROSS FLOOR AREA:**  
 L1: 2,072 SF  
 L2: 6,339 SF  
 L3 LOFT: 3,248 SF  
 TOTAL: 16,659 SF

**NET FLOOR AREA:**  
 L1: 1,620 SF  
 L2 OFFICE: 4,191 SF  
 COVERAGE: 63.5%

**PARKING REQUIRED BY CODE: 31 STALLS**

**NEW PARKING PROVIDED:**  
 1. 15 STALLS  
 2. 16 STALLS  
 ACCESSIBLE: 2 STALLS  
 TOTAL: 24 STALLS

**LANDSCAPING: 411 SF**

**BEES/RECYCLING CALCULATION:**  
 REFUSE: 57 / 1000 X 10 = 5.7 STALLS  
 L1 = (572 SF / 1000) X 10 = 5.72 STALLS  
 L2 = (6339 SF / 1000) X 10 = 63.39 STALLS  
 TOTAL = 74.81 STALLS

**RECYCLING:**  
 L1 = (2072 SF / 1000) X 5 = 10.36 SF  
 L2 = (6339 SF / 1000) X 5 = 31.69 SF  
 TOTAL = 42.05 SF

**TOTAL = 188.86**  
 24 STALLS MINIMUM  
 24 STALLS MINIMUM 1, 10' x 24' x 3 BICYCLE PARKING

See next page for analysis.

**EXHIBIT 15**

Level 1  
 08/27/2014

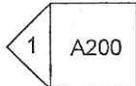
LANDSCAPE, LOT COVERAGE, PARKING  
ANALYSIS

SITE AREA: 13,948 SF

SITE AREA AFTER INCREASED R-O-W: 12,740<sup>14</sup> SF

IMPERVIOUS SURFACE: 96.8%

BUILDING FOOTPRINT: 6811 SF



GROSS FLOOR AREA:

L1: 2,072 SF

L2: 6,397 SF

L3: 6,397 SF

L3 LOFT: 3,948 SF

**TOTAL: 18,814 SF**

NET FLOOR AREA:

L1 COMMERCIAL: 1026 SF

L2 OFFICE: 4191 SF

COVERAGE: 63.5%

PARKING REQUIRED BY CODE: 31 STALLS

NEW PARKING PROVIDED:

STANDARD (9.0' WIDE) = 15 STALLS

COMPACT (8.5' X 16') = 7 STALLS

ACCESSIBLE = 2 STALLS

**TOTAL = 24 STALLS**

LANDSCAPING: 411 SF

REFUSE/ RECYCLING CALCULATION:

REFUSE

L1 = (2072 SF / 1000) X 10 = 20.72 SF

L2 = (6397 SF / 1000) X 10 = 63.97 SF

DU = 7 X 3 = 21 SF

**TOTAL = 105.69 SF**

RECYCLING

L1 = (2072 SF / 1000) X 5 = 10.36 SF

L2 = (6397 SF / 1000) X 5 = 31.99 SF

DU = 7 X 1.5 = 10.5 SF

**TOTAL = 52.835 SF**

**TOTAL = 158.5**

BICYCLE PARKING:

24 PARKING STALLS x .10 = 2.4 = 3 BICYCLE  
PARKING

**Kris Sorensen**

---

**From:** jerri mclane <gramma20042001@yahoo.com>  
**Sent:** Monday, September 08, 2014 1:10 AM  
**To:** Kris Sorensen  
**Subject:** Propose buliding site

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

I live at 528 Pelly Ave No. right behind the propose site across the alley way...My issue is that I have access from my back parking too alley . I have handicapped granddaughter and home was built so access was from back of home Only..in my wheelchair van. I have too have access24/7 to the alley way!!! I cannot get her into my home from the front. And due too my neighbors having 4-6 cars parked all times of day n night.. And with the home kiddy corner from me runs a business from his home their is rarely any parking ....my worries is with this our parking issues on Pelly Ave. No. will become even more of a headache...And my access from ally will get blocked!!!!I need to be able too back out of my drive way on ally!!!

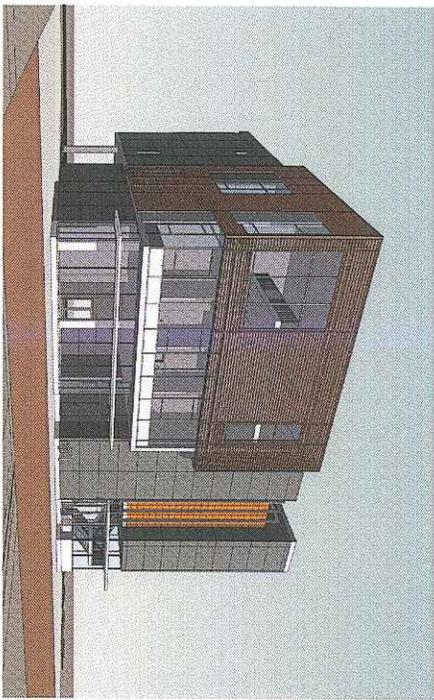
**EXHIBIT 16**



1 North-East View



2 South-West View



3 Park Area N View



4 North-West View

**ELLUMUS**  
 3000 W. UNIVERSITY DR. #100  
 DENVER, CO 80202  
 TEL: 303.733.1111  
 WWW.ELLUMUS.COM

**EXHIBIT 17**

SHEET NUMBER  
 3D VIEW  
 A011

# TREE RETENTION WORKSHEET

1. **Total** number of trees over 6" in diameter<sup>1</sup> on project site: 1.   3   trees

2. **Deductions:** Certain trees are excluded from the retention calculation:

Trees that are dead, diseased or dangerous<sup>2</sup>            trees

Trees in proposed public streets            trees

Trees in proposed private access easements/tracts            trees

Trees in critical areas<sup>3</sup> and buffers            trees

Total number of **excluded trees:** 2.            trees

3. Subtract **line 2** from **line 1:** 3.   3   trees

4. Next, to determine the number of trees that must be **retained**<sup>4</sup>, multiply **line 3** by:

0.3 in zones RC, R-1, R-4, or R-8

0.1 in all other residential zones

0.05 in all commercial and industrial zones 4.   0.15   trees

5. List the number of 6" or larger trees that you are proposing<sup>5</sup> to **retain**<sup>4</sup>:

5.   0   trees

6. Subtract **line 5** from **line 4** for **trees to be replaced:**

(If line 6 is less than zero, stop here. No replacement trees are required).

6.   0   trees

7. Multiply **line 6** by **12"** for number of **required replacement inches:**

7.   NA   inches

8. Proposed size of trees to meet **additional planting** requirement:

(Minimum 2" caliper trees required)

8.   NA   inches per tree

9. Divide **line 7** by **line 8** for number of **replacement trees**<sup>6</sup>:

(if remainder is .5 or greater, round up to the next whole number)

9.   NA   trees

<sup>1</sup> Measured at chest height.

<sup>2</sup> Dead, diseased or dangerous trees must be certified as such by a forester, registered landscape architect, or certified arborist, and approved by the City.

<sup>3</sup> Critical Areas, such as wetlands, streams, floodplains and protected slopes, are defined in Section 4-3-050 of the Renton Municipal Code (RMC).

<sup>4</sup> Count only those trees to be retained outside of critical areas and buffers.

<sup>5</sup> The City may require modification of the tree retention plan to ensure retention of the maximum number of trees per RMC 4-4-130H7a

<sup>6</sup> Inches of street trees, inches are less than 6" but are greater than 4" of trees retained on site that meet requirements

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CITY OF RENTON PLANNING DIVISION 12/08

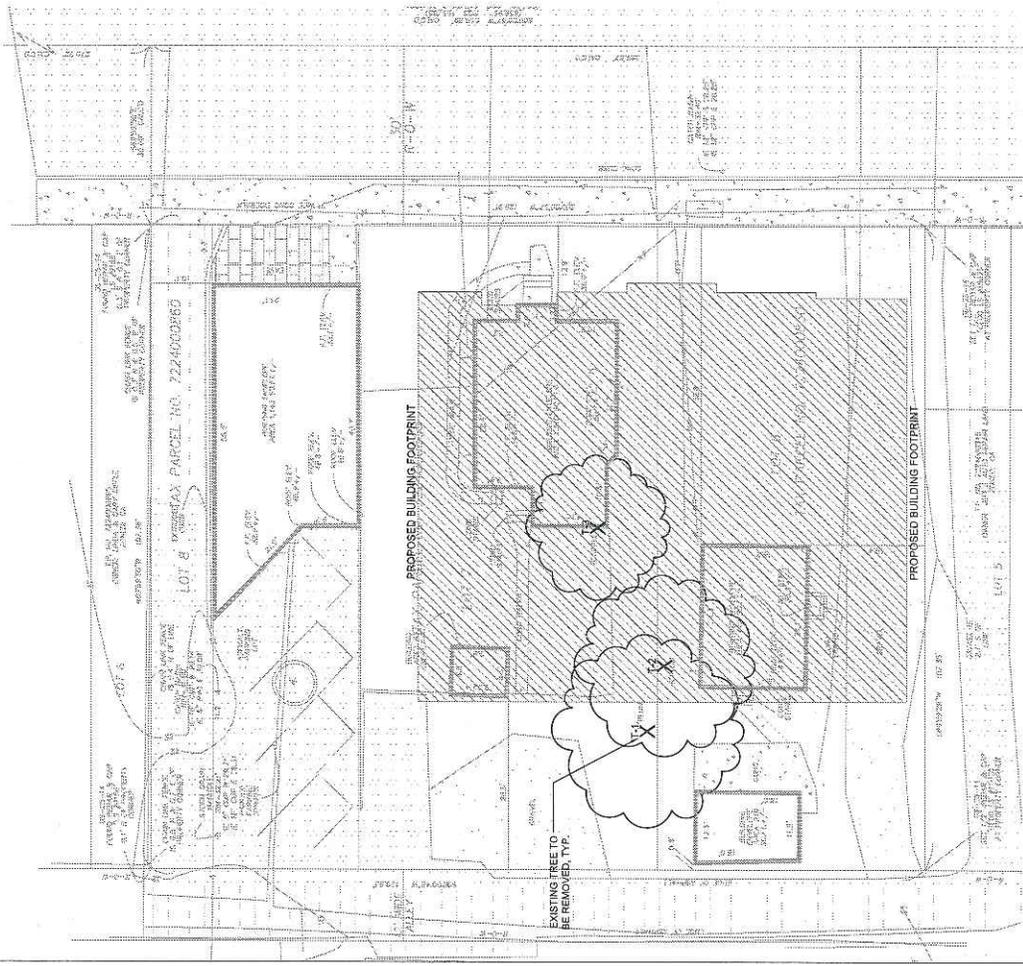
### City of Renton TREE RETENTION WORKSHEET

- Total number of trees over 6" in diameter<sup>1</sup> on project site: 1. \_\_\_\_\_ 2. \_\_\_\_\_ 3. \_\_\_\_\_ trees
- Details: Certain trees are excluded from the retention calculation:  
 Trees that are dead, diseased or damaged?  
 Trees in proposed public areas  
 Trees in proposed easements/tracks  
 Trees in critical areas<sup>2</sup> and buffers  
 Total number of excluded trees: 2. \_\_\_\_\_ 3. \_\_\_\_\_ trees
- Subtotal line 2 from line 1: 3. \_\_\_\_\_ 3. \_\_\_\_\_ trees
- Next, to determine the number of trees that must be retained<sup>3</sup>, multiply line 3 by:  
 0.1 in all other residential zones  
 0.25 in all commercial and industrial zones  
 4. \_\_\_\_\_ 4. \_\_\_\_\_ trees
- List the number of 6" or larger trees that you are proposing to retain<sup>4</sup>:  
 5. \_\_\_\_\_ 5. \_\_\_\_\_ trees
- Subtract line 5 from line 4 for trees to be replaced:  
 6. \_\_\_\_\_ 6. \_\_\_\_\_ trees  
(If this is less than zero, zero trees. No replacement trees are required.)
- Multiply line 6 by 12<sup>5</sup> for number of required replacement inches:  
 7. \_\_\_\_\_ 7. \_\_\_\_\_ NA \_\_\_\_\_ inches
- Proposed size of trees to meet additional planting requirement:  
 8. \_\_\_\_\_ 8. \_\_\_\_\_ NA \_\_\_\_\_ inches  
(Minimum 4" diameter tree)
- Divide line 7 by line 8 for number of replacement trees<sup>6</sup>:  
 9. \_\_\_\_\_ 9. \_\_\_\_\_ NA \_\_\_\_\_ trees  
(Round up to nearest whole number)

1. Diameter at breast height.  
 2. Critical areas include wetlands, floodplains and protected areas, as defined in Section 4-2-20 of the City of Renton Code.  
 3. Certain trees with an average trunk diameter of 6" or greater and protected below, as defined in Section 4-2-20 of the City of Renton Code, shall be retained in place.  
 4. The City may require modification of the tree retention plan to ensure retention of the maximum number of trees per RMC 4-2-20(7).  
 5. The City may require modification of the tree retention plan to ensure retention of trees that are the subject of a proposed tree care plan for trees that are subject to removal.

**TREE INVENTORY TABLE**

TREE SPECIES	DIAMETER	TREES TO BE REMOVED	TREES TO REMAIN
T-1 PLUM	8"	8"	
T-2 PLUM	8"	8"	
T-3 APPLE	8"	8"	
TOTAL		24"	



TREE INVENTORY PLAN

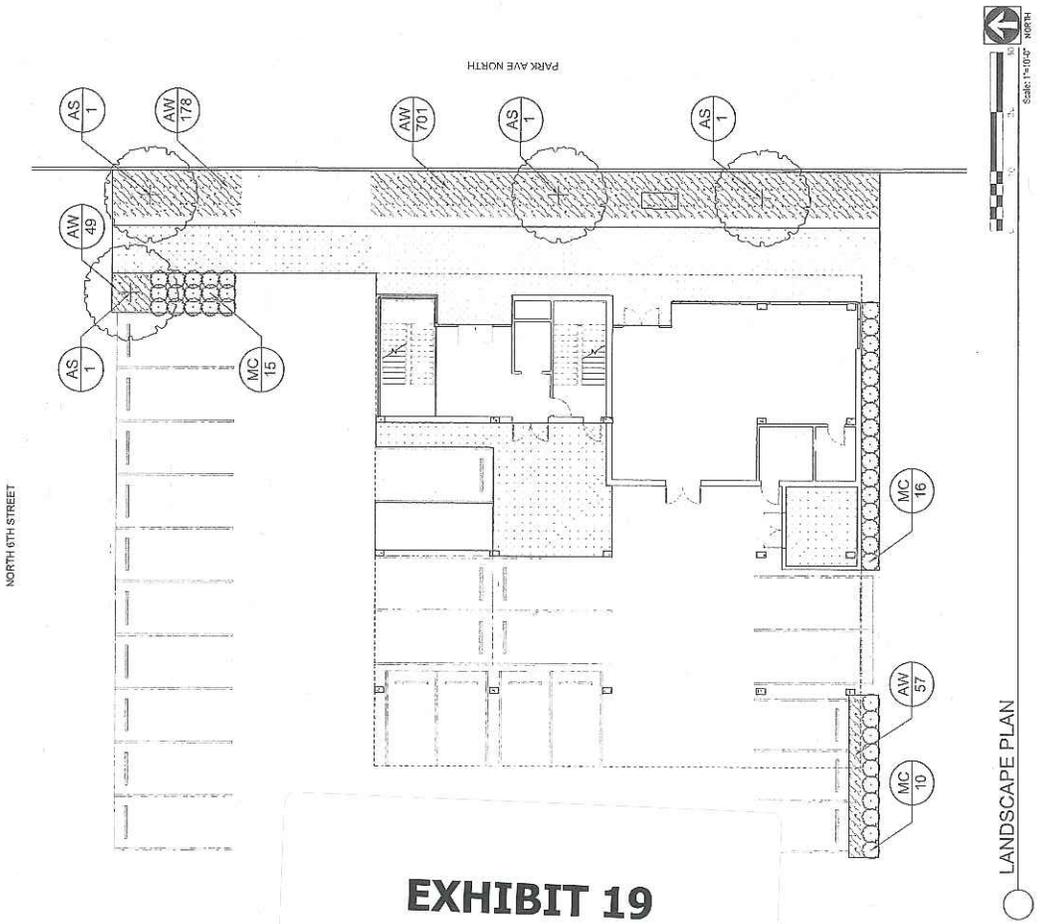
PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME / COMMON NAME	CONT	CAL	QTY	
	AS	Amelanchier laevis 'Robin Hill' / Robin Hill Serviceberry	B & B	2' Cal	4	
SHRUBS	CODE	BOTANICAL NAME / COMMON NAME	CONT	??	QTY	
	MC	Mahonia aquifolium 'Compacta' / Compact Oregon Grape	1 gal		41	
GROUND COVERS	CODE	BOTANICAL NAME / COMMON NAME	CONT	??	SPACING	QTY
	AW	Arctostaphylos uva-ursi 'Woods Compact' / Kinnikinnick	4" pot		12" o.c.	985



PLANT NOTES

- GRADES AT PLANTING AREAS SHALL MEET THE SPECIFIED CRITERIA FROM TOP OF ADJACENT HEADER, WALL, CURB, OR FINISHED SURFACE OF WALK. PLANTING AREAS TO BE CROWNED IN THE CENTER. GRADES SHALL FLOW SMOOTHLY AND PRODUCE POSITIVE DRAINAGE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL PLANT COUNTS, QUANTITIES, AND SPECIFICATIONS. QUANTITIES SHOWN ON PLAN AND LEGEND ARE FOR REFERENCE ONLY.
- ANY ROCK, CLODS, OR DEBRIS GREATER THAN 3/4" SHALL BE REMOVED FROM SHRUB, LAWN, OR GROUND COVER AREAS.
- FINISHED INSTALLATIONS AT THE CROWN OF PLANT BASE SHALL BE HIGHER THAN ADJACENT FINISH GRADE AS DETAILED.
- PLANT TREES LARGER THAN 2" CALIPER OR SPECIMEN CLUMPS PRIOR TO INSTALLATION OF IRRIGATION MAINLINES OR LATERALS.
- CONTRACTOR RESPONSIBLE FOR PROVIDING ADEQUATE WATER DURING PLANT ESTABLISHMENT PERIOD.
- TREES AND SHRUBS TO BE INSTALLED PRIOR TO GROUND COVERS.
- CONTRACTOR SHALL ALLOW FOR THE ADDITION OF SOIL AMENDMENTS IN SOIL PREPARATION AND FINISH GRADING.
- REFER TO SHEET L2.00 FOR PLANTING DETAILS
- REFER TO TREE AND PLANT PROTECTION SPECIFICATION FOR TREES TO BE PRESERVED AND PROTECTED.



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 PLANNING DIVISION

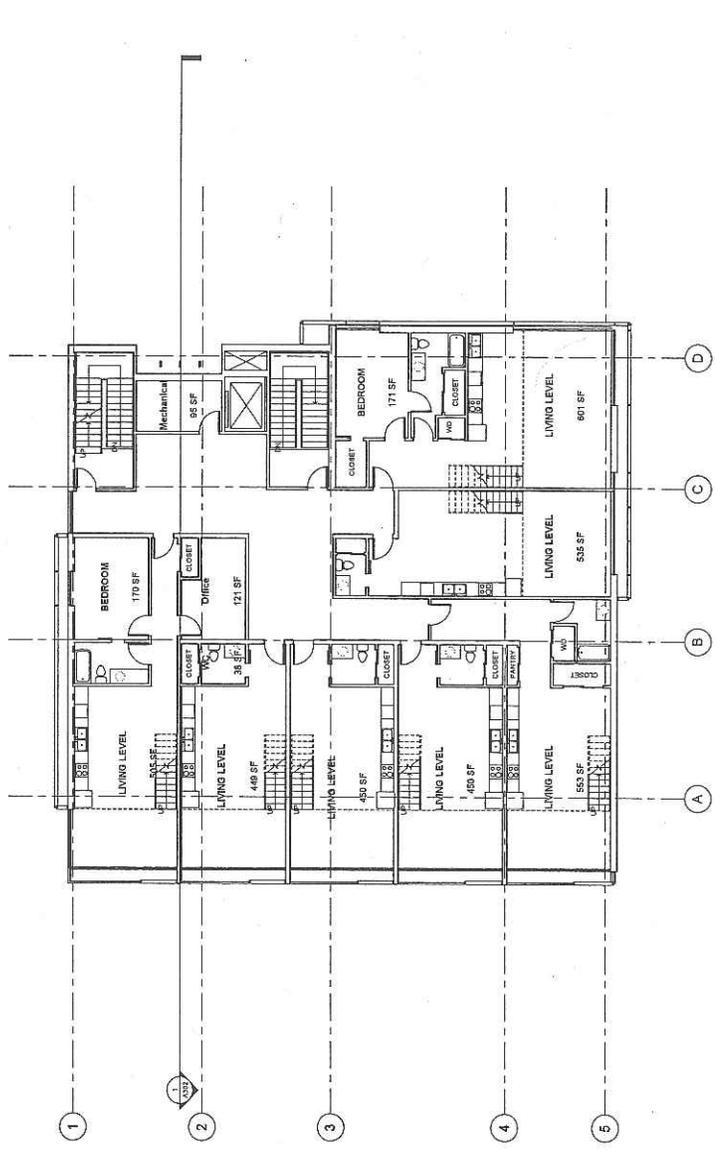




GROSS FLOOR AREA: 5397

UNIT DETAILS

UNIT 1:	LIVING: 300 SF
	LOFT: 341 SF
	TOTAL: 641 SF
UNIT 2:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 3:	LIVING: 307 SF
	LOFT: 341 SF
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UNIT 4:	LIVING: 307 SF
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UNIT 5:	LIVING: 307 SF
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UNIT 72:	LIVING: 307 SF
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UNIT 73:	LIVING: 307 SF
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	TOTAL: 648 SF
UNIT 78:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 79:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 80:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 81:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 82:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 83:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 84:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 85:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 86:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 87:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 88:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 89:	LIVING: 307 SF
	LOFT: 341 SF
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UNIT 90:	LIVING: 307 SF
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UNIT 91:	LIVING: 307 SF
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UNIT 92:	LIVING: 307 SF
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UNIT 93:	LIVING: 307 SF
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UNIT 94:	LIVING: 307 SF
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UNIT 95:	LIVING: 307 SF
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UNIT 96:	LIVING: 307 SF
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UNIT 97:	LIVING: 307 SF
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UNIT 98:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 99:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF
UNIT 100:	LIVING: 307 SF
	LOFT: 341 SF
	TOTAL: 648 SF



① Level 3  
 1/8" = 1'-0"  
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3800 136th Place SE  
Bellevue, WA 98006  
Phone: 206.468.8888  
www.ellumus.com

TITLE  
MIDRIVAL  
521 PARK AVE N  
SEATTLE, WA  
98109

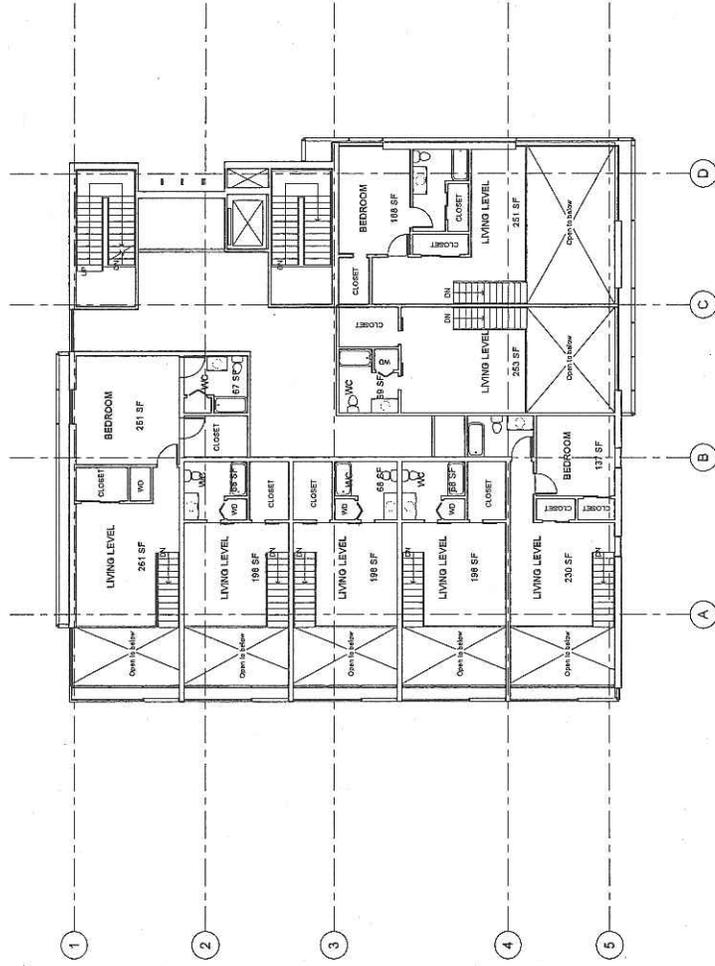
STAMP

KEY PLAN

DATE

SHEET CONTENTS  
LEVEL 3, 10' FT  
FLOOR PLAN

SHEET NUMBER  
A104



Level 3, 10' FT  
10' x 10' Grid  
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**ELLUMUS**

3600 S 130th PLACE SE  
TUMACACI, WA 98561  
TEL: 360-735-2200  
WWW.ELLUMUS.COM

**TITLE**

KEY PLAN  
521 PARK AVE N  
SEASIDE, WA 98055

**STAMP**

**KEY PLAN**

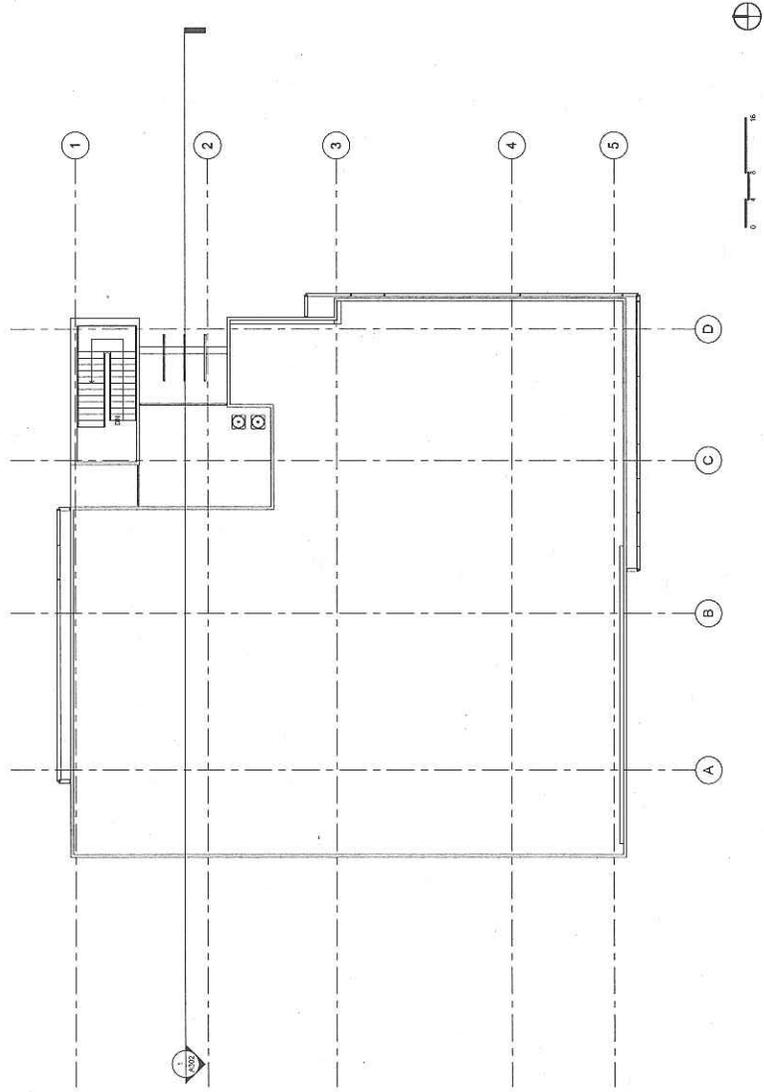
**DATE**

**SHEET CONTENTS**

ROOF

**SHEET NUMBER**

**A105**



① Roof  
1/8" = 1'-0"  
@ 1/2" = 3'-0"

ELLUMUS

1000 ELLUMUS CDT  
2000 23rd Street, Suite 402  
San Francisco, CA 94114  
Tel: 415.774.2000  
Fax: 415.774.2001  
www.ellumus.com

TITLE  
MCCOY  
52.1 PARK AVE N  
SAN FRANCISCO, CA  
94105

STAMP

KEY PLAN

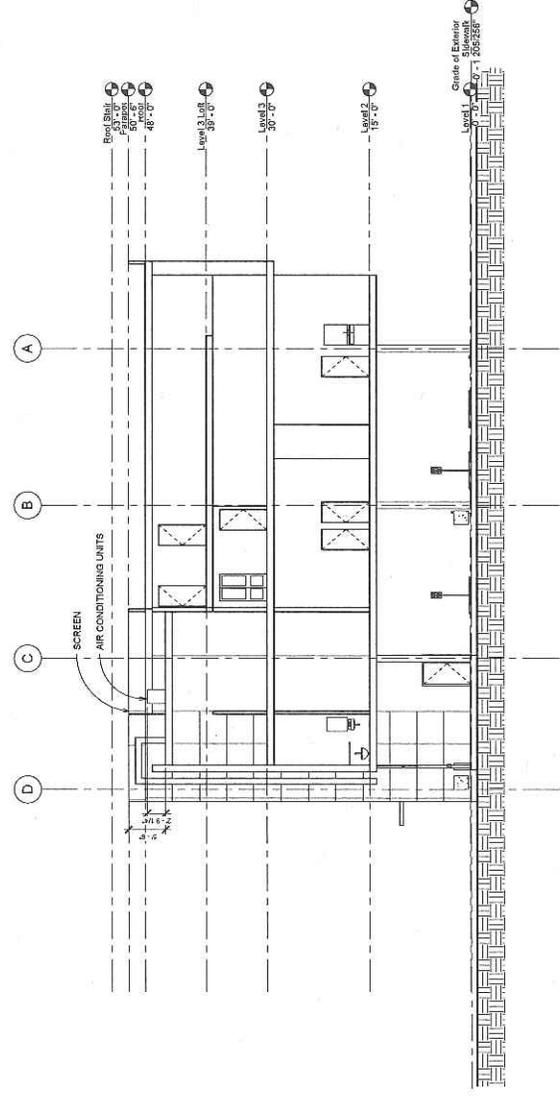
PROJECT NO. 1000  
DATE

SHEET CONDITIONS

SECTION

SHEET NUMBER

A302



1 Scale: 3/8" = 1'-0"  
@27' x 34'

# EXHIBIT 21

**ENV**

**PLANNING DIVISION**

# **ENVIRONMENTAL CHECKLIST**

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

## **PURPOSE OF CHECKLIST:**

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## **INSTRUCTIONS FOR APPLICANTS:**

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

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

## **INSTRUCTIONS FOR LEAD AGENCIES:**

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

## **USE OF CHECKLIST FOR NONPROJECT PROPOSALS:**

E:\lumus Files\01\_Projects\RNPA\_Rentor  
Checklist.doc

**EXHIBIT 22**

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Environmental Checklist:Environmental  
AUG 25 2014  
**CITY OF RENTON**  
PLANNING DIVISION

## CONSTRUCTION MITIGATION DESCRIPTION

08/2014

### Proposed Construction Dates:

Project estimated to start March 1, 2015 and end February 15, 2016

### Hours and Days of Operation:

Construction is to take place between the hours of seven o'clock (7:00) a.m. and ten o'clock (10:00) p.m., Monday through Friday. Work on Saturdays shall take place between the hours of nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. RMC 4-4-030

### Proposed Hauling/ Transportation Routes:

Hauling will take place between the hours of eight-thirty (8:30) a.m. and three-thirty (3:30) p.m., Monday through Friday. RMC 4-4-030

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PLANNING DIVISION



**Measures to be implemented to minimize dust, traffic, and transportation impacts, erosion, mud, noise, and other noxious characteristics:**

All vehicles leaving the site will be hosed off before leaving if muddy or dusty. Curb cut and contiguous street will be swept clean as needed to keep mud from spreading. If dirt is dry and dusty, dirt will be hosed during excavation. Flaggers will be provided as required and coordinated with local police and DOT.

**Preliminary Traffic Control Plan:**

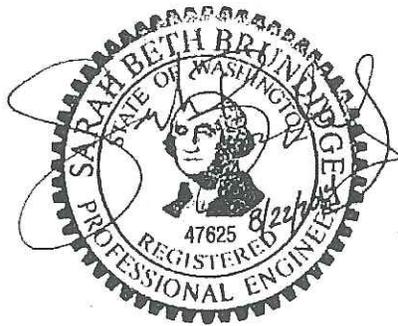
Contractor will provide traffic control plans at the time of ROW Permit application which meet the requirements of the Manual on Uniform Traffic Control Devices (MUTCD).

# My Dental

521 Park Ave N  
Renton, Washington

Entire Document  
Available Upon Request

## Surface Water Drainage Technical Information Report



August 21, 2014

# PACLAND

1505 Westlake Ave. N  
Suite 305  
Seattle, WA 98109

T 206.522.9510  
F 206.522.8344  
[www.pacland.com](http://www.pacland.com)

Jeff Chambers, P.E.

EXHIBIT 24

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CITY OF RENTON  
PLANNING DIVISION

## MEMORANDUM

**DATE:** August 25, 2014

**TO:** Jan Illian  
City of Renton

**FROM:** Chris Forster, P.E.  
TENW

**SUBJECT:** My Dental Mixed-Use  
Traffic Analysis  
TENW Project No. 4931

---

This memorandum documents the traffic analysis completed for the proposed My Dental Mixed-Use project located on the west side of Park Avenue N midblock between N 5th Street and N 6th Street in Renton, WA (see vicinity map in Attachment A).

### Project Description

The proposed project would include a mixed-use building that would include a 6,397 square foot dental office, 7 apartment units, and 1,087 square feet of ground floor miscellaneous retail space. The existing site includes a 1,143 square foot restaurant and 2 single-family homes which would be removed as part of the proposed project. Access to the site would be provided via a right-in, right-out driveway on Park Avenue N where an existing c-curb currently restricts left-turn access. A preliminary site plan is included in Attachment B.

### Trip Generation

The trip generation estimates for the existing and proposed uses were based on methodology documented in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. Reductions to the trip generation estimates for the proposed retail and existing restaurant uses were made to account for pass-by trips. Pass-by trips are trips that are made by vehicles that are already on the adjacent street and make intermediate stops at the retail/restaurant uses on route to a primary destination (i.e. on the way from work to home). The pass-by trips were based on methodology and studies documented in the ITE *Trip Generation Handbook*.

The net new trips from the My Dental Mixed-Use project were calculated by subtracting the existing site trips from the proposed project trips. The resulting net new weekday daily, AM, and PM peak hour trips are summarized in Table 1. The detailed trip generation estimates are included in Attachment C.

**EXHIBIT 25**

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PLANNING

**Table 1**  
**My Dental Mixed-Use**  
**Trip Generation Summary**

Time Period	Net New Trips Generated		
	In	Out	Total
Weekday Daily	104	104	208
Weekday AM Peak Hour	13	5	18
Weekday PM Peak Hour	6	17	23

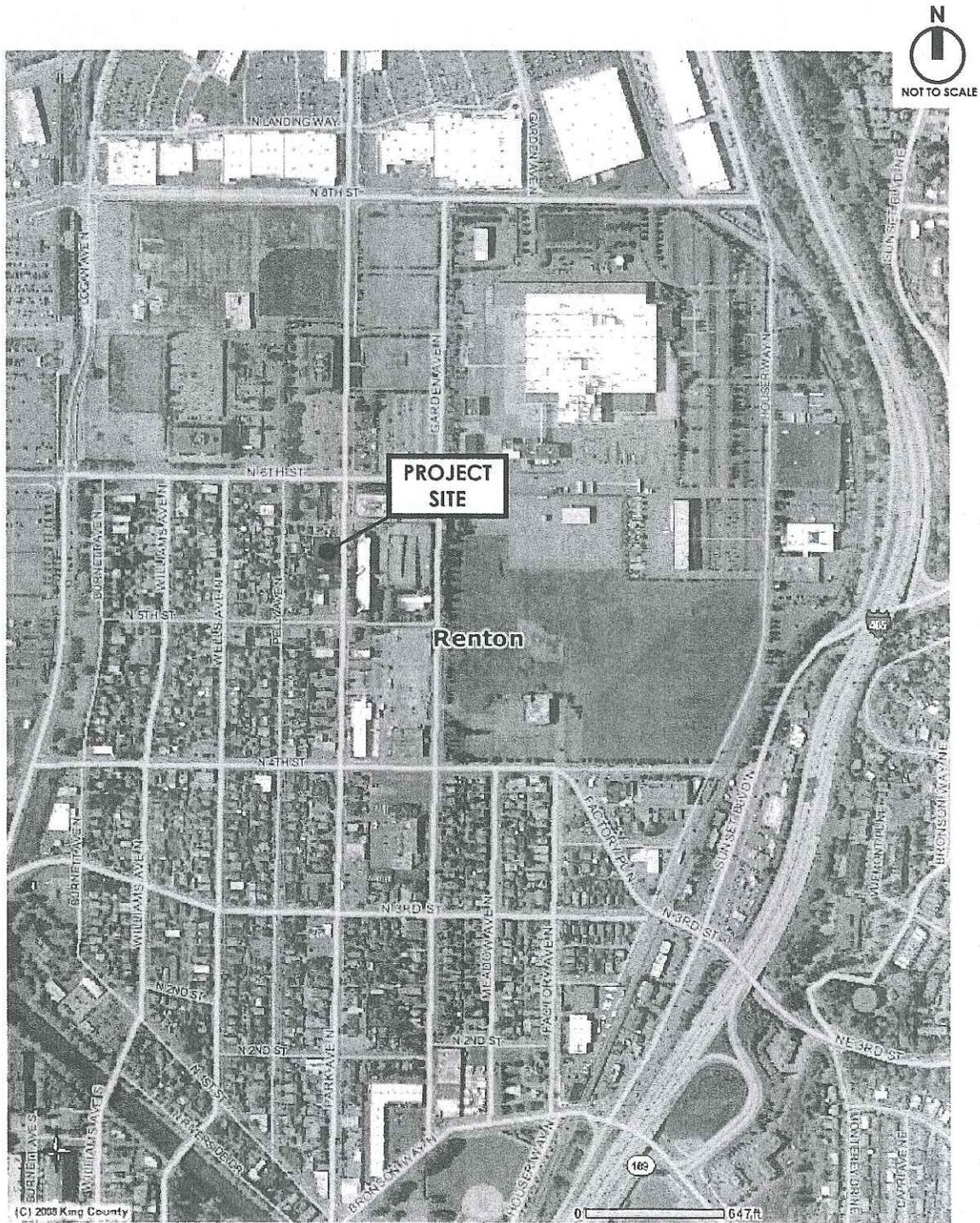
As shown in Table 1, the proposed project is estimated to generate a total of 208 net new weekday daily trips with 18 net new trips occurring during the weekday AM peak hour (13 entering, 5 exiting), and 23 net new trips occurring during the weekday PM peak hour (6 entering, 17 exiting).

### Traffic Analysis Conclusions

Based on our discussions, because this project is only estimated to generate up to 23 new peak hour trips, and because the site access on Park Avenue N will be restricted to right-in, right-out movements via the existing c-curb, no significant traffic impacts are expected and no additional traffic analysis is warranted. Please call me at 206-498-5897 if you have any questions with the information included in this memorandum.

cc: Willis Liu, PACLAND

Attachments



Attachment A: Site Vicinity



## ATTACHMENT C

### Trip Generation Calculations

**My Dental - Renton  
Daily Trip Generation Estimate**

Land Use	Size	Units <sup>1</sup>	ITE LUC <sup>2</sup>	Trip Rate	Directional Split		Vehicle Trip Generation			
					Enter	Exit	Enter	Exit	Total	
<b>Proposed Land Uses</b>										
Dental Office	6,397	GFA	720	36.13	50%	50%	116	115	231	
Apartments	7	DU	220	6.65	50%	50%	23	24	47	
Specialty Retail	1,087	GLA	826	44.32	50%	50%	24	24	48	
	<i>Pass-By<sup>3</sup></i>	34%					-8	-8	-16	
							<b>Subtotal:</b>	16	16	32
							<b>Gross Daily Trips Generated =</b>	163	163	326
							<i>Less Pass-by Trips =</i>	-8	-8	-16
							<b>Total Proposed Net Daily Trips =</b>	155	155	310
<b>Less Existing Uses:</b>										
Single Family	2	DU	210	9.52	50%	50%	9	10	19	
High-Turnover (Sit-Down) Restaurant	1,143	GFA	932	127.15	50%	50%	73	72	145	
	<i>Pass-By<sup>3</sup></i>	43%					-31	-31	-62	
							<b>Subtotal:</b>	42	41	83
							<b>Gross Daily Trips Generated =</b>	82	82	164
							<i>Less Pass-by Trips =</i>	-31	-31	-62
							<b>Total Existing Net Daily Trips =</b>	51	51	102
<b>NET NEW DAILY TRIP GENERATION =</b>								104	104	208

<sup>1</sup> GFA = Gross Floor Area, DU = Dwelling Units, GLA = Gross Leasable Area.

<sup>2</sup> Land Use Code from ITE 9th Edition Trip Generation Manual, 2012.

<sup>3</sup> Pass-by percent based on studies documented in the ITE Trip Generation Handbook, 2nd Edition, June 2004.

**My Dental - Renton  
AM Peak Hour Trip Generation Estimate**

Land Use	Size	Units <sup>1</sup>	ITE LUC <sup>2</sup>	Trip Rate	Directional Split		Vehicle Trip Generation		
					Enter	Exit	Enter	Exit	Total
<b>Proposed Land Uses</b>									
Dental Office	6,397	GFA	720	2.39	79%	21%	12	3	15
Apartments	7	DU	220	0.51	20%	80%	1	3	4
Specialty Retail <sup>3</sup>	1,087	GLA	826	0.70	48%	52%	0	1	1
	Pass-By <sup>4</sup>	34%					0	0	0
<b>Subtotal:</b>							0	1	1
<b>Gross AM Peak Hour Trips Generated =</b>							13	7	20
<b>Less Pass-by Trips =</b>							0	0	0
<b>Total Proposed Net AM Peak Hour Trips =</b>							13	7	20
<b>Less Existing Uses:</b>									
Single Family	2	DU	210	0.75	25%	75%	0	2	2
High-Turnover (Sit-Down) Restaurant	1,143	GFA					<i>No existing AM Trips Assumed</i>		
<b>Total Existing Net AM Peak Hour Trips =</b>							0	2	2
<b>NET NEW AM PEAK HOUR TRIP GENERATION =</b>							<b>13</b>	<b>5</b>	<b>18</b>

<sup>1</sup> GFA = Gross Floor Area, DU = Dwelling Units, GLA = Gross Leasable Area.

<sup>2</sup> Land Use Code from ITE 9th Edition Trip Generation Manual, 2012.

<sup>3</sup> AM trip rate based on PM rate for Specialty Retail (LUC 826) factored by ratio of AM to PM trip rate for Shopping Center (LUC 820). 0.70 = 2.71 \* (0.96 / 3.71).

<sup>4</sup> Pass-by percent based on studies documented in the ITE Trip Generation Handbook, 2nd Edition, June 2004.

**My Dental - Renton  
PM Peak Hour Trip Generation Estimate**

Land Use	Size	Units <sup>1</sup>	ITE LUC <sup>2</sup>	Trip Rate	Directional Split		Vehicle Trip Generation		
					Enter	Exit	Enter	Exit	Total
<b>Proposed Land Uses</b>									
Dental Office	6,397	GFA	720	Equation	28%	72%	7	18	25
Apartments	7	DU	220	0.62	65%	35%	3	1	4
Specialty Retail	1,087	GLA	826	2.71	44%	56%	1	2	3
	Pass-By <sup>3</sup> 34%						0	-1	-1
							<b>Subtotal:</b>		
							1	1	2
							<b>Gross PM Peak Hour Trips Generated =</b>		
							11	21	32
							<b>Less Pass-by Trips =</b>		
							0	-1	-1
							<b>Total Proposed Net PM Peak Hour Trips =</b>		
							11	20	31
<b>Less Existing Uses:</b>									
Single Family	2	DU	210	1.00	63%	37%	1	1	2
High-Turnover (Sit-Down) Restaurant	1,143	GFA	932	9.85	60%	40%	7	4	11
	Pass-By <sup>3</sup> 43%						-3	-2	-5
							<b>Subtotal:</b>		
							4	2	6
							<b>Gross PM Peak Hour Trips Generated =</b>		
							8	5	13
							<b>Less Pass-by Trips =</b>		
							-3	-2	-5
							<b>Total Existing Net PM Peak Hour Trips =</b>		
							5	3	8
<b>NET NEW PM PEAK HOUR TRIP GENERATION =</b>							<b>6</b>	<b>17</b>	<b>23</b>

<sup>1</sup> GFA = Gross Floor Area, DU = Dwelling Units, GLA = Gross Leasable Area.

<sup>2</sup> Land Use Code from ITE 9th Edition Trip Generation Manual, 2012.

<sup>3</sup> Pass-by percent based on studies documented in the ITE Trip Generation Handbook, 2nd Edition, June 2004.

## Kris Sorensen

---

**From:** Randy Matheson <randy.matheson@rentonschools.us>  
**Sent:** Friday, October 17, 2014 10:49 AM  
**To:** Sabrina Mirante  
**Cc:** Kris Sorensen; Kayla Steckler  
**Subject:** RE: My Dental Mixed Use School Request

Answers below.

Randy Matheson, Executive Director, Community Relations Renton School District | 300 SW 7th Street, Renton WA 98057 | 425.204.2345 |

[randy.matheson@rentonschools.us](mailto:randy.matheson@rentonschools.us) | [www.rentonschools.us](http://www.rentonschools.us) |



---

**From:** Sabrina Mirante [<mailto:SMirante@Rentonwa.gov>]  
**Sent:** Friday, October 17, 2014 10:37 AM  
**To:** Randy Matheson  
**Cc:** Kris Sorensen  
**Subject:** My Dental Mixed Use School Request

**Good Morning Randy,**

See attached letter we sent over in September, and don't have record of a response. Would you mind redoing this one for us, today if possible? Also, Associate Planner, Kris Sorensen would like to know if students would be bussed, if they lived at this location. (The building will have several apartments).

Thank you!  
~Sabrina

**Subject: My Dental Mixed-Use  
LUA14-1148, ECF, LLA, MOD, SA-H**

The City of Renton's Department of Community and Economic Development (CED) has received an application for a Mixed use medical building located at 521,525,529 Park Ave N. Please see the enclosed Notice of Application for further details.

In order to process this application, CED needs to know which Renton schools would be attended by children living in residences at the location indicated above. Please fill in the appropriate schools on the list below and return this letter to my attention, City of Renton, CED, Planning Division, 1055 South Grady Way, Renton, Washington 98057 or fax to (425) 430-7300, **by asap** .

Elementary School: Hazelwood Elementary School (elementary students would be bused)

Middle School: Dimmitt Middle School (middle school students would be bused)

High School: Renton High School (high school students within walking distance)

**EXHIBIT 26**

Will the schools you have indicated be able to handle the impact of the additional students estimated to come from the proposed development? Yes \_\_\_ Yes \_\_\_ No \_\_\_\_\_

Any Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Thank you for providing this important information. If you have any questions regarding this project, please contact me at (425) 430-6593.

Sincerely,

Kris Sorensen  
Associate Planner

Enclosure

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



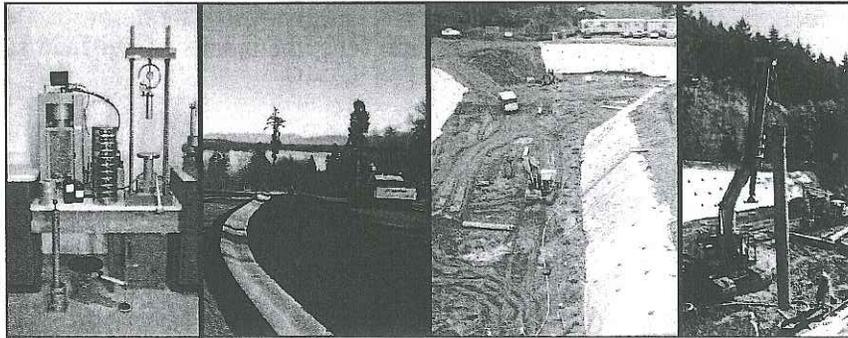


MERIT ENGINEERING INC.

Entire Document  
Available Upon Request

**GEOTECHNICAL ENGINEERING REPORT**

Wu Property  
521, 525 and 529 Park Ave. N.  
Renton, Washington 98055



Prepared For:

Yumao & Min Wu  
Park 09 LLC  
507 Williams Ave. S.  
Renton, WA 98057

July 09, 2014  
Project No. VFO113754

2715 Meridian Street  
Bellingham, Washington 98225  
Tel: (360)738-6083  
Fax: (360)738-1499  
merit-engineering.com  
merit-engineering.com

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CITY OF RENTON  
PLANNING DEPARTMENT

**EXHIBIT 27**