
REPORT TO THE HEARING EXAMINER

A. SUMMARY AND PURPOSE OF REQUEST

HEARING DATE: June 23, 2015

Project Name: CarMax Auto Superstore

Owner: Regal Cinemas, Inc.; 7132 Regal Lane; Knoxville, TN 37918

Applicant: Mike Creekmore; CarMax Superstores; 12800 Tuckahoe Creek Parkway; Richmond, VA 23238

Contact: Amanda Steinle; Centerpoint Integrated Solutions; 1240 Bergen Parkway, Ste A250; Evergreen, CO 80439

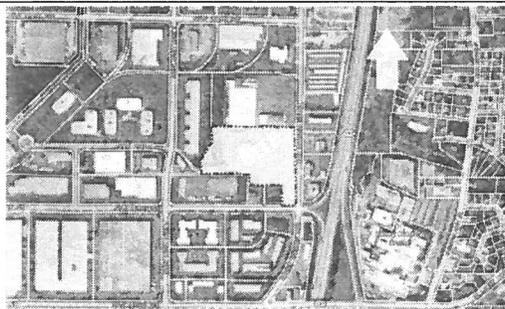
File Number: LUA15-000288, ECF, SA-H, MOD, MOD, MOD, VA-A

Project Manager: Rocale Timmons; Senior Planner

Project Summary: The applicant is requesting Hearing Examiner Site Plan Review, Environmental (SEPA) Review, three modifications, and a variance for the construction of a new 20,220 square foot CarMax Auto Superstore facility including a dealership, service building, and non-public car wash. The subject property is located on the west side of East Valley Rd between SW 41st St and SW 43rd St at 3157 East Valley Rd. The project site totals 12.28 acres in area and is zoned Commercial Arterial (CA) and Medium Industrial (IM). The site currently contains a 74,000 square foot theater facility which is proposed for removal. There are two primary access points on East Valley Road; a secondary access point on SW 41st St; and a third access point to the west which connects the site to Lind Ave SW. Customer and employee parking, in the amount of 244 parking stalls on the south side of the building. The primary and first phase of sales display area would contain 423 spaces, located on the east side of the property fronting onto East Valley Rd, and secured by highway guardrail and embassy-style security gates. The Phase II Sales Lot contains 84 spaces and is located at the northwest corner of the primary sales lot. The Phase III Sales Lot contains 108 spaces and is located at the southeast corner of the property at the corner of SW 41st Street and East Valley Rd. Existing parking and landscaping islands in the southwest corner of the site (Phase III Sales Lot) are proposed to remain, for customer and employee parking, until CarMax proceeds with the Phase III sales lot. All new structures would be located central to the site. The service building would be located west of the sales building and sales display.

Project Location: 3751 East Valley Rd

Site Area: 12.28 acres



Project Location Map

B. EXHIBITS:

- Exhibit 1: ERC Report
- Exhibit 2: Site Plan
- Exhibit 3: Landscape Plan
- Exhibit 4: Aerial Photo
- Exhibit 5: Elevations
- Exhibit 6: Parking Supply Analysis (dated April 27, 2015)
- Exhibit 7: Geotechnical Report (dated February 7, 2014)
- Exhibit 8: Drainage Report (dated April 6, 2015)
- Exhibit 9: Traffic Impact Study (dated April 6, 2015)
- Exhibit 10: Public Comment Letter: Muckleshoot Indian Tribe Fisheries Division
- Exhibit 11: Wetlands & Drainage Delineation Report (dated February 5, 2014)
- Exhibit 12: ERC Determination of Non-Significance - Mitigated (DNS-M) and Mitigation Measure (dated June 1, 2015)
- Exhibit 13: Tree Protection Plan
- Exhibit 14: Zoning Map
- Exhibit 15: Transportation Concurrency Memo
- Exhibit 16: Bollard Fencing Alternative
- Exhibit 17: Conceptual Sign Package

C. GENERAL INFORMATION:

- 1. **Owner(s) of Record:** Regal Cinemas, Inc.
7132 Regal Lane
Knoxville, TN 37918
- 2. **Zoning Classification:** Medium Industrial (IM) & Commercial Arterial (CA)
- 3. **Comprehensive Plan Land Use Designation:** Employment Area Valley (EAV)
- 4. **Existing Site Use:** Movie Theater
- 5. **Neighborhood Characteristics:**
 - a. **North:** Car Dealership (IM zone)
 - b. **East:** Restaurant/Office (CA zone)
 - c. **South:** Warehouse/Restaurant/Office (IM/CA zones)
 - d. **West:** Warehouse (IM Zone)
- 6. **Site Area:** 12.28 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	N/A	1745	4/9/1959
East Valley Cinemas	LUA95-204	N/A	12/20/1995
Black Angus Restaurant	LUA99-064	N/A	6/15/2001

E. PUBLIC SERVICES:

1. Existing Utilities

- a. Water: The proposed development is within the City of Renton's water service area. There is an existing 12-inch looped water main around the building which can provide 5,000 gpm. Static pressure available is 74 psi. There is a 2-inch domestic meter, a 2-inch irrigation meter and an 8 inch fire service serving the existing building.
- b. Sewer: Sewer service is provided by the City of Renton. There is an existing 8 inch sewer main in East Valley Road. There is an existing 8 -inch side sewer serving the building.
- c. Surface/Storm Water: There is a 12 inch storm conveyance system in the parking lot and is connected to a private storm pond at the rear of the site.

2. Streets: There are partial street frontage improvements along SW 41st St and East Valley Rd.

3. Fire Protection: City of Renton Fire Department

F. APPLICABLE SECTIONS OF THE RENTON MUNICIPAL CODE:

1. Chapter 2 Land Use Districts

- a. Section 4-2-020: Purpose and Intent of Zoning Districts
- b. Section 4-2-070: Zoning Use Table
- c. Section 4-2-120: Development Standards for Commercial Zoning Classifications
- d. Section 4-2-130: Development Standards for Industrial Zoning Classifications

2. Chapter 3 Environmental Regulations

- a. Section 4-3-050 Critical Area Regulations

3. Chapter 4 Property Development Standards

4. Chapter 6 Streets and Utility Standards

- a. Section 4-6-060: Street Standards

5. Chapter 9 Procedures and Review Criteria

- a. Section 4-9-200: Site Plan Review
- b. Section 4-9-250: Variances, Waivers, Modifications, and Alternates

6. 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, Environmental (SEPA) Review, and three modifications for the construction of a new 20,220 square foot CarMax Auto Superstore facility including a dealership, service building, and non-public car wash.
2. The subject property is located at 3751 East Valley Rd and is bordered by SW 41st St to the south, East Valley Rd to the east, a Harley Davidson Dealership to the north, and a medical retail mixed-use building/restaurant to the south.
3. The project site is 12.28 acres in area and is zoned Medium Industrial (IM) and Commercial Arterial (CA) and is also located partially within Design District 'D'. The site currently contains a 70,000 square foot theater with associated parking, landscaping, and infrastructure improvements.
4. All proposed structures would be located within the IM zoning classification. Therefore IM development standards, pursuant to RMC 4-2-130A, have been used to evaluate a majority of the project proposal (see FOF 27, Zoning Development Standard Compliance). Design District 'D' development standards are applied to the frontage portion of the site (along East Valley Rd) which contains landscaping, signage, parking, fencing, etc. (Exhibit 14).
5. An approximate 2.0 acres would be dedicated to customer and employee parking areas containing 244 parking stalls upon full build-out. The overall sales display parking area would be approximately 4.07 acres, containing 610 sales spaces upon full build-out of three proposed phases.
6. Access to the site is proposed via a total of four existing driveways along SW 41st St and East Valley Rd.
7. The proposal includes the removal of the existing theater and the reconfiguration of the parking and landscaping on site.
8. Additionally, a wetland and stormwater detention/water quality facility is also located on the western 1.13 acres of the site and is proposed to remain following construction.
9. The applicant is requesting a parking modification from RMC 4-4-080 in order to exceed the maximum 48 parking stalls allowed to no more than 352 parking spaces (244 stalls upon full build-out) (See FOF 28, Parking Modification Analysis).
10. The applicant is requesting a lighting modification, from RMC 4-4-075, in order to increase the maximum average lighting levels of 0.9 foot-candles along the perimeter of the project boundary to 1.2 foot-candles (See FOF 29, Lighting Modification Analysis).
11. The applicant is also requesting a street modification, from RMC 4-6-060, in order to reduce the required dedication and improvements required along East Valley Rd and SW 41st St (See FOF 30, Street Modification Analysis).
12. Finally, the applicant is proposing a variance from RMC 4-4-100 in order to site a 40-foot high pylon sign along East Valley Rd (See FOF 31, Sign Variance Analysis).
13. The proposed building would be located in the central-western portion of the project site with surface parking areas located along the south and east sides of the buildings.
14. The proposed structures would not exceed a height of 37 feet at the tallest point of the pitched roof elements.

15. The main entrance for the sales building is located on the eastern façade oriented to, and visible from, East Valley Rd and serves as a focal point for the design. The secondary entry is located on the southern façade.
16. Exterior materials would primarily consists of split face CMU, aluminum storefront framing, pilaster columns, and a standing seam metal roof (Exhibit 5).
17. The applicant is proposing filling and grading primarily to bring the existing movie theater footprint up to proposed grades. Preliminary earthwork volumes include approximately 6,500 cubic yards of cut soils and 5,000 cubic yards of fill. Fill would be imported from off site. Approximately 80% of the site is proposed to be covered with impervious surfaces following construction.
18. The site contains 104 inventoried trees; a mix of evergreen and deciduous trees. Existing significant trees along portions of the southern and western property lines would remain. All vegetation and trees located within the stormwater management area, located to the west of the site, would remain as well. The applicant is proposing to plant a total of 59 replacement trees.
19. There are two Category 3 wetlands located along the western portion of the site. The applicant is not proposing impacts to existing wetlands on site.
20. The Planning Division of the City of Renton accepted the above master application for review April 30, 2015 and determined complete on May 7, 2015. The project complies with the 120-day review period.
21. The applicant has submitted a Drainage Report, Traffic Impact Analysis, Parking Analysis, Wetland Study, Tree Protection Plan, and Geotechnical Engineering study with the subject application.
22. Staff received a comment letter from the Muckleshoot Indian Tribe Fisheries Division (Exhibits 10) with questions related to the relationship between potential impacts to the wetlands on site and the mitigation plan for the Act III Theater (dated 1991). No other public or agency comments have been received.
23. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on June 1, 2015, the Environmental Review Committee issued a Determination of Non-Significance - Mitigated (DNS-M) for the CarMax (Exhibit 12). The DNS-M included one mitigation measure. A 14-day appeal period commenced on June 5, 2015 and ends on June 19, 2015. No appeals of the threshold determination have been filed as the date of this report.
24. Based on an analysis of probable impacts from the proposal, the Environmental Review Committee (ERC) issued the following mitigation measures with the Determination of Non-Significance – Mitigated:
 1. The applicant shall provide a Final Geotechnical Report containing specific recommendations in order to mitigate potential geotechnical impacts. The Final Geotechnical Report shall be submitted to and approved by the Department of Community and Economic Development prior to, or concurrent with, building permit approval. The applicant shall comply with the recommendation included in the Final Geotechnical Report.
25. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments has been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
26. **Comprehensive Plan Compliance:** The site is designated Employment Area Valley (EAV) on the Comprehensive Plan Land Use Map. The purpose of EAV is to allow the gradual transition of the Valley from traditional industrial and warehousing uses to more intensive retail service and office activities. The intent is to allow these new activities without making industrial uses non-conforming and without restricting the ability of existing businesses to expand. The proposal is compliant with the following Comprehensive Plan policies:

Compliance	Comprehensive Plan Analysis
✓	Objective LU-HHH: Provide for a mix of employment-based uses, including commercial, office, and industrial development to support the economic development of the City of Renton.
✓	Policy LU-304. Non-employment-based uses, such as residential, are prohibited in the Employment Area - Valley.
✓	Policy LU-305. Multi-story office uses should be located in areas most likely to be served by future multi-modal transportation opportunities. A greater emphasis on public amenities is appropriate for this type of use.
✓	Policy LU-307. Recognize viable existing and allow new industrial uses in the Valley, while promoting the gradual transition of uses on sites with good access and visibility to more intensive commercial and office use.
✓	Policy LU-317. Site plan review should be required for all new projects in the Employment Area-Valley pursuant to thresholds established in the City's development regulations.
✓	Policy LU-318. New development, or site redevelopment, should conform to development standards that include scale of building, building façade treatment to reduce perception of bulk, relationship between buildings, and landscaping.
Compliant if all conditions of approval are met	<p>Policy CD-39. Ensure quality development by supporting site plans and plats that incorporate quality building, development, and landscaping standards that reflect unity of design and create a distinct sense of place.</p> <p><u>Staff Comment:</u> See Landscaping discussion below, FOF 27, Zoning Development Standard Compliance.</p>

27. Zoning Development Standard Compliance: The subject site zoned **Medium Industrial (IM)** for a majority of the site and where all proposed structures are located. Therefore, staff used to the IM zoning development standards to analyze the proposal. The purpose of the IM zone is to provide areas for medium-intensity industrial activities involving manufacturing, processing, assembly and warehousing. It is intended to implement the Employment Area Valley and Employment Area Industrial Comprehensive Plan designation. The proposal is compliant with the following development standards if all conditions of approval are met:

Compliance	Industrial Zone Development Standards and Analysis
✓	<p>Use:</p> <p><u>Staff Comment:</u> Motor vehicles sales including, but not limited to, motorcycles, passenger cars, light trucks, vans, and similar size vehicles which have gross vehicle weights less than ten thousand permitted are permitted within the IM zone.</p>
N/A	<p>Lot Dimensions: Pursuant to RMC 4-2-130A there is a 35,000 square foot minimum lot requirement for lots created after September 1, 1985. There are minimum lot width or depth requirements in the IM zone.</p> <p><u>Staff Comment:</u> The proposal does not include the creation of new lots.</p>
✓	<p>Lot Coverage: Per RMC 4-2-130A there is no maximum lot coverage for buildings within the IM zone.</p>

	<p><i>Staff Comment: The proposed buildings would have a footprint of 20,221 square feet on the approximate 534,900 square foot site; resulting in a building lot coverage of approximately 4 percent.</i></p>
<p>✓</p>	<p>Setbacks: Pursuant to RMC 4-2-130A the IM zoning classification requires a minimum street setback of 20 feet to the building from principal arterials and 15 feet for all other streets. There are no other setbacks requirements in the IM zone.</p> <p><i>Staff Comment: The proposed structure is approximately setback from East Valley Rd 230 feet. The proposed structure complies with all setbacks of the IM zone.</i></p>
<p>Compliant if condition of approval is met</p>	<p>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.</p> <p><i>Staff Comment: A conceptual landscape plan was submitted with the project application (Exhibit 3).</i></p> <p><i>The conceptual landscape plan illustrates materials that would be used to enhance the visual character of the building and site. The planting schedule includes a variety of trees, shrubbery, groundcover, and grasses. Perimeter landscaping along East Valley Rd is proposed at a width ranging from 3 to 15 feet west of the sidewalk. SW 41st St would have a landscape strip width of approximately 10 to 15 feet. In the surface parking area, the applicant is proposing intervening landscaping on average every 12 parking stalls. Landscaping is not proposed within the sales parking areas.</i></p> <p><i>Within the proposed employee/customer surface parking lot, 35 square feet of landscaping per parking space would be required. Based on the proposal of 352 surface parking stalls (244 stalls after future car sales parking expansion), a minimum of 12,320 square feet of landscaping would be required within the surface parking areas (8,540 square feet would be required after future car sales parking expansion). The submitted landscape analysis indicates that a total of 12,700 square feet of landscaping would be provided interior to the site.</i></p> <p><i>While the proposed the parking lot landscaping would exceed the minimum landscape frontage in some areas, and the interior parking lot landscaping requirement is met, it is not the intent of City's landscaping regulations that rigid and inflexible design standards be imposed, but rather <u>minimum</u> standards be set. Higher standards can be substituted as long as fencing and vegetation do not exceed height limits specified in RMC 4-4-040. Additionally, Policy CD-39 encourages quality development by supporting site plans which incorporate landscaping standards that reflect unity of design and create a distinct sense of place. There are also several guidelines and standards within Design District 'D' which serve to require landscaping to enhance the urban character of development.</i></p> <p><i>The scale of the surface parking area, while located in an industrial zone, is very large and requires a parking modification in order to exceed the maximum number of stalls. The parking areas are located along heavily used primary arterials and would have a visual impact on the pedestrian environment and abutting/adjacent properties without adequate landscape buffers. Wide landscape buffers along the perimeter of the site, specifically along East Valley Rd and the northwest corner of the SW 41st/East Valley Rd intersection would serve as a visual buffer between the proposed development/large surface parking area and the smaller scale development surrounding the site and the pedestrian environment. Additionally, the location of utilities within the East Valley Rd right-of-way would preclude the planting of much needed street trees to aesthetically</i></p>

	<p><i>buffer the parking area.</i></p> <p><i>Given the aesthetic impacts of the proposed development on less intense neighboring properties and adjacent streets, staff recommends the applicant be required to provide on-site landscape buffers along the perimeter of the site adjacent to SW 41st St and East Valley Rd to a minimum width of 15 feet in order to accommodate a variety of vegetation. Additionally, a minimum 1,000 square foot gateway/landscape area shall be provided at the corner of SW 41st St and East Valley Rd. All perimeter parking lot landscaping shall be revised to include the following: trees planted along the street frontage in clusters; shrubs planted at the minimum rate of one per 20 square feet of landscaped area; ground cover in sufficient quantities to provide at least 90% coverage of the landscaped area within 3 years of installation. Existing healthy mature trees which are located within perimeter landscape buffers shall be maintained to the maximum extent possible and protected during construction unless determined by an Arborist that such tree is dead, diseased, or dangerous. A revised landscape plan shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.</i></p> <p><i>Underground sprinkler systems are required to be installed and maintained for all landscaped areas. The sprinkler system shall provide full water coverage of the planted areas specified on the plan. A detailed landscape plan and irrigation plan will need to be submitted and approved prior to building permit approval.</i></p>
<p>✓</p>	<p>Building Height: Pursuant to RMC 4-2-130A there is no maximum building height in the IM zone.</p> <p><u>Staff Comment:</u> <i>The proposed structures would not exceed a height of 37 feet at the tallest point of the pitched roof elements. (Exhibit 5). The proposal complies with the height requirement of the zone.</i></p>
<p>Compliant if condition of approval is met</p>	<p>Screening: Per RMC 4-4-095 all mechanical equipment and outdoor service and storage areas shall be screened to reduce visibility, noise, and related impacts while allowing accessibility for providers and users.</p> <p><u>Staff Comment:</u> <i>The applicant did not provide details for surface or roof mounted equipment and/or screening identified for such equipment. As such staff recommends, as a condition of approval, the applicant shall provide a detailed plan identifying the location and screening provided for surface and roof mounted equipment. The screening plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i></p>
<p>✓</p>	<p>Refuse and Recyclables: Per RMC 4-4-090 non-residential developments are required to provide a minimum of 3 square feet per every one 1,000 square feet of building gross floor area for recyclables deposit areas and a minimum of ten 6 square feet per 1,000 square feet of building gross floor area for refuse deposit areas.</p> <p><u>Staff Comment:</u> <i>Based on the proposal for a total of 20,221 square feet of non-residential space a minimum area of 60 square feet of recycle area and 120 square feet of refuse are would be required for the project. The proposal includes a 445 square foot area dedicated to refuse and recycle adjacent to the service building (Exhibit 2).</i></p>
<p>See FOF 28, Parking Modification Analysis</p>	<p>Parking: The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls be provided based on the square footage of the use.</p> <p><u>Staff Comment:</u> <i>CarMax operates differently from traditional car dealerships in that it physically separates its inventory area from customer and employee parking. All</i></p>

	<p><i>inventory display areas would be separated from the general public by means of guardrails, gates, and fencing. Ornamental fencing would be used in order to separate the customer and employee parking from the display area. The sales display area is not subject to RMC 4-4-080.</i></p> <p><i>The following parking ratios would be applicable to the site:</i></p> <table border="1" data-bbox="431 409 1468 674"> <thead> <tr> <th><u>Use</u></th> <th><u>Square Footage</u></th> <th><u>Ratio</u></th> <th><u>Required Spaces</u></th> </tr> </thead> <tbody> <tr> <td>Vehicle Sales</td> <td>13,135</td> <td>A minimum and maximum of 1 stall per 1,000 SF</td> <td>13</td> </tr> <tr> <td>Vehicle Service</td> <td>7,086</td> <td>A minimum and maximum of 5 stalls per 1,000 SF</td> <td>35</td> </tr> </tbody> </table> <p><i>Based on the proposed uses, a maximum of 48 parking spaces would be allowed in order to meet code. The applicant is proposing a total of 352 parking stalls. The applicant's proposal includes expansions to the sales display area which would include a reduction in the number of stalls by 108 parking spaces for a total of 244 stalls.</i></p> <p><i>The applicant has requested a parking modification in order to provide more stalls than the code allows (See discussion under FOF 28, Parking Modification Analysis).</i></p>	<u>Use</u>	<u>Square Footage</u>	<u>Ratio</u>	<u>Required Spaces</u>	Vehicle Sales	13,135	A minimum and maximum of 1 stall per 1,000 SF	13	Vehicle Service	7,086	A minimum and maximum of 5 stalls per 1,000 SF	35
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<p>See FOF 31, Sign Variance Analysis</p>	<p>Signs: Pole signs and roof signs are prohibited. Signs subject to Urban Center Design Overlay regulations (RMC 4-3-100).</p> <p>Staff Comment: <i>The applicant provided a conceptual sign package which indicates the approximate location of the exterior building signage (Exhibit 17). The applicant is proposing a pylon sign along East Valley Rd within the CA zone/Design District 'D' portion of the site. The applicant has requested a sign variance in order to construct the 40-foot tall pylon sign. See additional discussion under FOF 31, Sign Variance Analysis.</i></p>												
<p>Compliant if condition of approval is met</p>	<p>Critical Areas: The site is located within a High Erosion Hazard area and an unclassified Landslide Hazard Area. The site also contains areas of sensitive and protected slopes on site.</p> <p>Staff Comment: <i>The applicant submitted a Wetland Delineation (Exhibit 11), prepared by H&S Consulting (dated February 5, 2014). The report identified two wetlands on site (Wetlands A and B). Wetland A is a 5,140 square foot Category 3 wetland located along the western property boundary. Wetland A is located within the stormwater control system along the west boundary of the site. This wetland appears to have been created by the filling of the site, cutting off drainage to the drainage ditch to the north. Hydrology for this wetland was provided by stormwater drainage from the commercial development on all sides of the feature. Wetland B is a 2,621 square foot is also classified as a Category 3 wetland. This wetland is also located within the stormwater control system along the west boundary and to the north of the site. This wetland appears to have also been created by the filling of the site. Hydrology for this wetland was provided by stormwater drainage from the commercial development on all sides of the feature.</i></p> <p><i>The report states that although these areas express wetland characteristics, their wetland functions were subsumed by the detention/retention functions of the storm water facility upon development of the site. Additionally, the report characterizes the wetlands as artifacts of stormwater management and as a result they should not be regulated as "Critical Areas". However, the wetlands on site are a result of required mitigation for impacts to wetland area associated with the Act III theater development.</i></p>												

	<p><i>Therefore, the resulting wetlands have been determined to be regulated features as they meet the criteria for Category 3 Wetlands.</i></p> <p><i>The applicant referenced a Wetland Study/Mitigation Plan (dated September 16, 1996) associated with the existing improvements. The plan mitigated buffer impacts caused by the construction of the theater and associated improvements. However, the City has been unable to determine the success of the installed mitigation project. While the applicant is not proposing any additional impacts a comment letter was received by Muckleshoot Indian Tribe Fisheries Division (Exhibit 10) with comments related to the relationship between the existing mitigation plan and the proposed construction.</i></p> <p><i>The proposed development would terminate at the western edge of present development and no encroachment into the wetland/detention complex is proposed at this time.</i></p> <p><i>In order to ensure the protection of critical areas on site staff recommends, as a condition of approval, the applicant be required to provide wetland signage and split rail fencing plan along the perimeter of the critical area buffer to the Current Planning Project Manager prior to engineering permit approval. The construction of the split rail fencing and signage shall occur prior to Temporary Occupancy.</i></p> <p><i>If impacts are necessary, the applicant shall be required to submit a mitigation plan complying with the RMC 4-3-050 and include baseline information for the Act III Theater Mitigation Plan (dated September 16, 1991). The mitigation plan, if necessary, shall be submitted to and approved by the Current Planning Project Manager prior to construction permit approval.</i></p> <p><i>The City's Critical Area Ordinance is anticipated to change prior to building permit application/vesting. The applicant will be required to comply with the Critical Area Ordinance in effect at the time of complete building permit application. The new Critical Area Ordinance is expected to allow the existing improvements to be maintained to the extent of existing boundaries without the need for additional mitigation.</i></p>
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28. Parking Modification Analysis: The sales parking areas are exempt from RMC 4-4-080 for count and dimensional requirements. However, the customer and employee parking areas are subject to the standards of RMC 4-4-080 which allow no more than 48 parking stalls for the proposed use. The applicant is proposing a total of 352 parking stalls. The applicant's proposal includes phased in expansions to the car sales display area which would include a reduction in the number of parking stalls by 108 parking spaces, for a total of 244 stalls. The applicant is requesting a parking modification from RMC 4-4-080 in order to exceed the maximum number of allowed parking stalls by no more than 304 parking spaces (196 stalls upon full buildout of future car sales expansions). The proposal is compliant with the following modification criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff is recommends approval of the requested Parking Modification, subject to a condition of approval as noted below:

Compliance	Parking Modification Criteria and Analysis
✓	<p>a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.</p> <p><u>Staff Comment:</u> See FOF 26, Comprehensive Plan Analysis.</p>

<p>Compliant if all conditions of approval are met</p>	<p>b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p> <p><i>Staff Comment: An approximate 2.0 acres would be dedicated to customer and employee parking areas which would contain a total of 244 parking stalls upon full build-out. The overall sales display parking area would be approximately 4.07 acres, containing 610 sales spaces upon full build-out of three proposed phases.</i></p> <p><i>Phase I of the sales lot would be 2.5 acres and would provide 423 sales spaces along East Valley Rd. The Phase II sales lot is 0.51 acres and would be utilized as a vehicle staging area at the northwest corner of the Phase I sales lot. The second phase is proposed to be screened by a temporary chain link fence until such time CarMax proceeds with Phase II. At which time the temporary chain link fence would be removed, a masonry wall constructed and final parking stall striping would be applied for 84 sales spaces. The third and final phase of the sales lot would be 1.03 acres and is located at the southeast corner of the property at the corner of SW 41st St and East Valley Rd. The Phase III sales lot would be utilized by 108 customer/employee parking spaces until the need for additional sales vehicles exist. At that time, the Phase III sales lot, totaling 103 sales spaces, would be secured with the embassy-style security gate, guardrail, and ornamental fence along East Valley Rd.</i></p> <p><i>TENW conducted a parking demand study utilizing data from other CarMax locations given CarMax has a regional customer draw unlike many other retailers and auto dealers (Exhibit 6). The number of proposed stalls is based on the sales lot, peak weekend traffic, and peak employee shifts. At store maturity, up to 200 customers per day are anticipated along with 100-130 employees per day (including all shifts). However, it is unclear based on the information provided how many stalls would be needed at any given time. Parking information provided with the modification request includes aerial photo data from other CarMax locations from which there is no way to document the time of day which the photos were taken. However, assuming the photos represent peaks in parking use it appears the average parking utilization is approximately 77%. However, there still appears to be a missing correlation to the actual demand for the store and requested parking stalls.</i></p> <p><i>It is the goal of the parking standards to allow for the provision of sufficient off-street parking to meet the needs of urban development while not providing an excess surplus of spaces. While staff is supportive of the requested increase in parking stalls to accommodate parking demand, the proposed parking is not recommended to compromise much needed landscaping on site; specifically along the street perimeters (See FOF 27, Zoning Development Standard Compliance: Landscaping). Staff has recommended, as a condition of approval, the applicant provide a minimum 15-foot landscape buffer along the perimeter of the site as well as a minimum 1,000 square foot gateway/landscape area at the corner of SW 41st St and East Valley Rd.</i></p> <p><i>Staff concurs the proposed modification would meet the objectives of function and maintainability intended by the code requirements through the provision of sufficient off-street parking to meet the needs of CarMax if all conditions of approval are met.</i></p>
<p>Compliant if condition of approval is met</p>	<p>c. Will not be injurious to other property(ies) in the vicinity.</p> <p><i>Staff Comment: The increase in stalls would provide an appropriate amount of parking stalls needed to accommodate the use and eliminate impacts on adjacent properties in the vicinity if all conditions of approval are met.</i></p>

Compliant if condition of approval is met	d. Conforms to the intent and purpose of the Code. <i>Staff Comment: See comments under criterion 'b'.</i>
Compliant if condition of approval is met	e. Can be shown to be justified and required for the use and situation intended; and <i>Staff Comment: See comments under criterion 'b'.</i>
✓	f. Will not create adverse impacts to other property(ies) in the vicinity. <i>Staff Comment: See comments under criterion 'c'.</i>

29. Lighting Modification Analysis: The applicant is requesting a lighting modification, from RMC 4-4-075, in order to increase the maximum average lighting levels of 0.9 foot-candles along the perimeter of the project boundary to 1.2 foot-candles. The proposal is compliant with the following modification criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff is recommends approval of the requested Lighting Modification, subject to a condition of approval as noted below:

Compliance	Lighting Modification Criteria and Analysis
✓	a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives. <i>Staff Comment: See FOF 26, Comprehensive Plan Analysis.</i>
✓	b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment. <i>Staff Comment: CarMax typically uses "shoebox" type lighting mount on 25-foot tall light poles for visibility and security. The applicant contends that lighting is extremely important to the car buying experience for color rendition and clarity and is therefore requesting to increase the lighting levels along the perimeter of the site during operating hours.</i> <i>Staff concurs the proposed modification would meet the objectives of function and maintainability intended by the code requirements through the provision of sufficient lighting to meet the needs of CarMax.</i>
✓	c. Will not be injurious to other property(ies) in the vicinity. <i>Staff Comment: Fixtures use flat lens and are downcast to reduce light spill onto adjacent properties. Additionally, all perimeter fixtures have full cut-off shields to reduce glare. The exterior lighting would be reduced after operating hours. Finally, the project site is bordered by commercial and industrial uses and would not share boundaries with any residential uses.</i> <i>Staff concurs the proposed modification would not be injurious to surrounding property owners if all perimeter fixtures have full cut-off shields to reduce glare.</i>
✓	d. Conforms to the intent and purpose of the Code. <i>Staff Comment: See comments under criterion 'b'.</i>

✓	e. Can be shown to be justified and required for the use and situation intended; and <i>Staff Comment: See comments under criterion 'b'.</i>
✓	f. Will not create adverse impacts to other property(ies) in the vicinity. <i>Staff Comment: See comments under criterion 'c'.</i>

30. Street Modification Analysis: All frontage roads are required to meet street standards pursuant to RMC 4-6-060. The applicant is requesting a street modification, from RMC 4-6-060, in order to reduce the required dedication and improvements required along East Valley Rd and SW 41st St. The proposal is compliant with the following modification criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff recommends approval of the requested street modification:

Compliance	Street Modification Criteria and Analysis
✓	<p>a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.</p> <p><i>Staff Comment: See FOF 26, Comprehensive Plan Compliance.</i></p>
✓	<p>b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p> <p><i>Staff Comment: The purpose of the City's street standards is to establish design standards and development requirements for street improvements to ensure reasonable and safe access to public and private properties.</i></p> <p><i>SW 41st St: SW 41st Street is a four/five-lane, east-west two-way collector providing a link between the SR 167 SB ramps and Oakesdale Ave SW. Along the project frontage, the roadway includes four lanes and includes curbs, gutters and sidewalks on both sides of the street. The existing half street right-of-way width is estimated at approximately 39 feet. The proposal is required to dedicate 7 feet according to the City's Complete Street Standards which include a 0.5 foot wide curb, 8 foot wide landscaped planter, 8 foot wide sidewalk, and 1 foot back of sidewalk behind the existing curb. The applicant has requested a modification in order to eliminate the need for dedication and maintain the existing curb, gutter, sidewalk (6-foot wide), and landscaping (3-8 feet in width) on the north side of the street. The Transportation Department has concluded that the existing right-of-way width is sufficient. The modified right-of-way would meet the objective of a safe walkable environment. The improvements would allow for a planting strip of sufficient size and existing trees within the right of way could be maintained. There are no identified adverse impacts from the requested modification to provide a reduced right of way. Staff recommends approval of the modification to allow the existing SW 41st St right-of-way width to remain as is.</i></p> <p><i>East Valley Rd: East Valley Rd is a north-south two-way collector street abutting the project site to the east. Along the project frontage, the roadway includes two southbound lanes, one northbound lane, and a center two-way left-turn lane. Curbs, gutters and sidewalks exist on both sides of the street and landscaping is located on the west side of the street within the right-of-way. The existing right-of-way width is estimated at approximately 80 feet. The proposal is required to dedicate 1.5 feet according to the City's Complete Street Standards which include an 8 foot wide</i></p>

	<p>landscaped planter, 8 foot wide sidewalk, and 1 foot back of sidewalk behind the existing curb. The applicant has requested a modification in order to eliminate the need for dedication and maintain the existing curb, gutter, sidewalk (6-foot wide), and landscaping (6-8 feet in width) on the east side of the street. The Transportation Department has concluded that the existing right-of-way width is sufficient. The modified right-of-way would meet the objective of a safe walkable environment. The improvements would allow for a planting strip of sufficient size. There are no identified adverse impacts from the requested modification to provide a reduced right of way. Staff recommends approval of the modification to allow the existing East Valley Rd right-of-way width to remain as is.</p>
✓	<p>c. Will not be injurious to other property(ies) in the vicinity. <u>Staff Comment:</u> The proposed reduction in the right-of-way is not anticipated to be injurious to other properties within the vicinity of the site.</p>
✓	<p>d. Conforms to the intent and purpose of the Code. <u>Staff Comment:</u> See comments under criterion 'b'.</p>
✓	<p>e. Can be shown to be justified and required for the use and situation intended; and <u>Staff Comment:</u> See comments under criterion 'b'.</p>
✓	<p>f. Will not create adverse impacts to other property(ies) in the vicinity. <u>Staff Comment:</u> See comments under criterion 'c'.</p>

31. Sign Variance Analysis: the applicant is proposing a variance from RMC 4-4-100 in order to site a 40-foot high pylon sign along East Valley Rd. The applicant has requested the Variance in order to exceed the 5-foot freestanding sign height maximum. The proposal is compliant with the following variance criteria, pursuant to RMC 4-9-250, if all conditions of approval are met. Therefore, staff recommends approval of the requested Sign Variance.

Compliance	Sign Variance Criteria and Analysis
✓	<p>a. That the applicant suffers practical difficulties and unnecessary hardship and the variance is necessary because of special circumstances applicable to subject property, including size, shape, topography, location or surroundings of the subject property, and the strict application of the Zoning Code is found to deprive subject property owner of rights and privileges enjoyed by other property owners in the vicinity and under identical zone classification.</p> <p><u>Staff Comment:</u> The property is split zoned IM and CA. The IM zone would allow the proposed signage outright. However, the proposed signage would be sited along East Valley Rd which is located within the CA zone, necessitating the variance. The applicant contends that the location of the property inhibits visibility from the Valley (SR 167) Freeway which the applicant contends is crucial to the viability of the automobile dealership. Carmax has a regional draw and therefore many people may be coming to the dealership from the state highways which increases the need for sufficient way finding.</p> <p>The applicant believes that allowed monument signage is ineffective and that the proposed new sign would more effectively direct drivers to the facility. The applicant further contends that the topography of the site makes the placement of the proposed new sign necessary. Staff concurs that the location of the property results in a</p>

	<p><i>hardship; and, without the requested sign height and size the sign would be difficult to see from SR 167. Therefore, staff concurs the requested variance is reasonable.</i></p>
✓	<p>b. That the granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which subject property is situated.</p> <p><u>Staff Comment:</u> <i>The proposed sign would enhance the facility in terms of making it more identifiable and facilitate viability as an asset to the City of Renton and the region. Staff supports the new sign and has determined that it would not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone.</i></p> <p><i>The ability to clearly identify this automobile dealership through the placement of the proposed sign may, in fact, enhance the public welfare by avoiding confusion, since the dealership is outside the auto mall area, in more efficiently directing drivers to this destination.</i></p>
✓	<p>c. That approval shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the subject property is situated.</p> <p><u>Staff Comment:</u> <i>In the immediate vicinity of the subject site there are a variety of established vehicle sales uses all of which enjoy pylon signs of similar height and size either granted through variance or located within the IM zone. Therefore, the approval would not constitute a grant of special privilege.</i></p>
Compliant if condition of approval is met	<p>d. That the approval is a minimum variance that will accomplish the desired purpose.</p> <p><u>Staff Comment:</u> <i>The applicant contends that the request is a minimum variance needed in order to more clearly define the CarMax facility and direct drivers to their destination more efficiently. Staff supports the request for one new freestanding pole sign as a minimum variance.</i></p> <p><i>However, the conceptual sign package submitted by the applicant depicts a substantial base for the proposed pylon sign which may impact the pedestrian environment and it is unclear if proposed signage would be in keeping with building's architecture and exterior finishes (Exhibit 17). Therefore staff recommends, as a condition of approval, the applicant be required to submit a final sign package which indicates the approximate location of all exterior building signage. Proposed signage shall be compatible with the building's architecture and exterior finishes and contribute to the character of the development. The base for the proposed pylon sign shall include design elements which minimize impacts on the pedestrian environment. The sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval. If a monument sign is desired, the sign should be strategically located to screen utility cabinets and fixtures.</i></p>

32. Design District Review: A portion of the project site is located within Design District 'D'. The following table contains project elements intended to comply with the standards of the Design District 'D' Standards and guidelines, as outlined in RMC 4-3-100.E for the portion of the site within the District. Additionally, while the proposed structures are not located within the portion of the site designated as Design District 'D' the proposed structures are visible from East Valley Rd. Therefore, staff analyzed the

proposal to ensure elements of the proposal not located within the district, but directly visible from the street, are compliant with the intent and guidelines of the District.

Compliance	Design District Guideline and Standard Analysis
	<p>1. SITE DESIGN AND BUILDING LOCATION:</p> <p>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.</p>
	<p>a. Building Location and Orientation:</p> <p>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.</p> <p>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.</p>
<p>Compliant if all conditions of approval are met</p>	<p><i>Staff Comment:</i> The proposed building would be located in the central-western portion of the project site with surface parking areas located along the south and east sides of the building. The proposed structure would be visible from East Valley Rd. However, proposed parking, landscaping, and fencing provides a transition from the building to the street. If all conditions of approval are met, specifically related to landscaping, the mutual relationship between the use and public realm would be enhanced and the intent and guidelines would be met for building location and orientation.</p>
	<p>b. Building Entries:</p> <p>Intent: To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.</p> <p>Guidelines: 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><i>Staff Comment:</i> The main entrance for the sales building would be located on the eastern façade oriented to, and visible from, East Valley Rd and serves as a focal point for the design. The secondary entry is located on the southern façade. Both entry canopies include blue standing seam metal roofs, white columns, split block bases, and aluminum sign bands which make them easily identifiable while reflecting the architectural character of the building. The proposal is compliant with the intent and guidelines for building entries.</p>
	<p>c. Transition to Surrounding Development:</p> <p>Intent: To shape redevelopment projects so that the character and value of Renton’s long-established, existing neighborhoods are preserved.</p>

<p>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.</p>	
✓	<p><i>Staff Comment: Building articulation to divide larger architectural elements into smaller increments is proposed in order to promote a transition to surrounding uses in addition to varied roof lines and roof shapes designed to reduce apparent bulk.</i></p>
<p>d. Service Element Location and Design:</p> <p>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.</p> <p>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.</p>	
✓	<p><i>Staff Comment: See FOF 27, Zoning Development Standard Compliance: Refuse and Recyclables.</i></p>
<p>e. Gateways: Not applicable.</p>	
<p>2. PARKING AND VEHICULAR ACCESS:</p> <p>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.</p>	
<p>a. Surface Parking:</p> <p>Intent: To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.</p> <p>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>	
N/A	<p>Standard: Parking shall be located so that no surface parking is located between a building and the front property line and/or a building and the side property line (when on a corner lot).</p> <p><i>Staff Comment: There is no building proposed on the portion of the property designated Design District 'D'.</i></p>
Compliant if condition of approval is met	<p>Standard: Parking shall be located so that it is screened from surrounding streets by buildings, landscaping, and/or gateway features as dictated by location.</p> <p><i>Staff Comment: See FOF 27, Zoning Development Standard Compliance: Parking.</i></p> <p><i>The applicant is also proposing the use of an embassy-style security gate and guardrail around the perimeter of the car sales parking area. The proposed steel guardrail, along East Valley Rd, would not serve as a creative screening feature for the proposed car sales display area as required in the design district. Therefore staff recommends, as a condition of approval, the applicant be required to replace the proposed guardrail with</i></p>

	<p>ornamental fencing. A revised landscape plan, with alternative fencing, shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval. The applicant has submitted a bollard alternative to the guardrail which would serve to comply with the recommended condition of approval (Exhibit 16).</p>
<p>b. Structured Parking Garages: <u>Staff Comment:</u> Not applicable.</p>	
<p>c. Vehicular Access: Intent: To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or 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.</p>	
<p>✓</p>	<p>Standard: Access to parking lots and garages shall be from alleys, when available. If not available, access shall occur at side streets. <u>Staff Comment:</u> See FOF 31, Site Plan Review Criteria and Analysis: Access.</p>
<p>✓</p>	<p>Standard: The number of driveways and curb cuts shall be minimized, so that pedestrian circulation along the sidewalk is minimally impeded. <u>Staff Comment:</u> See FOF 31, Site Plan Review Criteria and Analysis: Access.</p>
<p>3. 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.</p>	
<p>a. 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.</p>	
<p>Compliant if condition of approval is met</p>	<p><u>Staff Comment:</u> Internal pedestrian connections to the public sidewalk network are proposed in order to provide safe and efficient pedestrian access throughout the site and to abutting sites. However, an additional pedestrian connection should be provided from the proposed entrance across the central drive aisle to the southern portion of the site. Pedestrian crosswalks, between the front façade and the parking lot, appear to be differentiated in some areas while other areas have no striping or differentiation at all. In order to provide safe and efficient pedestrian connectivity on site staff recommends the applicant be required to provide an additional pedestrian connection from the proposed entrance across the center drive aisle to the southern portion of the site. Additionally, all designated pedestrian areas shall be differentiated, in material, from</p>

	<p><i>drive aisles. A revised site plan shall be submitted to and approved by the Current Planning Project Manager prior to construction permit approval.</i></p>
<p>b. Pedestrian Amenities:</p> <p>Intent: 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>Guidelines: The pedestrian environment shall be given priority and importance in the design of projects. Amenities that encourage pedestrian use and enhance the pedestrian experience shall be included.</p>	
<p>Compliant if conditions of approval are met</p>	<p><u>Staff Comment:</u> See comment above (Pedestrian Circulation).</p>
<p>4. RECREATION AREAS AND COMMON OPEN SPACE:</p> <p>Intent: 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>Guidelines: Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity (illustration below). Recreation and common open space areas are integral aspects of quality development that encourage pedestrians and users. These areas shall be provided in an amount that is adequate to be functional and usable; they shall also be landscaped and located so that they are appealing to users and pedestrians</p>	
<p>Compliant if all conditions of approval are met</p>	<p><u>Staff Comment:</u> The applicant is not proposing open space on site. Proposed and conditioned landscaping would provide passive recreation opportunities for CarMax customers. The proposal would meet the intent of the recreation and common open space requirements if all conditions of approval area met.</p>
<p>5. BUILDING ARCHITECTURAL DESIGN:</p> <p>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.</p>	
<p>a. Building Character and Massing:</p> <p>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.</p> <p>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.</p>	
<p>✓</p>	<p><u>Staff Comment:</u> Each building is accented with earth tone EIFS pilasters with integral-colored split block base, white EIFS cornice, and awnings with an earth tone standing seam metal roof. Two sides of the Service building are also enhanced with clear anodized aluminum storefront framing with blue-tinted spandrel glazing to give a cohesive look with the Sales Building. The entry canopies have a blue standing seam</p>

	<p><i>metal roof, white EIFS columns with integral-colored split block base, and blue Aluminum Composite Metal sign bands. The entry vestibules inside the entry canopies are expressed with a white Aluminum Composite Metal canopy. The Sales building also includes an earth tone EIFS rooftop unit screen to conceal the mechanical equipment on the roof. The six foot high privacy wall and dumpster/tire enclosure walls are composed of earth tone integral-colored smooth face block. The dumpster enclosure is also covered with an earth tone standing seam metal roof. The proposed buildings include a variety of visually interesting elements which succeed in meeting the intent and guidelines of the building and architectural requirements of the design district for those facades visible from the street.</i></p>
<p>b. Ground-Level Details:</p> <p>Intent: To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest.</p> <p>Guidelines: The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.</p>	
✓	<p><u>Staff Comment:</u> See comment above (Building Character and Massing).</p>
<p>c. Building Roof Lines:</p> <p>Intent: 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>Guidelines: Building roof lines shall be varied and include architectural elements to add visual interest to the building.</p>	
✓	<p><u>Staff Comment:</u> See comment above (Building Character and Massing).</p>
<p>d. Building Materials:</p> <p>Intent: To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.</p> <p>Guidelines: Building materials are an important and integral part of the architectural design of a building that is attractive and of high quality. Material variation shall be used to create visual appeal and eliminate monotony of facades. This shall occur on all facades in a consistent manner. High quality materials shall be used. If materials like concrete or block walls are used they shall be enhanced to create variation and enhance their visual appeal.</p>	
<p>Compliant if condition of approval is met</p>	<p><u>Staff Comment:</u> The applicant has proposed a variety of materials including: split face CMU, aluminum storefront framing, pilaster columns, and standing seam metal roof. In order to ensure that quality materials are used staff recommends, as a condition of approval, the applicant submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. The board shall include color and materials for the following: façade treatments, windows/frames, and columns. Acceptable materials include a combination of brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, cast-in-place concrete, or other superior materials approved at the discretion of the Administrator.</p>

5. LIGHTING:	
<p>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.</p> <p>Guidelines: Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.</p>	
<p>Compliant if conditions of approval are met</p>	<p><u>Staff Comment:</u> The applicant has indicated compliance with the above lighting guidelines. However, a detailed lighting plan was not submitted identifying compliance, as such, staff recommends a condition of approval that requires the applicant to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; at the time of building permit review. Pedestrian scale and downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075 Lighting, Exterior On-Site.</p>

33. Site Plan Review: Pursuant to RMC 4-9-200.B, Site Plan Review is required for all development in the IM/CA zones if Environmental Review is required. The following table contains project elements intended to comply with the Site Plan Review Criteria:

Compliance	Site Plan Criteria and Analysis
<p>Compliant if Conditions of Approval are Met</p>	<p>a. Comprehensive Plan Compliance and consistency. <u>Staff Comment:</u> See Screening discussion under FOF 26, Comprehensive Plan Analysis.</p>
<p>Compliant if Conditions of Approval are Met</p>	<p>b. Zoning Compliance and Consistency. <u>Staff Comment:</u> See Screening discussion under FOF 27, Zoning Development Standard Compliance.</p>
<p>Compliant if Conditions of Approval are Met</p>	<p>c. Design Regulation Compliance and Consistency. <u>Staff Comment:</u> See Screening discussion under FOF 32, Design District Review.</p>
<p>N/A</p>	<p>d. Planned action ordinance and Development agreement Compliance and Consistency.</p>
<p>✓</p>	<p>e. Off Site Impacts.</p> <p>Structures: Restricting overscale structures and overconcentration of development on a particular portion of the site. <u>Staff Comment:</u> See FOF 32, Design District Review: Building Character and Massing.</p> <p>Circulation: Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties. <u>Staff Comment:</u> There are four access driveways connecting the site that are proposed to remain unchanged and are shared with neighboring commercial businesses. Two full access driveways are located along East Valley Rd, one full access driveway is located on SW 41st St, and another full access (signalized) driveway is located west of</p>

	<p><i>the site at the intersection of Lind Ave SW / SW 39th St. Trucks would access the site by entering the north driveway on East Valley Rd and exiting at the south driveway on East Valley Rd.</i></p> <p><i>Customers and employees would primarily use the southern driveway on East Valley Rd and the driveway on SW 41st St, with minor usage of the driveway on Lind Ave SW.</i></p> <p>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.</p> <p><u>Staff Comment:</u> See FOF 27, Zoning Development Standard Compliance: Screening.</p> <p>Views: Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features.</p> <p><u>Staff Comment:</u> There are no territorial views for which to maintain visual accessibility. Staff received no comments from adjacent properties regarding views.</p> <p>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.</p> <p><u>Staff Comment:</u> See discussion under FOF 27, Zoning Development Standard Compliance: Landscaping.</p> <p>Lighting: Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness or glare to adjacent properties and streets.</p> <p><u>Staff Comment:</u> A lighting plan was not provided with the application; therefore staff recommended that a lighting plan be provided at the time of building permit review (See Lighting discussion under FOF 32, Design Review: Lighting).</p>
<p>Compliant if Condition of Approval is met</p>	<p>f. On Site Impacts.</p> <p>Structure Placement: Provisions for privacy and noise reduction by building placement, spacing and orientation.</p> <p><u>Staff Comment:</u> Existing noise within the vicinity of the subject site is primarily composed of vehicles on adjacent streets (SW 41st St and East Valley Rd). Temporary construction noise is anticipated as a result of the subject project. Based on the provided construction mitigation description the applicant has indicated that construction is anticipated to last approximately eight months and commencement of construction is to be determined. At this time, the applicant has indicated that construction work would occur during typical construction hours. Furthermore, the site is surrounded by industrial activity and/or commercial development. Therefore, the temporary noise impacts are anticipated to be minimal and limited in duration. In addition, the project would be required to comply with the City's noise ordinance regarding construction hours.</p> <p>Due to the requirement and need for parking there appears to be a challenge to limit the paved and/or impervious surfaces on the site. While there is an exceptional amount of parking; the lots are proposed to be landscaped and have been conditioned to provide additional landscaping (see FOF 27, Zoning Development Standard Compliance: Landscaping). The applicant is taking special measures to protect landscaping from damage by vehicles and/or pedestrian traffic by providing defined pedestrian and vehicular areas. If all conditions of approval are met there will be</p>

adequate provisions for privacy and noise reduction by building placement and the use of landscaping.

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 building would be located in the central-western portion of the project site with surface parking areas located along the south and east sides of the building. Prevailing winds in the area are from the southwest during most of the year (fall, winter and spring) as well as the direction of sunlight. Proposed landscaping has been strategically placed on site in order take advantage of sun exposure from the south and west most times of the year and would likely only be shaded at certain times of the day during the winter months.

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 site has an existing movie theatre, with associated parking lot surrounding the building. There is a wooded/wetland area behind the theatre mostly stocked with black cottonwood trees. Being previously developed, there are many planted landscape trees on site. The trees on site range between approximately 5 and 30 years old. The site is relatively flat, with the exception of the wetland area that has depressions with standing water.

The applicant submitted a Tree Protection Plan prepared by Washington Forestry Consultants, Inc., dated April 23, 2015 (Exhibit 13). There were 104 trees inventoried on the site consisting of the following species: maple, cottonwood, pear, and cedar. After deducting those trees which are located within critical area, rights of way, and are dead, diseased or dangerous there are 65 significant trees located on site. There are no heritage trees located on the site. Per RMC4-4-130 the applicant is required to retain 10 percent of the trees on site. The applicant is proposing to retain 33 trees on site thereby complying with the tree retention requirements of the code.

The applicant submitted a Geotechnical Report prepared by Zipper Geo Associates, dated February 7, 2014 (Exhibit 7). Topsoil was observed in the upper 12 inches from existing grade. Underlying the topsoil, native soils consisting primarily of medium dense to dense silt, silty sand, poorly graded sand, and silty gravel with sand were encountered to a maximum exploration depth of 41.5 feet below grade. Shallow groundwater was observed at depths of 9 to 13 feet below existing grades and is likely to represent a locally perched condition. A deeper ground water condition was observed at depths of 23 to 25 feet below grade and likely represents the local ground water table. Based on the results of the geotechnical study the proposed facility could be supported by conventional spread and continuous footings.

The site soils consist of 5 to 9 feet of fill soils consisting of medium dense to dense, moist, gravelly sand to sandy gravel with some silt. This layer is underlain by Lacustrine organic silt and peat deposits. Alluvial deposits were encountered below this layer down to a depth of approximately 32 to 33 feet below existing grade, consisting of loose to medium dense sand with variable silt content.

The applicant is proposing filling and grading primarily to bring the existing movie theater footprint up to proposed grades. Preliminary earthwork volumes include approximately 6,500 cubic yards of cut soils and 5,000 cubic yards of fill. Fill would be

	<p>imported from off site. Approximately 80% of the site is proposed to be covered with impervious surfaces following construction.</p> <p>The geotechnical report included other specific recommendations in order to mitigate potential geotechnical impacts including: seismic design, structural fill, foundations, drainage considerations, site prep, utility trenches, temporary shoring, retaining walls, and pavements. Therefore, a SEPA mitigation measure was imposed requiring a Final Geotechnical Report containing specific recommendations in order to mitigate potential geotechnical impacts.</p> <p>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.</p> <p><u>Staff Comment:</u> See FOF 27, Zoning Development Standard Compliance: Landscaping.</p>
<p>Compliant if Condition of Approval is met</p>	<p>g. Access</p> <p>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.</p> <p><u>Staff Comment:</u> There are four access driveways connecting the site that are proposed to remain unchanged and are shared with neighboring commercial businesses. Two full access driveways are located along East Valley Rd, one full access driveway is located on SW 41st St, and another full access (signalized) driveway is located west of the site at the intersection of Lind Ave SW / SW 39th St. Trucks would access the site by entering the north driveway on East Valley Rd and exiting at the south driveway on East Valley Rd.</p> <p>Customers and employees would primarily use the southern driveway on East Valley Rd and the driveway on SW 41st St, with minor usage of the driveway on Lind Ave SW.</p> <p>The proposal promotes safe and efficient circulation through the consolidated and shared access points.</p> <p>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.</p> <p><u>Staff Comment:</u> See Location and Consolidation Transit and Bicycle, and Parking discussions.</p> <p>Loading and Delivery: Separating loading and delivery areas from parking and pedestrian areas.</p> <p><u>Staff Comment:</u> There are no dedicated loading or delivery areas proposed on site.</p> <p>Transit and Bicycles: Providing transit, carpools and bicycle facilities and access.</p> <p><u>Staff Comment:</u> Per RMC 4-4-080F.11.a bicycle parking spaces are required at 10% of the number of required off-street parking spaces. Based on the proposed uses, a minimum of 48 parking spaces would be required in order to meet code. Therefore, 4 bicycle parking stalls shall be required. It is unclear if the proposal includes bicycle parking. Therefore staff recommends, as a condition of approval, the applicant submit</p>

	<p><i>bicycle parking detail demonstrating compliance with the bicycle requirements outlined in RMC 4-4-080F.11.c for fixed structures. The bicycle parking detail shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.</i></p> <p>Pedestrians: Providing safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties.</p> <p><u>Staff Comment:</u> See FOF 32, Design District Compliance</p>
✓	<p>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.</p> <p><u>Staff Comment:</u> The applicant is not proposing open space on site. Proposed and conditioned landscaping would provide passive recreation opportunities for CarMax customers.</p>
✓	<p>i. Views and Public Access: When possible, providing view corridors to shorelines and Mt. Rainier, and incorporating public access to shorelines</p> <p><u>Staff Comment:</u> The proposed structure would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable to the proposal.</p>
N/A	<p>j. Natural Systems: Arranging project elements to protect existing natural systems where applicable.</p> <p><u>Staff Comment:</u> There are no natural systems located on site with the exception of drainage flows and wetlands. See Drainage discussion under FOF 33.k, Site Plan Criteria and Analysis: Services and Infrastructure and Wetland discussion under FOF 27, Zoning Development Standard Compliance: Critical Areas.</p>
✓	<p>k. Services and Infrastructure: Making available public services and facilities to accommodate the proposed use:</p> <p>Police and Fire.</p> <p><u>Staff Comment:</u> Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development; if the applicant provides Code required improvements and fees. Fire impact fees are applicable, however the credit granted for the removal of the existing building will exceed the new fee, resulting in no new fees due.</p> <p>Fire department apparatus access roadways are required within 150 feet of all points on the building. Fire lane signage is required for the on-site roadway. The applicant will be required to comply with fire access apparatus requirements.</p> <p>Water and Sewer.</p> <p><u>Staff Comment:</u> The site is served by the City of Renton for all utilities.</p> <p>The development is subject to applicable water system development charges (SDC) fee and water meter installation fees based on the number and size of the meters for domestic, landscape and fire sprinkler uses. The SDC fee is paid prior to issuance of the construction permit.</p> <p>Water system development fees will be owed as there is an increase to the size of the existing 2-inch domestic water, the 2-inch irrigation meter or the 8-inch fire line. Credit will be given for existing water meter(s) serving the site. Civil plans for the water main</p>

improvements will be required and must be prepared by a registered professional engineer in the State of Washington.

Sewer system development fees will be owed if there is an increase to the existing 2-inch domestic water. Credit will be given for existing water meter serving the building. If floor drains are required by the building department, drains are required to be connected to the sanitary sewer system. Flows shall be directed through the floor drains that are installed in accordance with the Uniform Plumbing Code to an interior or exterior oil/water separator. The separator shall be sized to meet a minimum 15-minute retention time for peak flows anticipated in the garage area, but in no case will be less than 200 gallons of storage capacity. The type of interceptor shall be as manufactured by Pipe Inc., Utility Vault Inc., or approved equal. The oil/water separator shall be shown on the civil drawings.

Drainage.

Staff Comment: The project site is located within the Lower Green River subwatershed. The site is developed and is primarily impervious with the exception of landscape islands within and along the perimeter of existing parking areas and the existing wetland and stormwater facilities on the western 1.13 acres of the property. The stormwater facility includes a detention pond, three water quality ponds, and two grass-lined swales just east and south of the wetlands. The existing site also includes a storm drainage system designed to collect stormwater at strategically placed catch basins throughout the site. The stormwater is then conveyed through underground pipes to a swale at the rear of the theater building. After traveling through one of the two swales, runoff passes through the existing stormwater detention/treatment facilities and enters the City's stormwater system at Lind Ave SW. This system continues north for approximately 1,300 feet, before heading west approximately 450 feet to the discharge point of Springbrook Creek.

A total area of 1.53 acres offsite contributes to the existing stormwater facility located onsite. Catch basins and inlets along East Valley Rd, along the eastern side of the site, intercept road runoff before it reaches the site. Additionally, the existing topography surrounding the site prevents any significant amount of run-on.

The applicant submitted a Preliminary Drainage Report prepared by Pacland, dated April 6, 2015 (Exhibit 8). The site lies within the Peak Rate Flow Control Standard (Existing Site Conditions). The proposed 12.28 acre site is expected to generate 5.03 cfs; a 0.02 cfs increase in the 100-year peak flow rate from the existing site conditions. The report states the project is exempt from flow control requirements as it doesn't increase the 100-year peak flow by more than 0.1 cfs and it is not expected to significantly impact a critical area, or cause severe flooding or erosion problems. Therefore, additional flow control facilities, beyond the existing stormwater ponds and flow control structure, are not proposed as part of this project.

The proposed project improvements would increase the pollution generating impervious surface (PGIS) by 1.0 acre. Enhanced Basic Treatment is required if more than 50% of the runoff that drains to the proposed treatment facility is from commercial land use. Additional Enhanced Basic Water Quality treatment would be provided for the increase in PGIS. Additionally, an oil/water separator, which would discharge to the sanitary sewer system, is proposed for discharges from the service building and carwash.

The applicant proposes to utilize the existing stormwater system for conveyance, water

	<p>quality, detention, and flow control systems and provide improvements to conveyance and water quality as required. A conveyance system consisting of catch basins and storm pipes is proposed to be constructed in the parking areas to collect drainage from impervious surfaces and convey runoff to the proposed water quality facilities.</p> <p>City staff has reviewed the preliminary Drainage report and finds it acceptable for land use review.</p> <p>Transportation.</p> <p><u>Staff Comment:</u> The subject site fronts onto SW 41st St to the south and East Valley Road to the east. The applicant submitted a Traffic Impact Analysis prepared by TENW, dated April 6, 2015 (Exhibit 9).</p> <p>The provided transportation study included weekday AM/PM peak hour level of service analysis, queuing analysis, and traffic volume impacts at the following four study intersections:</p> <ol style="list-style-type: none"> 1. E Valley Rd / SW 41st / SR-167 SB Ramps 2. Lind Ave SW / SW 39th St / Site Access 3. E Valley Rd / South Site Access 4. E Valley Rd / North Site Access 5. SW 41st St / Site Access <p>The completed project is anticipated to generate -1,623 net new weekday daily trips, 39 net new weekday AM peak hour trips, and -124 net new weekday PM peak hour trips. The net new trip generation was calculated by subtracting the trips from the movie theater to be removed from the trips generated by the proposed CarMax.</p> <p>The results of the LOS analysis showed that all study intersections would operate at acceptable levels (LOS D or better) in 2017 with or without the proposed project. City staff has reviewed the preliminary TIA and finds it acceptable for land use review. There are no significant traffic impacts as a result of this redevelopment project and no transportation impact fees are required, given the project would not generate any new net trips. However, it was noted in the TIA that existing weekday AM peak hour traffic counts were collected by All Traffic Data, Inc.; but, this information was not included in the TIA appendices. Therefore staff recommends, as a condition of Site Plan approval, that the TIA be revised to include the traffic counts referenced from All Traffic Data, Inc. The revised TIA shall be submitted to, and approved by, the Plan Reviewer prior to engineering construction permit approval.</p> <p><u>Concurrency:</u> Staff recommends a transportation concurrency approval based upon a test of the citywide Transportation Plan, consideration of growth levels included in the LOS-tested Transportation Plan, payment of a Transportation Mitigation Fee, and an application of site specific mitigation (Exhibit xx).</p>
<p>✓</p>	<p>I. Phasing: The applicant is not requesting any additional phasing.</p> <p><u>Staff Comment:</u> The project would be constructed primarily in one phase. However, the sales lot would be constructed in three phases over time. The decision to expand the sales lot and the time of the future phases is dependent on the market demand for vehicle sales. The applicant is not requesting additional time for Site Plan review at this time. Should the Site Plan Review expire prior to the complete building permit application for future phases the applicant may be subject to land use entitlements at</p>

the time of land use application.

I. RECOMMENDATIONS:

Staff recommends approval of the Site Plan, Parking, Street, and Refuse and Recycle Modifications for the Carmax Auto Superstore, File No. LUA15-000288, ECF, SA-H, MOD, MOD, MOD, VA-A as depicted in Exhibit 2 through 5, subject to the following conditions:

1. The applicant shall comply with the one mitigation measure issued as part of the Determination of Non-Significance Mitigated, dated June 1, 2015.
2. The applicant shall be required to provide on-site landscape buffers along the perimeter of the site adjacent to SW 41st St and East Valley Rd to a minimum width of 15 feet in order to accommodate a variety of vegetation. Additionally, a minimum 1,000 square foot gateway/landscape area shall be provided at the corner of SW 41st St and East Valley Rd. All perimeter parking lot landscaping shall be revised to include the following: trees planted along the street frontage in clusters; shrubs planted at the minimum rate of one per 20 square feet of landscaped area; ground cover in sufficient quantities to provide at least 90% coverage of the landscaped area within 3 years of installation. Existing healthy mature trees which are located within perimeter landscape buffers shall be maintained to the maximum extent possible and protected during construction unless determined by an Arborist that such tree is dead, diseased, or dangerous. A revised landscape plan shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.
3. *The applicant shall provide a detailed plan identifying the location and screening provided for surface and roof mounted equipment. The screening plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.*
4. The applicant shall be required to provide wetland signage and split rail fencing plan along the perimeter of the critical area buffer to the Current Planning Project Manager prior to engineering permit approval. The construction of the split rail fencing and signage shall occur prior to Temporary Occupancy.
5. If critical area impacts are necessary, the applicant shall be required to submit a mitigation plan complying with the RMC 4-3-050 and include baseline information for the Act III Theater Mitigation Plan (dated September 16, 1991). The mitigation plan, if necessary, shall be submitted to and approved by the Current Planning Project Manager prior to construction permit approval.
6. The applicant shall be required to submit a final sign package which indicates the approximate location of all exterior building signage. Proposed signage shall be compatible with the building's architecture and exterior finishes and contribute to the character of the development. The base for the proposed pylon sign shall include design elements which minimize impacts on the pedestrian environment. The sign package shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
7. The applicant shall be required to replace the proposed guardrail with ornamental fencing. A revised landscape plan, with alternative fencing, shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval. The applicant has submitted a bollard alternative to the guardrail which would serve to comply with the recommended condition of approval (Exhibit 16).
8. The applicant shall be required to provide an additional pedestrian connection from the proposed entrance across the center drive aisle to the southern portion of the site. Additionally, all designated pedestrian areas shall be differentiated, in material, from drive aisles. A revised site plan shall be

submitted to and approved by the Current Planning Project Manager prior to construction permit approval.

9. The applicant shall submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. The board shall include color and materials for the following: façade treatments, windows/frames, and columns.
10. The applicant shall provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; at the time of building permit review. Pedestrian scale and downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075 Lighting, Exterior On-Site.
11. The applicant shall submit bicycle parking detail demonstrating compliance with the bicycle requirements outlined in RMC 4-4-080F.11.c for fixed structures. The bicycle parking detail shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval.
12. The applicant shall revise the TIA to include the traffic counts referenced from All Traffic Data, Inc. The revised TIA shall be submitted to, and approved by, the Plan Reviewer prior to engineering construction 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.



EXHIBITS

Project Name: CarMax Auto Superstore		Project Number: LUA15-000288, SA-H, ECF, MOD, MOD, MOD, VA-A,	
Date of Hearing 6/23/2015	Staff Contact Rocale Timmons	Project Contact/Applicant Amanda Steinle	Project Location 3751 East Valley Rd

The following exhibits were entered into the record:

- Exhibit 1 ERC Report
- Exhibit 2 Site Plan
- Exhibit 3 Landscape Plan
- Exhibit 4 Aerial Photo
- Exhibit 5 Elevations
- Exhibit 6 Parking Supply Analysis (dated April 27, 2015)
- Exhibit 7 Geotechnical Report (dated February 7, 2014)
- Exhibit 8 Drainage Report (dated April 6, 2015)
- Exhibit 9 Traffic Impact Study (dated April 6, 2015)
- Exhibit 10 Public Comment Letter: Muckleshoot Indian Tribe Fisheries Division
- Exhibit 11 Wetlands & Drainage Delineation Report (dated February 5, 2014)
- Exhibit 12: ERC Determination of Non-Significance - Mitigated (DNS-M) and Mitigation Measure (dated June 1, 2015)
- Exhibit 13: Tree Inventory Plan
- Exhibit 14: Zoning Map
- Exhibit 15: Transportation Concurrency Memo
- Exhibit 16: Bollard Fencing Alternative
- Exhibit 17: Conceptual Sign Package

LUA15-000288 CarMax



Notes
None

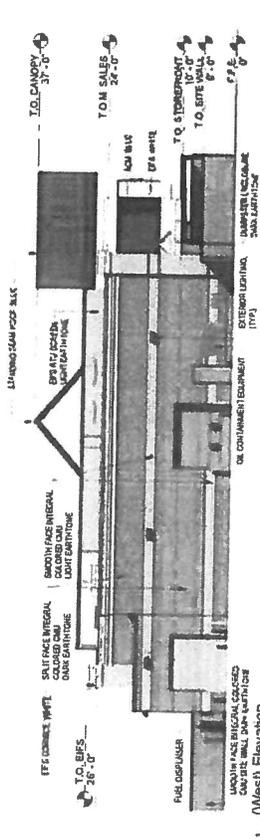



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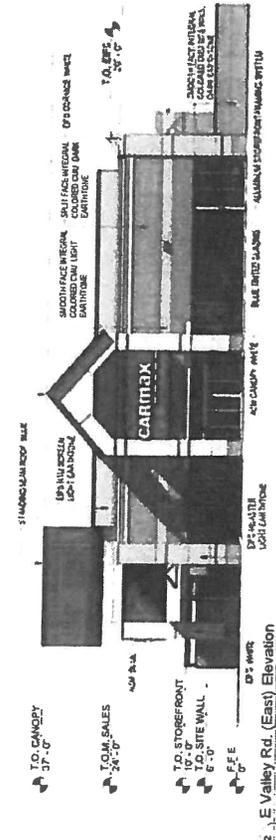
Legend

- City and County Boundary
- Other
- City of Renton
- Addresses
- Parcels
- 1st Floor
- 1st Floor
- 2nd Floor
- 1st Floor
- Other Buildings

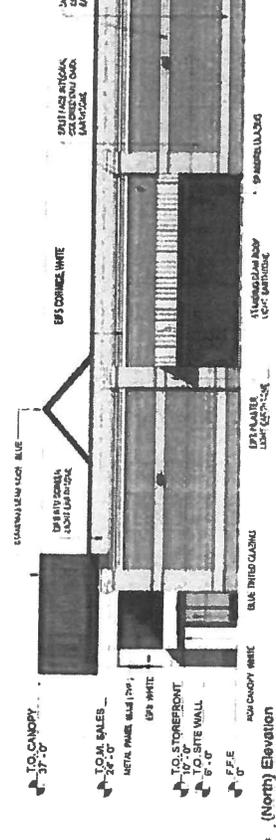
EXHIBIT 4



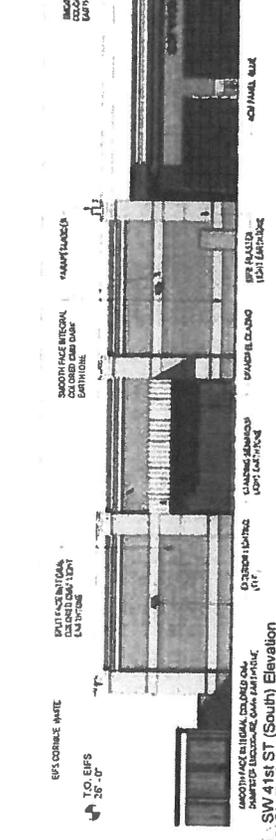
1. (West) Elevation
 4.33' 332' x 14'



2. E Valley Rd. (East) Elevation
 4.33' 332' x 14'



3. (North) Elevation
 4.33' 332' x 14'



4. (South) Elevation
 4.33' 332' x 14'

April 27, 2015

CarMax Auto Superstore – Renton, WA Parking Supply Analysis

The purpose of this analysis is to present the empirical data collected to support the modification request for an increased parking supply over the parking maximum allowed in the City of Renton code.

SECTION 1: INTRODUCTION

The property is located at 3751 E. Valley Road in Renton, Washington. The site is bordered by SW 41st Street to the south, E. Valley Road to the east, a Harley-Davidson dealership to the north, and a medical and retail mixed-use building to the west. The site is currently developed as the Act III Movie Theater, which has a building footprint of 61,856 square feet, with associated parking and landscaping. A wetland and a stormwater detention and water quality facility is also located on the western 1.13 AC of the site. The entire lot is approximately 12.28 acres in size. This project proposes to demolish the existing theater and redevelop the site to become a CarMax Auto Superstore car dealership.

CarMax as a use is a combination of a pre-owned auto dealership, car servicing operation along with private auto auction. CarMax has approximately 145 stores across the country and has heavily analyzed their parking demand, per previous store experiences. CarMax has defined the parking demand to adequately operate in Renton to be 244 customer and employee stalls. CarMax's projections are based on the size of the sales lot, peak weekend traffic and peak employee shifts. The sales lot size is based upon the market demand and sales projections for this store. Unlike traditional car dealers, CarMax's number of transactions are typically 3-4 times the average new car dealer transactions.

CarMax will purchase cars from customers without the requirement that the customer purchase a vehicle from CarMax. These cars are brought to CarMax and parked in the customer/employee lot until they are appraised and processed. This process also adds to the number of parking stalls that are required for CarMax to operate. CarMax wants to ensure that all parking lots are safe for pedestrians and vehicle traffic. CarMax does not want vehicles to be parked in drive aisles, in landscape areas or on adjacent properties due to lack of parking spaces on site.

SECTION 2: BACKGROUND

Customer Parking:

CarMax has a regional customer draw unlike many other retailers and auto dealers. When evaluating sites and potential markets, CarMax's sales market radius is typically forty (40) miles. They have found that customers will drive this relative distance to purchase a vehicle. Unlike traditional car dealerships, CarMax clearly defines the customer/employee parking area, the sales lot and the vehicle staging area. At a traditional dealership customers generally park wherever there is

Entire Document
Available Upon Request

GEOTECHNICAL ENGINEERING REPORT
PROPOSED RENTON RETAIL DEVELOPMENT
3751 EAST VALLEY ROAD
RENTON, WASHINGTON

Project No. 1217.01
February 7, 2014

Prepared for:
CenterPoint Integrated Solutions, LLC



Prepared by:

ZGA

Zipper Geo Associates, LLC
Geotechnical and Environmental Consultants
19023 36th Avenue W., Suite D
Lynnwood, WA 9803

EXHIBIT 7

Entire Document
Available Upon Request

CarMax Auto Superstores

**3751 E. Valley Road
Renton, Washington, 98057**

Technical Information Report Commercial Redevelopment

April 6, 2015



1505 Westlake Ave. N
Suite 305
Seattle, WA 98109

T 206.522.9510
F 206.522.8344
www.pacland.com

**Prepared By: Willis Liu
Reviewed By: Sarah Pangelinan, P.E.**

EXHIBIT 8

DATE: April 6, 2015
TO: Jan Illian
City of Renton Public Works
FROM: Chris Forster, P.E.
TENW
SUBJECT: Renton CarMax
Traffic Impact Analysis
TENW Project No. 4827

This memorandum documents the traffic impact analysis completed for the proposed Renton CarMax project located at 3751 East Valley Road in Renton, Washington (see Figure 1).

Executive Summary

Project Description. The existing site includes a 13-screen movie theater totaling 74,306 square feet, which would be removed. The proposed CarMax project would include up to 20,300 square feet of automobile sales/service uses. There are four access driveways connecting the site that are proposed to remain unchanged and are shared with neighboring commercial businesses. Two full access driveways are located along East Valley Road, one full access driveway is located on SW 41st Street, and another full access (signalized) driveway is located west of the site at the intersection of Lind Ave SW/SW 39th Street. The project is anticipated to be built and occupied in 2017.

Trip Generation. The proposed CarMax project is estimated to result in a net reduction in weekday daily trips (-1,623 trips) with 39 net new trips occurring during the weekday AM peak hour (29 entering, 10 exiting), and a net reduction in weekday PM peak hour trips (-124 trips). Given the net reduction in daily and PM peak hour trips, our traffic operations analysis focusses on the impacts of the project during the AM peak hour only.

Local Traffic Operations. The study intersections and stop controlled movements at the site driveways currently operate at LOS D or better in the AM peak hour, and are expected to continue to operate at LOS D or better in 2017 without or with the proposed CarMax project.

Mitigation

SEPA Mitigation. No significant adverse transportation impacts are anticipated with the proposed CarMax Renton project. The site driveways and study intersections as currently configured will operate at acceptable levels during the AM peak hour, and the project will reduce traffic at the site driveways and study intersections during the PM peak hour and on a weekday daily basis. A potential new southbound right-turn lane at the south site driveway on East Valley Road, which was specifically discussed at the pre-application meeting, is not warranted based on our analysis. In summary, no offsite traffic mitigation is proposed and no improvements to the existing site driveways are recommended.

Transportation Impact Fees. Based on the City of Renton's *Rate Study for Impact Fees for Transportation, Parks, and Fire Protection* and adopted Ordinance 5670, transportation impact fees are based on PM peak hour trip generation, and a credit is given for existing uses that will be removed. Because the proposed CarMax development will generate less traffic during the PM peak hour than the existing Movie Theater that it will replace, the project will not have an impact on the transportation system in the PM peak hour. Therefore, the payment of transportation impact fees for this project is not required.

From: Karen Walter <KWalter@muckleshoot.nsn.us>
Sent: Tuesday, May 12, 2015 11:36 AM
To: Rocale Timmons
Subject: RE: City of Renton (SEPA) Notice of Application-CarMax Auto Superstores-LUA15-000288, ECF, SA-H, MOD, V-A

Thank you!

Karen Walter
Watersheds and Land Use Team Leader

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

From: Rocale Timmons [mailto:RTimmons@Rentonwa.gov]
Sent: Tuesday, May 12, 2015 11:14 AM
To: Karen Walter
Subject: RE: City of Renton (SEPA) Notice of Application-CarMax Auto Superstores-LUA15-000288, ECF, SA-H, MOD, V-A

Usually we keep records...however this one is so old I don't have anything and I am unsure of our recordkeeping before my time. I will add a condition of approval requesting the completion letter prior to construction and I will add to the condition that it should be forward to the tribes for your records.

Rocale Timmons

From: Karen Walter [mailto:KWalter@muckleshoot.nsn.us]
Sent: Tuesday, May 12, 2015 11:12 AM
To: Rocale Timmons
Subject: RE: City of Renton (SEPA) Notice of Application-CarMax Auto Superstores-LUA15-000288, ECF, SA-H, MOD, V-A

Rocale,
That sounds pretty good... We don't have any record of the success of the previous mitigation and it seems like there should be some documentation of this success (or failure) prior to the change in land use and ownership...

Karen Walter
Watersheds and Land Use Team Leader

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

From: Rocale Timmons [mailto:RTimmons@Rentonwa.gov]
Sent: Tuesday, May 12, 2015 11:10 AM
To: Karen Walter
Subject: RE: City of Renton (SEPA) Notice of Application-CarMax Auto Superstores-LUA15-000288, ECF, SA-H, MOD, V-A

Karen,

Entire Document
Available Upon Request

**WETLANDS & DRAINAGE CORRIDORS
EVALUATION AND DELINEATION REPORT**

Parcel # 1253600030

**3751 East Valley Road
Renton, WA**

prepared for:

**Mr. Jon Einarsen, L.G., Principal
Zipper Geo Associates, LLC
19023 36th Avenue West, Suite D
Lynnwood, WA 98036**

Prepared by:

**H & S CONSULTING
P. O. Box 731695
Puyallup, WA 98373
253 732-6515**

MHeckert@Q.com

February 5, 2014

EXHIBIT 11

ENVIRONMENTAL REVIEW COMMITTEE REPORT

ERC MEETING DATE: June 1, 2015

Project Name: CarMax Auto Superstore

Project Number: LUA15-000288, ECF, SA-H, MOD, MOD, MOD, VA-A

Project Manager: Rocale Timmons, Senior Planner

Owner: Regal Cinemas, Inc.; 7132 Regal Lane; Knoxville, TN 37918

Applicant: Mike Creekmore; CarMax Superstores; 12800 Tuckahoe Creek Parkway; Richmond, VA 23238

Contact: Amanda Steinle; Centerpoint Integrated Solutions; 1240 Bergen Parkway, Ste A250; Evergreen, CO 80439

Project Location: 3751 East Valley Rd

Project Summary: The applicant is requesting Hearing Examiner Site Plan Review, Environmental (SEPA) Review, three modifications, and a variance for the construction of a new 20,220 square foot CarMax Auto Superstore facility including a dealership, service building, and non-public car wash. The subject property is located on the west side of East Valley Rd between SW 41st St and SW 43rd St at 3157 East Valley Rd. The project site totals 12.28 acres in area and is zoned Commercial Arterial (CA) and Medium Industrial (IM). The site currently contains a 74,000 square foot theater facility which is proposed for removal. There are two primary access points on East Valley Road; a secondary access point on SW 41st St; and a third access point to the west which connects the site to Lind Ave. Customer and employee parking, in the amount of 244 parking stalls would be located west of the display area with customer access from the parking lot on the south side of the building. The primary and first phase of sales display area would contain 423 spaces, located on the east side of the property fronting onto E Valley Rd, and secured by highway guardrail and embassy-style security gates. The Phase II Sales Lot contains 84 spaces and is located at the northwest corner of the primary sales lot. The Phase III Sales Lot contains 108 spaces and is located at the southeast corner of the property at the corner of SW 41st Street and E Valley Rd. Existing parking and landscaping islands in the southwest corner of the site (Phase III Sales Lot) are proposed to remain, for customer and employee parking, until CarMax proceeds with the Phase III sales lot. All new structures would be located central to the site. The service building would be located west of the sales building and sales display.

Site Area: 12.28 acres

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

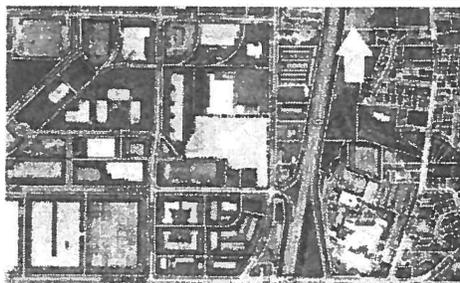


EXHIBIT 12

Project Location Map



-Tree Protection Plan-

CARMAX STORE #7252

3751 East Valley Road
Renton, WA

Prepared for: Carmax

Prepared by: Washington Forestry Consultants, Inc.

Date: April 23, 2015

Introduction

The project proponent is planning to convert an existing cinema into a new Carmax location on 12.28 acres at 3751 E Valley Road in Renton, WA. The proponent has retained WFCI to:

- Evaluate and inventory all trees on the site pursuant to the requirements of the City of Renton Tree Protection Ordinance.
- Make recommendations for retention of significant trees, along with required protection and cultural measures.

Observations

Methodology

In accordance with Renton Municipal Code 4-4-130, WFCI has evaluated all significant trees on site. This includes cottonwood and red alder trees 8 inches diameter at breast height (DBH) and larger, and all other trees 6 inches DBH and larger, and assessed their potential to be incorporated into the new project. Additionally, all landscape trees that appeared to have been planted within the past ten years were tallied. Trees within the wetland/wooded area were numbered at their base with blue paint. All other trees were not marked.

The tree evaluation phase used methodology developed by Nelda Matheny and Dr. James Clark in their 1998 publication Trees and Development: A Technical Guide to Preservation of Trees During Land Development.

M E M O R A N D U M

DATE: June 16, 2015

TO: Rocale Timmons, Planner

FROM: Steve Lee, Development Engineering Manager

SUBJECT: **Traffic Concurrency Test – Renton Carmax;
File No. LUA15-000288, ECF, SA-H**

The existing site includes a 13 screen movie theater totaling 74,306 square feet, which would be removed. The proposed CarMax project includes up to 20,300 square feet of auto sales and service use area. Access driveways connecting the site are proposed along East Valley Road, SW 41st Street and at the intersection of Lind Ave SW and SW 39th Street.

The Traffic Impact Analysis was completed by TENW (dated April 6, 2015;). The Traffic Impact Analysis Report included information that the proposed project is estimated to generate a total of 1,623 new weekday daily trips with 39 net new trips occurring during the weekday AM peak hour, and -124 new trips occurring during the weekday PM peak hour. Given the net reduction in daily PM peak hour trips, the analysis focusses on the impacts of the project during the AM peak hour only.

The study intersections and stop controlled movements at the site driveways currently operate at LOS D or better in the AM peak hour, and are expected to operate at LOS D or better in 2017 without or with the proposed CarMax project. The proposed project passes the City of Renton Traffic Concurrency Test per RMC 4-6-070.D as follows:

EXHIBIT 15

Traffic Concurrency Test Criteria	Pass
Implementation of citywide Transportation Plan	Yes
Within allowed growth levels	Yes
Project subject to transportation mitigation or impact fees	Yes
Site specific street improvements to be completed by project	Yes
Traffic Concurrency Test Passes	

Evaluation of Test Criteria

Implementation of citywide Transportation Plan: As shown on the attached citywide traffic concurrency summary, the city’s investment in completion of the forecast traffic improvements are at 130% of the scheduled expenditure through 2014.

Within allowed growth levels: As shown on the attached citywide traffic concurrency summary, the calculated citywide trip capacity for concurrency with the city adopted model for 2014 is 90,687 trips, which provides sufficient capacity to accommodate the net reduction in trips (-1623) additional trips from this project. A resulting 92,310 trips are remaining.

Project subject to transportation mitigation or impact fees: The project will be subject to transportation impact fees at time of building permit for each new building.

Site specific street improvements to be completed by project: The project will be required to complete all internal and frontage street improvements for the plat prior to recording. Any additional off-site improvements identified through SEPA or land use approval will also be completed prior to final occupancy.

Background Information on Traffic Concurrency Test for Renton

The City of Renton Traffic Concurrency requirements for proposed development projects are covered under Renton Municipal Code (RMC) 4-6-070. The specific concurrency test requirement is covered in RMC 4-6-070.D, which is listed for reference:

D. CONCURRENCY REVIEW PROCESS:

1. Test Required: A concurrency test shall be conducted by the Department for each nonexempt development activity. The concurrency test shall determine consistency with the adopted Citywide Level of Service Index and Concurrency Management System established in the Transportation Element of the Renton Comprehensive Plan, according to rules and procedures established by the Department. The Department shall issue an initial concurrency test result describing the outcome of the concurrency test.

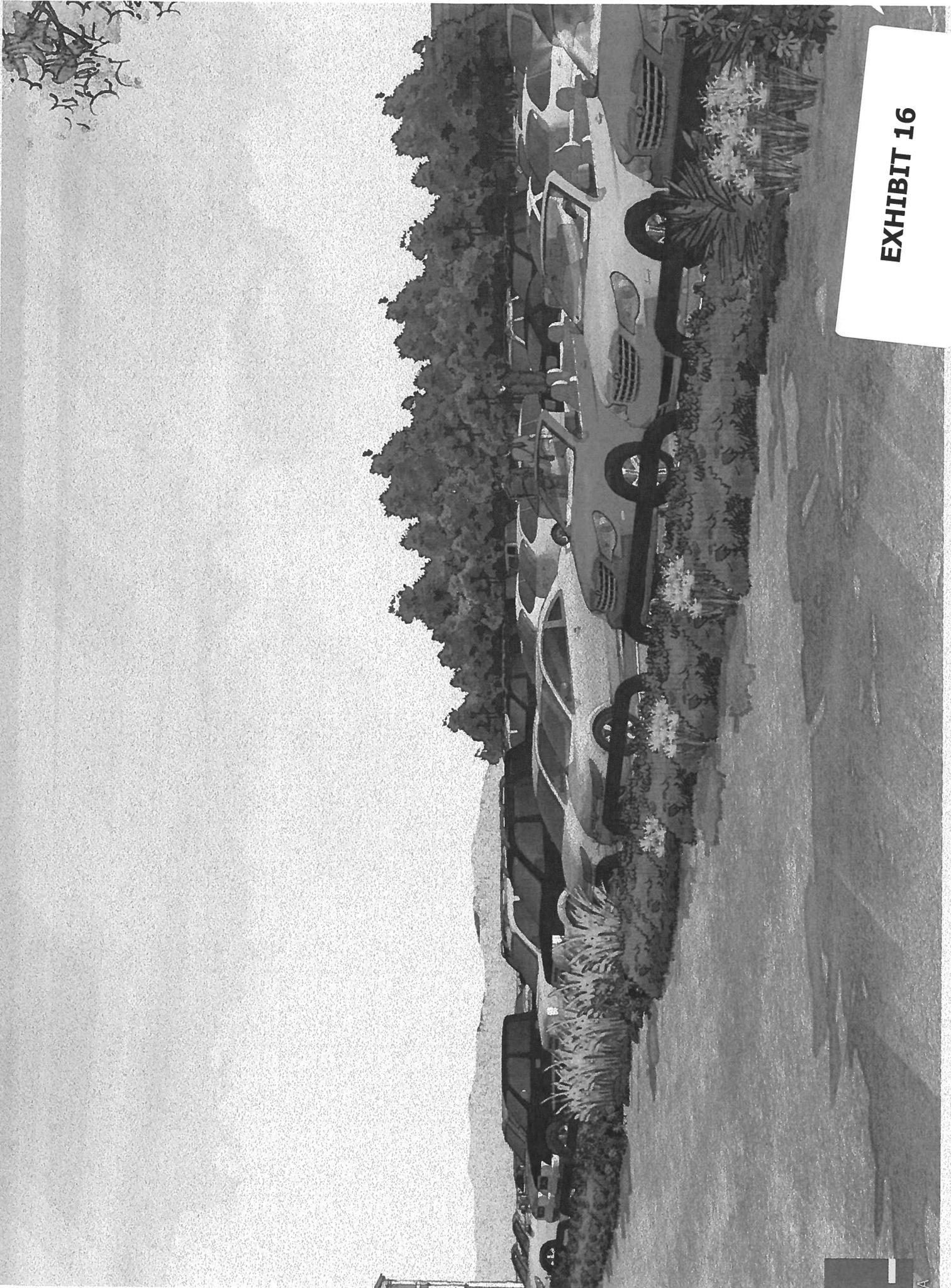
2. Written Finding Required: *Prior to approval of any nonexempt development activity permit application, a written finding of concurrency shall be made by the City as part of the development permit approval. The finding of concurrency shall be made by the decision maker with the authority to approve the accompanying development permits required for a development activity. A written finding of concurrency shall apply only to the specific land uses, densities, intensities, and development project described in the application and development permit.*

3. Failure of Test: *If no reconsideration is requested, or if upon reconsideration a project fails the concurrency test, the project application shall be denied by the decision maker with the authority to approve the accompanying development activity permit application.*

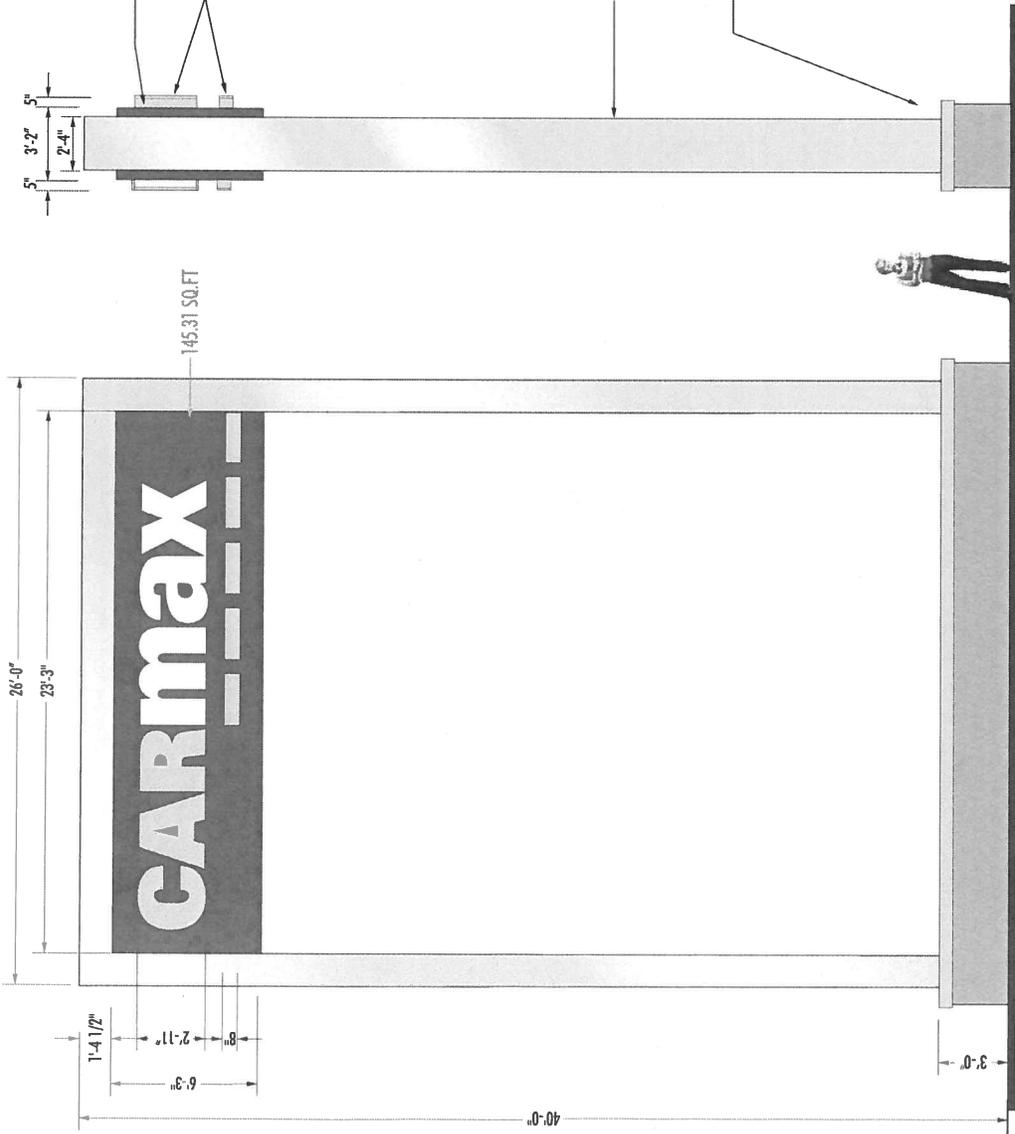
The Concurrency Management System established in the Transportation Element on page XI-65 of the Comprehensive Plan states the following:

Based upon the test of the citywide Transportation Plan, consideration of growth levels included in the LOS-tested Transportation Plan, payment of a Transportation Mitigation Fee, and an application of site specific mitigation, development will have met City of Renton concurrency requirements.

EXHIBIT 16



FLAGGING REQUIRED TO DETERMINE APPROPRIATE HEIGHT



SIGN TYPE **A1**

DOUBLE-FACED PYLON SIGN ELEVATION
SCALE: 3/16" = 1'-0"
145.31 SQ.FT

END VIEW

DEDICATED CIRCUITS
Number of 277V - 20 Amp Circuits Req'd TBD
ALL BRANCH CIRCUITS SHALL BE DEDICATED TO SIGNS (INCLUDING GROUND AND NEUTRAL) AND SHALL NOT BE SHARED WITH OTHER LOADS

277V-20 AMP CIRCUIT ELECTRICAL PRIMARY TO SIGN LOCATION AND THE FINAL HOOK-UP TO BE BY CUSTOMER'S CERTIFIED ELECTRICIAN. NUMBER OF CIRCUITS REQUIRED PER SIGN TO BE PER FEDERAL HEALTH SIGN ENGINEERING SPECIFICATIONS AND REQUIREMENTS. ALL SIGNS TO COMPLY WITH U.L. 48 REQUIREMENTS AND ARTICLE 600 OF THE N.E.C., AND ALSO MEET ANY STATE AND LOCAL CODE REQUIREMENTS.

MASONRY BASE TO MATCH BLDG MATERIALS BY GC

SQ. TUBE STEEL SUPPORT TO BE PER FH ENGINEERING REQUIREMENTS w/ MATTHEWS BRUSHED ALUMINUM FINISH ON ALUMINUM POLE COVERS. (ALL PYLON COVERS TO HAVE BUTT SEAMS)

- GRAPHICS AND COPY:
- ☐ "CAR & DASHES" - YELLOW #2037
 - ☐ "MAX" - #2447 WHITE
- PAINTED FINISH
- ☐ LETTER RETURNS - YELLOW PMS-109 SATIN FINISH
 - ☐ LETTER RETURNS - SATIN FINISH WHITE
 - ☐ CABINET CARMAX PMS-281 SATIN BLUE FINISH

(ALL CABINETS TO HAVE COUNTER-SUNK SCREWS AND FACES TO HAVE BUTT SEAMS)
FABRICATED ALUMINUM CABINET w/ CARMAX SATIN BLUE FINISH.
ACRYLIC FACE ALUMINUM CHANNEL LETTERS/DASHES.
CAR/DASHES HAVING YELLOW FACES/YELLOW RETURNS & TRIM CAP
MAX HAVING WHITE FACES/WHITE RETURNS & TRIM CAP
INTERNAL WHITE LED LIGHTING IN LETTERS/DASHES.

FEDERAL HEALTH
SIGN COMPANY
www.FederalHealth.com
2300 North Highway 121
Bucarest, Texas 76039
(817) 685-9077 (800) 527-9495
Fax (817) 685-9103

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Rt. 07-15-14 RWJDR Update pages 2, 3, 19 and 14. Del page
Rt. 03-15 WAJDR Update Sign info to SP 13
Rt. 03-15 WAJDR Update sign placement of signs 6, 11, 12.
Update current of Sign 14.

Account Rep: **MATT SMITH**
Project Manager: **JESSICA VIDAL**
Drawn By: **J. CARPENTER**
Project / Location:

Carmax
LOCATION #7252
3751 EAST VALLEY ROAD
RENTON, WA 98057

Underwriters Laboratories Inc. ELECTRICAL TO USE ALL LISTED ELECTRICAL FORM AND TO CARMAX WITH U.L. AND THE PROPER BRANDING AND MARKING OF ALL LISTED

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Date: **FEBRUARY 24, 2014**
Sheet Number: **6** Of **15**
Design Number: **23-23170-10-R5**

DOUBLE FACED PYLON SIGNS

EXHIBIT 17