

**HEARING EXAMINER SITE PLAN REPORT**

**A. SUMMARY AND PURPOSE OF REQUEST**

<b>REPORT DATE:</b>	October 1, 2014
<b>Project Name:</b>	Renton Technical College Automotive Complex Renovation
<b>Owner:</b>	Renton Technical College; 3000 NE 4 <sup>th</sup> St; Renton WA 98056
<b>Applicant:</b>	Matt Lane, McGranahan Architects; 2111 Pacific Ave #100; Tacoma WA 98402
<b>Contact:</b>	Barry Baker, Facilities Manager; RTC; 3000 NE 4 <sup>th</sup> St; Renton WA 98056
<b>File Number:</b>	LUA14-000997, SA-H, ECF, MOD
<b>Project Manager:</b>	Kris Sorensen, Associate Planner

**Project Summary:** The applicant is requesting Site Plan and Environmental Review for the renovation of the Technical College's Automotive Complex, known as the K buildings or K complex, where three buildings would be renovated (buildings K1, K2, and K4) and the K3 building demolished and new 17,600 sf building constructed in its place. The K complex site is 145,200 sf and would continue to be used for automotive instruction and training in the Automotive programs. The site is located within the Light Industrial zone and has adjacent single family residences located to the west. Vehicle access would stay the same through the college campus and on-site. Site work includes utilities, pedestrian, landscape, and entry plazas with earthwork that includes excavations, cuts, and fill. The applicant requests three modifications for parking stalls, street frontage improvements on Kirkland Ave NE, and refuse and recycling areas. Documents submitted include environmental checklist, traffic study, geotechnical report, hazardous materials list, and drainage report.

<b>Project Location:</b>	K Complex (Automotive Complex) of Renton Technical College; 3000 NE 4 <sup>th</sup> St		
<b>Site Area:</b>	K Complex: 145,200	<b>Total Building Area GSF:</b>	K Complex: 63,452



*Project Location Map*

**B. EXHIBITS**

- Exhibit 1 Staff Report
- Exhibit 2 Zoning Map
- Exhibit 3 Renton Technical College Campus Site Plan
- Exhibit 4 Automotive "K" Complex Site Plan
- Exhibit 5 Aerial Photograph
- Exhibit 6 Elevations – All buildings
- Exhibit 7 Floor Plans – K3 building first floor and mezzanine
- Exhibit 8 Project Narrative
- Exhibit 9 Parking Modification Request
- Exhibit 10 Street Modification Request – Kirkland Ave NE
- Exhibit 11 Refuse and Recycling Modification Request
- Exhibit 12 Engineering Technical Information Report, prepared by Coughlin Porter Lundeen, dated July 2, 2014
- Exhibit 13 Geotechnical Engineering Report for Renton Technical College Proposed Building K3 Improvements, prepared by GeoEngineers, Inc, dated July 17, 2014
- Exhibit 14 Limited Hazardous Materials Survey Report for Automotive Trades Complex at Renton Technical College, prepared by PBS Engineering and Environmental, dated March 31, 2014
- Exhibit 15 Traffic Analysis, Renton Technical College Automotive Program Renovation, prepared by TENW, dated March 7, 2014
- Exhibit 16 Grading and Storm Drainage Plan
- Exhibit 17 Utility Plan
- Exhibit 18 Landscaping Conceptual and Planting Plans
- Exhibit 19 Tree Inventory Plan
- Exhibit 20 SEPA Determination
- Exhibit 21 Affidavit of Public Notice
- Exhibit 22 Site analysis for landscaping, lot coverage, and parking
- Exhibit 23 Steep Slopes
- Exhibit 24 Advisory Notes / Review Comments

**C. GENERAL INFORMATION:**

- 1. **Owner(s) of Record:** Renton Technical College  
3000 NE 4<sup>th</sup> St  
Renton, WA 98056
- 2. **Zoning Designation:** Light Industrial (IL)
- 3. **Comprehensive Plan Land Use Designation:** Commercial Corridor (CC)
- 4. **Existing Site Use:** Renton Technical College and specifically for Buildings in the K Complex of the college, the site is used as the Automotive trades buildings
- 5. **Neighborhood Characteristics around K Complex:**
  - a. **North:** Building "L" of the campus (IL zone)
  - b. **East:** Campus entry and parking area (IL zone)
  - c. **South:** Building "I" of the campus (IL zone)
  - d. **West:** Single Family Residence (R-8 zone)
- 6. **Proposed Orientation:** The new K3 building entrance is at the north and all other K buildings would remain as they exist today.
- 7. **Access:** Monroe Ave NE and NE 7<sup>th</sup> St provide primary access to the Technical College which provides access to the K complex.
- 8. **Site Area:** K Complex: 145,200 sf  
Technical College Campus: 1,390,577 sf

**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 - Epstein	N/A	1246	04/16/1946
Right-of-way vacation along Kirkland Ave NE	Approved by Council	N/A	N/A

**E. PUBLIC SERVICES:**

- 1. **Existing Utilities**
  - a. Water: Water service is provided to the site by the City of Renton.
  - b. Sewer: Sewer service is provided to the site by the City of Renton.
  - c. Surface/Storm Water: There is an existing private stormwater pipe in Kirkland Ave NE.

2. **Streets:** There is existing curb, gutter, and sidewalk along Kirkland Ave NE which is classified as a commercial – mixed use and industrial access street with a right-of-way width of 45 feet. The Technical College is surrounded by NE 7<sup>th</sup> St, Monroe Ave. NE and NE 4<sup>th</sup> St. The proposed K building complex only fronts on Kirkland Ave. NE.
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 4-2-130A: Development Standards For Industrial Zoning Designations
2. **Chapter 4 Property Development Standards**
  - a. Section 4-4-030: Development Guidelines and Regulations
  - b. Section 4-4-070: Landscaping
  - c. Section 4-4-075: Lighting, Exterior On-Site
  - d. Section 4-4-080: Parking, Loading and Driveway Regulations
  - e. Section 4-4-090: Refuse and Recyclables Standards
  - f. Section 4-4-095: Screening and Storage Height/Location Limitations
  - g. Section 4-4-130: Tree Cutting and Land Clearing Regulations
3. **Chapter 6 Streets and Utility Standards**
  - a. Section 4-6-060: Street Standards
4. **Chapter 9 Procedures and Review Criteria**
  - a. Section 4-7-200: Site Plan Review
5. **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, Renton Technical College, is requesting Hearing Examiner Site Plan Review of the Automotive Complex made up of four buildings, known as “K” buildings and “K” complex, where the easterly, westerly, and southerly one-story buildings are to be renovated and the two-story middle/northern building is to be demolished and replaced with a new one-story structure (Exhibit 8 Narrative).
2. The Hearing Examiner Site Plan Review is required when commercial or industrial projects are adjacent to residentially zoned properties.
3. The Planning Division of the City of Renton accepted the above master application for review on July 28, 2014 and determined complete on August 8, 2014. The project complies with the 120-day review period.
4. The applicant requests three modifications to parking standards, refuse and recycling standards, and street standards for Kirkland Ave NE. For the automobile parking standards modification, the applicant requests that the minimum number of stalls required for the site per RMC 4-4-080 be reduced to not

require an additional 19 parking stalls for the complex as the stalls would be needed for PM hour students when there is available parking in the larger campus parking area. For the refuse and recycling standards, the applicant requests that the collection area size as required per 4-4-090 be reduced where the complex is not in need of the minimum area required by the code and would provide an collection area size based on historical needs of the Automotive complex site. For the street standards, the applicant requests a waiver and modification from the required street width and frontage improvements for Kirkland Ave NE, per RMC 4-6-060, to not provide additional right-of-way and because street frontage improvements already exist.

5. The applicant has indicated they are working on a Master Campus Plan, a future development plan for the college, for future improvements which will include City of Renton standards for vehicle and bicycle parking stalls (Exhibit 9).
6. The subject site is located on the Renton Technical College campus (Exhibit 3).
7. The property is located within the Commercial Corridor (CC) Comprehensive Plan land use designation and the Light Industrial (IL) zoning classification.
8. The K Building Complex currently has four buildings, associated landscaping and pedestrian walkways, and vehicular access drives in between the buildings with connections to other areas on the college campus (Exhibit 5). The overall Renton Technical College is comprised of four properties, with surface parking in the eastern portion of the overall campus and approximately one dozen different buildings that provide instruction and programming for students on the more westerly side of the overall campus.
9. Access to the site is provided from the easterly college campus parking area, which accesses from Monroe Ave NE and there are two chained access points from Kirkland Ave NE to the west (Exhibit 4).
10. The site is currently used for instruction and training in the Automotive programs, and there is no change to the proposed use (Exhibit 8).
11. In addition to the structural renovations of the applicant is proposing new entry plazas at the north and south of the K complex, an internal pedestrian corridor through the K1 building, the removal of some deciduous trees and planting of new vegetation around the site, landscape walls, relocation of the on-site parking stalls, and student lounge space located at the south face of the K1 building (Exhibit 8).
12. Three of the four existing buildings will be renovated (buildings K1, K2, and K4) with heights that range from approximately 28 feet to 35 feet, and the new K3 building will have an approximate height of 34 feet, 6 inches at the tallest point (Exhibit 6).
13. The site application has proposed 8 vehicle parking stalls in the K complex that includes one ADA stall with other vehicle parking areas available on the larger college campus (Exhibit 4).
14. The site has existing steep grades, where there is an east to west downward slope between the access road running along the easterly boundary of the site and the existing K2 and K4 buildings to be renovated. According to the City map software, the slope between the access roadway and existing buildings has sensitive (25 to 40 percent) and protected slopes (40 to 90 percent) (Exhibit 24).
15. The subject project is not exempt from SEPA Environmental Review, WAC 197-11-800, and went through SEPA review by the City of Renton Environmental Review Committee on August 25, 2014, with a determination that the proposed action does not have a significant adverse impact on the environment with a Determination of Non-Significance Mitigated (DNS-M) (Exhibit 20). An appeal period began on August 29, 2014 and ended on September 12, 2014. No appeals have been filed (Exhibits 21).

16. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments have been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
17. No agency or public comments were received.
18. The proposal requires Site Plan Review as there are adjacent residentially zoned properties. The following table contains project elements intended to comply with Site Plan Review decision criteria, as outlined in RMC 4-9-200.E:

<b>SITE PLAN REVIEW CRITERIA:</b>	
<b>a. COMPREHENSIVE PLAN COMPLIANCE AND CONSISTENCY:</b>	
The site is designated Commercial Corridor (CC) on the Comprehensive Plan Land Use Map. The purpose of CC is to evolve from "strip commercial" linear business districts to business areas characterized by enhanced site planning incorporating efficient parking lot design, coordinated access, amenities, and boulevard treatment. <b>The proposal is compliant with the following Comprehensive Plan policies:</b>	
✓	<b>Objective LU-AAA:</b> Create opportunities for intensive office uses in portions of Commercial Corridor designations including a wide range of business, financial, and professional services supported by service and commercial/retail activities.
✓	<b>Objective LU-BBB:</b> Guide redevelopment of land in the Commercial Corridor designation with Commercial Arterial zoning, from the existing strip commercial forms into more concentrated forms, in which structures and parking evolve from the existing suburban form, to more efficient urban configurations with cohesive site planning.
✓	<b>Policy LU-250.</b> The Commercial Corridor designation should be implemented through Commercial Arterial, Commercial Office, or Light Industrial zoning.
✓	<b>Policy LU-256.</b> The NE Sunset Boulevard, NE 4 <sup>th</sup> , and Puget Corridors are unique in the City due to the highly eclectic mix of commercial uses. Similar uses to those found in these corridors should be fostered as development and redevelopment of properties in these area occurs over time.
✓	<b>Policy LU-262.</b> Support the redevelopment of commercial business districts located along principal arterials in the City.
✓	<b>Policy LU-268.</b> Public amenity features (e.g. plazas, recreation areas) should be encouraged as part of new development or redevelopment.
✓	<b>Policy CD-20.</b> Orient site and building design primarily toward pedestrians through master planning, building location, and design guidelines.
<b>b. ZONING COMPLIANCE AND CONSISTENCY:</b>	
The subject site is classified <b>Light Industrial (IL)</b> on the City of Renton Zoning Map. The Light Industrial zone implements the Commercial Corridor Land Use designation, where the purpose of the zone is to provide areas for low-intensity manufacturing, industrial services, distribution, storage, and technical schools. The project proposal complies with the zone if all conditions of approval area met.	
<b>Lot Dimensions:</b> Per RMC 4-2-130A the minimum lot size, in the IL zone, is 35,000 square feet. Not applicable as there is no subdivision of the property proposed.	
<b>Setbacks:</b> Per RMC 4-2-130A, the IL zoning classification requires a minimum front yard and side yard along a street setback of 20 feet when abutting a Principal Arterial, and 15-foot setback when abutting a non-Principal Arterial street, with the exception of properties adjacent residential zoned	

properties, where the setback is 20 feet. For rear and side yards, there are no setbacks except for properties adjacent to residential zones, which may be reduced to 15 feet through the site plan development review process.

The applicant is proposing to renovate three buildings and keep their existing footprints and only demolish and rebuild the K3 building. The K3 building westerly façade, which is nearest the R-8 residential zone along Kirkland Ave NE, has a setback greater than 200 feet for the side yard along a street where there is adjacent residential zoning. The front setback is in excess of 100 feet, and the side and rear setbacks are in excess of 100 feet. Therefore, the proposed new building complies with the zone setback standards.

**Building Height:** Per RMC 4-2-130A building height is restricted to 50 feet.

The four buildings that make up the Automotive Buildings and K Complex have proposed heights as listed below (Exhibit 6). The proposal complies with the height requirements of the zone.

K-Complex Building #	Height
K1-Renovation	34 feet, 6 inches
K2-Renovation	28 feet, 0 inches
K3-New	29 feet, 0 inches
K4-Renovation	28 feet, 0 inches

**Building Standards:** Per RMC 4-2-130A the allowed lot coverage is 65 percent for proposals within the IL classification with surface parking areas.

The four proposed buildings would have an approximate combined footprint of 63,452 sf on the 145,200 sf K Complex site, resulting in a building lot coverage of approximately 43 percent (Exhibit 22). Therefore, the 43 percent lot coverage is less than the 65 percent maximum allowed for the zone. The application materials did not provide an overall Technical College campus lot coverage analysis. Staff recommends, as a condition of approval, that the applicant provide an overall campus coverage analysis as part of the building permit submittals for the renovations.

**Landscaping:** Per RMC 4-4-070, the required on-site landscaping is broken into these separate areas:

**Along Streets:** Ten feet of on-site landscaping is required along all public street frontages, with the exception of areas for required walkways and driveways and those zones with building setbacks less than 10 feet. In those cases, 10 feet of landscaping shall be required where buildings are not located.

**Pervious Areas to Be Landscaped:** Pervious areas, with the exception of critical areas, shall have landscape treatment. Landscaping may include hardscape such as decorative paving, rock outcroppings, fountains, plant containers, etc.

**Surface Parking Areas:** For on-site surface parking areas with 15 or more parking spaces, a minimum amount of interior parking lot landscaping is required and perimeter landscaping is required.

**Staff Comment:** The K complex has mature, existing, maintained, landscaping including a mix of mature trees, and groundcover around the site and along the Kirkland Ave NE street frontage. Additionally, new landscaping is proposed as part of the site renovation. The proposed mix of existing and new landscaping are broken into the following:

**Along Streets:** Along Kirkland Ave NE, between the westerly building facades of the K4 and K1 buildings and Kirkland street right-of-way, there is approximately 30 feet that includes existing mature vegetation (Exhibit 19). This landscaped area includes evergreen trees between 16 and 24 inches in diameter and groundcover (Exhibit 18). The proposed addition to this area is a native groundcover mix consisting of Oregon grape, sword fern, deer fern, and salal (Exhibit 18). The 30 feet of vegetated buffer between the Automotive Complex and college campus area and the residential areas to the west.

**Other pervious areas on-site:** The site has existing landscaped areas around the outer boundaries of the K complex buildings. In addition, there are a mix of trees, shrubs and groundcover proposed on the southern and eastern borders of the site (Exhibit 18).

- Southern site boundary: The planting additions on the southern boundary of the site on the south side of building K1 are a hedge of myrtle and a couple different areas where two different native groundcover mixes will be planted. The Native Groundcover Mix A consists of oregon grape, sword fern, deer fern, and salal and the Mix B consists of kinnikinnick, tufted hair grass, creeping oregon grape, and common camas. Additionally, a flowering border mix will be planted that consists of yarrow, columbine, tufted hair grass, and bigleaf lupine.
- East site boundary: The existing vegetation to remain along the slope between the K1 and K2 buildings consists of grass, sword ferns, rhododendrons, and deciduous and fir trees. Three new western red cedars are proposed for planting in addition to the same two Native Groundcover Mixes mentioned in the above southern site boundary description.

**Surface Parking Areas:** The existing 8 parking stalls are being reconfigured and relocated in generally the same area as they are currently located at the northside of the K complex. Four stalls would be located north of the K4 building and 4, including one accessible stall, would be located at the northside of the new K3 building. Because there are no more than 8 stalls on-site, interior parking lot landscaping would not be required, as 15 or more stalls would require such interior landscaping improvements. For the required perimeter parking, there is approximately 40 feet of vegetation between the parking stalls north of the K4 building and the Kirkland Ave NE street right-of-way.

Staff concludes that there is existing mature landscaping and some proposed new native landscaping in each of the areas where landscaping is required by code, along streets, in all areas where pervious coverage exists, and for perimeter landscaping along parking areas, and therefore the landscaping proposal meets the code requirements.

**Refuse and Recyclables:** Per RMC 4-4-090 for educational and institutional developments, a minimum of 2 square feet per every 1,000 square feet of building gross floor area shall be provided for recyclable deposit areas and a minimum of 4 square feet per 1,000 square feet of building gross floor area shall be provided for refuse deposit areas with a total minimum area of 100 square feet. The area shall be enclosed with 6-foot high fence or walls and have a 12-foot wide gate.

The proposed area is approximately 210 sf and located just north of the K4 building (Exhibit 4). The enclosed area has been designed based on current needs of the site and based on the existing dumpster size, clearance requirements and access information provided by the waste hauler Waste Management. The walls and gates are proposed as slatted chain-link fence.

The applicant is requesting a modification to the required area of 378 sf of refuse and recycling area for the 62,450 sf K complex site. The modification justification (Exhibit 11) states the Technical College feels the required area is large and unreasonable considering site constraints and their current demonstrated needs. The proposed does area not obstruct on-site parking. The collection

area is screened from Kirkland Ave NE by the existing landscaping between the street and collection area. The area would be greater than 100 feet from the Kirkland street right-of-way and further distance from the residentially zoned properties on the west side of Kirkland Ave NE.

The applicant has requested a modification from the required refuse and recycling standards, per RMC 4-9-250.D, which states:

Whenever there are practical difficulties involved in carrying out the provisions of this Title, the Department Administrator may grant modifications for individual cases provided he/she shall first find that a specific reason makes the strict letter of this Code impractical, that the intent and purpose of the governing land use designation of the Comprehensive Plan is met and that the modification is in conformity with the intent and purpose of this Code, and that such modification:

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

Staff Comment: The applicant requests the modification from refuse and recycling area improvements for the Automotive, K complex as required by City code. The applicant requests the modification from improvements that require the 378 sf area. The proposed refuse and recycling area is approximately 210 sf, is based on the historical needs of the Automotive Complex as identified by the applicant. The facility has been designed based on the waste haulers needs, will not block parking, and is buffered in site from the adjacent residential homes to the west. The requested reduction of 168 SF would not be injurious to other properties in the vicinity, as the RTC has been operating with a 210 SF facility for many years and staff has not identified any past complaints and/or concerns related to waste management. It is not anticipated that the new renovated building would increase the historical needs of the college as it relates to waste management. The 210 SF facility would implement the policy and objectives of the code and Comprehensive Plan and has been proved to be justified for the specific situation.

Staff recommends approval of the modification request given the criteria for modifications, and staff provides justification for each criteria below:

- a. A screened refuse and recycling area will be provided on site that is functional for the users of the site and waste haulers and implements the objectives of the land use element of having a central area for collection of waste.
- b. The intent of the code is to provide a safe, functional, environmentally non-hazardous, and maintainable refuse and recycling area which has been proposed by the applicant at approximately 210 sf based on historical needs of the Automotive Complex. The proposed area would not block on-site parking or pedestrian pathways.
- c. The area is screened from other properties in the vicinity with a setback of greater than 100 feet from the property line, and greater linear distance from the residential homes on the west side of Kirkland Ave NE.
- d. As mentioned in "a" and "b" above, the intent and purpose of the code is to provide a minimum space on-site for collection, with screening, that does not impact the activities of

the site, and the applicant has proposed a collection area based on their historical needs and requirements of the waste hauler.

- e. The applicant justifies the smaller area than required by code based on their historical experience with the Automotive training program.
- f. The proposed refuse and recycling area will not create adverse impacts to other properties in the vicinity and is located away from any nearby properties with a vegetated buffer area between the collection area and Kirkland Ave NE public right-of-way.

The proposal will meet the objectives and safety, function, appearance, and maintainability intended by the Code requirements and will not be injurious to other properties in the vicinity. As such, staff recommends approval of the request refuse and recycling modification.

**Critical Areas:** The site has existing steep slopes. According to the City map software, the slope between the access roadway and existing buildings has sensitive (25 to 40 percent) and protected slopes (40 to 90 percent). No structural work is proposed within the steep slopes area with the exception of landscaping improvements, where additional groundcover, shrubs, and trees would be planted (Exhibit 18).

**Parking:** The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls for bicycles and vehicles unless exempt from the requirement. For vehicle parking, the City standards require a minimum and maximum of 1 stall per employee plus 1 for every 3 student rooming units, plus 0.5 spaces for every full-time student not residing on campus.

The parking analysis provided by the applicant is not sufficient to determine whether additional or a reduced number of parking stalls are required for the renovation project. The applicant bases their analysis that an additional 19 stalls are required based on a traffic analysis which evaluates flows in the AM and PM hours of the day. The City's code is based on users of the site rather than counts of new trips during a specific duration of the day. Because it is unknown as to how many stalls are required for the project based on students and employee counts, staff cannot make a recommendation on whether a parking stall modification is needed or not.

If a parking modification is needed once staff is provided a parking analysis based on City code standards, the modification can be reviewed in the future. The applicant does state as part of their parking modification request, that the Technical College is currently developing a Parking Management Plan as part of the creation of a new College Master Plan. The applicant provides an outline of what the Parking Management Plan in the future would provide (Exhibit 9) which includes constructing approximately 40 additionally parking stalls on site, and seeking property acquisition and other shared parking opportunities, and review of existing transportation demand management measures.

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

**d. OFF SITE IMPACTS:**

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

**Staff Comment:** There are four existing structures on the site, three of them (buildings K1, K2, and K4) are to be renovated, and the K3 building is proposed to be demolished with a new building located in approximately the same footprint. The existing four building complex would remain a 4 building complex following the renovations. Structures nearby are part of the Renton Technical College campus and with the proposed renovation, there is not an overconcentration of

development on the campus or on the Automotive Complex site.

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

Staff Comment: Existing pedestrian connections and walkways exist throughout the Technical College campus and through the K complex, connecting each of the different teaching buildings and facilities to one another and to the large college parking areas. These circulation systems provide connection to the larger neighborhood and to sidewalks along the streets that surround the college campus, and to the nearby neighborhoods, retail and shopping areas, and transit system. There are no changes to the existing vehicular circulation system throughout the college campus. Additionally, a new indoor pedestrian corridor will create a north south route through the K1 building which will improve circulation through and into the K complex. The existing linkages throughout the site to other parts of the college campus and the added new pedestrian corridor will provide greater linkages through the K complex and to the surrounding area and adjacent properties.

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

Staff Comment: No rooftop equipment, outdoor storage areas, or loading areas are shown on the site plan. For refuse and recyclable collection area, the area and screening is evaluated in the subsection Refuse and Recyclables under Zoning Compliance and Consistency above. As mentioned in the refuse and recyclables evaluation, there is existing vegetation that screens the collection area from Kirkland Ave NE.

Rooftop equipment, if proposed as part of a building permit for the renovations or new building, would be reviewed at the time of building permit in accordance with the appropriate Code regulations.

The activity of students working on vehicles and moving vehicles from garage bay to bay or around the complex is screened from the surrounding properties as the work and garage areas are focused internally to the site, around the circular drive. It is not anticipated that the proposal loading or storage areas for vehicles within the four buildings would have significant impacts on the views from surrounding properties, including the other buildings on the college campus.

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

Staff Comment: There are no large attractive natural features on or near the site for which to maintain visual accessibility.

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

Staff Comment: See Landscaping subsection under Zoning Compliance and Consistency. The existing mature landscaping does enhance the appearance of the proposal along with the new proposed native groundcover mixes to be added to the southern and eastern areas of the site.

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

Staff Comment: The lighting on site should adequately provide for public safety without casting excessive glare on adjacent properties. A lighting plan was not provided with the application, as such staff recommends, as a condition of approval, that the applicant be required to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties

at the time of building permit review. Downlighting shall be used in all cases to assure safe vehicular movement in an area where pedestrians could be walking. The lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.

**e. ON-SITE IMPACTS:**

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

Staff Comment: Three of the four buildings will be renovated and the fourth building will be constructed in approximately the same location as the building to be demolished. There are effectively no proposed openings along the westerly facades on the Kirkland Ave NE side of the K4 and K1 buildings which reduces potential noise from the Automotive training facility during the day and evening classes into the residential area (Exhibit 6) and creates greater privacy for the Automotive complex.

The elevations of the buildings to be renovated and new proposed building have large side wall openings primarily through glass garage doors on the facades directed towards the new K3 building (Exhibit 6). The orientation of the large garage door openings are primarily focused internally to the Automotive complex, where the garage doors can be opened to move vehicles in and out and provide for privacy and noise reduction from one building to another as Automotive programming occurs throughout the day and evening. This internal focus provides less opportunity for noise to project outward towards the residential neighborhood across Kirkland Ave NE and to other areas of the college campus. Additionally, the internal focus provides privacy for the users of the site. Staff finds that the new K3 structure placement and improvements to the buildings being renovated provide provisions for privacy and noise reduction within the site and overall college campus.

**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 new one-story K3 building will replace the existing two-story K3 building. In regards to natural characteristics on the sight, there are a few lower trees that will be removed for the construction of the new building, but the mature evergreen trees that surround the K complex and provide a more natural and green character to the site will be kept. There are no views or vistas that would be blocked by the new building, as the new building is replacing the existing K3 building. A number of site amenities are being added as part of the K complex renovation including pedestrian entries, a possible student lounge at the southend of the K1 building, seating area and bicycle racks at the northeast corner of the site, and a number of areas that will have added landscaping. There is an existing circular drive internal to the K complex to provide room for pedestrian and vehicular access. The new building will not impede the existing circular drive, and pedestrian enhancements will be provided to lessen the potential conflicts between pedestrian and vehicles.

The scale of the new one-story building will be similar to the other buildings, similar in heights and facades with garage doors lining the internal facades of the new and renovated buildings. The clear garage doors provide for a scaling of the large buildings, with the facades broken into smaller sections. For the three renovated buildings, the clearstory roof designs allow for sunlight into the buildings from above as do the clear garage doors. In addition, there is ample area surrounding the buildings to provide normal airflow.

With the new building being designed at a similar scale as the existing building it is replacing and with similar features as the other buildings, and the proposed site amenities and kept natural amenities, the proposal provides for a scale of the renovations that works with the site's programming.

**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:** There are minimal areas of the existing mature vegetation proposed for removal. Cut and fill is limited to small areas of the site. There are existing slopes on the site, primarily along the easterly and westerly sides of the site, along the K2 building easterly façade and K4 westerly façade. Those buildings are not proposed for expansion into the steep slopes next to the buildings. For building K1, 600 sf would be excavated for a new complex entrance at the south of the building (Exhibit 8). Approximately 1,600 sf of cut into the slope along the campus access drive at the northeast corner of the site would be excavated for vehicle display plazas and landscape walls. Approximately 400 cubic yards of soil would be moved as part of proposed grading work.

Of the existing 60 significant evergreen and deciduous trees inventoried on the site 53 would be retained. The primarily evergreen trees with upwards of 24-inch diameter along the east and western boundaries of the site will be kept.

The site will have an additional 4,000 sf of impervious surface compared to the existing conditions (Exhibit 22). Given the size of the K complex site at approximately 145,200 sf, an increase in 4,000 sf is not a significant reduction in the amount of impervious surface, where much of the existing site that is impervious will continue to stay impervious.

Therefore, the natural systems are protected on-site by not expanding building footprints into the on-site sloped areas, through the reuse of the existing building footprint area for the new building, and by limiting the areas of cut and fill and retention of much of the existing mature vegetation.

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

**Staff Comment:** The landscaping that exists on site currently and that will be added around the site as part of the renovation provide a number of benefits to the K complex. The proposed location of the parking stalls north of the K4 and K3 buildings have a vegetated buffer between them and Kirkland Ave NE. The 53 trees to be retained on site provide canopy coverage and a sense of privacy on the site in relation to the nearby residential neighborhood. Further, existing and new additional landscaping is proposed near the north and south pedestrian entries which will provide some definition and enhancement to the entries (Exhibit 18). Additional landscaping analysis is provided in subsection Landscaping under Zoning Compliance and Consistency. Landscaping is proposed to be used to generally enhance the appearance of the project and will be located in areas away from potential impacts and damage from vehicles and pedestrians.

#### **f. ACCESS:**

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

**Staff Comment:** No new access points are proposed. There is an existing internal access street system for the Technical College campus. The internal system provides consolidation of ingress and egress points to the campus to the primary access areas along Monroe Ave NE and NE 7<sup>th</sup> St. The proposed site renovation is expected to continue functioning with the overall Technical College campus, where users of the newly renovated Automotive complex would continue using the consolidated ingress and egress points currently developed as a part of the college campus.

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

*turnarounds, walkways, bikeways, and emergency access ways.*

**Staff Comment:** The K complex has a number of existing pedestrian, bikeways, and vehicular access points that connect with the larger college campus internal circulation networks. Although it is unknown if there is an official bicycling network throughout the college campus, it is anticipated that bicyclists use the internal drive aisles and walkways to access different areas of the campus.

Vehicular access to the site from Kirkland Ave NE is limited to fire and other emergency services, with gates at the access points where traffic is not allowed as traffic to and from the college campus is consolidated primarily to Monroe Ave NE. There are no changes proposed to the internal college campus access streets. The K complex has an existing internal vehicular circulation route around the K3 building that provides access to all the buildings, where automobiles can be easily delivered or moved from one garage to another.

The internal pedestrian circulation system connects parking areas on the Technical College campus, the different K complex buildings, sidewalk along the easterly boundary of the K complex, and other sidewalks and pathways from the southerly, northerly, and easterly subareas of the college campus (Exhibit 4). To promote greater circulation efficiency for pedestrians, a new north south pedestrian connection is proposed as part of the renovation, through the K1 building as an interior building corridor, to provide greater connection within the K complex buildings.

The proposal includes 7 standard parking stalls and 1 accessible parking stall, with 4 at the north end of the K4 building and 4 at the north end of the K3 building. The proposal is to re-stripe parking stalls to meet the minimum stall size standard width of 9 feet and provide the required accessible stall with the dedicated 9-foot wide by 20-foot deep side aisle (Exhibit 22).

As stated in the project narrative (Exhibit 8), the design intent of the renovation is to ensure a physically safe environment for students, faculty and visitors and is designed to mitigate pedestrian and vehicular conflicts through the enhancement of pedestrian pathways, signage, and visual color cues that highlight pedestrian areas to alert drivers to their presence. Pedestrian pathways throughout the complex are proposed with delineation by either a change in paving texture or striping.

Given the existing internal circulation elements and the proposed elements with the new location for on-site parking spaces and the pedestrian circulation system improvements, the proposal is anticipated to maintain the safety and efficiency of circulation on the site.

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

Loading and delivery areas are not called out on the site plan but it is expected that the site is an active Automotive training facility that and is used similarly to a commercial repair shop or garage where loading of vehicles into garage bays and onto lifts occurs regularly. Loading and delivery of vehicles and their movement from one garage to another, and from one building to another, is facilitated through the large garage doors that line the internal K complex circular drive. The doors allow for easy and efficient delivery of vehicles. Pedestrian areas and the pedestrian pathways through the K complex. Building entry points into the K complex for vehicles have a pair of gates at the northern end of the site. These gates create a consolidated point of entry into the complex.

As mentioned above in the Circulation subsection, the design approach is to reduce pedestrian and vehicle conflicts and enhanced pedestrian pathways, signage, and visual cues should reduce these potential opportunities. Therefore, although the K complex has an inherent close proximity interaction between vehicles and students and faculty, the design of the renovation is proposing improvements that are anticipated to separate loading and delivery area and people.

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

**Staff Comment:** Transit and bicycle facilities are available on and near the site. There are multiple bus

routes that run along the borders of the Technical College, King County Metro routes 111, 105 and 908. These bus routes provide connections around the neighborhood and to transit centers for connections to other regional bus lines. As part of the City's bicycle network, Monroe Ave NE on the east side of the Technical College is identified as a shared roadway facility for bicyclists. The Technical College has bicycle parking areas, and specifically for the K complex renovations, there are two bike racks proposed at the northern area of the K3 building. Therefore, the existing site with the proposed renovations is anticipated to continue providing transit and other alternate forms of travel into and out of the site.

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

Staff Comment: The K complex has a number of existing pedestrian connections between parking areas on the Technical College campus, throughout the K complex to the different on site buildings, public sidewalk along Kirkland Ave NE and sidewalk along the easterly boundary of the K complex (Exhibit 4). Other sidewalks and pathways connect to the K complex from the southerly, northerly, and easterly subareas of the college campus that also provide connection to the primary vehicle parking areas.

An additional north south pedestrian connection is proposed as part of the renovation, through the K1 building as an interior building corridor, to provide greater connection within the K complex buildings and to the other buildings on the Technical College campus. The Technical College provides ADA accessible routes around the site and striped crosswalks for pedestrians and students to more safely access the buildings in the K complex. Therefore, the site plan with the existing and proposed improvements provides safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties.

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

Staff Comment: The site has existing and proposed additional landscaping and pedestrian areas that create open spaces around the K complex. The site has existing vegetation with mature trees along the perimeter of the site that provide natural features and would be enhanced with additional plantings proposed as described in the above Landscaping subsection under Zoning Compliance and Consistency. Additionally, there are a number of pedestrian focused open spaces. These pedestrian focused areas include two entry plazas for the complex, one at the north side of the new K3 building and at the southern edge of the renovated K1 building and an outdoor courtyard area between K3 and K1 buildings with connecting pedestrian pathways (Exhibit 4). Therefore, the proposed site plan landscaping and pedestrian entries and courtyard incorporate open spaces to serve as distinctive project focal points and provide adequate areas for recreation by the occupants of the site.

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

Staff Comment: The proposed new K3 structure would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable as the site is not adjacent to a shoreline.

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

Staff Comment: There are minimal areas of the existing mature vegetation proposed for removal on the K complex site. Of the existing 60 significant evergreen and deciduous trees inventoried on the site, seven trees are proposed to be removed and are primarily deciduous trees. The City code requires 5 percent retention of significant trees, which for the K complex site, would be 3 trees. The new K3 building is proposed in approximately the same area of the existing K3 building and the proposed site improvements do not extend into areas where the stands of mature trees are located.

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

**Police and Fire:** Fire and Police Department staff has indicated that existing facilities are adequate to accommodate the subject proposal.

**Parks and Recreation:** Not applicable although students may potentially use City parks and recreation facilities.

**Drainage:** A Technical Information Report (Exhibit 12) was submitted with the project application which covers all of the proposed automotive campus changes. Existing oil-water separators would be maintained. The renovated site would have a net gain of about 4,000 sf of impervious surface area and pollution generating area would decrease slightly as the replacement K3 building would cover some areas of the existing internal drive. The drainage system for the project site was designed with the 2009 King County Surface Water Design Manual as adopted by the City. The site is within the Existing Site Conditions area in the City's flow control application map and no added flow control systems would be constructed for the site. No new water quality treatment would be added as there is less than 5,000 sf of new pollution generating impervious surfaces. The pollution generating surfaces in the complex would be reduced by about 2,000 sf over the existing conditions by the larger footprint of the replaced buildings. A temporary erosion and sedimentation control plan has been designed with best management practices that would prevent or reduce pollution of water caused by construction activities. Based on the recommendations included in the provided report, staff recommends as a mitigation measure that the applicant comply with the recommendations included in the provided Technical Information (Exhibit 12).

**Transportation:** The site has one street frontage, Kirkland Ave NE, classified as a commercial – mixed use and industrial access street. There are two existing curb cuts along the K complex site to Kirkland Ave NE per the City of Renton complete street standards (Exhibit 4). The K complex has approximately 450 lineal feet along Kirkland Avenue. The street right-of-way has a width of 45 feet, where 69 feet is required for the full construction of street improvements and paving for Kirkland Ave NE per the City of Renton complete street standards. Existing improvements on the college side include a 5-foot sidewalk from the curb and gutter, and roughly a 6.5-foot planting strip to the campus property line (Exhibit 10). The applicant has applied for a modification request. The City standards are for frontage improvement widths of a 6-foot wide parking lane, 8-foot wide planter strip, and 5-foot wide sidewalks.

Kirkland Ave NE is not used as a regular access point for the K complex, nor for access to the larger Technical College campus as the two access points are for temporary openings for fire and emergency access to the complex. Students and teachers access the K complex through the Technical College from Monroe Ave NE and NE 7<sup>th</sup> St. Historically, the City had a wider right-of-way for Kirkland Ave NE than today's existing 45 feet. Through a City Council approved street vacation, an additional 15 feet of public right-of-way was vacated to the Technical College. There are existing street improvements on the K complex side of Kirkland Ave NE, including street lighting, curb, gutter, and sidewalk.

The applicant provides justification as to why the City should grant a modification and waive the requirements for the street improvements (Exhibit 10). This justification includes that shifting the location of the sidewalk to the other side of a planter strip would require extensive grading and removal of trees and shrubs that screen the college campus and K complex from the neighbors. More grading would be required to remove existing vegetated berms for the sidewalk areas. Additionally, the applicant states that new trees and plantings between the curb and the planter would take a long time to fill in, in comparison to the existing mature vegetation and evergreen stand of trees that currently exist. Further the justification for modification states that pedestrian improvement along

Kirkland would not benefit many users as there are no entry points to the college campus currently. The applicant requests modification from the required street right-of-way dedication and street improvements, as described above, per RMC 4-9-250.D, which states:

Whenever there are practical difficulties involved in carrying out the provisions of this Title, the Department Administrator may grant modifications for individual cases provided he/she shall first find that a specific reason makes the strict letter of this Code impractical, that the intent and purpose of the governing land use designation of the Comprehensive Plan is met and that the modification is in conformity with the intent and purpose of this Code, and that such modification:

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

Staff Comment: A previous public street vacation request along Kirkland Ave NE was provided to the Technical College and established some precedence for the City stating additional right-of-way is not needed in this area. For each of the modification criteria, staff recommends approval of the modification request based on the following responses to the criteria, where the modification would:

- a. Substantially implement the policy direction of the Comprehensive Plan where there are no expected access points to the Technical College from Kirkland Ave NE where greater vehicular and pedestrian traffic to access the college from Kirkland Ave would potentially require a wider street and improved frontage improvements. The primary access points to RTC is from Monroe Ave. NE and NE 7<sup>th</sup> St. Based on the current development pattern in the area no access to RTC is anticipated to be from Kirkland Ave. NE. As such, Kirkland Ave. NE would not exhibit the same vehicular and pedestrian traffic as anticipated for other streets providing access to RTC. Moreover, the existing frontage improvements provide the vehicular and pedestrian improvements anticipated for the residential uses located to the west of the project site. Therefore approval of the requested modification would implement the policy direction and objective of the Comprehensive Plan and would be the minimum necessary to implement these policies.
- b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements and City Development Engineering and Transportation staff have reviewed the existing improvements and have based the decision on sound engineering judgment.
- c. Will not be injurious to other property(ies) in the vicinity as the current improvements would stay the same and continue to provide pedestrian and vehicular access along Kirkland Ave NE along the K complex site;
- d. Conforms to the intent of the Code where there is continued pedestrian and vehicular access along Kirkland Ave NE along the K complex site;
- e. Is shown to be justified for the use and situation intended as no additional right-of-way is required to construct a wider paved travel way, or street improvements that would require

code 8-foot wide planter strip and 5-foot wide sidewalk; and

- f. Will not create adverse impacts to other property(ies) in the vicinity as the current improvements would stay the same and continue to provide pedestrian and vehicular access along Kirkland Ave NE along the K complex site.

For the K complex renovations, and the students and teachers and others accessing the site through the main Technical College access points, it is anticipated that the proposed project would result in impacts to the City's street system. In order to mitigate transportation impacts the applicant would be required to pay an appropriate Transportation Impact Fee. A fee, as determined by the Renton Municipal Code at the time of payment, shall be payable to the City as specified by the Renton Municipal Code at the time of building permit issuance.

**Schools:** Not Applicable.

**Water and Sewer:** Water and Sewer is provided by the City of Renton. Renovations must not block or prevent access to any existing side sewer or other utilities.

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

#### **I. CONCLUSIONS:**

1. The proposal complies with the Site Plan Review Criteria, if conditions of approval are met.
2. The proposal is compliant and consistent with the plans, policies, regulations and approvals of conditions of approval are met.
3. Staff does not anticipate any adverse impacts on surrounding properties and uses as long as the conditions of approval are complied with.
4. The proposed use is anticipated to be compatible with existing and future surrounding uses as permitted in the IL zoning classification and surrounding Commercial Corridor land use designated properties.
5. The scale, height and bulk of the proposed new building and renovated buildings are appropriate for the site.
6. Safe and efficient access and circulation at the K complex has been provided for all users.
7. There are adequate public services and facilities to accommodate the proposed use.
8. The proposed location of the new building with the three renovated buildings would not result in the detrimental overconcentration of a particular use within the City or within the immediate area of the proposed use. The proposed location is suited for the proposed use.
9. The existing use would not result in a substantial or undue adverse effect on adjacent properties. The construction of a new structure, renovations to three buildings, and other site improvements would not result in an overall improvement of the visual environment.
10. It is unknown whether additional parking for the proposed use has is needed and the modification request can be provided in the future, where analysis of the K complex parking needs is to be based on City code requirements and not traffic analysis.

11. Adequate recycling and refuse area for the proposed use has been provided as identified in the refuse and recycling modification request.
12. Adequate street improvements exist in the Kirkland Ave NE public right-of-way as identified in the street modification request.
13. The proposed site plan ensures safe movement for vehicles and pedestrians and has mitigated potential effects on the surrounding area if all conditions of approval are complied with.
14. The proposed development would not generate any long term harmful or unhealthy conditions. Potential noise, light and glare impacts from the proposed use have been evaluated and mitigated if all conditions of approval are complied with.
15. Existing and added new landscaping is provided in all areas not occupied by buildings or paving.

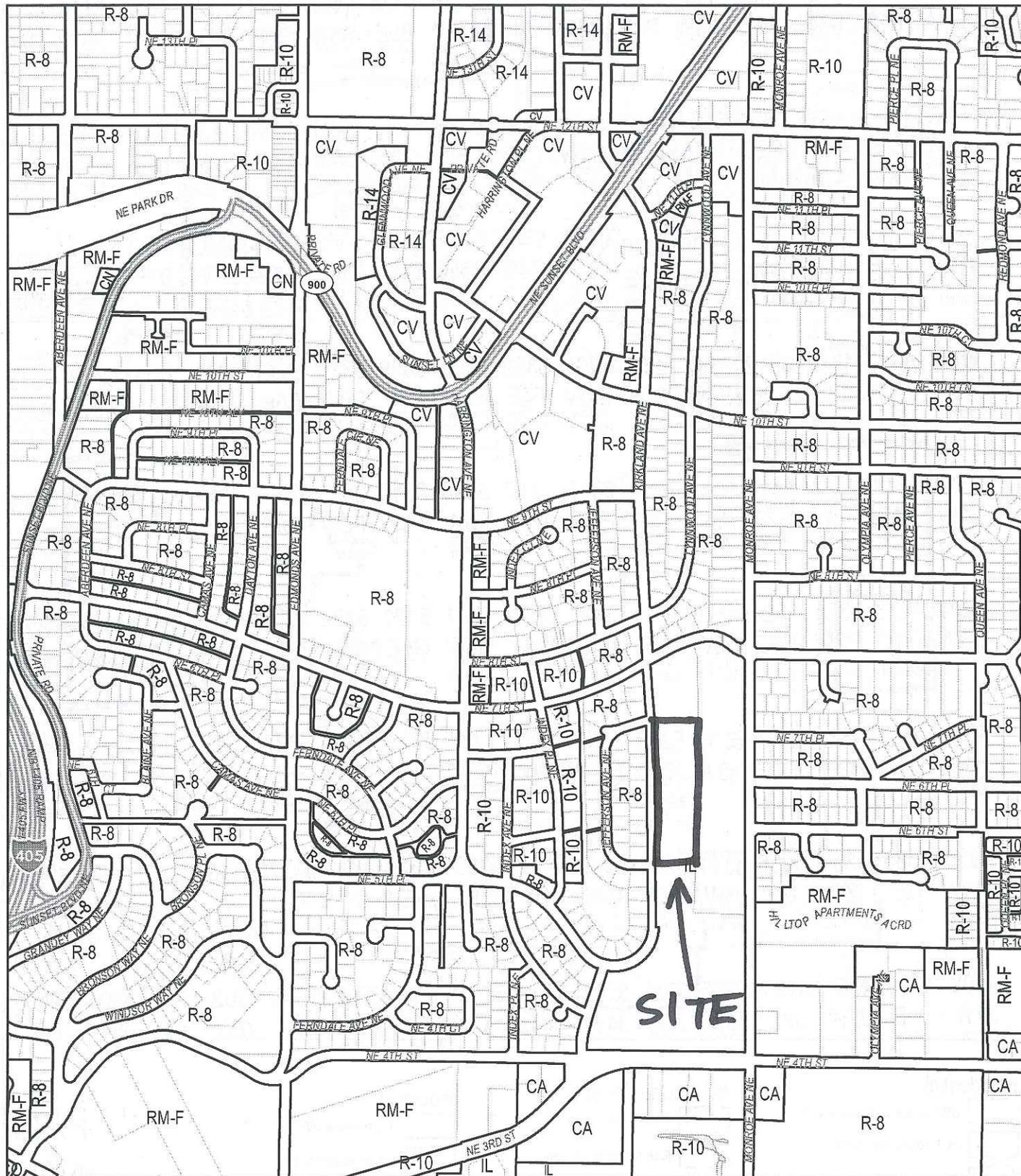
#### **J. RECOMMENDATIONS**

Staff recommends approval of the Renton Technical College Automotive Complex Renovation Site Plan Review and modification requests for refuse and recycling and street standards as shown in Exhibits 10 and 11, File No. LUA14-000997, SA-H, ECF, MOD subject to the following conditions:

1. The applicant is subject to the mitigation measures as determined by the Environmental Review Committee's decision August 25, 2014.
2. The applicant shall be required to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties at the time of building permit review. Downlighting shall be used in all cases to assure safe vehicular movement in an area where pedestrians could be walking. The lighting plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
3. The applicant shall provide a bicycle and vehicle parking stall analysis based on the criteria used for quantifying the number of vehicle and parking spaces required in the City code, and provide an updated parking plan that shows the number of bicycle parking spaces required and vehicle parking stalls, that will be reviewed and approved by the Current Planning Project Manager, prior to Construction Permit issuance.
4. The applicant shall provide a lot coverage analysis for the overall Technical College campus.
5. The applicant shall provide plan sets showing any rooftop equipment or structures that may require screening per City code, where the submitted elevations do not show rooftop equipment, and such equipment shall be submitted to the Current Planning Project Manager, for review and approval prior to Construction Permit issuance.

E4E 08 T23N R5E E 1/2

E5E 09 T23N R5E E 1/2



**ZONING MAPBOOK**  
**PLANNING - TECHNICAL SERVICES**  
 PRINTED DATE: 10/02/2013

This document is a graphic representation, not guaranteed to survey accuracy, and is based on the best information available as of the date shown. This map is intended for City display purposes only.

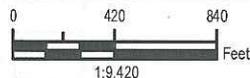
**Community & Economic Development**

C. E. "Chip" Vincent  
 Administrator

Adriana Abramovich  
 GIS Analyst



F5W16 T23N R5E W 1/2



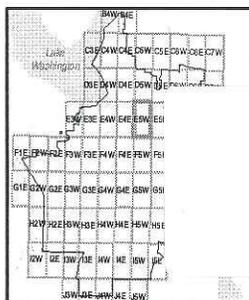
**E5W**

09 T23N R5E W 1/2

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**EXHIBIT 2**

- (COR) Commercial/Office/Residential
- (R-4) Residential 4du/ac
- (R-8) Residential 8du/ac
- (RC) Resource Conservation
- (RM-F) Residential Multi-Family
- (RM-T) Resi. Multi-Family Traditional
- (RM-U) Resi. Multi-Family Urban Center
- (RMH) Residential Manufactured Homes
- (UC-N1) Urban Center North 1
- (UC-N2) Urban Center North 2



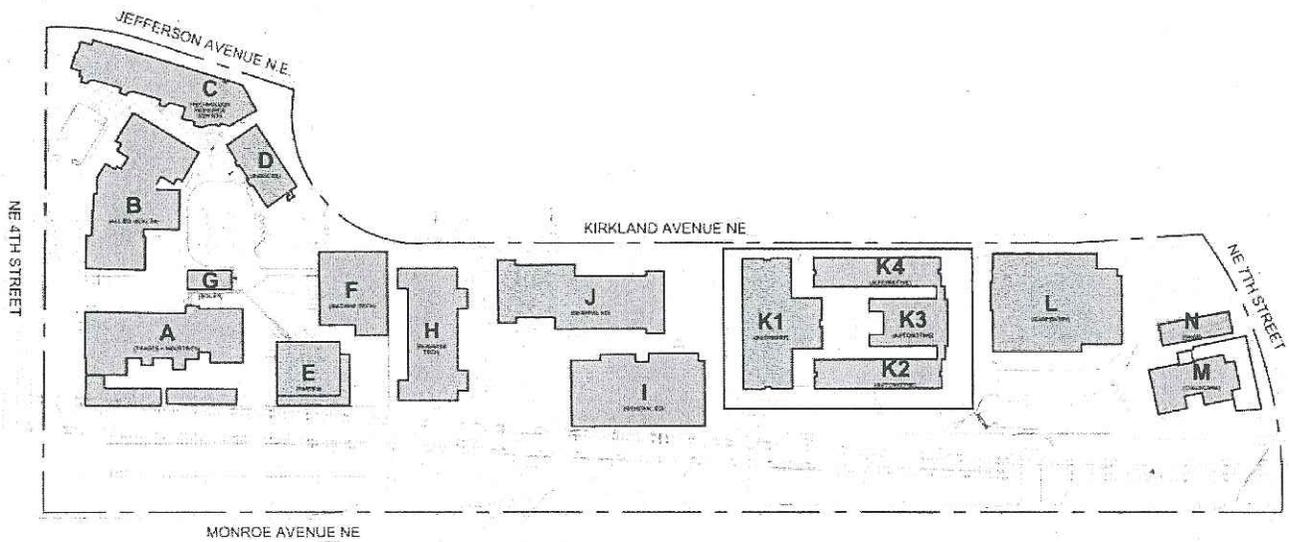
# RTC – Automotive Complex Renovation

Overall Site/Campus Plan

## Overall Site/Campus Plan

Renton Technical College has not completed a Master Site Plan Review. Below is a current overall campus plan. The college has engaged consultants to help it develop a master plan update.

Site is outlined in red.



Existing Campus Plan

**EXHIBIT 3**



# Aerial



**EXHIBIT 5**

## Legend

- City and County Boundary**
  - Other
  - City of Renton
- Parcels**
  - 1st Floor
  - 1st Floor
  - 2nd Floor
  - 1st Floor
- Other Buildings**
- Buildings**
- Sites**
  - Other
  - Municipal Government Facility
  - Community / Recreation Center
  - Library
  - Museum
  - Fire Station / EMS Station
  - Airport Runway / Airfield
  - Park
  - Openspace
  - Golf Course
  - Greenhouse / Nursery
  - Undeveloped Park
  - Parking Lot Structure / Garage

**Notes**  
None



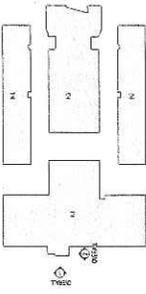
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**Information Technology - GIS**  
RentonMapSupport@Rentonwa.gov  
10/01/2014





ARCHITECT  
 HENNINGSEN PARTNERS  
 1000 UNIVERSITY AVENUE  
 SUITE 1000  
 ANN ARBOR, MI 48106  
 (734) 763-1000  
 www.henningesen.com



NOT FOR  
 CONSTRUCTION

PROJECT  
 K1 LOUNGE  
 HENNINGSEN PARTNERS  
 1000 UNIVERSITY AVENUE  
 SUITE 1000  
 ANN ARBOR, MI 48106  
 (734) 763-1000  
 www.henningesen.com

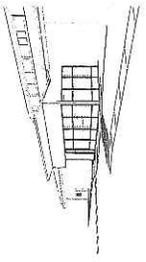
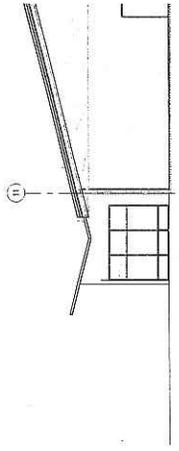
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DATE  
 08/11/11

DRAWN BY  
 JAC

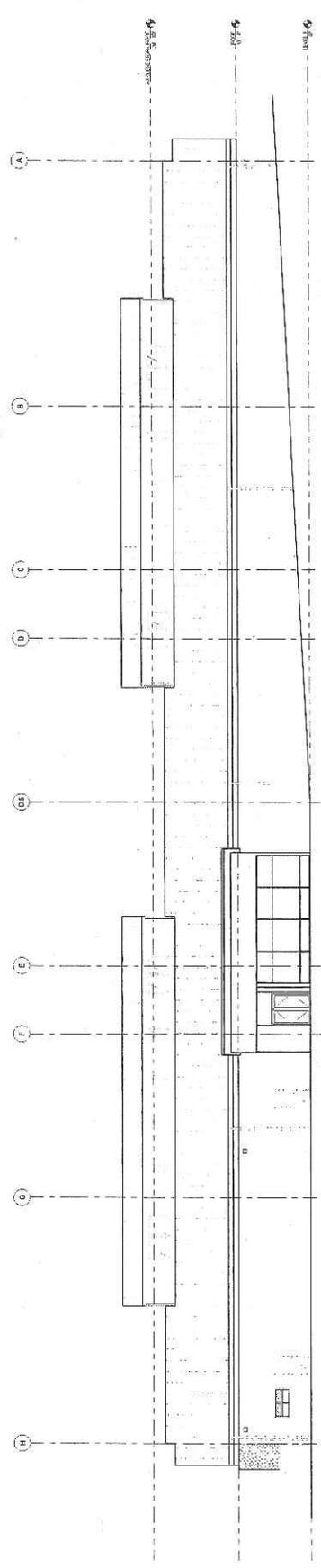
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SCALE  
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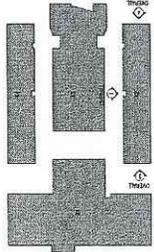
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 1/8" = 1'-0"

LOUNGE PERSPECTIVE  
 1/8" = 1'-0"

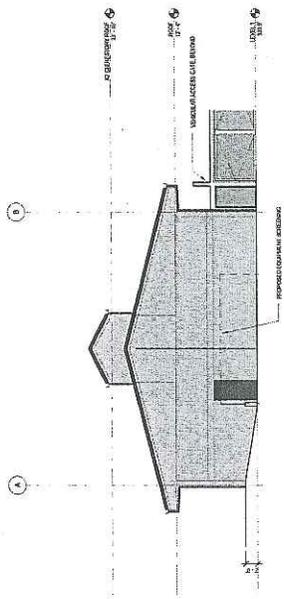


K1 ALT. BID LOUNGE  
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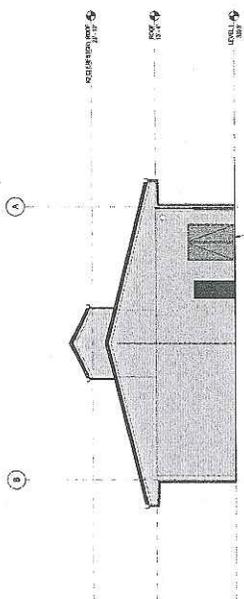
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 DENVER, CO 80202  
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 DENVER, CO 80202  
 ARCHITECT: **MOHRNORMAN ARCHITECTS**  
 1000 WEST 10TH AVENUE, SUITE 1000  
 DENVER, CO 80202



**K2 NORTH**  
Scale: 1/8" = 1'-0"



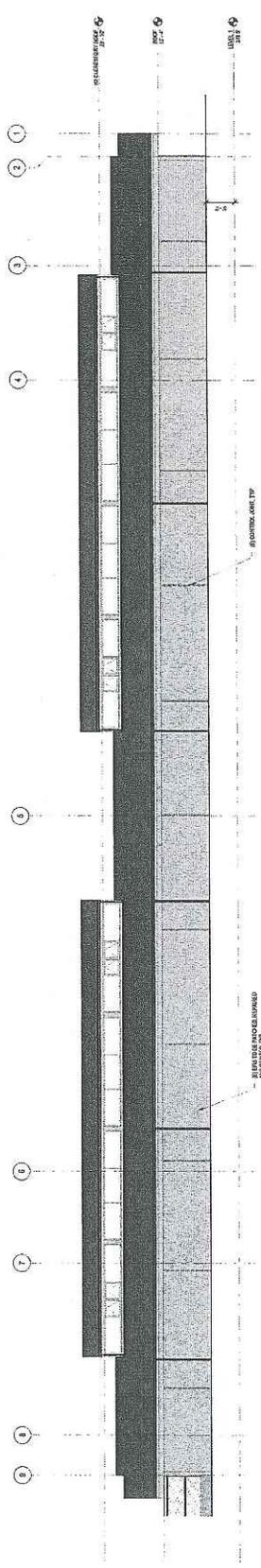
**K2 SOUTH**  
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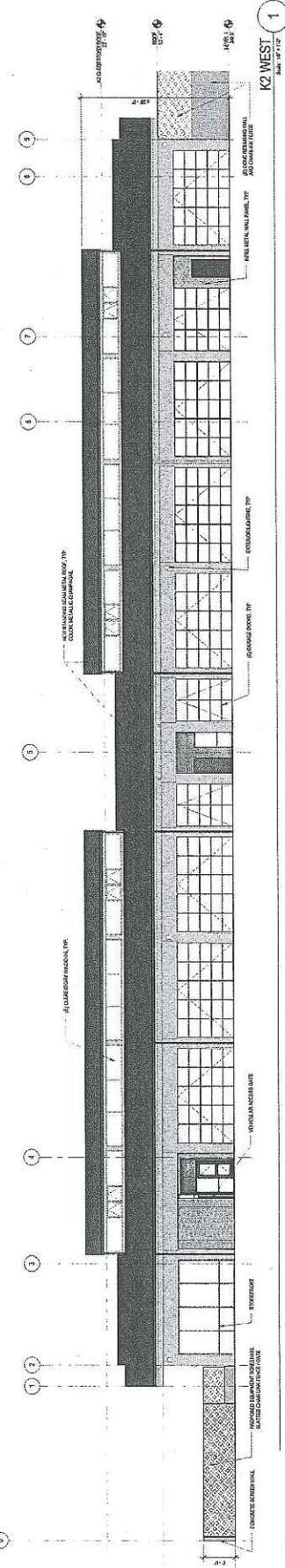
**NOT FOR CONSTRUCTION**

PROJECT: **K2 EXTERIOR ELEVATIONS**  
 ARCHITECT: **MOHRNORMAN ARCHITECTS**  
 1000 WEST 10TH AVENUE, SUITE 1000  
 DENVER, CO 80202

**K2 EAST**  
Scale: 1/8" = 1'-0"



**K2 WEST**  
Scale: 1/8" = 1'-0"



PROJECT: **K2 EXTERIOR ELEVATIONS**  
 ARCHITECT: **MOHRNORMAN ARCHITECTS**  
 1000 WEST 10TH AVENUE, SUITE 1000  
 DENVER, CO 80202

ARCHITECT: METROPLAN ARCHITECTS  
 CIVIL ENGINEER: CONSTRUCTION CONSULTANTS LIMITED  
 STRUCTURAL ENGINEER: METROPLAN ARCHITECTS  
 MECHANICAL ENGINEER: METROPLAN ARCHITECTS  
 ELECTRICAL ENGINEER: METROPLAN ARCHITECTS  
 PLUMBING ENGINEER: METROPLAN ARCHITECTS  
 LANDSCAPE ARCHITECT: METROPLAN ARCHITECTS  
 ENVIRONMENTAL ENGINEER: METROPLAN ARCHITECTS  
 TRAFFIC ENGINEER: METROPLAN ARCHITECTS  
 COST ESTIMATOR: METROPLAN ARCHITECTS  
 PROJECT MANAGER: METROPLAN ARCHITECTS

NOT FOR CONSTRUCTION

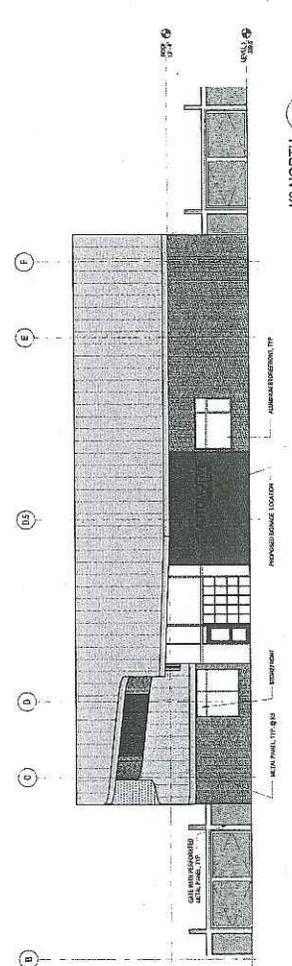
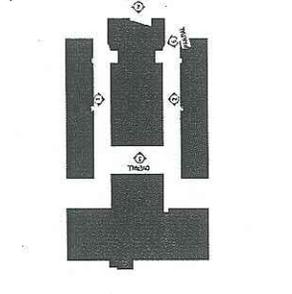
PROJECT: RELIANT ENERGY CENTER  
 ADDRESS: 10000 UNIVERSITY AVENUE, SUITE 1000, DENVER, CO 80202  
 ARCHITECT: METROPLAN ARCHITECTS  
 DATE: 08/2014

PROFESSOR: [Name]  
 K3 EXTERIOR ELEVATIONS

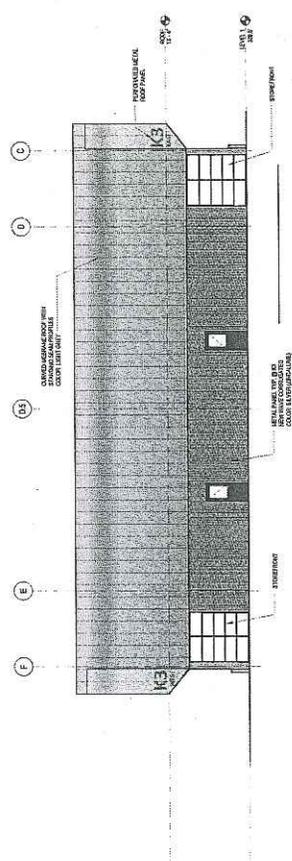
SCALE: 1/8" = 1'-0"  
 DATE: 08/2014

NO. 100  
 SHEET NO. 100

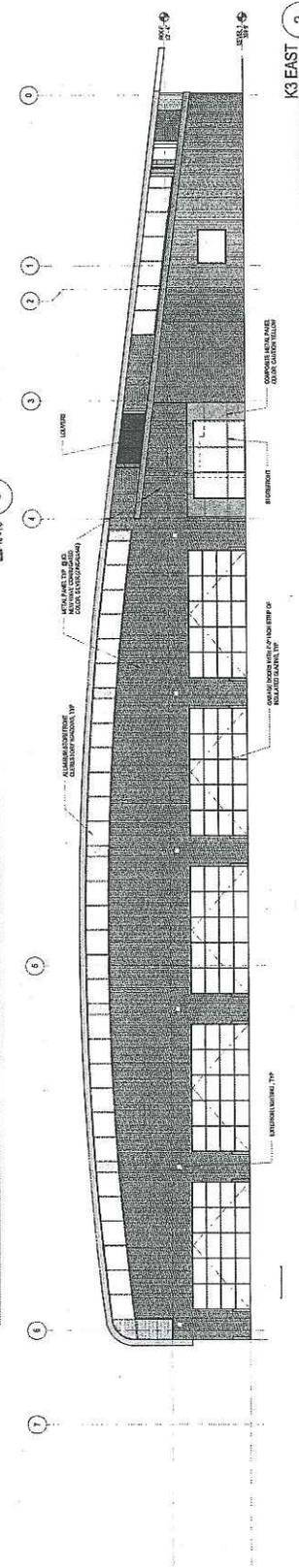
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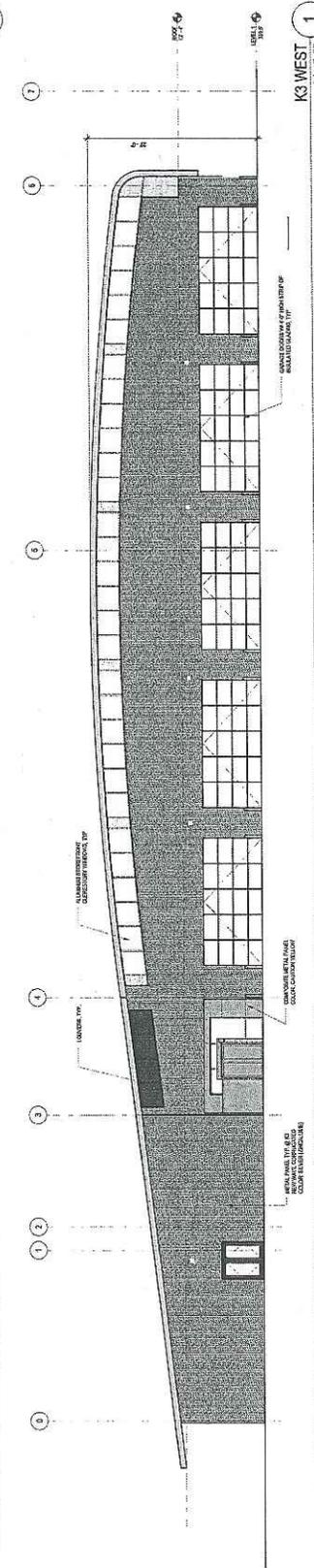
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 SCALE: 1/8" = 1'-0"



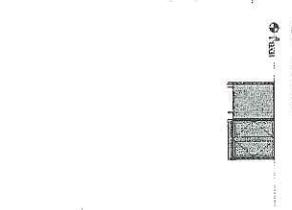
K3 SOUTH  
 SCALE: 1/8" = 1'-0"



K3 EAST  
 SCALE: 1/8" = 1'-0"



K3 WEST  
 SCALE: 1/8" = 1'-0"



K3 GATE  
 SCALE: 1/8" = 1'-0"

ARCHITECT  
MICHAEL J. BROWN ARCHITECTS  
1000 WEST 10TH AVENUE, SUITE 100  
DENVER, CO 80202  
TEL: 303.733.1111  
WWW.MJBARCHITECTS.COM

NOT FOR  
CONSTRUCTION

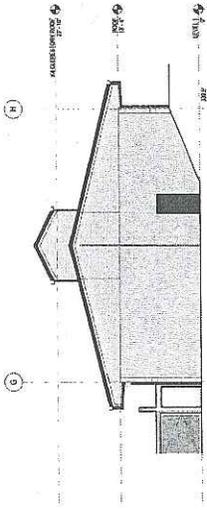
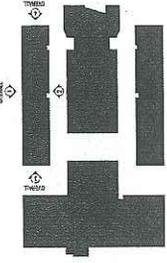
PROJECT GROUP  
K4 EXTERIOR  
ELEVATIONS

DATE: 10/11/17  
DRAWN BY: J. BROWN  
CHECKED BY: M. BROWN  
SCALE: AS SHOWN

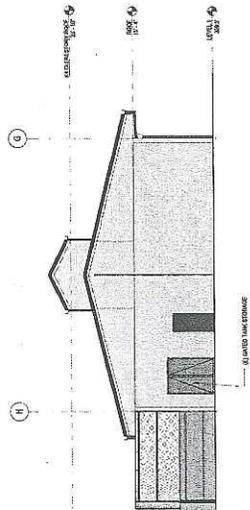
PROJECT  
K4 EXTERIOR  
ELEVATIONS

DATE: 10/11/17  
DRAWN BY: J. BROWN  
CHECKED BY: M. BROWN  
SCALE: AS SHOWN

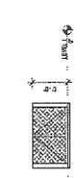
A5.04



K4 NORTH  
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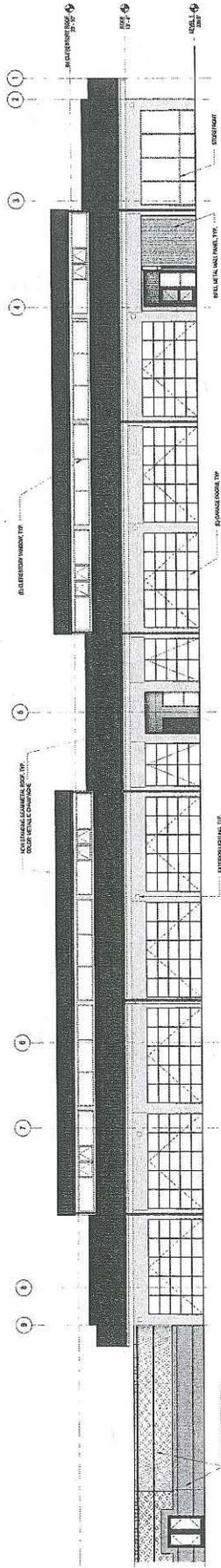


K4 SOUTH  
Scale: 1/4" = 1'-0"

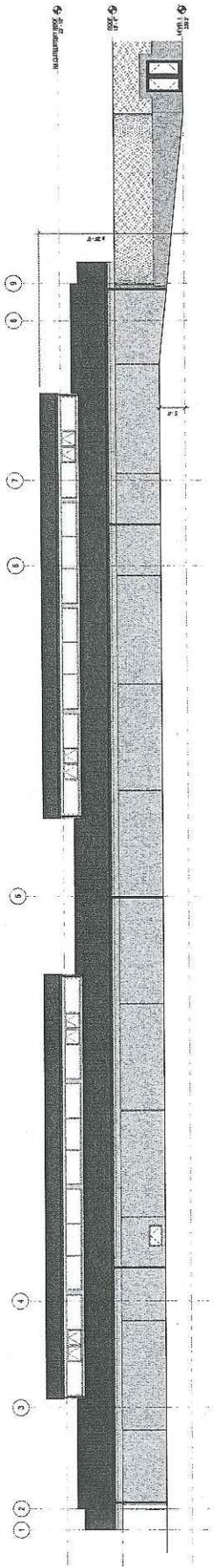


05 EXT (96) TRASH ENCLOSURE - E  
Scale: 3/4" = 1'-0"

05 EXT (96) TRASH ENCLOSURE - S  
Scale: 3/4" = 1'-0"



K4 EAST  
Scale: 1/4" = 1'-0"



K4 WEST (KIRKLAND AVENUE)  
Scale: 1/4" = 1'-0"





**Project Narrative**

Project Name: Renton Technical College Automotive Complex Renovation

This project is located at Renton Technical College at 3000 NE Fourth Street, Renton, WA 98056. The site is zoned Light Industrial (IL). The site is bordered by Kirkland Avenue and a residential neighborhood to the west (zoned R-8), and by parking and campus entrance from Monroe Avenue on the east. Building I, which houses the cafeteria and student services, is located directly south of the Automotive complex. Building L, which houses the carpentry programs for the College, is located directly north of the site.

Land use permits required for this project include Site Plan Review, and Environmental (SEPA) Review. Modifications being requested include parking modification, refuse enclosure modification, and street frontage improvements waiver. The narratives for justification of these modification requests are included with this submittal.

The site is currently used for instruction and training in the Automotive programs, and there is no change to proposed use. The Automotive Complex consists of four single story buildings. The total project building area for all four buildings is 63,450 square feet. The total site area is 145,200 square feet.

Existing site features include steep grades. The site has a considerable degree of grade relief from east to west. The primary student and faculty parking is on the east side of the site, about 14-feet higher than the ground floor level of the K-complex buildings. The east side building K2 is built into this embankment. The west building K4 is been similarly buried on its west face.

Soils within the campus vicinity are sandy fill overlying medium dense, stratified, fine to coarse sand and limited silt. A geotechnical report for the Automotive Complex site has been provided.

Storm water will be collected on site, and routed to City of Renton storm water conveyance systems in Kirkland Avenue to the west of the campus for eventual discharge to Lake Washington, through City outfalls. This project will not alter or affect drainage patterns in the vicinity of the site.

Within the site, there are oil-water separators that filter water collected from the drive aisles, before it is discharged from the site. Water in the drive aisles is collected by trench drains.

Estimated quantities for excavation include approximately 20,000 sf for foundation excavation at the new K3 building and related site improvements. Approximately 600 sf of excavation is estimated for the foundation of the proposed south entrance addition at K1. Site excavation for vehicle display plazas and landscape walls, cut into the slope grade along the campus access drive at the north east corner of the site is estimated at 1600 sf. Excavation for trenching of utilities is also anticipated. Overall, approximately 400-CY of soil may be moved (cut and grade). No extensive areas of fill or cut proposed. Cut soils will be disposed of at an authorized location, and fill soils source to be determined, based on type of soil needed and local availability.

**EXHIBIT 8**

## Scope of Proposed Development

This project will include renovation of the existing K1, K2, and K4 buildings (totaling 45,850 sf), and construction of a new K3 building (totaling 17,600 sf ) to replace the existing poorly functioning K3 building. The renovation scope will include replacing the existing roofs, seismic upgrades for roof to wall connections, interior and exterior lighting upgrades, mechanical and plumbing upgrades, and providing new classrooms within the existing buildings. The existing concrete, EFIS, and stucco facades will be patched and repaired as needed and existing exteriors will be fully repainted.

The new K3 building will be an instructional Automotive building with two shops, classrooms, a shared Auto Parts and Tools department, and Administration. This building will serve as the entry to the complex. The curved form of the building evokes an “aerodynamic” quality which draws inspiration from contemporary automotive forms.

The design intent is to ensure a physically safe environment for students, faculty and visitors. The building complex is designed to mitigate pedestrian and vehicular conflicts through the enhancement of pedestrian pathways, signage and visual color cues that highlight pedestrian areas to alert drivers to their presence. Adequate exterior lighting and video surveillance will be provided for security and to discourage unwanted activities on campus grounds at night. Site landscaping avoids creating hiding spots and obstructing site lines from the building and street.

Site access and vehicle circulation is over asphalt paved drives between and around the buildings. The main campus entries exist on the upper east side of the complex. The design approach is to provide visual cues in the form of display plazas (to showcase student work), signage (wayfinding) and lighting on the upper east side of the complex that direct persons to the north and around the end of the complex, towards the main entry. Pedestrian plazas are sized for temporary showcasing of vehicles and will be scored concrete with low concrete walls for grade change, seating and display backdrop. Pedestrian paths throughout the complex will be delineated by either change in paving or striping. Vehicles for the program enter and leave the complex by a pair of gates at the north end. Building entry points are clearly defined but are limited such that all visitors to the program enter at a singular point. The administration is located such that it has good visual supervision of all traffic coming in to the site, all people approaching the building, and of the main building entry at K3.

Making connections to the existing campus is challenging for the facility due to existing site grading and existing building access. The building complex is organized with its main entry to the north, while most of the remaining campus exists to the south. A connection to the campus will be made with the addition of a new access corridor through building K1, aligning with building complex pedestrian pathways already established. This experience is further enhanced through the creation of a new, modest-sized student lounge space located at the south face of the K1 building. This new building element will be used to identify the program and provide a destination point for student gathering and allow for a more direct connection between the complex and the student services building and remaining campus to the south.

Site improvements include landscaping at the south end of the site, adjacent to K1, and landscape improvements to the eastern edge of the site bordering the existing sidewalk and leading to the north entry. Site furnishings and bicycle racks will be provided. There will be seven trees removed with this project as indicated in the tree inventory plan, included with this submittal. These include four 6” diameter deciduous trees, two 8” diameter deciduous trees, and one 12” diameter deciduous tree.

It is anticipated that a job shack during construction could be located at the north end of the site, adjacent to K3.

The total estimated construction cost (MACC) is \$13,000,000.

## **RTC – Automotive Complex Renovation**

Modification Request: 4-4-090 Refuse and Recyclables Standards

### **Modification Request: Parking Standards**

#### **Parking:**

RMC 4-4-080 parking regulations require a minimum and maximum of 1 stall per employee plus 1 for every 3 student rooming units, plus 0.5 spaces for every full-time student not residing on campus.

The proposed Automotive Complex Renovation project would result in an estimated 19 new parking stalls required in the p.m. peak hours, as indicated in the Traffic Impact Analysis by TENW dated March 7, 2014. It is anticipated that existing campus parking can accommodate this need, as the majority of classes are during the day and would be dismissed during peak p.m. hours. Existing parking adjacent to the existing K3 building will be reconfigured to allow for replacement of the existing parking supply dedicated to the automotive program for customers. These stalls could be utilized by students during evening hours.

To address campus wide parking, the College is currently developing a Parking Management Program (PMP) as part of the RTC Master Plan. The components of this Parking Management Program are included in the Attached memorandum by TENW dated July 2, 2014.

Please see attached Parking Management Program narrative that follows, and Traffic Impact Analysis by TENW included as part of this submittal.

**EXHIBIT 9**

## MEMORANDUM

**DATE:** July 2, 2014

**TO:** Barry Baker, RTC Facilities Director

**CC:** Joan Ramsey, AIA, McGranahan Architects  
Matt Lane, AIA, McGranahan Architects

**FROM:** Michael Read, PE, Principal  
TENW

**SUBJECT:** Renton Technical College Automotive Program Renovation  
Supportive Narrative on Parking Management Program  
TENW Project No. 3356

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This memorandum outlines components of a Parking Management Program (PMP) for the Renton Technical College (RTC) campus that will be developed through an upcoming campus master planning effort by the RTC within the next year. This overview of the PMP is in support of the RTC Automotive Complex Renovation project currently under consideration by the City of Renton.

### Parking Management Program Components

As part of future master planning efforts, Renton Technical College envisions implementation of a formal Parking Management Plan that would, at a minimum, include the following elements:

**Parking Capacity Improvements On-Site** – Within the next several years, RTC has identified approximately 40 additional parking stalls that could be constructed within the existing campus through a combination of internal restriping/reconfiguration of existing paved areas and creation of new paved parking zones through planned maintenance and other capital projects.

**Off-Site Parking Facilities** – RTC is actively exploring property acquisition and other shared parking opportunities with immediate properties within walking distance of the existing campus as well as reviewing other off-site parking facilities that would require shuttle or access by fixed route transit to the campus. During the master planning process, these opportunities will be evaluated and ranked based on cost, capacity, and ongoing maintenance/operational costs in conjunction with an evaluation of existing and future parking demand needs of the campus in the context of the master plan.

**Transportation Demand Management Measures** – During the master planning process, RTC will review its existing TDM program elements (if any) and its Commute Trip Reduction (CTR) program and explore implementation of new elements to increase rideshare opportunities (carpool preferential parking, paid parking, etc.), transit incentives (pass subsidies, vanpool programs, etc.), class schedules (time of day planning), employee CTR elements, and other demand management measures that should be considered for implementation.

If you have any questions regarding the information presented in this memo, please call me at (206) 361-7333 x 101 or [mikeread@tenw.com](mailto:mikeread@tenw.com).

July 3, 2014

Rocale Timmons  
City of Renton  
Planning Division  
1055 S Grady Way  
Renton, WA 98057

RE *Renton Technical College Automotive Complex Renovation (Building K)  
Kirkland Avenue NE Improvements Waiver Request*

Dear Ms. Timmons:

As a condition of the renovation of Building K on the Renton Technical College (RTC) campus, the City of Renton has identified street improvement requirements per RMC 4-6-060 on Kirkland Avenue NE to the west side of the campus. The College is requesting a waiver from this requirement.

Kirkland Avenue NE stretches along the entire west side of the campus, from NE 7<sup>th</sup> Street at the north to Jefferson Avenue NE at the south. The frontage is approximately 1,500-feet long, of which the Automotive Complex frontage is approximately 450-feet, near the middle of the block.

Per the survey produced by PACE, the Kirkland Avenue right-of-way is 60-feet wide. Only the RTC (east) side of the street has been developed. There is a curb set 18-feet off the center line, a 5-foot walk, and about 6.5-feet of planting to the campus property line. Street lighting is provided on the college frontage, water and sewer utilities are under the sidewalk. The area behind the sidewalk rises in a berm several feet high to meet the fenced perimeter of the campus. Trees and shrubs are planted on this berm, screening the campus from the adjacent neighborhood. There are several fenced driveways from the campus to Kirkland Avenue; these fence gates are all normally kept closed and locked. Currently they are only available for access by fire or other emergency vehicles. There are no operable man-gates for pedestrian access from this public right-of-way either.

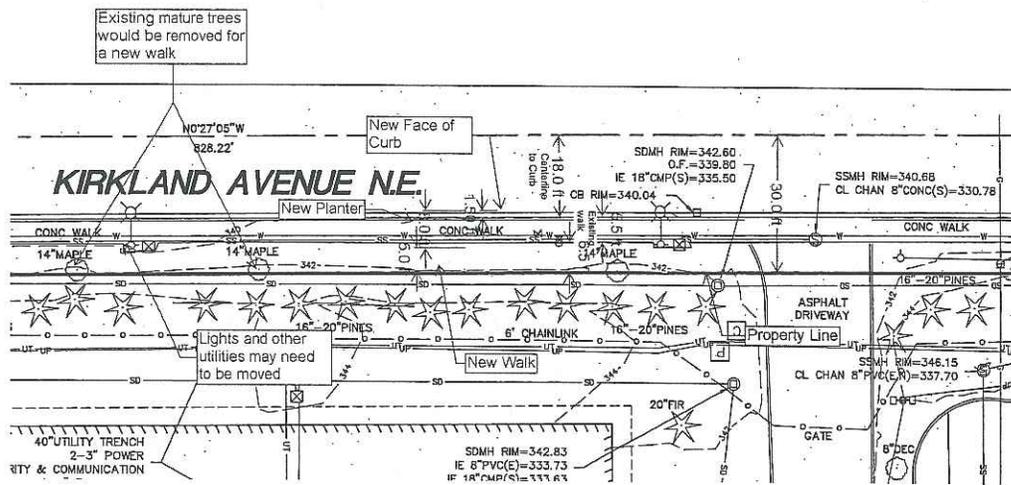
The west side of the Kirkland Avenue is developed with single family residences, and is not improved for most of the street. A paved or gravel shoulder forms most of the west frontage, with random pieces of curb near some of the intersections. There is no formal walk or separation between pedestrians and vehicles along most of the street.

Per section 4-06-060 of the development code, this street (a residential access street) should be developed to the following minimum standards:

- 2-driving lanes in a minimum of 53-feet of right-of-way width (2-20-foot lanes)
- A 6-foot parking lane on one side of the street
- 5-foot sidewalks
- 8-feet of planter between the curbs and walks
- Street lighting

As currently developed, the campus (east) side of the street meets most of these requirements, except for the planter separating the sidewalk from the vehicular traffic.

To obtain the standard symmetrical design in the existing street, the existing curb on the campus side of the street would need to be moved 1.5-feet west, into the drive lane; there is currently not enough room between the existing curb and the property line to install an 8-foot planter and 5-foot walk in the right of way. Shifting the sidewalk east from the curb to install a planter between the curb and walk would require extensive grading and removal of trees and shrubs that screen the campus from the neighbors. Grading to level off an area wide enough to place a walk would also be required. New immature trees and plantings between the curb and the planter would take significant time to fill in, and with only 8-feet of planter would not be as dense as the current mature plantings between the street and the campus buildings.



← 20.00 ft →  
 1"=20'



**Legend**  
 Existing Road Configuration  
 Required Road Configuration

**Typical Conditions on Kirkland Ave NE**

Project: Renton Technical College Building K	Designed By: KAW	Date: 6/26/14
Project No: C13 0055-03	Client: McGranahan	Checked By: JAJ
801 SECOND AVENUE, SUITE 900 SEATTLE, WA 98104 / P 206.343.0460 / e plno.com		Sheet: 1 of 1

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## RTC – Automotive Complex Renovation

Modification Request: 4-4-090 Refuse and Recyclables Standards

### Modification Request: 4-4-090 Refuse and Recyclables Standards

#### Trash and Recycling Enclosure:

RMC 4-4-090 calls for screened enclosure for trash and recyclables with 6 foot high fence/walls with a 12 foot wide gate. Enclosure area is based on the building size and type of development. For educational and institutional developments, a minimum of two (2) square feet per every one thousand (1,000) square feet of building gross floor area shall be provided for recyclables deposit areas and a minimum of four (4) square feet per one thousand (1,000) square feet of building gross floor area shall be provided for refuse deposit areas. A total minimum area of one hundred (100) square feet shall be provided for recycling and refuse deposit areas. K complex with 62,450 SF would require 378 SF.

The College feels this is quite large and unreasonable considering site constraints and their current demonstrated needs.

Proposed is an enclosure area near the existing collection point, based on the existing dumpster size and clearance requirements and access information provided by Waste Management, the waste hauler. The dumpster will sit slightly askew in the enclosure to align with the angle of access for the hauling vehicle. Behind the dumpster enclosure an attached enclosure will provide area for recycling in 60 or 90 gallon wheeled carts. Walls and gates are proposed as slatted chain-link fence.

This proposal will function similarly to the existing conditions and will not obstruct any parking. The proposed enclosure is situated away from the property line and will be screened by the existing landscape area along Kirkland Avenue NE.

See attached drawing and project site plan and elevations.

**EXHIBIT 11**

# ENGINEERING REPORT

## Drainage Report (TIR)

Renton Technical College, Building K  
Renton, WA

Entire Document  
Available Upon Request



**PREPARED FOR:**  
Renton Technical College  
3000 NE Fourth Street  
Renton, WA 98056-4195  
425-235-2352

**PREPARED THROUGH:**  
McGranahan Architects  
2111 Pacific Avenue, Suite 100  
Tacoma, WA 98402  
253.383.3084

**PREPARED BY:**  
COUGHLIN PORTER LUNDEEN  
801 Second Avenue, Suite 900  
Seattle, WA 98104  
P 206.343.0460  
NTACT / Alan Jacobson, P.E.

**EXHIBIT 12**

Entire Document  
Available Upon Request

**Geotechnical Engineering Services**

Renton Technical College Proposed  
Building K3 Improvements  
Renton, Washington

for  
**Washington State Department of Enterprise  
Services**

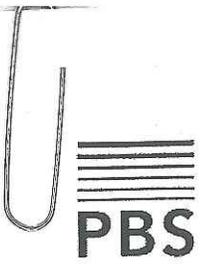
July 17, 2014

**EXHIBIT 13**



**GEOENGINEERS**

Earth Science + Technology



Engineering +  
Environmental  
*Est. 1986*

Environmental Checklist Attachment 2 of 2

Entire Document  
Available Upon Request

# Limited Hazardous Materials Survey Report

**Automotive Trades Complex  
Renton Technical College  
Buildings K 1-4**

**3000 NE 4th Street  
Renton, Washington 98056**

**Prepared for:**

**State of Washington  
Department of Enterprise Services  
1500 Jefferson Street SE  
P.O. Box 41012  
Olympia, WA 98504**

**March 31, 2014  
PBS Project No. 40535.177**

**EXHIBIT 14**

Lake Avenue East, Suite 100, Seattle, WA 98102  
206.233.9639 Main  
866.727.0140 Fax  
www.pbsenv.com

## MEMORANDUM

Entire Document  
Available Upon Request

**DATE:** March 7, 2014

**TO:** Bob Mahn, Transportation Systems Division  
City of Renton Public Works

**CC:** Joan Ramsey, AIA, McGranahan Architects  
Matt Lane, AIA, McGranahan Architects

**FROM:** Michael Read, PE, Principal  
TENW

**SUBJECT:** Renton Technical College Automotive Program Renovation  
Traffic Analysis  
TENW Project No. 3355

This memorandum summarizes a traffic and parking impact analysis of the *Renton Technical College (RTC) Automotive Complex Renovation* project, a proposed redevelopment of existing buildings on the RTC campus in Renton, WA. This memo includes a project description, a brief description of existing transportation conditions in the immediate site vicinity, methodology used to derive the trip generation and parking demand estimate, and identification of any mitigation measures to offset traffic or parking impacts.

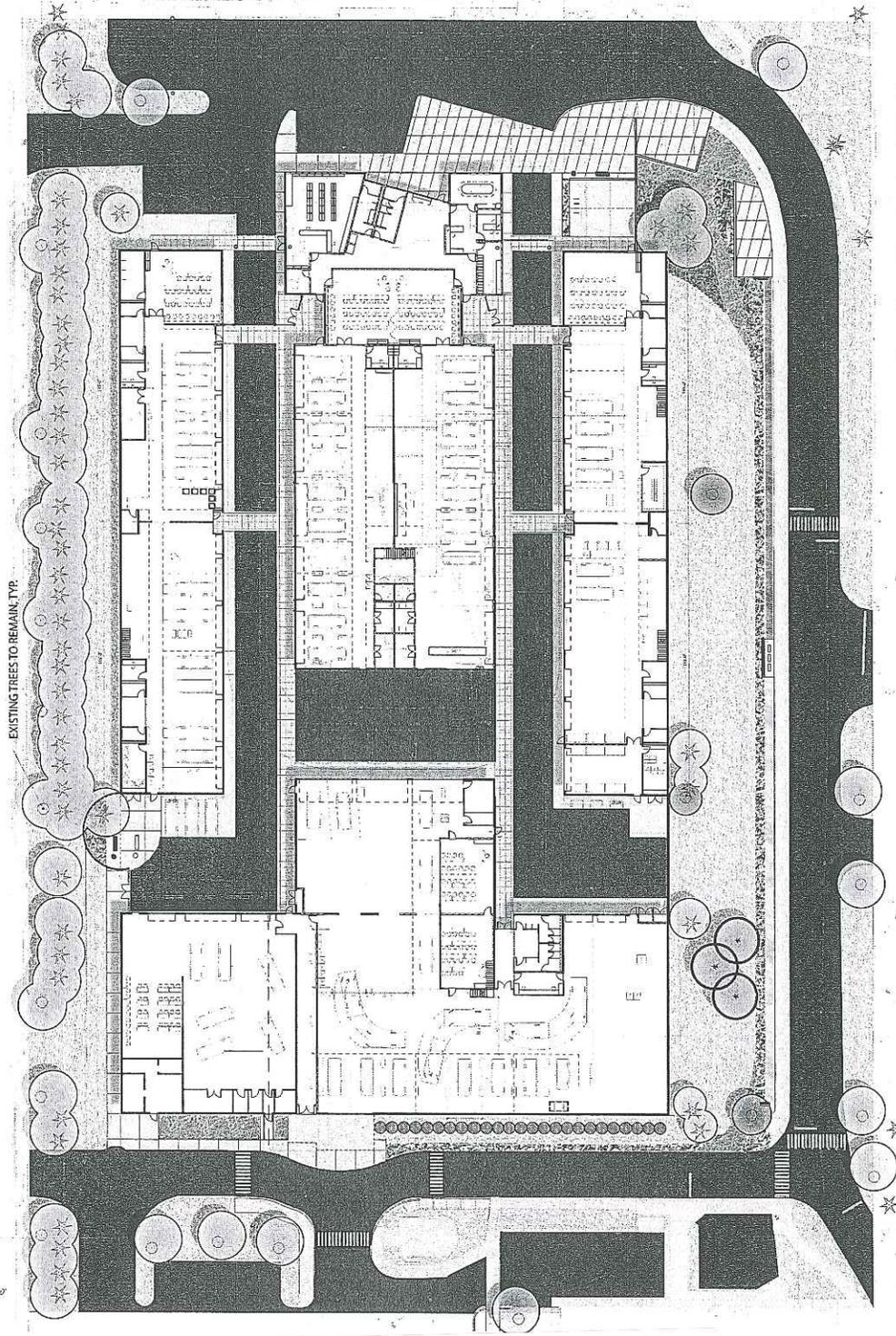
### Project Description

The proposed *RTC Automotive Complex Renovation* project includes a combination of building renovation and building removal/reconstruction of four separate buildings on the RTC campus that comprise the Automotive Program. The four existing buildings (shown in **Figure 1**), comprise approximately 58,180 square-feet in gross floor area, and serve approximately 200 existing FTE students during the peak program period from 7:00 a.m. to 1:30 p.m. The existing Automotive Program at RTC offers training and two-year degrees in Autobody Repair & Refinishing, Automotive Technology, Automotive Service Technician/ITEC, and a program tailored with the Ford Motor Company called the Ford ASSET program. As shown in **Figure 1**, the Automotive Program complex is located adjacent to Kirkland Avenue NE within the RTC campus, with vehicular access to student/faculty parking off of Monroe Avenue NE on the east side of campus.

The project proposes to renovate buildings K1, K2, and K4 in their entirety (approximately 45,635 in square-feet), and demolish and rebuild building K3 central within the Automotive Complex. The proposed new K3 building would be redeveloped and expanded slightly in total floor area to provide more shop space for existing Automotive programs. The existing K3 building was not designed for a shop building, but would now allow for a net increase in 20 FTE students for evening classes from 5:30 p.m. to 9:30 p.m. The new K3 building is proposed with 17,655 square-feet and would provide a net increase in total floor area of approximately 5,110 square-feet in shop space for the Automotive program above the existing total complex. When complete, the total program space dedicated to the Automotive program at RTC would total approximately 63,290 square-feet. A detailed floor plan for the Automotive Complex is shown in **Figure 2**.







EXISTING TREES TO REMAIN TYP.

Renton Technical College  
Automotive Trades Building  
Landscape Concept Plan  
7.10.2014



scale: 1/16"=1'-0"

**EXHIBIT 18**



STUDIO 1  
 ARCHITECTS  
 1000 UNIVERSITY AVENUE  
 SUITE 1000  
 DENVER, CO 80202  
 (303) 733-1111  
 WWW.STUDIO1ARCHITECTS.COM



ARCHITECT  
 CONSULTANTS

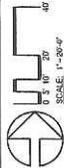
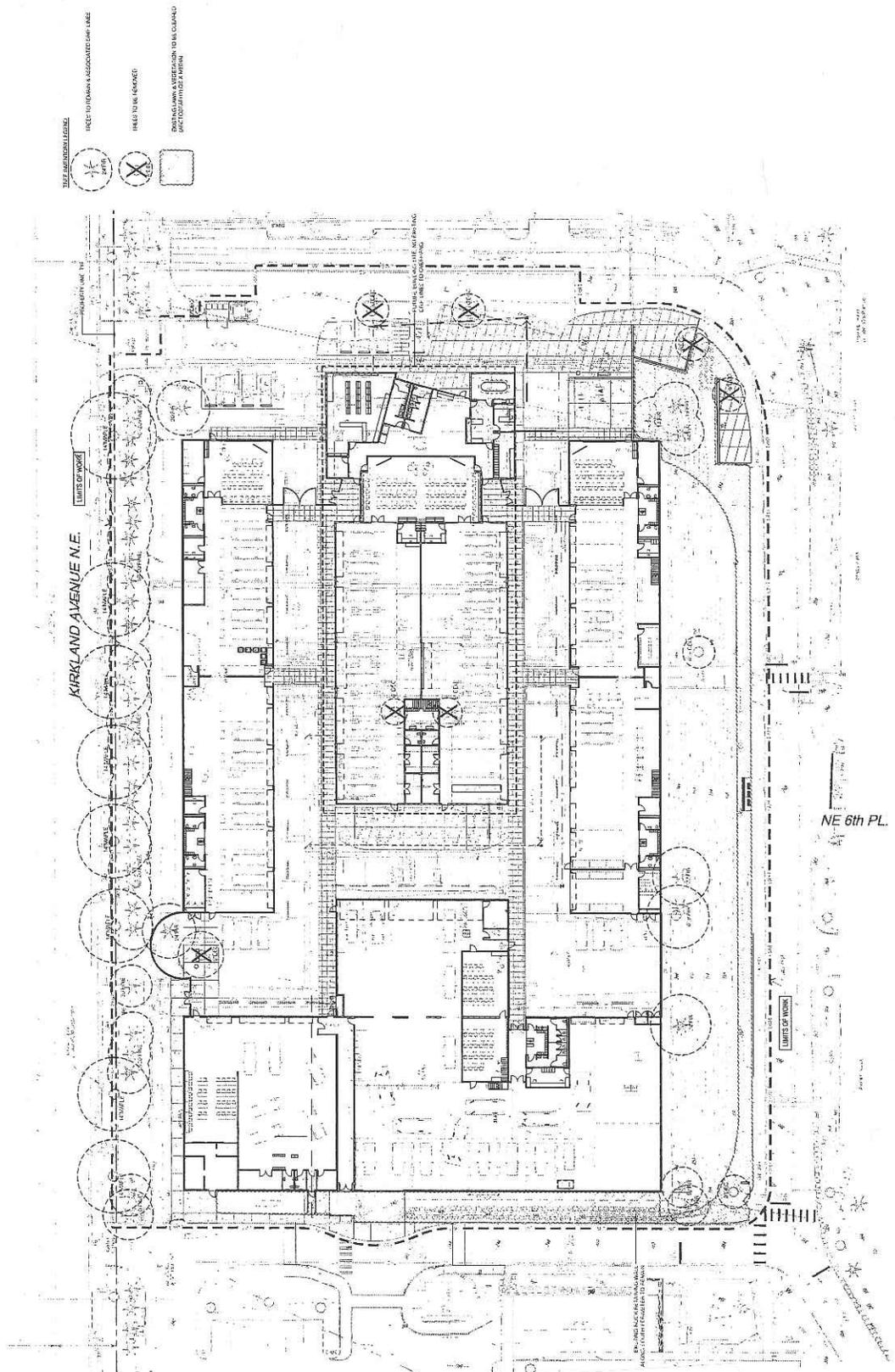
ARCHITECT  
 ARCHITECTURE FORMING GROUP  
 1111 13TH AVENUE  
 DENVER, CO 80202  
 (303) 733-1111  
 WWW.AFG-ARCHITECTS.COM

ARCHITECT  
 TREE INVENTORY  
 PLAN

DATE: 10/11/14  
 DRAWN BY: [unreadable]  
 CHECKED BY: [unreadable]

SCALE: 1"=20'-0"

L1.00



1 TREE INVENTORY PLAN  
 DATE: 10/11/14

**EXHIBIT 19**

UNIVERSITY CITY IS NOT A  
 PART OF THIS PLAN

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

PROJECT NUMBER: LUA14-000997, ECF, SA-H  
APPLICANT: Renton Technical College  
PROJECT NAME: RTC Automotive Complex Renovations/Additions

PROJECT DESCRIPTION: The applicant Renton Technical College, is requesting Site Plan and Environmental Review for the renovation of three existing buildings referred to as buildings K1, K2, and K4 (totaling 45,850 sf) and replacement of the K3 building (17,600 sf), all single story structures within the Automotive Complex area of the college campus. The new K4 building would house shops, classrooms, auto parts and tools department and administration spaces. The 145,200 sf site is in the Industrial Light zone with adjacent residential zoning. Vehicle access would stay the same to campus and pedestrian access through the renovation area would add a north-south corridor through building K1. Landscaping, site furnishings and bicycle racks would be added around the K buildings. Excavation would be 20,000 sf for the new building area and approximately 2,600 sf for a new entry for K1, utilities, and display and landscape areas. The applicant requests three modifications for parking, street frontage improvements, and refuse and recycling areas. Documents submitted include environmental checklist, traffic study, and geotechnical and drainage reports.

PROJECT LOCATION: 3201 NE 7<sup>th</sup> St  
LEAD AGENCY: City of Renton  
Environmental Review Committee  
Department of Community & Economic Development

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

**Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on September 12, 2014.** Appeals must be filed in writing together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by RMC 4-8-110 and more information may be obtained from the Renton City Clerk's Office, (425) 430-6510.

PUBLICATION DATE: August 29, 2014

**EXHIBIT 20**

DEPARTMENT OF COMMUNITY  
AND ECONOMIC DEVELOPMENT



DATE OF DECISION:

AUGUST 25, 2014

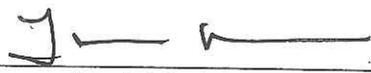
SIGNATURES:

  
Gregg Zimmerman, Administrator  
Public Works Department

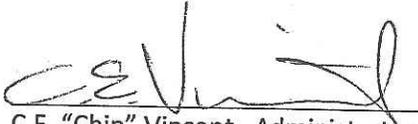
8/25/14  
Date

  
Mark Peterson, Administrator  
Fire & Emergency Services

8/25/14  
Date

  
Terry Higashiyama, Administrator  
Community Services Department

8/25/14  
Date

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

8/25/14  
Date

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

PROJECT NUMBER: LUA14-000997, ECF, SA-H

APPLICANT: Matt Lane, McGranahan Architects

PROJECT NAME: Renton Technical College Automotive Complex  
Renovations/Additions

PROJECT DESCRIPTION: The applicant Renton Technical College, is requesting Site Plan and Environmental Review for the renovation of three buildings and construction of a new building that replaces an existing building. The automotive complex on the college campus is 145,200 sf within the Industrial Light zone designation with adjacent residential zoning. Vehicle access would stay the same. Site work includes utilities, pedestrian and landscape improvements, and entry plaza hardscapes for K3 and K1 buildings. Site earthwork would include excavations, cuts, and fill. The applicant requests three modifications for parking, street frontage improvements, and refuse and recycling areas. Documents submitted include environmental checklist, traffic study, geotechnical, hazardous materials, and drainage reports.

PROJECT LOCATION: 3201 NE 7<sup>th</sup> St

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

**MITIGATION MEASURES:**

1. Project construction shall be required to comply with the recommendations outlined in the submitted Geotechnical Engineering Report for Renton Technical College Proposed Building K3 Improvements, prepared by GeoEngineers, Inc, dated July 17, 2014 (Exhibit 3):
2. Project TESC (temporary erosion and sediment control) plan shall be required to comply with the recommendations outlined in the Technical Information Report, prepared by Coughlin Porter Lundeen, dated July 2, 2014 (Exhibit 5).
3. Project construction shall be required to comply with the outlined recommendations in the submitted Limited Hazardous Materials Survey Report for Automotive Trades Complex at Renton Technical College, prepared by PBS Engineering and Environmental, dated March 31, 2014 (Exhibit 4).

**ADVISORY NOTES:**

Engineering Review  
rnair@rentonwa.gov

Rohini Nair Ph: 425-430-7298 email:

Recommendations: I have reviewed the application for the Renton Technical College Automotive Center Renovation and have the following comments:

#### EXISTING CONDITIONS

**WATER** The site is located in the City of Renton water service area.

**SEWER** The site is located in the City of Renton sewer service area.

**STORM** There is existing private stormwater pipe Kirkland Ave NE frontage.

**STREETS** Kirkland Ave NE is a commercial – mixed use & industrial access street with existing right of way width of 45 feet.

#### CODE REQUIREMENTS

##### WATER

1. The conceptual water utility plan has been submitted and is acceptable. The plans showed that the replacement of the single check valve with a new 8-inch DDCVA for the fire sprinkler system is shown in the plans. Installation of a larger vault if needed will be reviewed with the utility construction permit associated with the project. The plans also show the installation of the new 2-inch RPBA with a Hot-Box behind the existing 2-inch domestic meter.

2. The conceptual plans also include information that storz fittings will be provided on existing fire hydrant. Fire hydrants should meet the requirements of Fire department.

##### SANITARY SEWER

1. The project is within the City of Renton sewer service area.

2. The renovations/ building addition must not block or prevent access to any existing side sewer or any other utility.

3. An oil water separator must be provided for the work shop/ paint area.

##### SURFACE WATER

1. A drainage plan and drainage report prepared by Coughlin Porter Lundeen was submitted with the land use application. The report mentions that the design is based on the 2009 King County Stormwater Design Manual. The final drainage report that will be submitted with the utility construction permit should mention that the design is based on the City Amendment to the 2009 King County Stormwater Design Manual. The submitted drainage report mentions that flow control facility is not triggered, since the site is within the Peak Rate Existing conditions area, and that water quality treatment requirement threshold is not exceeded. Stormwater BMP's applicable to the project must be provided. Final drainage plan and final drainage report based on the City Amendment to the 2009 King County Stormwater Design Manual should be submitted with the utility construction permit and all stormwater improvements as per the Manual will be required to be provided by the project. A geotechnical report prepared by Geo Engineers was submitted for the project. The report mentions that the soil in the project vicinity consists of ground moraine, which is also referred as glacial till.

2. A Construction Stormwater General Permit from Department of Ecology will be required if grading and clearing of any construction site exceeds one acre.

3. The system development charge (SDC) fee for surface water is \$0.491 per square feet of new impervious surface, with a minimum of \$1,228.00.

## TRANSPORTATION/STREET

1. Payment of the transportation impact fee is due at the time of issuance of the building permit. The transportation impact fee that is current at the time of building permit will be applicable on the project.
2. A traffic analysis report prepared by TENW was provided for the project. The report mentions that the project will result in a net increase in 0 weekday AM peak hour trips, 19 weekday PM peak hour trips, and 38 weekday daily trips. This increase in traffic is not expected to have a significant impact on the existing traffic system.

### 3. Street/frontage

Street Name NE 4th St

Street Classification commercial – mixed use & industrial access

Existing ROW Width 45 feet

Existing half street paved width 18 feet

Existing sidewalk width 5 feet

Existing planter between curb and sidewalk none

Required ROW Width per Code for 2 lane 69 feet

Half street paved width paving per code 28 feet

Sidewalk Width per code 6 feet

Planter between curb and sidewalk as required by code 8 feet

Curb required by code 0.5 foot (on one side)

Modification/Waiver Requested Yes

Waiver request: Keep existing curb and existing location of Sidewalk

Waiver request status approved since there was a previous street vacation that gave back 15 feet of right of way to the college.

## GENERAL COMMENTS

1. Separate permits and fees for, water meters, side sewer connection and storm connection will be required.
2. All construction utility permits for drainage and street improvements will require separate plan submittals. All utility plans shall conform to the Renton Drafting Standards. A licensed Civil Engineer shall prepare the civil plans. Three set of engineering plans and two copies of the drainage report should be submitted with the utility construction permit.
3. Rockeries or retaining walls greater than 4 feet in height will be require a separate building permit. Structural calculations and plans shall be submitted for review by a licensed engineer. Special Inspection is required.
4. A tree removal and tree retention/protection plan and a separate landscape plan shall be included with the civil plan submittal.

**Reviewer Comments** Kris Sorensen Ph: 425-430-6593

email: ksorensen@rentonwa.gov

**Planning Review Created On: 08/20/2014**

RMC section 4-4-030.C.2 limits haul hours between 8:30 am to 3:30 pm, Monday through Friday unless otherwise approved by the Development Services Division.

Commercial, multi-family, new single family and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays shall be restricted to the hours between nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. No work shall be permitted on Sundays.

Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plant an appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.

A National Permit Discharge Elimination System (NPDES) permit is required when more than one acre is being cleared.

The applicant may not fill, excavate, stack or store any equipment, dispose of any materials, supplies or fluids, operate any equipment, install impervious surfaces, or compact the earth in any way within the area defined by the drip line of any tree to be retained.

6. The applicant shall erect and maintain six foot (6') high chain link temporary construction fencing around the drip lines of all retained trees, or along the perimeter of a stand of retained trees. Placards shall be placed on fencing every fifty feet (50') indicating the words, "NO TRESPASSING – Protected Trees" or on each side of the fencing if less than fifty feet (50'). Site access to individually protected trees or groups of trees shall be fenced and signed. Individual trees shall be fenced on four (4) sides. In addition, the applicant shall provide supervision whenever equipment or trucks are moving near trees.

**Fire Review – Building** Corey Thomas Ph: 425-430-7024 email: cthomas@rentonwa.gov

Recommendations: Environmental Impact Comments:

1. The fire impact fees are applicable at the rate of \$0.44 per square foot of additional area. Fees are paid at time of building permit issuance.

Code Related Comments:

1. The fire flow requirements for this proposal are unchanged from the existing available water mains and fire hydrants. Existing hydrants are adequate with the addition of 5-inch storz fittings which they do not currently have.

2. The existing fire alarm and fire sprinkler systems are required to be extended into the proposed additions and renovated areas. Separate plans and permits are required to be submitted to the Renton Fire Department for review and permitting. The existing fire alarm systems shall be brought up to current code including full detection and fully addressable systems, throughout the entire four building complex both in the new and existing areas and whether or not they are renovated or not. The proposed building additions shall not be allowed to cover any existing fire sprinkler supply mains, this is prohibited by code and the main shall be relocated prior to the addition construction.

3. Existing fire department apparatus access roads are adequate. Fire lane signage is required and some additions are required in addition to maintaining the existing signage.

4. Applicant shall submit a completed Hazardous Material Inventory Statement prior to building permit issuance. Use of city form or approved equivalent is required. Separate plans and permits are required for the installation/renovation of the proposed paint booths and any hard piped welding gas systems/tank supplies.

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

# NOTICE

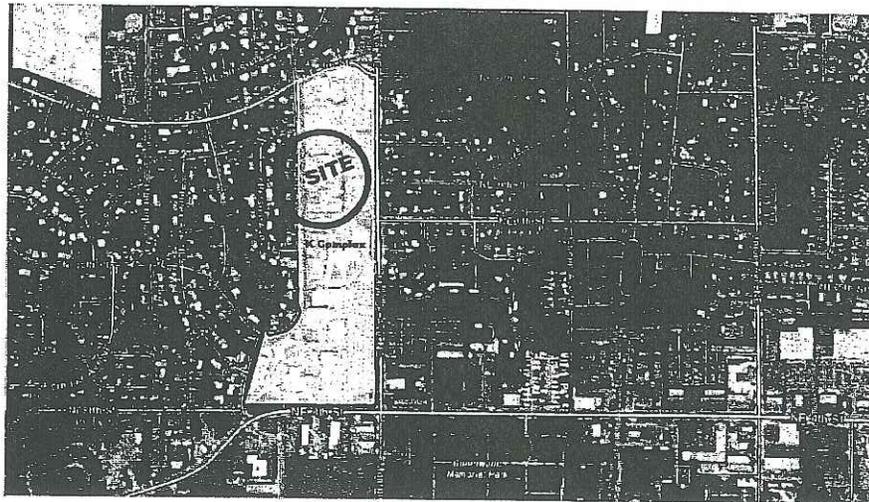
**OF ENVIRONMENTAL DETERMINATION AND PUBLIC HEARING  
ISSUANCE OF A DETERMINATION OF NON-SIGNIFICANCE (DNS)  
POSTED TO NOTIFY INTERESTED PERSONS OF AN ENVIRONMENTAL ACTION**

**PROJECT NAME:** Renton Technical College Automotive Complex Renovations/Additions  
**PROJECT NUMBER:** LUA14-000997, ECF, SA-H  
**LOCATION:** 3201 NE 7<sup>th</sup> St  
**DESCRIPTION:** The applicant Renton Technical College, is requesting Site Plan and Environmental Review for the renovation of three buildings and construction of a new building that replaces an existing building. The automotive complex on the college campus is 145,200 sf within the Industrial Light zone designation with adjacent residential zoning. Vehicle access would stay the same. Site work includes utilities, pedestrian and landscape improvements, and entry plaza hardscapes for K3 and K1 buildings. Site earthwork would include excavations, cuts, and fill. The applicant requests three modifications for parking, street frontage improvements, and refuse and recycling areas. Documents submitted include environmental checklist, traffic study, geotechnical, hazardous materials, and drainage reports.

THE CITY OF RENTON ENVIRONMENTAL REVIEW COMMITTEE (ERC) HAS DETERMINED THAT THE PROPOSED ACTION DOES NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE ENVIRONMENT.

Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on September 12, 2014, together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by City of RMC 4-8-110 and information regarding the appeal process may be obtained from the Renton City Clerk's Office, (425) 430-6510.

A PUBLIC HEARING WILL BE HELD BY THE RENTON HEARING EXAMINER AT HIS REGULAR MEETING IN THE COUNCIL CHAMBERS ON THE 7TH FLOOR OF CITY HALL, 1055 SOUTH GRADY WAY, RENTON, WASHINGTON, ON **OCTOBER 7, 2014 AT 10:00 AM** TO CONSIDER THE SITE PLAN. IF THE ENVIRONMENTAL DETERMINATION IS APPEALED, THE APPEAL WILL BE HEARD AS PART OF THIS PUBLIC HEARING.



FOR FURTHER INFORMATION, PLEASE CONTACT THE CITY OF RENTON, DEPARTMENT OF COMMUNITY & ECONOMIC DEVELOPMENT AT (425) 430-7200.

**DO NOT REMOVE THIS NOTICE WITHOUT PROPER AUTHORIZATION**

**PLEASE INCLUDE THE PROJECT NUMBER WHEN CALLING FOR PROPER FILE IDENTIFICATION.**



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

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

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

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

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

Barry Baker  
Renton Technical College  
3000 NE 4th St  
Renton, WA 98056-4195

Matthew Lane  
McGranahan Architects  
2111 Pacific Ave, Suite 100  
Tacoma, WA 98402

City of  
**Ren-ton**

# NOTICE

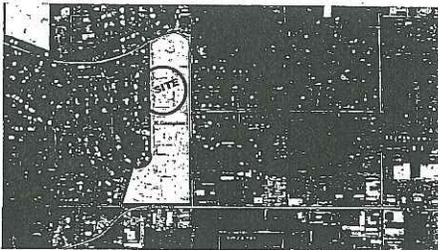
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ISSUANCE OF A DETERMINATION OF NON-SIGNIFICANCE (DNS)  
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**PROJECT NAME:** Renton Technical College Automotive Complex Renovations/Additions  
**PROJECT NUMBER:** LIA14-00097, ECF, SA-H  
**LOCATION:** 3201 NE 7<sup>th</sup> St  
**DESCRIPTION:** The applicant Renton Technical College, is requesting Site Plan and Environmental Review for the renovation of three buildings and construction of a new building that replaces an existing building. The automotive complex on the college campus is 345,200 sq within the Industrial Light zone designation with adjacent residential zoning. Vehicle access would stay the same. Site work includes utilities, pedestrian and landscape improvements, and entry plaza hardscapes for K3 and K3 buildings. Site earthwork would include excavations, cuts, and fill. The applicant requests three modifications for parking, street frontage improvements, and refuse and recycling areas. Documents submitted include environmental checklist, traffic study, geotechnical, hazardous materials, and drainage reports.

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COMMUNITY & ECONOMIC DEVELOPMENT AT (425) 430-7200.  
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## CERTIFICATION

I, CLARK H CLOSE, hereby certify that 3 copies of the above document were posted in 3 conspicuous places or nearby the described property on

Date: 8/29/14 Signed: Clark H. Close

STATE OF WASHINGTON )  
 ) SS  
COUNTY OF KING )

I certify that I know or have satisfactory evidence that Clark Close signed this instrument and acknowledged it to be his/her/their free and voluntary act for the uses and purposes mentioned in the instrument.



Holly Powers  
Notary Public in and for the State of Washington

Notary (Print): Holly Powers

My appointment expires: August 29, 2017

## **Landscape Analysis, Lot Coverage, and Parking Analysis**

Total square footage of the site and the footprints of all buildings:

145,200 SF

Total square footage of existing and proposed impervious surface area(s):

103,800 SF existing + 4,000 SF proposed = 107,800 SF

Square footage (by floor and overall total) of each individual building and/or use:

K1: 25,284 SF (1-story)

K2: 10,283 SF (1-story)

K3: 17,600 SF (1-story)

K4: 10,283 SF (1-story)

Total: 63,450 SF

Percentage of lot covered by buildings or structures:

43% (63,450 SF building / 145,200 SF site)

Number of parking spaces required by City code:

See parking modification request included with this submittal

Number and dimensions of standard, compact, and ADA accessible spaces provided:

- |   |                             |   |
|---|-----------------------------|---|
| 7 | Standard parking spaces     | 9'-0" x 20'-0"  |
| 1 | ADA / van accessible spaces | 9'-0" x 20'-0" with dedicated 9'-0" x 20'-0" side aisle |

Square footage of parking lot landscaping (perimeter and interior):

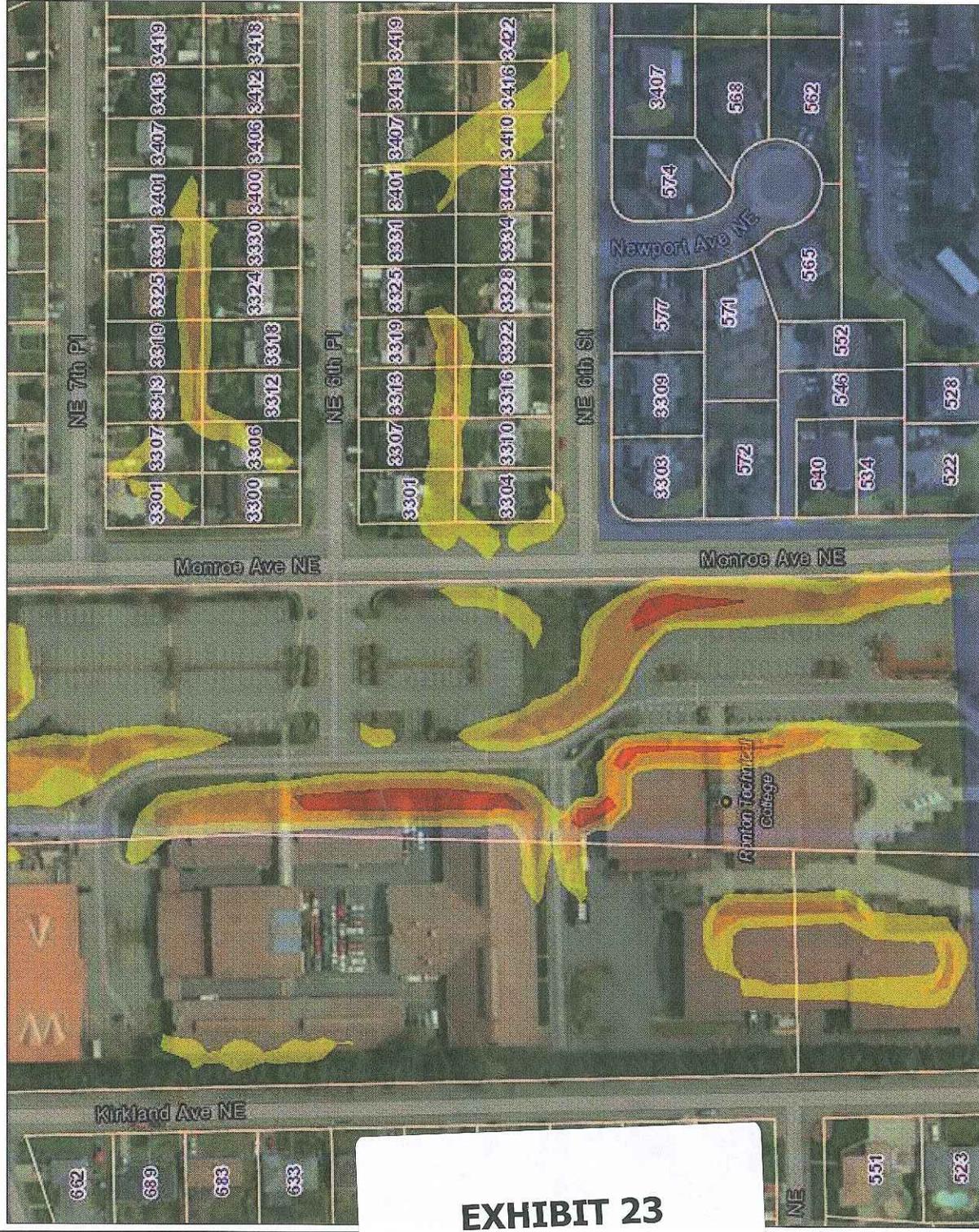
No parking lot landscaping proposed. See site plan and landscape plan for adjacent landscape areas.

**EXHIBIT 22**

**Legend**

- City and County Boundary
  - Other 
  - City of Renton 
- Addresses
  - Parcels 
  - 1st Floor 
  - 1st Floor 
  - 2nd Floor 
  - 1st Floor 
- Other Buildings 
- Buildings 
- Sites
  - Other 
  - Municipal Government Facility 
  - Community / Recreation Center 
  - Library 
  - Museum 
  - Fire Station / EMS Station 
  - Airport Runway / Airfield 
  - Park 
  - Openspace 
  - Golf Course 
  - Greenhouse / Nursery 
  - Undeveloped Park 
  - Parking Lot Structure / Garage 
- Aquifer Protection Zones
  - Zone 1 
  - Zone 1 Modified 
  - Zone 2 
- Wellfield Capture Zone
  - One Year Capture Zone 
  - Five Year Capture Zone 

**Notes**  
None



This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION

**Information Technology - GIS**  
RentonMapSupport@Rentonwa.gov  
10/01/2014



**EXHIBIT 23**

PLAN ADDRESS: NE 3201 7TH ST  
RENTON, WA 98056-3914

APPLICATION DATE: 07/28/2014

DESCRIPTION: The applicant Renton Technical College, is requesting Site Plan and Environmental Review for the renovation of three existing buildings referred to as buildings K1, K2, and K4 (totaling 45,850 sf) and replacement of the K3 building (17,600 sf), all single story structures within the Automotive Complex area of the college campus. The new K4 building would house shops, classrooms, auto parts and tools department and administration spaces. The 145,200 sf site is in the Industrial Light zone with adjacent residential zoning. Vehicle access would stay the same to campus and pedestrian access through the renovation area would add a north-south corridor through building K1. Landscaping, site furnishings and bicycle racks would be added around the K buildings. Excavation would be 20,000 sf for the new building area and approximately 2,600 sf for a new entry for K1, utilities, and display and landscape areas. The applicant requests three modifications for parking, street frontage improvements, and refuse and recycling areas. Documents submitted include environmental checklist, traffic study, and geotechnical and drainage reports.

Engineering Review

Rohini Nair Ph: 425-430-7298 email: rnair@rentonwa.gov

Recommendations: I have reviewed the application for the Renton Technical College Automotive Center Renovation and have the following comments:

EXISTING CONDITIONS

- WATER The site is located in the City of Renton water service area.
- SEWER The site is located in the City of Renton sewer service area.
- STORM There is existing private stormwater pipe Kirkland Ave NE frontage.
- STREETS Kirkland Ave NE is a commercial – mixed use & industrial access street with existing right of way width of 45 feet.

CODE REQUIREMENTS

WATER

1. The conceptual water utility plan has been submitted and is acceptable. The plans showed that the replacement of the single check valve with a new 8-inch DDCVA for the fire sprinkler system is shown in the plans. Installation of a larger vault if needed will be reviewed with the utility construction permit associated with the project. The plans also show the installation of the new 2-inch RPBA with a Hot-Box behind the existing 2-inch domestic meter.
2. The conceptual plans also include information that storz fittings will be provided on existing fire hydrant. Fire hydrants should meet the requirements of Fire department.

SANITARY SEWER

1. The project is within the City of Renton sewer service area.
2. The renovations/ building addition must not block or prevent access to any existing side sewer or any other utility.
3. An oil water separator must be provided for the work shop/ paint area.

SURFACE WATER

1. A drainage plan and drainage report prepared by Coughlin Porter Lundeen was submitted with the land use application. The report mentions that the design is based on the 2009 King County Stormwater Design Manual. The final drainage report that will be submitted with the utility construction permit should mention that the design is based on the City Amendment to the 2009 King County Stormwater Design Manual. The submitted drainage report mentions that flow control facility is not triggered, since the site is within the Peak Rate Existing conditions area, and that water quality treatment requirement threshold is not exceeded. Stormwater BMP's applicable to the project must be provided. Final drainage plan and final drainage report based on the City Amendment to the 2009 King County Stormwater Design Manual should be submitted with the utility construction permit and all stormwater improvements as per the Manual will be required to be provided by the project. A geotechnical report prepared by Geo Engineers was submitted for the project. The report mentions that the soil in the project vicinity consists of ground moraine, which is also referred as glacial till.
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TRANSPORTATION/STREET

1. Payment of the transportation impact fee is due at the time of issuance of the building permit. The transportation impact fee that is current at the time of building permit will be applicable on the project.
2. A traffic analysis report prepared by TENW was provided for the project. The report mentions that the project will result in a net increase in 0 weekday AM peak hour trips, 19 weekday PM peak hour trips, and 38 weekday daily trips. This increase is

EXHIBIT 24

traffic is not expected to have a significant impact on the existing traffic system.

3. Street/frontage

Street Name	NE 4th St
Street Classification	commercial – mixed use & industrial access
Existing ROW Width	45 feet
Existing half street paved width	18 feet
Existing sidewalk width	5 feet
Existing planter between curb and sidewalk	none
Required ROW Width per Code for 2 lane	69 feet
Half street paved width paving per code	28 feet
Sidewalk Width per code	6 feet
Planter between curb and sidewalk as required by code	8 feet
Curb required by code	0.5 foot (on one side)
Modification/Waiver Requested	Yes
Waiver request:	Keep existing curb and existing location of Sidewalk
Waiver request status	approved since there was a previous street vacation that gave back 15 feet of right of way to the college.

GENERAL COMMENTS

1. Separate permits and fees for, water meters, side sewer connection and storm connection will be required.
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4. A tree removal and tree retention/protection plan and a separate landscape plan shall be included with the civil plan submittal.

Reviewer Comments

Kris Sorensen Ph: 425-430-6593 email: ksorensen@rentonwa.gov

Planning Review Created On: 08/20/2014

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4. A National Permit Discharge Elimination System (NPDES) permit is required when more than one acre is being cleared.
6. The applicant may not fill, excavate, stack or store any equipment, dispose of any materials, supplies or fluids, operate any equipment, install impervious surfaces, or compact the earth in any way within the area defined by the drip line of any tree to be retained.
7. The applicant shall erect and maintain six foot (6') high chain link temporary construction fencing around the drip lines of all retained trees, or along the perimeter of a stand of retained trees. Placards shall be placed on fencing every fifty feet (50') indicating the words, "NO TRESPASSING – Protected Trees" or on each side of the fencing if less than fifty feet (50'). Site access to individually protected trees or groups of trees shall be fenced and signed. Individual trees shall be fenced on four (4) sides. In addition, the applicant shall provide supervision whenever equipment or trucks are moving near trees.

Fire Review - Building

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

Recommendations: Environmental Impact Comments:

1. The fire impact fees are applicable at the rate of \$0.44 per square foot of additional area. Fees are paid at time of building permit issuance.

Code Related Comments:

1. The fire flow requirements for this proposal are unchanged from the existing available water mains and fire hydrants. Existing hydrants are adequate with the addition of 5-inch storz fittings which they do not currently have.
2. The existing fire alarm and fire sprinkler systems are required to be extended into the proposed additions and renovated areas. Separate plans and permits are required to be submitted to the Renton Fire Department for review and permitting.

The existing fire alarm systems shall be brought up to current code including full detection and fully addressable systems, throughout the entire four building complex both in the new and existing areas and whether or not they are renovated or not.

The proposed building additions shall not be allowed to cover any existing fire sprinkler supply mains, this is prohibited by code and the main shall be relocated prior to the addition construction.

3. Existing fire department apparatus access roads are adequate. Fire lane signage is required and some additions are required in addition to maintaining the existing signage.
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