

**A. REPORT TO THE HEARING EXAMINER**

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| <b>HEARING DATE:</b>    | May 10, 2016   |
| <b>Project Name:</b>    | Avana Ridge PUD  |
| <b>Owners:</b>          | Avana Ridge, LLC; 9675 SE 36th St, Ste 105; Mercer Island, WA 98040                |
| <b>Contact:</b>         | Justin Lagers; Avana Ridge, LLC; 9675 SE 36th St, Ste 105; Mercer Island, WA 98040 |
| <b>File Number:</b>     | LUA15-000894, PP, PPUD   |
| <b>Project Manager:</b> | Rocale Timmons, Senior Planner   |

**Project Summary:** The applicant is requesting a Preliminary Planned Urban Development and Environmental (SEPA) Review for the construction of a multi-family development containing 74 units. The vacant 3.78 acre site is located within the Residential Multi-Family (RM-F) zoning classification and the Residential High Density (HD) land use designation. The development would be comprised of two separate multi-family residential structures resulting in a density of 20.21 du/ac. The subject site is fronted by three public rights-of-way: SE 172nd St, Benson Rd S (108th Ave SE), and Benson Drive S (SR-515). The applicant is proposing one entrance off of SE 172<sup>nd</sup> St between the proposed buildings, and another entrance off of Benson Rd S. There is an unnamed stream, classified Ns, bisecting the site which runs from east to west. Pursuant to RMC 4-3-050, the applicant is proposing impacts to the stream buffer through buffer averaging. Additionally, the site contains Coal Mine Hazards. The Preliminary PUD would be used to vary street, refuse and recycle, building height, parking, design, private open space, and retaining wall standards. The applicant has proposed to provide buffer enhancement as part of the proposed PUD public benefit, along with the construction of enhanced open space, pedestrian amenities, landscaping, and superior site and building design.

**Site Area:** 164,828 SF      **Total Building Area GSF:** 92,899 SF

**Project Location:** 17249 Benson Rd S



Project Location Map

**B. EXHIBITS:**

- Exhibit 1: ERC Report, dated April 11, 2016
- Exhibit 2: Site Plan
- Exhibit 3: Landscape Plan
- Exhibit 4: Elevations
- Exhibit 5: Grading Plan
- Exhibit 6: Geotechnical Report, prepared by Earth Solutions NW (dated December 21, 2015)
- Exhibit 7: Coal Mine Hazard Study, prepared by Icicle Creek Engineers (dated March 22, 2004)
- Exhibit 8: Coal Mine Hazard Study, prepared by Icicle Creek Engineers (dated January 20, 2009)
- Exhibit 9: Drainage Report, prepared by D.R. Strong (dated December 28, 2015)  
Supplemental Stream Study, prepared by Sewell Wetland Consulting (dated December 22, 2015)
- Exhibit 10: Conceptual Stream Mitigation Plan prepared by Sewell Wetland Consulting (December 28, 2015)
- Exhibit 11: Habitat Data Report, prepared by Sewell Wetland Consulting (dated December 22, 2015)
- Exhibit 12: Arborist Report, prepared by Greenforest Inc. (dated December 16, 2015)
- Exhibit 13: Tree Retention Plan
- Exhibit 14: Traffic Impact Analysis (TIA), prepared by TraffEx (dated February 2, 2016)
- Exhibit 15: Public Comment Letters/Emails
- Exhibit 16: Independent Secondary Review – Traffic Study, prepared by TenW (dated March 21, 2016)
- Exhibit 17: Response Memo - Independent Secondary Review, prepared by Traffex (dated March 26, 2016)
- Exhibit 18: Staff Recommendation to the Hearing Examiner, dated May 3, 2016
- Exhibit 19: SEPA Determination and Mitigation Measures (dated April 11, 2016)
- Exhibit 20: CI 73 – Residential Building Height
- Exhibit 21: Elevation Perspectives
- Exhibit 22: Transportation Concurrency

**C. GENERAL INFORMATION:**

- 1. **Owner(s) of Record:** Avana Ridge, LLC  
9675 SE 36th St, Ste 105  
Mercer Island, WA 98040
- 2. **Zoning Classification:** Residential Multi-Family (RMF)
- 3. **Comprehensive Plan Land Use Designation:** Residential High Density (HD)
- 4. **Existing Site Use:** Vacant
- 5. **Neighborhood Characteristics:**
  - a. **North:** Existing Single Family Residential (R-8 Zone)
  - b. **East:** Daycare (RMF Zone)
  - c. **South:** Vacant (RMF Zone)
  - d. **West:** Multi-Family, Public Storage, and a Dental Office (CA Zone)
- 6. **Site Area:** 164,827 SF (3.78 acres)

**D. HISTORICAL/BACKGROUND:**

| <u>Action</u>                          | <u>Land Use File No.</u> | <u>Ordinance No.</u> | <u>Date</u> |
|--|--------------------------|----------------------|-------------|
| Comprehensive Plan                     | N/A                      | 5758                 | 06/22/2015  |
| Zoning                                 | N/A                      | 5758                 | 06/22/2015  |
| Annexation                             | N/A                      | 5327                 | 03/01/2008  |
| Springbrook Ridge Apt PUD<br>(Expired) | LUA09-024                | N/A                  | 09/24/2009  |

**E. PUBLIC SERVICES:**

- 1. **Existing Utilities**
  - a. Water: Water service is provided by Soos Creek Water and Sewer District.
  - b. Sewer: Sewer service is provided by Soos Creek Water and Sewer District.
  - c. Surface/Storm Water: There is partial storm water conveyance systems along Benson Drive S, Benson Rd S, and SE 172<sup>nd</sup> St.
- 2. **Streets:** There are partial street improvements along Benson Drive S, Benson Rd S, and SE 172<sup>nd</sup> St.
- 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 4-2-110: Residential Development Standards
- 2. **Chapter 3 Environmental Regulations**

- a. Section 4-3-100: Urban Design Regulations

**3. Chapter 4 Property Development Standards**

**4. Chapter 6 Streets and Utility Standards**

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

**5. Chapter 9 Permits – Specific**

- a. Section 4-9-150: Planned Urban Development Regulations

**6. Chapter 11 Definitions**

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

1. Land Use Element

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

1. The applicant is requesting a Preliminary Planned Urban Development (PPUD) and Environmental (SEPA) Review for the construction of a multi-family development containing 74 units, in two four-story structures.
2. The subject site is currently vacant.
3. The development would be comprised of two separate multi-family residential structures resulting in a density of 20.21 du/ac. The proposed 74 units would be comprised of (28) 1-bedroom units, (29) 2-bedroom units, and (17) 3-bedroom units.
4. The Planning Division of the City of Renton accepted the above master application for review on December 30, 2015 and determined the application complete on January 13, 2016. On February 15, 2016 the project was placed on hold pending receipt of an Independent Secondary Review of the provided Traffic Study. The applicant submitted all necessary documentation and on March 30, 2016 and the project was taken off hold. The project complies with the 120-day review period.
5. The project site is located on the northwesterly corner of the intersection of Benson Drive S and Benson Rd S. The site is triangularly shaped and consists of two separate tax parcels (Parcel #292305-9009 and #292305-9148), totaling 164,828 square feet in area (3.78 acres).
6. The site is located within the Residential Multi-Family (RM-F) zoning classification, the Residential High Density (HD) Comprehensive Plan land use designation, and Design District 'B'.
7. Surrounding uses include: a daycare facility abutting the property to the east (zoned RM-F); existing single family residences to the north (zoned R-8); southeast of the site, along 108th Ave SE, a vacant parcel (zoned RM-F); and across Benson Drive S, to the west, uses consists of multi-family, public storage, and a dental office (zoned CA).
8. Access to the site is proposed via SE 172nd St, between the east and west buildings, and another ingress/egress point via Benson Rd S. The two access points create a through road for emergency vehicle ingress/egress across the property.
9. The proposal is served by a surface parking area to the south of the two structures, flanking the main access drive. A total of 94 parking stalls would be provided in the surface parking area. An additional 20-parking stalls would be provided along the street.

10. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on April 11, 2016, the Environmental Review Committee issued a Determination of Non-Significance - Mitigated (DNS-M) for the Avana Ridge PUD project. The DNS-M included three mitigation measures (Exhibit 20). A 14-day appeal period commenced on April 15, 2016, and ended on April 29, 2016. No appeals of the threshold determination were filed.
11. Based on an analysis of probable impacts from the proposal, the Environmental Review Committee (ERC) issued the following mitigation measures with the Determination of Non-Significance – Mitigated:
  - a. An updated Coal Mine Hazard Report shall be submitted demonstrating the proposal will not increase the threat of the geological hazard to adjacent or abutting properties beyond pre-development conditions and the development can be safely accommodated on the site. The report shall also discuss any measures employed in the final site/building design which serve to mitigate coal mine subsidence risk. If no measures are employed, the applicant shall provide justification for the exclusion of additional measures. The updated Coal Mine Hazard Report shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.
  - b. One (1) Electronic Speed Radar Sign shall be installed in the northbound direction on both 106th Ave SE and 104th Ave SE. The applicant shall install the signs, mounting poles, and associated equipment, at the direction of the City. All improvements shall be included in the engineering permit submittal for review and approval, and shall be constructed prior to temporary occupancy.
  - c. The applicant shall provide an off-site sidewalk, along the south side of SE 172nd St and the west side of Benson Rd S, approaching the intersection. The width of the off-site sidewalks shall be consistent with the widths proposed along the frontage of the subject site. ADA ramps shall also be constructed at the southwest corner of the intersection. Finally, a street lighting analysis is required to be conducted by the developer at the southwest corner of the intersection of SE 172nd St and Benson Rd S. If necessary, required street lighting shall be provided according to City standards. All improvements shall be included in the engineering permit submittal for review and approval, and shall be constructed prior to temporary occupancy.
12. The tallest point of the structure would be approximately 46 feet and 5-inches from the average grade plane to the highest peak of a shed roof element. The proposed building materials would be a combination of concrete masonry, brick, metal canopy, cast-inplace concrete, fiber cement board, and wood elements. All concrete walls are proposed to be treated with texturing and/or reveals. (Exhibit 4).
13. **Requested Modifications from RMC through the PUD:** When approving a PPUD, the City may modify standards (RMC 4-2, 4-4, 4-7, and RMC 4-6-060 Street Standards, except as listed in RMC 4-9-150B.3). All of the following modifications are required to be considered simultaneously as part of the planned urban development:

| RMC Code Citation   | Required Standard   | Requested Modification  |
|---|---|---|
| RMC 4-2-110A Development Standards for Commercial Zoning Designations- Roof Pitch | Roof pitches are required to be equal to or greater than 4:12 and may project an additional six (6) vertical feet from the maximum wall plate height. | This proposal includes a roof pitch of 2:12   |
| RMC 4-2-110A Development Standards for Commercial Zoning                          | A maximum building height of 3 stories with a wall plate height of 30 feet is permitted.  | The proposal includes a height of 46-feet and 5-inches as measured from average grade plane to the tallest point of the shed roof |

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|--|---|---|
| Designations- Roof Pitch                                 |   | elements.   |
| RMC 4-6-060F Street Standards                            | Various: See discussion in Table C: PUD Criteria - Circulation  | Various: See discussion under FOF xx: PUD Criteria - Circulation  |
| RMC 4-3-100 Urban Design Standards                       | Various: See discussion in Table E: Design District 'D' Standards   | Various: See discussion under FOF xx: Design District 'B' Standards   |
| RMC 4-4-080F, Parking, Loading, and Driveway Regulations | Based on the proposed use, a minimum and maximum of 96 parking spaces would be allowed in order to meet code.   | The applicant proposed a total of 94 spaces within surface parking areas. The proposal does not comply with the minimum parking stall requirements.   |
| RMC 4-4-090, Refuse and Recyclables Standards            | There shall be at least one deposit area/collection point for every thirty (30) dwelling units.   | The proposal includes a single refuse/recycle storage location centrally located, between both buildings at the center of the site.   |
| RMC 4-4-040, Retaining Wall Height                       | Heights are limited to 48 inches for retainingwalls located within front yard/side yard along-a-street setbacks, and 72 inches for walls else where on site.      | A section of the keystone-type wall located near the monument sign at the Benson Road/Benson Drive intersection is proposed at a height of 5.5 feet. A section of the keystone-type wall located near the monument sign at the Benson Road/Benson Drive intersection is 5 feet and 6-inches tall. |
| RMC 4-9-150.E.2, Private Open Space                      | Each residential unit in a PUD shall have usable private open space for the exclusive use of the occupants of that unit in compliance with dimensional standards. | The current proposal provides 4,156 SF of private, attached open space through the use of private balconies for some of the units which does not comply with the dimensional standards.   |

14. There are a total of 429 trees on site of which 46 trees are proposed to be retained outside of the critical area and buffer.
15. An unnamed seasonal stream, characterized as Ns pursuant to RMC 4-3-050, bisects the northern and southern portions of the site and runs east to west. The applicant is proposing buffer averaging and a stream alteration pursuant to RMC 4-3-050. A Wetland and Supplemental Stream Study was performed by Sewall Wetland Consulting, Inc. on December 22, 2015 (Exhibit 10).
16. A historic coal mine, known as the Springbrook mine, as well as its associated opening is also located on the site near the south property line. The coal mine is designated as a High Coal Mine Hazard pursuant to RMC 4-3-050. A Coal Mine Hazard Assessment was performed by Icicle Creek Engineers, Inc. on March 22, 2004 and January 20, 2009 (Exhibits 7 and 8).
17. Preliminary earthwork for the proposal includes 11,000 cubic yards of excavation and 3,250 yards of fill.
18. Construction is anticipated to commence in Summer of 2016 with substantial completion scheduled for Summer of 2017.

- 19. Studies provided by the applicant include a stormwater report, traffic study, habitat assessment, wetland and supplemental stream study, arborist report, geotechnical and a coal mine hazard report (Exhibit 6-13, and 15).
- 20. Staff received several traffic related comments/concerns. Also included in the comments letters were concerns related to: access, open space, street improvements, drainage, wildlife, density, and quality of life (Exhibit 16). Non-SEPA concerns include, but are not limited to the following: zoning, permitted uses, density, construction mitigation/traffic control, crime, landscaping, access, parking, retaining walls, setbacks, utilities, public services, and home sizes. No agency comments were received.
- 21. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments has been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
- 22. **Comprehensive Plan Compliance:** The site is designated Residential High Density (HD) on the City’s Comprehensive Plan Map. HD unit types are designed to incorporate features from both single-family and multi-family developments, support cost-efficient housing, facilitate infill development, have close access to transit service, and efficiently use urban services and infrastructure. Lands designated HD is where projects will be compatible with existing uses and where infrastructure is adequate to handle impacts from higher density uses. The proposal is compliant with the following Comprehensive Plan Goals and Policies if all conditions of approval are met:

| Compliance | Comprehensive Plan Analysis  |
|------------|--|
| ✓          | <b>Policy L-2:</b> Support compact urban development to improve health outcomes, support transit use, maximize land use efficiency, and maximize public investment in infrastructure and services.   |
| ✓          | <b>Goal L-H:</b> Plan for high-quality residential growth that supports transit by providing urban densities, promotes efficient land utilization, promotes good health and physical activity, builds social connections, and creates stable neighborhoods by incorporating both built amenities and natural features. |
| ✓          | <b>Goal L-BB:</b> Maintain a high quality of life as Renton grows by ensuring that new development is designed to be functional and attractive.  |
| ✓          | <b>Goal L-FF:</b> Strengthen the visual identity of Renton and its Community Planning Areas and neighborhoods through quality design and development.  |
| ✓          | <b>Policy L-51:</b> Respond to specific site conditions such as topography, natural features, and solar access to encourage energy savings and recognize the unique features of the site through the design of subdivisions and new buildings.   |
| ✓          | <b>Policy L-52:</b> Include human-scale features such as pedestrian pathways, quality landscaping, and public spaces that have discernible edges, entries, and borders to create a distinctive sense of place in neighborhoods, commercial areas, and centers.   |
| ✓          | <b>Policy L-53:</b> Orient buildings in developments toward the street or a common area, rather than toward parking lots.  |
| ✓          | <b>Policy L-57:</b> Complement the built environment with landscaping using native, naturalized, and ornamental plantings that are appropriate for the situation and circumstance and which provide for respite, recreation, and sun/shade.  |

**23. Zoning Development Standard Compliance:** The RMF Zone provides suitable environments for multi-family dwellings. It is further intended to conditionally allow uses that are compatible with and support a multi-family environment. The RMF allows for the development of both infill parcels in existing multi-family districts with compatible projects and other multi-family development. Densities range from ten (10) to twenty (20) du/acre with opportunities for bonuses up to twenty five (25) dwelling units per net acre. The proposal is compliant with the following development standards if all conditions of approval are met:

| Compliance                                 | RMF Zone Develop Standards and Analysis   |
|--|---|
| ✓  | <p><b>Density:</b> There is no minimum density requirement for townhouse development in the RMF zone. The minimum density required for other attached dwelling units is 10 dwelling units per net acre. The maximum density permitted is 20 dwelling units per net acre. Net density is calculated after the deduction of sensitive areas, areas intended for public right-of-way, and private access easements.</p> <p><i>Staff Comment:</i> After deducting 1,237 square feet for access easements and 4,015 square feet for critical areas, from the 164,827 gross square footage of the site, the net square footage would be 159,574 square feet (3.66 net acres). The 74 unit proposal would arrive at a net density of 20.21 dwelling units per acre (74 units / 3.66 acres = 20.21 du/ac), which falls within the permitted density range for the RMF zoning classification.</p>  |
| ✓  | <p><b>Lot Dimensions:</b> There is no minimum lot size required in the RMF zone. A minimum lot width of 25 feet is required (30 feet for corner lots) for townhouse development. A minimum lot depth of 50 feet is required for townhouse development.</p> <p><i>Staff Comment:</i> The proposal does not include alterations to lot lines.</p>   |
| ✓  | <p><b>Lot Coverage:</b> The allowed lot coverage is 35%. A maximum coverage of 45% may be allowed through the Hearing Examiner site development plan review process.</p> <p><i>Staff Comment:</i> The lot coverage for the entire development is at approximately 13.8%.</p>  |
| Compliant if Conditions of Approval is Met | <p><b>Setbacks:</b> The required setbacks attached dwellings in the RMF zone are as follows: front yard is 20 feet, the side yard is 0 feet for the attached sides and 5 feet for the unattached sides (per CI-76), side yard along the street is 20 feet, and rear yard is 10 feet.</p> <p><i>Staff Comment:</i> The proposed buildings would have a front yard setback of 20 feet and from the front (SE 172<sup>nd</sup> St) property line which exceeds the maximum front yard setback. The proposed west-building would have a side yard along-a-street setback of 24 feet from the Benson Drive/SR 515 which exceeds the maximum side yard along-a-street setback. The side yard setback, from the eastern property line is 33 feet and 4-inches exceeding the 5-foot requirement. There is not a rear yard for the site given street frontages surrounding the site.</p> <p>The project is however proposed to be built across a portion of the common boundary between existing property lines. Therefore, staff recommends as a condition of approval the applicant be required to record formal Lot Combination or Binding Site Plan in order to ensure the proposed buildings are not built across property lines. The instrument shall be recorded prior to building permit approval.</p> |
| Requested to be Modified                   | <p><b>Building Standards:</b> The RMF zone has a maximum impervious surface coverage of 75%. A Code Interpretation (CI-73) (Exhibit 21) was adopted regarding building height</p>   |

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| <p><b>Through the PUD</b></p>                            | <p>requirements in residential zones. In the RMF zone, a maximum building height of 3 stories with a wall plate height of 30 feet is permitted. Roofs with a pitch equal to or greater than 4:12 may project an additional six (6) vertical feet from the maximum wall plate height; common rooftop features, such as chimneys, may project an additional four (4) vertical feet from the roof surface. Non-exempt vertical projections (e.g., decks, railings, etc.) shall not extend above the maximum wall plate height unless the projection is stepped back one-and-a-half (1.5) horizontal feet from each façade for each one (1) vertical foot above the maximum wall plate height. Reserved.</p> <p>Wall plates supporting a roof with only one (1) sloping plane (e.g., shed roof) may exceed the stated maximum if the average of wall plate heights is equal or less than the maximum wall plate height allowed.</p> <p>An additional ten feet (10') height for a residential dwelling structure may be obtained through the provision of additional amenities such as additional recreation facilities, underground parking, and additional landscaped open space areas; as determined through the site development plan review process and depending on the compatibility of the proposed buildings with adjacent or abutting existing residential development. In no case shall the maximum wall plate height of a residential structure exceed thirty-five feet (35').</p> <p><b><u>Requested to be modified through the PUD</u></b></p> <p><i>Staff Comment: The overall project has less impervious surface than otherwise would be expected. Based on the provided TIR the site would contain approximately 40.1% impervious surfaces for the overall site. This would include building areas, associated walkways, driveways, parking and drive aisles.</i></p> <p><i>The tallest point of the structure would be approximately 46 feet and 5-inches from average grade to the highest peak of the tallest shed roof element. The PUD seeks to modify the minimum pitch from 4:12 to 2:12 as well as the maximum wall plate height. The requested modification would still give the appearance of pitched shed roof from the pedestrian perspective (Exhibit 22). The varied combination of parapet and roof slope, combined with cornice details and trellis elements achieve a visually interesting break in the roofline intended to be created with roof pitch requirement. The proposed roof profiles effectively achieve the intent of the code by breaking up the massing and providing visual interest to the building rooflines. Additionally, the proposed height serves to concentrate development in one area of the site preserving opportunities for meaningful open space.</i></p> <p><i>Therefore, staff is in support of the requested roof pitch and height modification, as part of the PUD, if all conditions of approval are met.</i></p> |
| <p><b>Compliant if Conditions of Approval is Met</b></p> | <p><b>Landscaping:</b> The City’s landscape regulations (RMC 4-4-070) require a 10-foot landscape strip along all public street frontages. Additional minimum planting strip widths between the curb and sidewalk are established according to the street development standards of RMC 4-6-060.</p> <p><i>Staff Comment: The applicant has proposed landscaping along the frontages of the site (Benson Drive S, Benson Rd S, and SE 172<sup>nd</sup> St) exceeding the 10-foot landscape requirement. The applicant has also thoughtfully incorporated landscaping throughout the site in order to create active and passive recreation opportunities as well as to separate parking and drive aisles into smaller areas.</i></p> <p><i>A conceptual landscape plan was submitted with the project application (Exhibit 3).</i></p>  |

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|  | <p><i>The landscape plan includes a planting plan which contains several different tree and shrub species but does not provide specific detail for the number or types of trees and shrubbery. Therefore staff recommends, as a condition of approval, the applicant be required to submit a detailed landscape plan to the Current Planning Project Manager prior to construction permit approval complying with RMC 4-4-070.</i></p> <p><i>See additional discussion below in FOF 26: PUD Decision Criteria, Landscaping/Screening.</i></p>   |
| <p><b>Compliant if Conditions of Approval is Met</b></p> | <p><b>Tree Retention:</b> The City’s adopted Tree Retention and Land Clearing Regulations require the retention of 20 percent of trees in a residential development.</p> <p>Significant trees shall be retained in the following priority order:</p> <p>Priority One: Landmark trees; significant trees that form a continuous canopy; significant trees on slopes greater than twenty percent (20%); Significant trees adjacent to critical areas and their associated buffers; and Significant trees over sixty feet (60') in height or greater than eighteen inches ( 18") caliper.</p> <p>Priority Two: Healthy tree groupings whose associated undergrowth can be preserved; other significant native evergreen or deciduous trees; and Other significant non- native trees.</p> <p>Priority Three: Alders and cottonwoods shall be retained when all other trees have been evaluated for retention and are not able to be retained, unless the alders and/ or cottonwoods are used as part of an approved enhancement project within a critical area or its buffer.</p> <p>For multi-family development, the minimum tree density is four (4) significant trees for every five thousand (5,000) square feet. The tree density may consist of existing trees, replacement trees, trees required pursuant to RMC 4-4-070F1, Street Frontage Landscaping Required, or a combination.</p> <p><i>Staff Comment: The site is currently forested with mixed canopy dominated by Douglas fir, red cedar, big leaf maple, Scouler’s willow, and black cottonwood. The site’s understory is dominated by Indian plum, hazelnut, Himilayan blackberry, sword fern, and creeping blackberry. The applicant provided a Tree Protection Plan/Arborist Report, completed by Greenforest Inc., dated December 16, 2015 (Exhibit 13). Based on the provided tree inventory, 429 trees are located on the subject site. There are 114 trees located in critical areas and associated buffers; 67 trees were identified as dead, diseased, or dangerous; and 37 trees would be located within proposed rights-of-way. This results in the exclusion of 218 trees from retention calculations. As such, 211 trees were utilized to calculate retention requirements of 20% of the significant trees located on the site.</i></p> <p><i>Therefore, the applicant would be required to retain at least 42 trees on site. The provided Tree Retention Plan depicts the retention of 46 trees outside of the critical areas and their associated buffers which serves to meet tree retention requirements (Exhibit 13).</i></p> <p><i>Additionally, the project site is approximately 165,000 SF square feet. As a result, a total of 132 trees are required to be located on the site in order to meet the tree density requirements of the code (165,000 square feet / 5,000 square feet x 4 trees = 132 trees). The applicant’s proposed landscape plan includes the planting of several trees, in addition to the 46 trees proposed for retention, but does not provide specific detail for the number or types of trees. Therefore, staff recommends as a condition of</i></p> |

|  | <p><i>approval, the applicant be required to submit a detailed landscape plan depicting at least 132, two-inch caliper, trees (or the gross equivalent inches) on site; not including the those trees located within the Native Growth Protection Easement. The detailed landscape plan shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.</i></p>  |                        |                               |              |                        |                            |                 |                        |    |                 |                        |    |                 |                        |    |
|--|--|------------------------|-------------------------------|--------------|------------------------|----------------------------|-----------------|------------------------|----|-----------------|------------------------|----|-----------------|------------------------|----|
| <p><b>Requested to be Modified Through the PUD</b></p> | <p><b>Parking:</b> The parking regulations, RMC 4-4-080, require a specific number of off-street parking stalls be provided based on number of bedrooms proposed per unit.</p> <p><b><u>Requested to be modified through the PUD</u></b></p> <p><b><u>Staff Comment:</u></b> <i>The following ratios would be applicable to the site:</i></p> <table border="1" data-bbox="453 575 1479 785"> <thead> <tr> <th><u>Use</u></th> <th><u># of residential units</u></th> <th><u>Ratio</u></th> <th><u>Required Spaces</u></th> </tr> </thead> <tbody> <tr> <td rowspan="3">Attached Residential Units</td> <td>28 – 1 bedrooms</td> <td>1.0 spaces / 1-bedroom</td> <td>28</td> </tr> <tr> <td>29 – 2 bedrooms</td> <td>1.4 spaces / 2-bedroom</td> <td>41</td> </tr> <tr> <td>17 – 3 bedrooms</td> <td>1.6 spaces / 3-bedroom</td> <td>27</td> </tr> </tbody> </table> <p><i>Based on the proposed uses, a minimum and maximum of 96 parking spaces would be required in order to meet code. The applicant is proposing a total of 94 spaces within structured and surface parking areas. The proposal does not comply with the minimum requirements by two stalls. The applicant is proposing to modify the minimum parking requirements through the PUD.</i></p> <p><i>While the proposal does not meet the minimum number of parking stalls required by code the requested modification conforms to the intent and purpose of the parking regulations by providing sufficient on-site parking for the amount necessary for the new development. The applicant is requesting a very small reduction, of less than 3%. Additionally, the proposal includes 20 public stalls provided along SE 172<sup>nd</sup> St which would serve as overflow parking for the proposal. Therefore, staff is in support of the requested modification, as part of the PUD, if all conditions of approval are met.</i></p> <p><i>The parking conforms to the minimum requirements for drive aisle, parking stall, dimensions and the provision of ADA accessible parking stalls.</i></p> <p><i>Per RMC 4-4-080F.11 the number of bicycle parking spaces shall be one-half (0.5) bicycle parking space per dwelling unit for a total of 37 bicycle parking stalls. The applicant is proposing 21 bicycle parking spaces within a bike room in the West building. An additional 20 bicycle parking spaces would be provided within a bike room in the East building, for a total of 41 spaces. The applicant will be required to demonstrate spaces meet the requirements of RMC 4-4-080F.11.c as part of building permit applications.</i></p> | <u>Use</u>             | <u># of residential units</u> | <u>Ratio</u> | <u>Required Spaces</u> | Attached Residential Units | 28 – 1 bedrooms | 1.0 spaces / 1-bedroom | 28 | 29 – 2 bedrooms | 1.4 spaces / 2-bedroom | 41 | 17 – 3 bedrooms | 1.6 spaces / 3-bedroom | 27 |
| <u>Use</u>   | <u># of residential units</u>  | <u>Ratio</u>           | <u>Required Spaces</u>        |              |                        |                            |                 |                        |    |                 |                        |    |                 |                        |    |
| Attached Residential Units                             | 28 – 1 bedrooms  | 1.0 spaces / 1-bedroom | 28                            |              |                        |                            |                 |                        |    |                 |                        |    |                 |                        |    |
|  | 29 – 2 bedrooms  | 1.4 spaces / 2-bedroom | 41                            |              |                        |                            |                 |                        |    |                 |                        |    |                 |                        |    |
|  | 17 – 3 bedrooms  | 1.6 spaces / 3-bedroom | 27                            |              |                        |                            |                 |                        |    |                 |                        |    |                 |                        |    |
| <p><b>Requested to be Modified Through the PUD</b></p> | <p><b>Refuse and Recyclables:</b> Per RMC 4-4-090 for multi-family developments a minimum of 1 ½ square feet per dwelling unit is required for recyclable deposit areas and a minimum of 3 square feet per dwelling unit is required for refuse deposit areas. There shall be at least one deposit area/collection point for every thirty (30) dwelling units.</p> <p><b><u>Staff Comment:</u></b> <i>Based on the proposal for a total 74 residential units, 333 square feet of refuse and recycle area us required to be dedicated. The proposal includes a 436 square foot area dedicated to refuse and recycle which complies with the area dedication requirements.</i></p> <p><i>Through the PUD the applicant is requesting a modification in order to provide a</i></p>  |                        |                               |              |                        |                            |                 |                        |    |                 |                        |    |                 |                        |    |

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|  | <p><i>combined refuse/recycle enclosure. The refuse/recycle storage location would be centrally located between both buildings at the center of the site, away from public view. To reduce architectural bulk and scale the two separately-required storage locations have been proposed in one enclosure. A single enclosure would provide ease of access to residents of both buildings in addition to allowing for one, easily-accessible, pickup point for waste management services. Therefore, staff is in support of the requested modification, as part of the PUD, if all conditions of approval are met.</i></p> <p><i>See additional discussion below in FOF 29: Design District Review, Service Element Design and Location.</i></p>  |
| <p><b>Requested to be Modified Through the PUD</b></p> | <p><b>Fences and Retaining Walls:</b> In any residential district, the maximum height of any fence, hedge or retaining wall shall be seventy two inches (72"). Except in the front yard and side yard along a street setback where the fence shall not exceed forty eight inches (48") in height.</p> <p>There shall be a minimum three-foot (3') landscaped setback at the base of retaining walls abutting public rights-of-way.</p> <p><b><u>Requested to be modified through the PUD.</u></b></p> <p><u>Staff Comment:</u> <i>The site can best be characterized as hilly generally sloping south toward the stream on site and Benson Drive S. Slopes on-site range from 8 to 15% with a topographic relief of approximately 35 feet. The steepest slope on the site is approximately 20% in the proximity of the stream on site. The proposal complies with the retaining wall height requirements of the code with the exceptions of two areas on site.</i></p> <p><i>A section of the keystone-type wall proposed near the monument sign at the Benson Road/Benson Drive intersection is 5 feet and 6-inches tall. This wall would face the street. Imposing the 4-foot maximum height would require a 4-foot wide terrace and add 105 linear feet of a 1.0- to 1.5-foot tall wall. The wall would also require removal of three additional trees.</i></p> <p><i>Additionally, a section of the keystone-type wall proposed along the east side of the east building reaches 6 feet and 6-inches tall, exceeding the 6-foot maximum. This wall would face the proposed building. The excess height is preferable to a terraced configuration because it provides a contiguous landscape buffer. The wall could be limited to 6-feet by steepening the grade of the landscape buffer. However, this was not pursued in an effort to minimize visual impacts to the adjacent day care facility through the use of landscaping.</i></p> <p><i>The requested modifications to the retaining wall height requirements are minimal in both cases and strict compliance would create impacts such as the removal of existing vegetation or the interruption of landscape buffer. However, given the location of the walls are adjacent to, or in many cases within, rights-of-way the proposal would very much benefit from landscaping between the sidewalk and proposed retaining walls in order to provide visual relief. The code requires a minimum three-foot landscaped setback at the base of retaining walls abutting public rights-of-way. Therefore staff recommends, as a condition of approval, the applicant submit a revised landscaping plan depicting a minimum three-foot landscaped setback from the sidewalk at the base of retaining walls abutting, or within, public rights-of-way. Landscaping shall include a mixture of shrubs and groundcover (trees are optional) in conformance with the standards of RMC 4-4-070H4, Perimeter Parking Lot Landscaping. The revised</i></p> |

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|  | <p><i>landscaping plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.</i></p> <p><i>Staff is in support of the requested modification for the retaining wall height, as part of the PUD, if all conditions of approval are complied with including the provision of landscaping between the sidewalk and the retaining wall.</i></p> |
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**24. Critical Areas:** Project sites which contain critical areas are required to comply with the Critical Areas Regulations (RMC 4-3-050). The proposal is consistent with the Critical Areas Regulations, if all conditions of approval are complied with:

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| <p><b>Compliant if condition of approval is met</b></p> | <p><b>Geologically Hazardous Areas:</b></p> <p><i>Staff Comment: A coal mine was operated historically within the southern portion of the site, along the southwesterly property line. According to the Coal Mine Hazard Study, prepared by Icicle Creek Engineers on January 26, 2009, the coal mine is designated a High Coal Mine Hazard (CH) as defined by RMC 4-3-050 (Exhibit 8). The classification was affirmed by Earth Solutions NW in the provided Geotechnical Report (Exhibit 6).</i></p> <p><i>High Coal Mine Hazards are considered areas with abandoned and improperly sealed mine openings and areas underlain by mine workings shallower than 200 feet in depth for steeply dipping seams, or shallower than 15 times the thickness of the seam or workings for gently dipping seams. These areas may be affected by collapse or other subsidence. The main entry and airshaft for the Springbrook mine is also located on site. Icicle Creek Engineers encountered approximately 15 feet of fill at what appears to be the mine entry, estimated to be 5 to 8 feet in diameter, and inclined at approximately 55 to 60 degrees to the south (Exhibit 8).</i></p> <p><i>Several recommendations to mitigate potential risk of the coal mine hazard/former entry were included in the Icicle Creek Engineer report, including the excavation of the fill at the mine entry and backfilling with controlled density fill (Exhibit 8). However, these recommendations were based on a former development proposal which included structures in the southern portion of the site. The proposed development is setback approximately 125 feet from the coal mine hazard and would likely not have the same impacts as the former development. However, there are some grading activities and smaller recreational improvements in the proximity of the coal mine hazard which may potentially be affected by mining related subsidence.</i></p> <p><i>A mitigation measure was issued requiring an updated Coal Mine Hazard Report demonstrating the proposal would not increase the threat of the geological hazard to adjacent or abutting properties beyond pre-development conditions and the development can be safely accommodated on the site (Exhibit 20).</i></p> |
|   | <p><b>Streams:</b></p> <p><i>Staff Comment: The applicant submitted a Wetland and Supplemental Stream Study, prepared by Ed Sewell Consulting Inc., dated December 22, 2015 (Exhibit 10). The report states there are no wetlands located on site. An unnamed seasonal stream (Stream A) has been identified on the subject site. Stream A bisects the northern and southern portions of the site and runs from east to west. As defined by RMC 4-3-050.G the stream best meets the criteria of a Type Ns stream due to its intermittent flow and lack of fish use. Class Ns streams have a standard buffer of 50 feet as measured from the Ordinary High Water Mark (OHWM) as well as a 15-foot setback</i></p>  |

from the edge of the buffer to any structure. The applicant is proposing buffer averaging for portions of the stream buffer. Additionally, the applicant is proposing an alteration within the stream and its associated buffer for a pedestrian crossing. It should be noted that the Habitat Biologist for WDFW concluded the on-site stream is not a jurisdictional water, or a "water of the state". As a result no Hydraulic Permit Approval (HPA) permit is required from Washington Department of Fish & Wildlife.

Stream Buffer Averaging Proposal:

RMC 4-3-050.I.1 allows for critical area buffers to be reduced to no less than a 25-foot minimum for Type Ns streams. The applicant has proposed buffer averaging, with reductions of the buffer down to 25 feet, for Stream A. Overall the applicant is proposing buffer reductions in the amount of approximately 8,835 square feet to be mitigated with buffer additions in the amount of approximately 9,527 square feet. The applicant is also proposing buffer enhancement for those portions of the buffer which would be reduced. Pursuant to RMC, buffer width averaging may be allowed by the reviewing official only where the applicant demonstrates all of the following:

- i. There are existing physical improvements in or near the water body and associated riparian area; and
- ii. Buffer width averaging will result in no net loss of stream/lake/riparian ecological function; and
- iii. The total area contained within the buffer after averaging is no less than that contained within the required standard buffer width prior to averaging; and
- iv. The proposed buffer standard is based on consideration of the best available science as described in WAC 365-195-905; and
- v. Where the buffer width is reduced by averaging pursuant to this subsection, buffer enhancement shall be required.

The existing stream buffer, which separates the north apartment building area from the southern open space, is mostly existing forest (primarily Alder and Cottonwood) with an understory dominated by invasive Himalayan blackberry. The buffer would be enhanced through the removal of the invasive blackberries and other undesirable vegetation and replaced with native understory vegetation. There are existing road improvements within the buffer on both the east and west sides of the stream. The applicant's Supplemental Stream Study concluded the buffer reduction, through averaging, would have the physical characteristics that can protect water quality and functions of the stream on site (Exhibit 10).

Staff has reviewed the stream buffer averaging proposal for Stream A, and agrees that the proposal meets all requirements found in RMC 4-3-050.I.1. However, the provided stream study does not include a demonstration of compliance with criteria found in RMC 4-3-050.H.2. Therefore, staff was unable to verify that through the enhancement of the buffer and the use of low impact development strategies the reduced buffer will function at a higher level than the standard buffer. While staff believes the proposal for a reduced buffer wouldn't negatively impact the function of the stream, this could not be affirmed. As a result staff is recommending a condition of approval requiring the applicant submit a revised Mitigation plan which addresses the criteria found in RMC 4-3-050.H.2 demonstrating the reduced buffer wouldn't negatively impact the function of the stream. The revised mitigation plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.

**Stream Alteration Proposal:**

RMC 4-3-050.J.2.a allows for the construction of non-vehicular transportation crossings. The applicant has proposed a pedestrian bridge trail crossing over Stream A. Pursuant to RMC, crossings may be permitted by the reviewing official only where the applicant demonstrates all of the following:

- i. The proposed route is determined to have the least impact on the environment, while meeting City Comprehensive Plan Transportation Element requirements and standards in RMC 4-6-060; and
- ii. The crossing minimizes interruption of downstream movement of wood and gravel; and
- iii. Transportation facilities in buffer areas shall not run parallel to the water body; and
- iv. Crossings occur as near to perpendicular with the water body as possible; and
- v. Crossings are designed according to the Washington Department of Fish and Wildlife Fish Water Crossing Design Guidelines, 2013, and the National Marine Fisheries Service Guidelines for Salmonid Passage at Stream Crossings, 2000, as may be updated, or equivalent manuals as determined by the Administrator; and
- vi. Seasonal work windows are determined and made a condition of approval; and
- vii. Mitigation criteria of subsection L of this Section are met.

The proposed path would connect the north and south sides of the buffer, crossing over Stream A, via a pedestrian bridge. The bridge would also serve to connect the proposed structures to the proposed open space on the southern portion of the site. The bridged trail crossing would be located within a narrow portion of the stream, above the flow path of water, and would be perpendicular to the water body.

Staff has reviewed the alteration proposal for the bridge across Stream A, and agrees that the proposal meets all requirements found in RMC 4-3-050.J.2. However, the provided stream study does not include a demonstration of compliance with criteria found in RMC 4-3-050.H.2. While staff believes the proposed bridged crossing wouldn't negatively impact the function of the stream, staff was unable to verify. As a result staff is recommending a condition of approval requiring the applicant submit a revised Mitigation plan which addresses the criteria found in RMC 4-3-050.H.2 demonstrating the bridged crossing wouldn't negatively impact the function of the stream. The revised mitigation plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.

Finally, in order to preserve and protect the stream and its associated buffer staff also recommends the applicant establish a Native Growth Protection Easement over that part of the site encompassing the stream and buffer area and place split rail fencing and signage along the outer edge of the buffer. The Final Mitigation plan shall include all specifications for fencing and signage and shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.

**25. PUD Applicability Standards:** Pursuant to RMC 4-9-150B, any applicant seeking to permit development which is not limited by the strict application of the City's zoning, parking, street, and subdivision regulations in a comprehensive manner shall be subject to applicability standards. The following table

contains project elements intended to comply with applicability standards, as outlined in RMC 4-9-150B:

| Compliance  | PUD Applicability Criteria and Analysis   |
|---|---|
| <p><i>Compliant if Conditions of Approval Are Met</i></p> | <p>In approving a planned urban development, the City may modify any of the standards of RMC 4-2, RMC 4-3-100, RMC 4-4, RMC 4-6-060, and RMC 4-7. All modifications shall be considered simultaneously as part of the planned urban development.</p> <p><i>Staff Comment: All standards requested to be modified are contained within the code sections listed above with the exception of the Private Open Space modification. See discussion under FOF 28: PUD Development Standards, Private Open Space.</i></p>   |
| <p><i>Compliant if Conditions of Approval are Met</i></p> | <p>An applicant may request additional modifications from the requirements of the Renton Municipal Code. Approval for modifications other than those specifically described in subsection RMC 4-9-150B.2.a shall be approved prior to submittal of a preliminary planned urban development plan.</p> <p><i>Staff Comment: All requested modifications are outlined above under Finding 13. Staff is in support of all requested modifications, with the exception of the private open space request, if all conditions of approval are complied with.</i></p> |
| <p>✓</p>  | <p>A planned urban development may not authorize uses that are inconsistent with those uses allowed by the underlying zone, or overlay district, or other location restriction in RMC Title 4, including, but not limited to: RMC 4-2-010 to 4-2-080, 4-3-010 to 4-3-040, 4-3-090, 4-3-095, and 4-4-010.</p> <p><i>Staff Comment: Attached residential units are a permitted use in the RMF zone.</i></p>   |
| <p>✓</p>  | <p>The number of dwelling units shall not exceed the density allowances of the applicable base or overlay zone or bonus criteria in chapter 4-2 or 4-9 RMC; however, averaging density across a site with multiple zoning classifications may be allowed if approved by the Community and Economic Development Administrator.</p> <p><i>Staff Comment: The proposal complies with the density requirements of the zone. See discussion in FOF 23: Zoning Development Standard Compliance.</i></p>   |

**26. PUD Decision Criteria Analysis:** Pursuant to RMC 4-9-150D, each planned urban development shall demonstrate compliance with the Planned Urban Development decision criteria. The following table contains project elements intended to comply with the Planned Urban Development decision criteria, as outlined in RMC 4-9-150D:

| Compliance | PUD Decision Criteria and Analysis  |
|------------|---|
| <p>✓</p>   | <p><b>Demonstration of Compliance and Superiority Required:</b> Applicants must demonstrate that a proposed development is in compliance with the purposes of this Section and with the Comprehensive Plan, that the proposed development will be superior to that which would result without a planned urban development, and that the development will not be unduly detrimental to surrounding properties.</p> <p><i>Staff Comment: If the conditions of approval are met, the applicant will have demonstrated compliance with the PUD regulations and the Comprehensive Plan. The applicant will have demonstrated that the development is superior to that which would result without a PUD and requested modifications will not be detrimental to surrounding properties. The development of this site as a PUD results in a superior design than what would result by the strict application of the Development Standards</i></p> |

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|  | <p>for the following reasons: natural features, overall design, and building and site design. The proposed design provides for the retention of the natural grade on site, significant trees and a noteworthy amount of landscaping and re-vegetation. Additionally, the plan provides for both active and passive recreation spaces significantly beyond the standard code requirements. The proposed design can provide for the aforementioned amenities because of the modifications requested in FOF 13: Requested Modifications from RMC above.</p> <p>The site is designated Residential High Density (HD) on the Comprehensive Plan Land Use Map. See Comprehensive Plan analysis under FOF 22: Comprehensive Plan Analysis.</p>   |
| <p><b>Public Benefit Required:</b> Applicants shall demonstrate that a proposed development will provide specifically identified benefits that clearly outweigh any adverse impacts or undesirable effects of the proposed planned urban development, particularly those adverse and undesirable impacts to surrounding properties, and that the proposed development will provide <u>one or more</u> of the following benefits than would result from the development of the subject site without the proposed planned urban development:</p> |   |
| <p>N/A</p>   | <p><b>a. Critical Areas:</b> Protects critical areas that would not be protected otherwise to the same degree as without a planned urban development.</p>   |
| <p><b>Compliant if Condition of Approval is Met</b></p>  | <p><b>b. Natural Features:</b> Preserves, enhances, or rehabilitates natural features of the subject property, such as significant woodlands, native vegetation, topography, or noncritical area wildlife habitats, not otherwise required by other City regulations.</p> <p><i>Staff Comment:</i> The primary natural features of the property include retention of 114 existing trees in the critical area, in addition to the 46 trees proposed for retention outside the critical area. The number of trees proposed for retention results in minimal adverse disturbance to existing vegetation, minimize surface water and groundwater runoff, aid in the stabilization of soils, minimize erosion and sedimentation, and minimize the need for additional storm drainage facilities caused by the destabilization of soils. Additionally, the cluster of trees proposed for retention would serve to abate noise, provide wind protection, and reduce air pollution.</p> <p>Finally, the large landscaped community open space provided at the southern portion of the site totaling 19,795 square feet and the 49,918 square feet of critical area and associated buffer would remain in a vegetative/open space state providing a sanctuary for the animals that reside in the area.</p> <p>The trees proposed for retention may be impacted after initial clearing, final grading, due to changing site conditions. Therefore staff recommends, as a condition of approval, the applicant be required to provide, to the Current Planning Project Manager, tree retention inspection/monitoring reports after initial clearing, final grading, and annually for two years by a qualified professional forester. The inspection/monitoring reports shall identify any retained trees that develop problems due to changing site conditions and prescribe mitigation.</p> |
| <p>N/A</p>   | <p><b>c. Public Facilities:</b> Provides public facilities that could not be required by the City for development of the subject property without a planned urban development.</p>  |
| <p>N/A</p>   | <p><b>d. Use of Sustainable Development Techniques:</b> Design which results in a sustainable development; such as LEED certification, energy efficiency, use of alternative energy resources, low impact development techniques, etc.</p>  |

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| <p><b>Compliant if<br/>Conditions of<br/>Approval are<br/>Met</b></p> | <p><b>e. Overall Design:</b> Provides a planned urban development design that is superior to the design that would result from development of the subject property without a planned urban development. A superior design may include the following:</p> <p><b>i. Open Space/Recreation:</b></p> <p>(a) Provides increased open space or recreational facilities beyond standard code requirements and considered equivalent to features that would offset park mitigation fees in Resolution 3082; and</p> <p>(b) Provides a quality environment through either passive or active recreation facilities and attractive common areas, including accessibility to buildings from parking areas and public walkways; or</p> <p><i>Staff Comment: The applicant has provided a variety of recreation opportunities and open spaces throughout the development. Without the use of the proposed PUD the applicant has indicated that the proposal would have likely eliminated the opportunity for a concentrated recreation space.</i></p> <p><i>The applicant is proposing the construction of a large landscaped community open space at the southern portion of the site. The community open space incorporates active and passive space, with a central connecting sidewalk linking the space to the public right-of-way. A central path and complementing pedestrian bridge crossing would be constructed to create an access point to the community open space from the surface parking lot. The large area would be ample usable space for passive recreation and special events such as picnics, parties, weddings, movie night in the park, concerts, etc.; promoting community involvement. Additionally, the space would take advantage of and display the attractive territorial views to the West. Finally, the space would serve to preserve and enhance existing vegetation and natural character through tree preservation, removal of extensive invasive Blackberries, and replacement with native understory vegetation to be maintained through the life of the development.</i></p> <p><i>The space features a large, central, gently sloping lawn for casual seating and recreation. The lawn is oriented to slope down towards an open pavilion whose intended use includes performances, and community gatherings. The pavilion is also sited to capture and frame the attractive territorial views to the West.</i></p> <p><i>A small fenced off-leash dog run is provided at the east side of the site between the buffer and the parking lot among a grove of existing trees to be preserved. The dog run would be a pervious wood-chip surface.</i></p> <p><i>The applicant has indicated that there is an opportunity to include interpretive signage/information regarding differentiating elements (trees, landscaping, drainage, architecture, etc.) of the proposed development at a strategic place(s) on site. The use of interpretive signage would result in an increase in public benefit for the overall project. Therefore, staff recommends as a condition of approval the applicant provide interpretive signage/information regarding differentiating elements (trees, landscaping, drainage, architecture, etc.) of the proposed development at a strategic place(s) on site. The site plan depicting the signage shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit/Final Plat approval whichever comes first.</i></p> <p><i>The resident amenity lounge located on Level 1 of the West building takes advantage of outdoor space and integrates an outdoor plaza intended for gathering spaces,</i></p> |
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*barbecues, and lounge areas for a variety of opportunities for the residents. The area opens up the western portion of the site and provides a softer building edge and brings visual interest to what would normally be considered the "side" elevation of the project.*

ii. Circulation/Screening: Provides superior circulation patterns or location or screening of parking facilities; or

Staff Comment: *The proposal includes through access resulting in a superior circulation pattern to that of two separate entrances into the site which do not connect. In addition to through vehicular access the applicant is proposing to provide street improvements along SE 172<sup>nd</sup> St, Benson Road S, and portions of Benson Drive S.*

*The project would provide sufficient vehicle access for the proposed development and the proposed public and private streets could accommodate emergency vehicles and the traffic demand created by the development if all conditions of approval are complied with.*

*All surface parking areas are internal to the project and are pulled away from neighboring properties. Where grades are steep, landscaping is proposed to screen surface parking as much as possible from pedestrian paths along the perimeter of the development.*

*Internal to the site, pedestrian pathways continue throughout the development along the internal courtyard and through the open space areas. The site design promotes social interaction and would promote a level of safety achievable through the use of a PUD. If all conditions of approval are complied with, the pedestrian circulation system throughout the development would be well designed, would encourage walkability throughout the neighborhood, and potentially reduce the vehicular traffic and impacts on the neighboring community.*

iii. Landscaping/Screening: Provides superior landscaping, buffering, or screening in or around the proposed planned urban development; or

Staff Comment: *Conceptually, the proposed landscape plan for the entire site is superior to what would be required by Renton's Municipal Code (Exhibit 3). Thematically the proposed landscaping weaves in a consistent theme throughout the development and ties all proposed open spaces together. The proposed landscape plan includes diverse candidate planting list: vine maple, coral bark Japanese maple, katsura, Autumn brilliance serviceberry, dogwood, Washington hawthorn, flowering crabapple, sargent cherry, Japanese snowbell, Alaska yellow cedar, cypress, pine, fir, Western cedar, and mountain hemlock trees. The proposed shrub planting list includes more than thirty shrub options. The applicant would be required to provide a detailed landscaping plan prior to engineering permit approval with specific plant details.*

*The building and parking lot landscaping has been designed to meet several objectives including: reductions in the overall scale of the building; breaking up of large areas of parking lot pavement with interior and perimeter landscaping; perimeter landscape buffer and screening; help define circulation routes and frame or enhance views; provide environmental benefits such as shade, improved air quality, natural stormwater treatment, and wildlife habitat.*

*Underground sprinkler systems are required to be installed and maintained for all landscaped areas. The sprinkler system is required to provide full water coverage of the planted areas specified on the plan.*

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|   | <p><i>Details for potential fencing were not provided with the application. Therefore, a detailed fencing plan shall be provided identifying the location and specifications for all fencing on site. All fencing shall be made of quality materials in keeping with the architectural aesthetic of the proposed structures. The fencing plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i></p> <p>iv. <u>Site and Building Design</u>: Provides superior architectural design, placement, relationship or orientation of structures, or use of solar energy; or</p> <p><u>Staff Comment</u>: <i>The placement of the buildings on site would allow for natural lighting opportunities, and is respectful of the neighboring residential-scaled neighboring properties through the use of modestly-sloped roof forms and adherence to building setback and landscape requirements.</i></p> <p><i>The building placement allows the majority of the surface parking to be screened from public rights-of-way and works together with the on-site landscaping to keep internal service elements screened.</i></p> <p><i>The architectural design of the proposed residential building complements the character of the surrounding community through the use of residentially-scaled windows, frequent modulation of the facades, and pedestrian-friendly access points, signage, and proposed plantings.</i></p> <p><i>The placement of the buildings along SE 172<sup>nd</sup> St allows buffers and additional distance from the other two rights-of-way (Benson Rd S and Benson Drive S) along the perimeters of the development. The buildings also serve to screen the parking from the residential properties to the North, and are pulled away from the neighboring day care property to the East.</i></p> <p><i>The applicant has reduced the scale of the development with the use of two structures as opposed to the consolidation of units into one structure. The two structures also serve to reduce congestion on the site and allow for multiple views as well as modulated facades compared to one continuous structure.</i></p> <p><i>All visible building materials would follow a cohesive color scheme. A variety of materials and colors are being proposed as part of the color palette for the building design aesthetic. Materials would have a variety of patterns and textures including panel configuration, horizontal board configuration and reveal patterns consistent with window placement and proportion. The material palette includes concrete masonry, brick, metal canopy, cast-in place concrete, fiber cement board, and wood elements. All concrete walls will be treated with texturing and/or reveals. Artwork is also proposed throughout the community open space and at specific building façade locations.</i></p> <p><i>However, opportunities exist to enhance the building design in order to provide a superior presence along SE 172<sup>nd</sup> St. As such, staff recommends a condition of approval requiring the provision of additional ground level details (see discussion under FOF 29: Design District Review, Ground Level Details).</i></p> |
| <p><b>Compliant if Condition of Approval is Met</b></p> | <p><b>Building and Site Design:</b></p> <p>i. <u>Perimeter</u>: Size, scale, mass, character and architectural design along the planned urban development perimeter provide a suitable transition to adjacent or abutting lower density/intensity zones. Materials shall reduce the potential for light and glare.</p>  |

Staff Comment:

*The proposal includes ample buffers between the proposed structures and property lines through the use of additional setbacks from code minimums. Specifically, along the eastern property line the increases in setbacks allow for natural daylighting opportunities for the daycare. Additionally, landscape buffers would provide a soft transition between building and daycare.*

*On the south perimeter, the buildings are set back significantly from all property lines, and allow the park amenity to be unobstructed in its day lighting opportunities. Due to the location of the buildings to the north of the open space, no shadows from the proposed buildings would be cast at any time of year or day. On the West perimeter, the building would have minimal impact to views across the site, as both buildings are oriented North/South.*

*On the North perimeter, the adjacent residential dwellings would be screened from the surface parking lot through the use of landscape buffers, building modulation and new proposed street trees. The conceptual landscape plan demonstrates the frequency, type and number of the street trees and interior plantings proposed. These techniques would successfully serve to mitigate the length of the two buildings and reduce impact to existing neighboring properties if all conditions of approval are complied with.*

*Compliance with all recommended conditions of approval would provide a suitable transition from the adjacent lower density single family residential uses to the more intense commercial and multi-family uses located to the South and West.*

*Landscaping and terracing has been incorporated along Benson Drive S in order to detract attention from the parking area which may be visible from this point of view.*

*The new development is anticipated to fit into the existing developed fabric of the neighborhood. Staff will be recommending, as a condition of approval, the applicant provide a materials board to the satisfaction of the Current Planning Project Manager (see discussion in FOF 29: Design District Review). The materials board would also be used to confirm that siding materials are non-reflective which would reduce glare. Each unit would have windows, which could slightly reflect light from the building but not to an extent beyond any typical multi-family development.*

*The applicant has indicated that the proposal would not result in excessive glare onto adjacent properties, in the submitted design district compliance narrative. However, a lighting plan was not submitted with the application package, as such, staff recommends a condition of approval that requires the applicant to provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; at the time of engineering permit review. Pedestrian scale and downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075 Lighting, Exterior On-Site.*

ii. Interior Design: Promotes a coordinated site and building design. Buildings in groups should be related by coordinated materials and roof styles, but contrast should be provided throughout a site by the use of varied materials, architectural detailing, building orientation or housing type; e.g., single family, townhouses, flats, etc.

Staff Comment: *The proposed buildings appear to have been designed to be built in a coordinated fashion, utilizing a consistent set of materials. Differentiation throughout*

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|  | <p><i>the design is provided with the use of different materials and colors.</i></p> <p><i>The interior design of both buildings has been integrated with the overall site design. The primary orientation of the units are to the North and South to take advantage of daylighting opportunities. Where the buildings meet East/West site borders, dwelling units have been rotated to face easterly and westerly. The intent of this interior design technique is to provide visually pleasing elements on all four sides of the building.</i></p> <p><i>Through the use of roofs sloped at 2:12, rather than 4:12, the sloped roof portions of the building reduce the shadow cast on the residential properties to the north. Building modulation at regular intervals and a vast variety of window sizes and styles also helps to break up the scale of the buildings.</i></p> <p><i>As mentioned above staff will be recommending, as a condition of approval, the applicant provide a materials board to the satisfaction of the Current Planning Project Manager (see discussion in FOF 29: Design District Review). The materials board would also be used to confirm the use of varied materials and architectural detailing for the proposal. Additionally, staff will be recommending a condition of approval requiring added architectural detailing elements including lighting fixtures, contrasting materials, or special detailing along the facades oriented to a street (see discussion in FOF 29: Design District Review, Ground Level Details).</i></p>   |
| <p><b>Requested to be Modified Through the PUD</b></p> | <p><b>Circulation:</b></p> <ul style="list-style-type: none"> <li>i. Provides sufficient streets and pedestrian facilities. The planned urban development shall have sufficient pedestrian and vehicle access commensurate with the location, size and density of the proposed development. All public and private streets shall accommodate emergency vehicle access and the traffic demand created by the development as documented in a traffic and circulation report approved by the City. Vehicle access shall not be unduly detrimental to adjacent areas.</li> <li>ii. Promotes safety through sufficient sight distance, separation of vehicles from pedestrians, limited driveways on busy streets, avoidance of difficult turning patterns, and minimization of steep gradients.</li> <li>iii. Provision of a system of walkways which tie residential areas to recreational areas, transit, public walkways, schools, and commercial activities.</li> <li>iv. Provides safe, efficient access for emergency vehicles.</li> </ul> <p><b><u>Requested to be modified through the PUD.</u></b></p> <p><i><u>Staff Comment:</u> The applicant submitted a Traffic Impact Analysis prepared by TraffEx, dated February 2, 2016 (Exhibit 15). The provided TIA was found to meet the intent of the TIA guidelines and is generally acceptable for preliminary review. Several traffic related comments letters/emails have been received by the public. The comments raise concerns regarding the use of the proposed SE 172<sup>nd</sup> St entrance and potential impacts to the neighboring single-family residential development to the north as well as additional impacts to queuing delays at Benson Rd S and Benson Drive S (Exhibit 15).</i></p> <p><i>Based on public comments received, staff required an evaluation by an independent qualified professional regarding the applicant’s transportation analysis and the effectiveness of any proposed mitigating measures. An Independent Secondary Review of the provided Traffic Study prepared by TENW, dated March 21, 2016 (Exhibit 17). In general, the secondary review affirmed the overall trip distribution patterns.</i></p> |

*The report however, recommended revisions be made to the traffic counts to consider the worse-case traffic scenario given the observed intersection queuing at 108<sup>th</sup> Ave SE and Benson Rd S. The applicant provided a memo, dated March 26, 2016, in response to the recommendations included in the secondary review (Exhibit 18). The memo generally concurred with the recommendations of the peer review with the exception for the removal of the site driveway access restrictions to SE 172nd Street. The applicant's response memo revised the TIA to reflect recommended changes in trip distribution, balanced traffic volumes, the analysis of queuing on Benson Rd and left turn lane warrants.*

*After review of the original Traffic Impact Analysis (Exhibit 15), Independent Secondary Review (Exhibit 17), and the applicant's response memo (Exhibit 18) staff provided applicable comments below for each Transportation subject.*

Access: *The applicant is proposing two points of ingress and egress into the site in order to meet Fire Department requirements for access. The applicant proposes one entrance off of SE 172nd St between the proposed buildings, and one entrance off of Benson Road South. The two access points converge to form drive-through access through the site. Several public comments were received requesting access be eliminated from SE 172<sup>nd</sup> St, in order to mitigate anticipated cut through traffic on neighboring roads to the north. In addition, concerns were raised regarding the blocking of the proposed access, along Benson Rd S, during PM peak hour traffic. The applicant has proposed a driveway configuration which would attempt to restrict movements to left-in/right –out only as way to mitigate cut through traffic on residential streets to the north.*

*Access and proposed mitigation, was analyzed as part of the Independent Secondary Review prepared by TENW (Exhibit 17). TENW generally affirmed the trip distribution assumptions made by TraffEx and substantiated the need for two access points. With respect to proposed mitigation, TraffEx determined that the proposed SE 172<sup>nd</sup> St driveway configuration would be ineffective in limiting impacts to neighboring residential streets to the north. In addition, it is anticipated that restrictions to the SE 172<sup>nd</sup> driveway would encourage u-turns and associated impacts to existing residential driveways along the north side of SE 172<sup>nd</sup> St. Therefore, staff is recommending a condition of Hearing Examiner approval, the elimination of the proposed access restrictions along SE 172<sup>nd</sup> St in order to provide full access along SE 172<sup>nd</sup> St. A revised site plan shall be submitted to, and approved by, the Plan Reviewer prior to engineering permit approval.*

*In order to address anticipated impacts on neighboring streets caused by cut-through traffic, a traffic calming SEPA mitigation measure was required in lieu of the foregoing site access restriction (Exhibit 20). Specifically, Electronic Speed Radar Signs are required to be installed in the northbound direction on both 106<sup>th</sup> Ave SE and 104<sup>th</sup> Ave SE.*

Level of Service: *It is anticipated that the proposed development would generate approximately 492 average daily trips with 38 AM peak-hour trips and 46 PM peak-hour trips. The provided report analyzed three intersection locations (Exhibit 15):*

*Intersection 1: Site Access / SE 172<sup>nd</sup> St*

*Intersection 2: 108<sup>th</sup> Ave SE/Benson Rd S/SE 172<sup>nd</sup> St*

*Intersection 3: Site Access/Benson Rd S/108<sup>th</sup> Ave SE*

The provided analysis notes that all intersections will operate at an acceptable level of service with the proposed development. Therefore, the proposal would not be required to mitigate at any intersection. Analysis of future conditions address cumulative impacts of the proposed project and traffic growth in the study area. Traffic signal warranty analysis was also provided at the intersection of SE 172<sup>nd</sup> St and Benson Rd S. The report states there is no need for a signal at the intersection as a result of the project.

However, the Transportation Department conducted a model to assess any possible solution to address the citizen's concerns regarding the backing of queue on Benson Road from the intersection with SR 515 to SE 172<sup>nd</sup> Street. Unfortunately, staff is unable to provide an update on the model conducted at this time.

Increased traffic created by the development would be mitigated by payment of transportation impact fees. The transportation impact fee that is current at the time of building permit application will be levied. The applicant submitted for a building permit in December of 2015. The fee in 2015 was assessed at \$2,214.44 per new multi-family unit. The fee is estimated at approximately \$164,000. The fee shall be payable to the City at the time of building permit issuance.

Site Distance: The provided Traffic Impact Analysis states sight distance requirements are met at the site access driveway onto SE 172<sup>nd</sup> St and with vegetation trimming, within the right of way, at the site access driveway to Benson Rd S (Exhibit 15).

Street Improvements: Street Improvements are regulated by RMC 4-6-060 – Street Standards. See below:

Benson Drive S – Benson Drive S (SR 515) is a principal arterial and a state route roadway along the project's west property line. The existing road currently contains curb, gutter, and sidewalk on both sides of the street. There is currently no planter strip existing along the Benson Drive S street frontage. Per code, frontage improvements including 0.5 feet wide curb and gutter, an 8-foot wide landscaped planter, an 8-foot wide sidewalk, street lighting, and storm water improvements are required on principal arterial streets. The applicant is proposing to maintain the existing right-of-way. Due to critical areas along portions of the frontage, the applicant has requested a modification through the PUD to allow the sidewalk to remain in the current location for those areas where critical areas are located.

Staff is in support of the requested modification. By maintaining the existing sidewalk, the need for terraced retaining walls would be eliminated and impacts to the stream buffer along Benson Drive S would be minimized. The applicant has also proposed a walking path internal to the site to promote pedestrian connectivity. Staff recommends a condition of approval requiring the applicant to dedicate 1-foot behind the sidewalk in addition to right-of-way dedication for luminaire foundations along Benson Drive S. The dedication shall be required prior to temporary occupancy approval.

Benson Rd S – Benson Rd S is a minor arterial along the project's east property line. Half-street frontage improvements are required to be provided on the side of the street fronting the development. Per code, the minimum right-of-way width required for a minor arterial is 91 feet. The available right-of-way width on the Benson Rd S frontage, per the King County assessor map, is 100 feet and would not necessitate additional right-of-way dedication. The required paved width on this street is 44 feet, which includes three travel lanes and a 5-foot wide bike lane on both sides of the

street. Frontage improvements would include the following: a 0.5 foot wide curb and gutter, an 8-foot wide landscaped planter, an 8-foot wide sidewalk, street lighting, and stormwater improvements are required. The applicant is proposing street improvements along Benson Rd S which comply with code.

SE 172<sup>nd</sup> St – SE 172<sup>nd</sup> St is a commercial mixed use and industrial access street along the project's north property line. Half-street frontage improvements are required to be provided on the side of the street fronting the development. Per code, the minimum right-of-way width required for a commercial mixed use and industrial access street is 69 feet. The available right-of-way width on the SE 172<sup>nd</sup> St frontage, per the King County assessor map, is 60 feet and would require additional right-of-way dedication. Frontage improvements would include the following: an 8-foot parking lane, a 0.5 foot wide curb and gutter, an 8-foot wide landscaped planter, a 6-foot wide sidewalk, street lighting, and stormwater improvements are required. The applicant is proposing street improvements, along SE 172<sup>nd</sup> St, which comply with code. The applicant however has requested a modification through the PUD to reduce the required dedication from 4.5 feet to 3 feet. Staff is recommending approval of the requested modification. Staff recommends a condition of approval requiring the applicant to dedicate 1-foot behind the sidewalk in addition to right-of-way dedication for luminaire foundations along SE 172<sup>nd</sup> St. The dedication shall be required prior to temporary occupancy approval.

Temporary Impacts: Given the concentration of development to occurring in the immediate vicinity of the project site, staff anticipates that the proposed project would contribute to short term impacts to the City's street system. Therefore, staff is recommending a condition of approval requiring the applicant create a public outreach sign in coordination with City of Renton to communicate with road users, the general public, area residences and businesses, and appropriate public entities about project information; road conditions in the work zone area; and the safety and mobility effects of the work zone. The sign shall be placed on site prior to construction commencement.

Pedestrian Improvements: As part of the proposed project, sidewalks would be constructed along the frontage of the site and would connect to the existing sidewalk system. However, safety concerns have been raised with respect to pedestrian connectivity off site due to missing sidewalk linkages approaching the intersection of Benson Rd S and SE 172<sup>nd</sup> St. Given the number of units proposed it is very likely that a large influx of people would utilize the public sidewalk system as well as the anticipated school bus stop across Benson Rd S. Providing pedestrian connections to abutting properties is an important aspect of connectivity and encourages pedestrian activity and is required to be considered when reviewing the subject application. The condition of the existing protruded curb, approaching the intersection of SE 172<sup>nd</sup> St and Benson Rd S, has been largely disturbed and does not provide a safe route for school children and or residents walking to and from the site. As a result, a SEPA mitigation measure was issued requiring the applicant to provide an off-site sidewalk, along the south side of SE 172<sup>nd</sup> St and the west side of Benson Rd S, approaching the intersection (Exhibit 20). A street lighting analysis is also required to be conducted by the developer at the southwest corner of the intersection of SE 172<sup>nd</sup> St and Benson Rd S.

Concurrency - Staff recommends a transportation concurrency approval based upon a test of the citywide Transportation Plan, consideration of growth levels included in the LOS-tested Transportation Plan, payment of a Transportation Mitigation Fee, and an

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|  | <i>application of site specific mitigation (Exhibit 23).</i> |
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**27. Infrastructure and Services:** Provides utility services, emergency services, and other improvements, existing and proposed, which are sufficient to serve the development. The proposal is compliant with the following development standards if all conditions of approval are met:

| Compliance                                       | Infrastructure and Services Analysis   |
|--|--|
| ✓  | <p><b>Police and Fire:</b> <i>Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development; if the applicant provides Code required improvements and fees.</i></p> <p><i>The preliminary fire flow requirements for this project, as proposed, is 2,250 gpm. A minimum of one fire hydrant is required within 50 feet of all fire department connection for standpoints and sprinkler systems.</i></p> <p><i>A Fire Impact Fee, based on new multi-family units is required in order to mitigate the proposal’s potential impacts to City emergency services. The applicant would be required to pay an appropriate Fire Impact Fee. The fee is payable to the City as specified by the Renton Municipal Code at the time of building permit application. A building permit application was submitted in December of 2015. The 2015 fee was assessed at \$463.66 per multi-family.</i></p>   |
| ✓  | <p><b>Parks and Recreation:</b> <i>The proposed development is anticipated to impact the Parks and Recreation system. The applicant would be required to pay an appropriate Parks Impact Fee. The fee would be used to mitigate the proposal’s potential impact to City’s Park and Recreation system and is payable to the City as specified by the Renton Municipal Code at the time of building permit application. A building permit application was submitted in December of 2015. The 2015 fee was assessed at \$975.90 per multi-family unit.</i></p>  |
| <b>Compliant if Condition of Approval is Met</b> | <p><b>Schools:</b> <i>It is anticipated that the Renton School District can accommodate all additional students generated by this proposal at the following schools: Cascade Elementary (1.2 mile from the subject site), Nelson Middle School (0.8 miles from the subject site) and Lindbergh High School (2.1 miles from the subject site).</i></p> <p><i>Future students are designated to be transported to school via bus for Elementary, and High School. Students would be within walking distance to designated middle school. For safe walking conditions, see discussion under FOF 26: PUD Criteria and Analysis, Circulation.</i></p> <p><i>A School Impact Fee, based on new multi-family units, will be required in order to mitigate the proposal’s potential impacts to Renton School District. The fee is payable to the City as specified by the Renton Municipal Code at the time of building permit application. A building permit application was submitted in December of 2015. The 2015 fee was assessed at \$1,339.00 per multi-family unit with credit given for the existing residence.</i></p> |
| ✓  | <p><b>Storm Water:</b> <i>An adequate drainage system shall be provided for the proper drainage of all surface water.</i></p> <p><u><i>Staff Comment:</i></u> <i>The site is located within the Black River drainage basin and Panther Creek drainage sub-basin. Upstream runoff enters the site in two locations. Portions of SE 172<sup>nd</sup> St and 106<sup>th</sup> Ave SE direct upstream runoff across the northern property line. Upstream runoff from the west side of Benson Rd S flows into a ditch along the east</i></p>  |

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|          | <p><i>property line. Runoff currently discharges at the sites western property line, at two locations, and heads north through a conveyance system in Benson Drive S. The flows eventually cross under Benson Drive S and conveyed a westerly direction in a series of pipes and catch basin eventually outfalling into Panther Creek.</i></p> <p><i>This project is required to comply with the 2009 King County Surface Water Manual and the City of Renton Amendments to the KCSWM, Chapter 1 and 2. Based on the City's flow control map, this site falls within the Flow Control Duration Standard, Forested Conditions. This project is subject to full drainage review. The applicant submitted a Preliminary Drainage Report prepared by D.R. Strong, dated December 28, 2015 (Exhibit 9).</i></p> <p><i>The report also includes a detailed summary of the pre and post developed conditions. The stormwater detention and water quality treatment would be provided within a combined detention/water quality vault under the parking area located in the western portion of the site. The combined detention/water quality vault would be followed by a media filtration system to accommodate the Enhanced Water Quality Treatment requirements for multi-family development. For water quality features that are not in the City Amendments or the 2009 KCSWDM, and which have the General Use level designation through the state Department of Ecology's Technology Assessment Protocol – Ecology (TAPE) program, an adjustment process request is required. Conditions associated with Preliminary PUD approval will likely include a requirement for the submittal, and approval, of an Adjustment in order to utilize water quality features which are not in the City Amendments or the 2009 KCSWDM.</i></p> |
| <p>✓</p> | <p><b>Water and Sanitary Sewer:</b></p> <p><i><u>Staff Comment:</u> Water and sewer service is provided by Soos Creek Water and Sewer District. A water and sewer availability certificate from the Soos Creek utility district was submitted to the City with the land use application. Approved water and sewer plans from Soos Creek are required to be provided during utility construction permit approval.</i></p>  |
| <p>✓</p> | <p><b>Clusters or Building Groups and Open Space:</b> An appearance of openness created by clustering, separation of building groups, and through the use of well-designed open space and landscaping, or a reduction in amount of impervious surfaces not otherwise required.</p> <p><i><u>Staff Comment:</u> The proposed development is designed specifically to increase the access and opportunity for open space. The multiple open spaces throughout the site are well designed and provide a variety of recreational opportunities both passive and active. The proposed structures are clustered to the interior of the site allowing for large open spaces.</i></p> <p><i>The PUD places the buildings parallel to the neighboring properties to the north. This maximizes the opportunity for surface parking screening and a large, uninterrupted open space to the south. Due to the presence of a stream along the lower area of the site, a natural border exists. A pedestrian bridge crosses the stream to link the open space and the residential developments.</i></p> <p><i>The overall project has less impervious surface than otherwise would be expected. Based on the provided TIR the site would contain approximately 40.1% impervious surfaces for the overall site. This would include building areas, associated walkways, driveways, parking and drive aisles.</i></p>   |

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| <p>✓</p>   | <p><b>Privacy and Building Separation:</b> Provides internal privacy between dwelling units, and external privacy for adjacent and abutting dwelling units. Each residential or mixed use development shall provide visual and acoustical privacy for dwelling units and surrounding properties. Fences, insulation, walks, barriers, and landscaping are used, as appropriate, for the protection and aesthetic enhancement of the property, the privacy of site occupants and surrounding properties, and for screening of storage, mechanical or other appropriate areas, and for the reduction of noise. Windows are placed at such a height or location or screened to provide sufficient privacy. Sufficient light and air are provided to each dwelling unit.</p> <p><i>Staff Comment: Dwelling units are designed such that no two outdoor decks are directly adjacent to one another. Decks and building modulation have been designed cohesively to allow screening by the building to decks for resident privacy. Units within each building are oriented to the north and south, and mimic the residential character of the properties to the north.</i></p> <p><i>The applicant has utilized landscaping and building screening techniques throughout the development to promote privacy and discourage the use of window screening elements as a privacy-creating element that block opportunities for natural light. Living area windows are large and aim to bring as much natural light into every unit as possible, while bedroom windows are adequately sized for light while still providing ample privacy through the use of raised sill heights. Landscape buffers also exist at ground-level uses to aid in noise reduction from the street.</i></p> <p><i>The placement of the buildings, oriented to open space, provides separation and privacy for the residents while maintaining a communal atmosphere.</i></p> <p><i>See additional discussion under FOF 29: Design District Review, Ground Level Details.</i></p> |
| <p>✓</p>   | <p><b>Building Orientation:</b> Provides buildings oriented to enhance views from within the site by taking advantage of topography, building location and style.</p> <p><i>Staff Comment: The buildings are orientated toward the open spaces or toward the offsite view vistas afforded in the naturally elevated site location. There is minimal orientation toward off site non view areas.</i></p>  |
| <p>✓</p>   | <p><b>Parking Area Design:</b> Provides parking areas that are complemented by landscaping and not designed in long rows. The size of parking areas is minimized in comparison to typical designs, and each area related to the group of buildings served. The design provides for efficient use of parking, and shared parking facilities where appropriate.</p> <p><i>Staff Comment: Parking across the site would be handled in way as to not have large surface parking areas. Instead the applicant is proposing the use of parallel parking stalls along the perimeter of the proposed drive aisle.</i></p> <p><i>The surface parking design is comprised of 90-degree stalls to make maximum use of parking area and provide clear, safe vehicular circulation that promotes visibility. The use of compact stalls is minimal and is well under the code-required maximums for compact stall counts.</i></p>  |
| <p>N/A</p> | <p><b>Phasing:</b> Each phase of the proposed development contains the required parking spaces, open space, recreation spaces, landscaping and utilities necessary for creating and sustaining a desirable and stable environment, so that each phase, together with previous phases, can stand alone.</p>   |

**28. PUD Development Standards:** Pursuant to RMC 4-9-150D.4, each planned urban development shall demonstrate compliance with the development standards for the Planned Urban Development regulations. The following table contains project elements intended to comply with the development standards of the Planned Urban Development regulations, as outlined in RMC 4-9-150E:

| Compliance | PUD Development Standard Analysis   |
|------------|---|
|            | <p><b>1. COMMON OPEN SPACE STANDARD:</b> Open space shall be concentrated in large usable areas and may be designed to provide either active or passive recreation. Requirements for residential, mixed use, commercial, and industrial developments are described below.</p>   |
| ✓          | <p><b>Standard:</b> Mixed use residential and attached housing developments of ten (10) or more dwelling units shall provide a minimum area of common space or recreation area equal to fifty (50) square feet per unit. The common space area shall be aggregated to provide usable area(s) for residents. The location, layout, and proposed type of common space or recreation area shall be subject to approval by the Hearing Examiner. The required common open space shall be satisfied with one or more of the elements listed below. The Hearing Examiner may require more than one of the following elements for developments having more than one hundred (100) units.</p> <ul style="list-style-type: none"> <li>(a) Courtyards, plazas, or multipurpose open spaces;</li> <li>(b) Upper level common decks, patios, terraces, or roof gardens. Such spaces above the street level must feature views or amenities that are unique to the site and provided as an asset to the development;</li> <li>(c) Pedestrian corridors dedicated to passive recreation and separate from the public street system;</li> <li>(d) Recreation facilities including, but not limited to: tennis/sports courts, swimming pools, exercise areas, game rooms, or other similar facilities; or</li> <li>(e) Children’s play spaces.</li> </ul> |
| ✓          | <p><b>Standard:</b> Required landscaping, driveways, parking, or other vehicular use areas shall not be counted toward the common space requirement or be located in dedicated outdoor recreation or common use areas.</p>  |
| ✓          | <p><b>Standard:</b> Required yard setback areas shall not count toward outdoor recreation and common space unless such areas are developed as private or semi-private (from abutting or adjacent properties) courtyards, plazas or passive use areas containing landscaping and fencing sufficient to create a fully usable area accessible to all residents of the development.</p>  |
| ✓          | <p><b>Standard:</b> Private decks, balconies, and private ground floor open space shall not count toward the common space/recreation area requirement.</p>  |
| ✓          | <p><b>Standard:</b> Other required landscaping, and sensitive area buffers without common access links, such as pedestrian trails, shall not be included toward the required recreation and common space requirement.</p>   |
| N/A        | <p><b>Standard:</b> All buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space according to the following formula:</p> <p>1% of the lot area + 1% of the building area = Minimum amount of pedestrian-oriented space.</p>  |

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| ✓   | <b>Standard:</b> The location of public open space shall be considered in relation to building orientation, sun and light exposure, and local micro-climatic conditions.  |
| ✓   | <b>Standard:</b> Common space areas in mixed use residential and attached residential projects should be centrally located so they are near a majority of dwelling units, accessible and usable to residents, and visible from surrounding units.   |
| ✓   | <b>Standard:</b> Common space areas should be located to take advantage of surrounding features such as building entrances, significant landscaping, unique topography or architecture, and solar exposure.   |
| N/A   | <b>Standard:</b> In mixed use residential and attached residential projects children’s play space should be centrally located, visible from the dwellings, and away from hazardous areas like garbage dumpsters, drainage facilities, streets, and parking areas.   |
| <b>b. Private Open Space:</b> Each residential unit in a planned urban development shall have usable private open space (in addition to parking, storage space, lobbies, and corridors) for the exclusive use of the occupants of that unit. Each ground floor unit, whether attached or detached, shall have private open space which is contiguous to the unit. |   |
| <b>Compliant if Conditions of Approval are Met</b>  | <p><b>Standard:</b> Each ground floor unit, whether attached or detached, shall have private open space which is contiguous to the unit.</p> <p><i>Staff Comment: It does not appear ground related residential units have designated private open space. As such, staff recommends a condition of approval that the applicant provide a revised site plan demonstrating compliance with the private open space standard of at least 15-feet in every dimension for all ground related units. The revised site plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval whichever comes first.</i></p> <p><i>Additional requirements for ground related private open space can be found below under Ground Level Details.</i></p>  |
| <b>Compliant if Conditions of Approval are Met</b>  | <p><b>Standard:</b> The private open space shall be well demarcated and at least fifteen feet (15') in every dimension (decks on upper floors can substitute for the required private open space).</p> <p><i>Staff Comment: See comment above.</i></p>  |
| <b>Compliant if Conditions of Approval are Met</b>  | <p><b>Standard:</b> For dwelling units which are exclusively upper story units, there shall be deck areas totaling at least sixty (60) square feet in size with no dimension less than five feet (5').</p> <p><i>Staff Comment: Not all upper story residential units appear to have private open space dimensioned at 60 feet. The applicant has requested to vary this standard as part of the PUD. However, the City is unable to modify any of the provisions of the Planned Urban Development Regulations. As such, staff recommends a condition of approval that the applicant provide revised elevations demonstrating compliance with the private open space standard of at least 60 square feet in size with no dimension less than 5 feet for all upper story units. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval whichever comes first.</i></p> |
| <b>c. Installation and Maintenance of Common Open Space:</b>  |   |
| ✓   | <b>Standard:</b> All common facilities not dedicated to the City shall be permanently maintained by the planned urban development owner, if there is only one owner, or   |

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|   | <p>by the property owners’ association, or the agent(s) thereof. In the event that such facilities are not maintained in a responsible manner, as determined by the City, the City shall have the right to provide for the maintenance thereof and bill the owner or property owners’ association accordingly. Such bill, if unpaid, shall become a lien against each individual property.</p> <p><i>Staff Comment: Prior to the issuance of any occupancy permit, the developer shall furnish a security device to the City in an amount equal to the provisions of RMC 4-9-060. Landscaping shall be planted within one year of the date of final approval of the planned urban development, and maintained for a period of 2 years thereafter prior to the release of the security device. A security device for providing maintenance of landscaping may be waived if a landscaping maintenance contract with a reputable landscaping firm licensed to do business in the City of Renton is executed and kept active for a 2 year period. A copy of such contract shall be kept on file with the Planning Division. If this condition of approval is met the proposal would satisfy this standard.</i></p> |
| <p><b>d. Installation and Maintenance of Common Facilities:</b></p> |  |
| <p>N/A</p>  | <p><b>Standard:</b> Prior to the issuance of any occupancy permits, all common facilities, including but not limited to utilities, storm drainage, streets, recreation facilities, etc., shall be completed by the developer or, if deferred by the Administrator, assured through a security device to the City equal to the provisions of RMC 4-9-060, except for such common facilities that are intended to serve only future phases of a planned urban development. Any common facilities that are intended to serve both the present and future phases of a planned urban development shall be installed or secured with a security instrument as specified above before occupancy of the earliest phase that will be served. At the time of such security and deferral, the City shall determine what portion of the costs of improvements is attributable to each phase of a planned urban development.</p>  |
| <p>✓</p>  | <p><b>Standard:</b> All common facilities not dedicated to the City shall be permanently maintained by the planned urban development owner, if there is only one owner, or by the property owners’ association, or the agent(s) thereof. In the event that such facilities are not maintained in a responsible manner, as determined by the City, the City shall have the right to provide for the maintenance thereof and bill the owner or property owners’ association accordingly. Such bill, if unpaid, shall become a lien against each individual property.</p> <p><i>Staff Comment: Based on the proposed application the only area to be dedicated to the City is the required right-of-way and the drainage detention pond. As such all other facilities shall be permanently maintained by the property owner.</i></p>  |

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

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

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| <p><b>a. Building Location and Orientation:</b></p> <p><b>Intent:</b> To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses; and increase privacy for residential uses.</p> <p><b>Guidelines:</b> Developments shall enhance the mutual relationship of buildings with each other, as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment. Lots shall be configured to encourage variety and so that natural light is available to buildings and open space. The privacy of individuals in residential uses shall be provided for.</p> |  |
| ✓  | <p><b>Standard:</b> The availability of natural light (both direct and reflected) and direct sun exposure to nearby buildings and open space (except parking areas) shall be considered when siting structures.</p>  |
| ✓  | <p><b>Standard:</b> Buildings shall be oriented to the street with clear connections to the sidewalk.</p>  |
| ✓  | <p><b>Standard:</b> The front entry of a building shall be oriented to the street or a landscaped pedestrian-only courtyard.</p>   |
| <p><i>Requested to be Modified Through the PUD</i></p>   | <p><b>Standard:</b> Buildings with residential uses located at the street level shall be:</p> <ul style="list-style-type: none"> <li>a. Set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building; or</li> <li>b. Have the ground floor residential uses raised above street level for residents' privacy.</li> </ul> <p><i>Staff Comment: The applicant is proposing ground related residential uses along various facades. Due to the unique site conditions and topographic challenges along the applicant is proposing to provide some of the ground floor residential units at or below grade as part of the PUD. Constructing all ground related units above grade would require increases to the height of the structures and significant site disruption. Therefore, staff is in support of the requested modification, through the PUD, if all conditions of approval are met.</i></p> |
| <p><b>b. Building Entries:</b></p> <p><b>Intent:</b> To make building entrances convenient to locate and easy to access, and ensure that building entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.</p> <p><b>Guidelines:</b> Primary entries shall face the street, serve as a focal point, and allow space for social interaction. All entries shall include features that make them easily identifiable while reflecting the architectural character of the building. The primary entry shall be the most visually prominent entry. Pedestrian access to the building from the sidewalk, parking lots, and/or other areas shall be provided and shall enhance the overall quality of the pedestrian experience on the site.</p>   |  |
| ✓  | <p><b>Standard:</b> A primary entrance of each building shall be located on the facade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements.</p>  |
| <p><i>Compliant if Condition of Approval is Met</i></p>  | <p><b>Standard:</b> A primary entrance of each building shall be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting.</p>   |

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|   | <i>Staff Comment: See Ground Level Details below.</i>   |
| <b>Compliant if Condition of Approval is Met</b>  | <p><b>Standard</b> Building entries from a street shall be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping and include weather protection at least four and one-half feet (4-1/2') wide. Buildings that are taller than thirty feet (30') in height shall also ensure that the weather protection is proportional to the distance above ground level.</p> <p><i>Staff Comment: The applicant is proposing ground related residential uses along SE 172<sup>nd</sup> St. Staff is recommending a condition of approval requiring entrances and pedestrian connections from proposed patios to the public sidewalk system (see discussion below). As a result, staff recommends that building entries from a street be clearly marked with canopies, architectural elements, ornamental lighting, and/or landscaping and include weather protection at least four and one-half feet (4-1/2') wide. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval. The applicant is encouraged to mimic the canopy used for the primary entrances in a smaller application for ground related unit entrances.</i></p>  |
| ✓   | <b>Standard:</b> Building entries from a parking lot shall be subordinate to those related to the street.   |
| N/A   | <b>Standard:</b> Features such as entries, lobbies, and display windows shall be oriented to a street or pedestrian-oriented space; otherwise, screening or decorative features should be incorporated.   |
| ✓   | <b>Standard:</b> Multiple buildings on the same site shall direct views to building entries by providing a continuous network of pedestrian paths and open spaces that incorporate landscaping.   |
| <b>Compliant if Condition of Approval is Met</b>  | <p><b>Standard:</b> Ground floor residential units that are directly accessible from the street shall include entries from front yards to provide transition space from the street or entries from an open space such as a courtyard or garden that is accessible from the street.</p> <p><i>Staff Comment: The applicant is proposing ground related residential uses along the SE 172<sup>nd</sup> St. The proposal partially complies with the standard with the use of patios. However, the proposal does not include entrances and pedestrian connections from proposed patios to the public sidewalk. Therefore, staff recommends as a condition of approval the applicant be required to submit a revised site and landscaping plan depicting entrances and pedestrian connections from ground related residential units, along SE 172<sup>nd</sup> St, to the public sidewalk. The revised landscape and site plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval. Staff is aware there may be topographic challenges with entrances along SE 172<sup>nd</sup> St and the applicant is encouraged to provide stairs to the units or demonstrate separate entrances are not feasible prior to building permit approval.</i></p> <p><i>If this condition of approval is met the proposal would satisfy this standard.</i></p> |
| <b>c. Transition to Surrounding Development:</b>  |   |
| <p><b>Intent:</b> To shape redevelopment projects so that the character and value of Renton’s long-established, existing neighborhoods are preserved.</p> <p><b>Guidelines:</b> Careful siting and design treatment shall be used to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale.</p> |   |

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| ✓   | <p><b>Standard:</b> At least one of the following design elements shall be used to promote a transition to surrounding uses:</p> <ol style="list-style-type: none"> <li>1. Building proportions, including step-backs on upper levels in accordance with the surrounding planned and existing land use forms; or</li> <li>2. Building articulation to divide a larger architectural element into smaller increments; or</li> <li>3. Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development.</li> </ol> <p>Additionally, the Administrator may require increased setbacks at the side or rear of a building in order to reduce the bulk and scale of larger buildings and/or so that sunlight reaches adjacent and/or abutting yards.</p> |
| <p><b>d. Service Element Location and Design:</b></p> <p><b>Intent:</b> To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from high-volume pedestrian areas, and screening them from view in high visibility areas.</p> <p><b>Guidelines:</b> Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.</p>  |   |
| ✓   | <p><b>Standard:</b> Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements shall be concentrated and located where they are accessible to service vehicles and convenient for tenant use.</p>   |
| <i>Compliant if Condition of Approval is Met</i>  | <p><b>Standard:</b> In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof and screened around their perimeter by a wall or fence and have self-closing doors.</p> <p><i>Staff Comment: The applicant is proposing a refuse and recycle enclosure at a central location on site. The proposed elevations do not depict a roof for the enclosure. Therefore, staff recommends a condition of approval requiring the applicant submit revised refuse and recycle enclosure elevations which include a roof. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.</i></p>   |
| ✓   | <p><b>Standard:</b> Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three (3).</p>  |
| N/A   | <p><b>Standard:</b> If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of such facility.</p>   |
| <p><b>2. PARKING AND VEHICULAR ACCESS:</b></p> <p><b>Intent:</b> To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the</p> |   |

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| district.  |  |
| <b>a. Surface Parking:</b>   |  |
| <b>Intent:</b> To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.  |  |
| <b>Guidelines:</b> Surface parking shall be located and designed so as to reduce the visual impact of the parking area and associated vehicles. Large areas of surface parking shall also be designed to accommodate future infill development.  |  |
| ✓  | <b>Standard:</b> Parking shall be located so that no surface parking is located between:<br><br>(a) A building and the front property line; and/or<br><br>(b) A building and the side property line (when on a corner lot).  |
| ✓  | <b>Standard:</b> Parking shall be located so that it is screened from surrounding streets by buildings, landscaping, and/or gateway features as dictated by location.  |
| <b>b. Structured Parking Garages:</b>  |  |
| <b>Intent:</b> To promote more efficient use of land needed for vehicle parking; encourage the use of structured parking; physically and visually integrate parking garages with other uses; and reduce the overall impact of parking garages.   |  |
| <b>Guidelines:</b> Parking garages shall not dominate the streetscape; they shall be designed to be complementary with adjacent and abutting buildings. They shall be sited to complement, not subordinate, pedestrian entries. Similar forms, materials, and/or details to the primary building(s) should be used to enhance garages. |  |
| N/A  | <b>Standard:</b> Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of seventy five percent (75%) of the building frontage width.   |
| N/A  | <b>Standard:</b> The entire facade must feature a pedestrian-oriented facade. The Administrator of the Department of Community and Economic Development may approve parking structures that do not feature a pedestrian orientation in limited circumstances. If allowed, the structure shall be set back at least six feet (6') from the sidewalk and feature substantial landscaping. This landscaping shall include a combination of evergreen and deciduous trees, shrubs, and ground cover. This setback shall be increased to ten feet (10') when abutting a primary arterial and/or minor arterial. |
| N/A  | <b>Standard:</b> Public facing facades shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials.  |
| N/A  | <b>Standard:</b> The entry to the parking garage shall be located away from the primary street, to either the side or rear of the building.  |
| N/A  | <b>Standard:</b> Parking garages at grade shall include screening or be enclosed from view with treatment such as walls, decorative grilles, trellis with landscaping, or a combination of treatments.   |
| N/A  | <b>Standard:</b> The Administrator of the Department of Community and Economic Development or designee may allow a reduced setback where the applicant can successfully demonstrate that the landscaped area and/or other design treatment meets the intent of these standards and guidelines. Possible treatments to reduce the setback include landscaping components plus one or more of the following integrated   |

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|   | <p>with the architectural design of the building:</p> <ul style="list-style-type: none"> <li>(a) Ornamental grillwork (other than vertical bars);</li> <li>(b) Decorative artwork;</li> <li>(c) Display windows;</li> <li>(d) Brick, tile, or stone;</li> <li>(e) Pre-cast decorative panels;</li> <li>(f) Vine-covered trellis;</li> <li>(g) Raised landscaping beds with decorative materials; or</li> <li>(h) Other treatments that meet the intent of this standard...</li> </ul>  |
| <p><b>c. Vehicular Access:</b></p> <p><b>Intent:</b> To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or eliminating vehicular access off streets.</p> <p><b>Guidelines:</b> Vehicular access to parking garages and parking lots shall not impede or interrupt pedestrian mobility. The impacts of curb cuts to pedestrian access on sidewalks shall be minimized.</p>  |  |
| ✓   | <p><b>Standard:</b> Access to parking lots and garages shall be from alleys, when available. If not available, access shall occur at side streets.</p>   |
| ✓   | <p><b>Standard:</b> The number of driveways and curb cuts shall be minimized, so that pedestrian circulation along the sidewalk is minimally impeded.</p>  |
| <p><b>3. PEDESTRIAN ENVIRONMENT:</b></p> <p><b>Intent:</b> To enhance the urban character of development in the Urban Center and the Center Village by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safer and more convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.</p>   |  |
| <p><b>a. Pedestrian Circulation:</b></p> <p><b>Intent:</b> To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.</p> <p><b>Guidelines:</b> The pedestrian environment shall be given priority and importance in the design of projects. Sidewalks and/or pathways shall be provided and shall provide safe access to buildings from parking areas. Providing pedestrian connections to abutting properties is an important aspect of connectivity and encourages pedestrian activity and shall be considered. Pathways shall be easily identifiable to pedestrians and drivers.</p> |  |
| ✓   | <p><b>Standard:</b> A pedestrian circulation system of pathways that are clearly delineated and connect buildings, open space, and parking areas with the sidewalk system and abutting properties shall be provided.</p> <ul style="list-style-type: none"> <li>(a) Pathways shall be located so that there are clear sight lines, to increase safety.</li> <li>(b) Pathways shall be an all-weather or permeable walking surface, unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the</li> </ul> |

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|   | development.  |
| <i>Compliant if Conditions of Approval are Met</i>  | <p><b>Standard:</b> Pathways within parking areas shall be provided and differentiated by material or texture (i.e., raised walkway, stamped concrete, or pavers) from abutting paving materials. Permeable materials are encouraged. The pathways shall be perpendicular to the applicable building facade and no greater than one hundred fifty feet (150') apart.</p> <p><i>Staff Comment:</i> The applicant has proposed a series of pedestrian connections throughout the site however it is unclear if there is a differentiation of materials across the drive aisles (Exhibit 2). Therefore staff recommends, as a condition of approval, the applicant revise the site plan to depict a differentiation in materials for all pedestrian connections within parking areas and/or drive aisles on site. The revised site plan shall be submitted to and approved by the Current Planning Project Manager prior to building/engineering permit approval. If this condition of approval is met the proposal would satisfy this standard.</p> |
| ✓   | <p><b>Standard:</b> Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:</p> <p>(a) Sidewalks and pathways along the facades of mixed use and retail buildings 100 or more feet in width (measured along the facade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface.</p> <p>(b) Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than twelve feet (12').</p> <p>(c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users.</p>  |
| N/A   | <b>Standard:</b> Mid-block connections between buildings shall be provided.   |
| <p><b>b. Pedestrian Amenities:</b></p> <p><b>Intent:</b> To create attractive spaces that unify the building and street environments and are inviting and comfortable for pedestrians; and provide publicly accessible areas that function for a variety of year-round activities, under typical seasonal weather conditions.</p> <p><b>Guidelines:</b> The pedestrian environment shall be given priority and importance in the design of projects. Amenities that encourage pedestrian use and enhance the pedestrian experience shall be included.</p> |   |
| <i>Compliant if Condition of Approval is Met</i>  | <p><b>Standard:</b> Architectural elements that incorporate plants, particularly at building entrances, in publicly accessible spaces and at facades along streets, shall be provided.</p> <p><i>Staff Comment:</i> See Building Entries and Ground Level Details discussion below.</p>   |
| <i>Compliant if Condition of Approval is Met</i>  | <p><b>Standard:</b> Amenities such as outdoor group seating, benches, transit shelters, fountains, and public art shall be provided.</p> <p>(a) Site furniture shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.</p>   |

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|  | <p>(b) Site furniture and amenities shall not impede or block pedestrian access to public spaces or building entrances.</p> <p><i>Staff Comment: The community open space includes lawn to allow for active recreation and more intimate locations featuring picnic tables and benches. Also included is an ornamental pavilion intended to provide views from the site and for public gathering opportunities, ornamental plantings and sculptural focus points. The proposal did not include specifications for proposed pedestrian amenities. Therefore staff was unable to verify the whether site furniture is compliant with the standard. As such, staff recommends a condition of approval requiring the applicant provide detailed specifications for all site furniture, and art, in order to ensure durable, vandal- and weather-resistant materials are used. The specifications shall be submitted to, and approved by, the Current Planning Project Manager prior building permit approval.</i></p> |
| <p><b>4. RECREATION AREAS AND COMMON OPEN SPACE:</b></p> <p><b>Intent:</b> To ensure that areas for both passive and active recreation are available to residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations. To create usable and inviting open space that is accessible to the public; and to promote pedestrian activity on streets particularly at street corners.</p> <p><b>Guidelines:</b> Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity (illustration below). Recreation and common open space areas are integral aspects of quality development that encourage pedestrians and users. These areas shall be provided in an amount that is adequate to be functional and usable; they shall also be landscaped and located so that they are appealing to users and pedestrians</p> |   |
| <p><i>Requested to be Modified Through the PUD</i></p>   | <p><b>Standard:</b> All attached housing developments shall provide at least one hundred fifty (150) square feet of private usable space per unit. At least one hundred (100) square feet of the private space shall abut each unit. Private space may include porches, balconies, yards, and decks.</p> <p><i>Staff Comment: See discussion above under Private Open Space.</i></p>  |
| <p><b>5. BUILDING ARCHITECTURAL DESIGN:</b></p> <p><b>Intent:</b> To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate. To discourage franchise retail architecture.</p>  |   |
| <p><b>a. Building Character and Massing:</b></p> <p><b>Intent:</b> To ensure that buildings are not bland and visually appear to be at a human scale; and ensure that all sides of a building, that can be seen by the public, are visually interesting.</p> <p><b>Guidelines:</b> Building facades shall be modulated and/or articulated to reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Articulation, modulation, and their intervals should create a sense of scale important to residential buildings.</p>  |   |
| <p>✓</p>   | <p><b>Standard:</b> All building facades shall include modulation or articulation at intervals of no more than twenty feet (20').</p>   |
| <p>✓</p>   | <p><b>Standard:</b> Modulations shall be a minimum of two feet (2') in depth and four feet (4') in width.</p>   |

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| ✓   | <p><b>Standard:</b> Buildings greater than one hundred sixty feet (160') in length shall provide a variety of modulations and articulations to reduce the apparent bulk and scale of the facade; or provide an additional special feature such as a clock tower, courtyard, fountain, or public gathering area.</p>   |
| <p><b>b. Ground-Level Details:</b></p> <p><b>Intent:</b> To ensure that buildings are visually interesting and reinforce the intended human-scale character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest.</p> <p><b>Guidelines:</b> The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.</p> |   |
| Compliant if Condition of Approval is Met   | <p><b>Standard:</b> Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the facade's ground floor.</p> <p><i>Staff Comment: The applicant has proposed some human scale elements including landscape features, large windows and varied material patterns at the primary entrances. Window patterns vary based on interior layout, but all facades feature a variety of window types. Wall areas visible from public streets and sidewalks are treated with trellis elements at the upper levels, canopies at pedestrian entries and amenity spaces, and with landscaped vinery walls and plantings. Landscaping and artwork are also proposed to break up public-fronting facades where windows are impractical due to interior configurations. However, the proposal does not comply with the entrance and connectivity standards for ground related units along SE 172<sup>nd</sup> St. The ground floor facades, specifically the ground related units along SE 172<sup>nd</sup> St, are in need of additional human scale elements in order to reinforce the pedestrian orientation of the development used to justify the PUD request. Architectural detailing elements including entrance detailing/weather protection for ground related units, fencing, connectivity, lighting fixtures, contrasting materials, and/or special detailing would bring the proposal into compliance with the intent of this standard to create human-scale character in the pedestrian environment. Therefore, staff recommends as a condition of approval, the applicant submit revised elevations depicting entrance detailing/weather protection for ground related units, fencing, pedestrian connectivity, lighting fixtures, contrasting materials, and/or special detailing along SE 172<sup>nd</sup> St. The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval whichever comes first.</i></p> <p><i>If this condition of approval is met the proposal would satisfy this standard.</i></p> |
| Compliant if Condition of Approval is Met   | <p><b>Standard:</b> On any facade visible to the public, transparent windows and/or doors are required to comprise at least 50 percent of the portion of the ground floor facade that is between 4 feet and 8 feet above ground (as measured on the true elevation).</p> <p><i>Staff Comment: See discussion above.</i></p>   |
| ✓   | <p><b>Standard:</b> Upper portions of building facades shall have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be 50 percent.</p>  |

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| N/A  | <b>Standard:</b> Display windows shall be designed for frequent change of merchandise, rather than permanent displays.   |
| N/A  | <b>Standard:</b> Where windows or storefronts occur, they must principally contain clear glazing.  |
| ✓  | <b>Standard:</b> Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.   |
| N/A  | <p><b>Standard:</b> Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways are prohibited. A wall (including building facades and retaining walls) is considered a blank wall if:</p> <p>(a) It is a ground floor wall or portion of a ground floor wall over 6 feet in height, has a horizontal length greater than 15 feet, and does not include a window, door, building modulation or other architectural detailing; or</p> <p>(b) Any portion of a ground floor wall has a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.</p> |
| N/A  | <p><b>Standard:</b> If blank walls are required or unavoidable, blank walls shall be treated with one or more of the following:</p> <p>(a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall;</p> <p>(b) Trellis or other vine supports with evergreen climbing vines;</p> <p>(c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard;</p> <p>(d) Artwork, such as bas-relief sculpture, mural, or similar; or</p> <p>(e) Seating area with special paving and seasonal planting.</p>               |
| <p><b>d. Building Materials:</b></p> <p><b>Intent:</b> To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.</p> <p><b>Guidelines:</b> Building materials are an important and integral part of the architectural design of a building that is attractive and of high quality. Material variation shall be used to create visual appeal and eliminate monotony of facades. This shall occur on all facades in a consistent manner. High quality materials shall be used. If materials like concrete or block walls are used they shall be enhanced to create variation and enhance their visual appeal.</p> |  |
| ✓  | <b>Standard:</b> All sides of buildings visible from a street, pathway, parking area, or open space shall be finished on all sides with the same building materials, detailing, and color scheme, or if different, with materials of the same quality.   |
| ✓  | <b>Standard:</b> All buildings shall use material variations such as colors, brick or metal banding, patterns or textural changes.   |
| ✓  | <b>Standard:</b> Materials, individually or in combination, shall have texture, pattern, and be detailed on all visible facades.   |
| <b>Compliant if Condition of</b>   | <b>Standard:</b> Materials shall be durable, high quality, and consistent with more traditional urban development, such as brick, integrally colored concrete masonry,   |

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| <p><b>Approval is Met</b></p> | <p>pre-finished metal, stone, steel, glass and cast-in-place concrete.</p> <p><i>Staff Comment: In order to ensure that quality materials are used staff recommends the applicant submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. The board shall include color and materials for the following: guardrails, façade treatments, retaining walls, raised planters, siding, windows/frames, and canopies. Acceptable materials include a combination of brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, cast-in-place concrete, or other superior materials approved at the discretion of the Administrator.</i></p> <p><i>If this condition of approval is met the proposal would satisfy this standard.</i></p> |
| <p><b>N/A</b></p>             | <p><b>Standard:</b> If concrete is used, walls shall be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture.</p>   |
| <p><b>N/A</b></p>             | <p><b>Standard:</b> If concrete block walls are used, they shall be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or shall incorporate other masonry materials.</p>  |

**I. CONCLUSIONS:**

1. The subject site is located in the Residential High Density (HD) Comprehensive Plan designation and complies with the goals and policies established with this designation if all conditions of approval are met, see FOF 22.
2. The subject site is located in the Residential Multi-Family (RMF) zoning designation and complies with the zoning and development standards established with this designation provided the applicant complies with City Code and conditions of approval, see FOF 23.
3. The proposal complies with the Critical Area Regulations. Staff is in support of the requested buffer averaging and stream alteration proposal provided the applicant complies with City Code and conditions of approval, see FOF 24.
4. The proposal complies with the Urban Design Regulations provided the applicant complies with City Code and conditions of approval, see FOF 29.
5. The proposal complies with the Planned Urban Development provided the applicant complies with City Code and conditions of approval, with the exception of the private open space requirement, see FOF 25, 26, and 28.
6. There are adequate public services and facilities to accommodate the proposed development, see FOF 27.

**J. RECOMMENDATION:**

Staff recommends approval of the Avana Ridge PUD, File No. LUA15-000894, as depicted in Exhibit 2, subject to the following conditions:

1. The applicant shall comply with the mitigation measures issued as part of the Determination of Non-Significance Mitigated ERC Addendum, dated April 7, 2016.
2. The applicant shall be required to record formal Lot Combination or Binding Site Plan in order to ensure the proposed buildings are not built across property lines. The instrument shall be recorded prior to building permit approval.

3. The applicant shall be required to submit a detailed landscape plan to the Current Planning Project Manager prior to construction permit approval complying with RMC 4-4-070.
4. The applicant shall be required to submit a detailed landscape plan depicting at least 132, two-inch caliper, trees (or the gross equivalent inches) on site; not including the those trees located within the Native Growth Protection Easement. The detailed landscape plan shall be submitted to, and approved by, the Current Planning Project Manager prior to construction permit approval.
5. The applicant shall submit a revised landscaping plan depicting a minimum three-foot landscaped setback from the sidewalk at the base of retaining walls abutting, or within, public rights-of-way. Landscaping shall include a mixture of shrubs and groundcover (trees are optional) in conformance with the standards of RMC 4-4-070H4, Perimeter Parking Lot Landscaping. The revised landscaping plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.
6. The applicant shall submit a revised Mitigation plan which addresses the criteria found in RMC 4-3-050.H.2 demonstrating the reduced buffer wouldn't negatively impact the function of the stream. The revised mitigation plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.
7. The applicant shall submit a revised Mitigation plan which addresses the criteria found in RMC 4-3-050.H.2 demonstrating the bridged crossing wouldn't negatively impact the function of the stream. The revised mitigation plan shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.
8. The applicant shall establish a Native Growth Protection Easement over that part of the site encompassing the stream and buffer area and place split rail fencing and signage along the outer edge of the buffer. The Final Mitigation plan shall include all specifications for fencing and signage and shall be submitted to, and approved by, the Current Planning Project Manager prior to engineering permit approval.
9. The applicant shall be required to provide, to the Current Planning Project Manager, tree retention inspection/monitoring reports after initial clearing, final grading, and annually for two years by a qualified professional forester. The inspection/monitoring reports shall identify any retained trees that develop problems due to changing site conditions and prescribe mitigation.
10. The applicant shall provide interpretive signage/information regarding differentiating elements (trees, landscaping, drainage, architecture, etc.) of the proposed development at a strategic place(s) on site. The site plan depicting the signage shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit/Final Plat approval whichever comes first.
11. A detailed fencing plan shall be provided identifying the location and specifications for all fencing on site. All fencing shall be made of quality materials in keeping with the architectural aesthetic of the proposed structures. The fencing plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
12. The applicant shall provide a lighting plan that adequately provides for public safety without casting excessive glare on adjacent properties; at the time of engineering permit review. Pedestrian scale and downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075 Lighting, Exterior On-Site.
13. The applicant shall eliminate the proposed access restrictions along SE 172nd St in order to provide full access along SE 172nd St. A revised site plan shall be submitted to, and approved by, the Plan Reviewer prior to engineering permit approval.

14. The applicant shall dedicate 1-foot behind the sidewalk in addition to right-of-way dedication for luminaire foundations along Benson Drive S. The dedication shall be required prior to temporary occupancy approval.
15. The applicant shall dedicate 1-foot behind the sidewalk in addition to right-of-way dedication for luminaire foundations along SE 172nd St. The dedication shall be required prior to temporary occupancy approval.
16. The applicant shall create a public outreach sign in coordination with City of Renton to communicate with road users, the general public, area residences and businesses, and appropriate public entities about project information; road conditions in the work zone area; and the safety and mobility effects of the work zone. The sign shall be placed on site prior to construction commencement.
17. The applicant shall provide a revised site plan demonstrating compliance with the private open space standard of at least 15-feet in every dimension for all ground related units. The revised site plan shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval whichever comes first.
18. The applicant shall provide revised elevations demonstrating compliance with the private open space standard of at least 60 square feet in size with no dimension less than 5 feet for all upper story units. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval whichever comes first.
19. Prior to the issuance of any occupancy permit, the developer shall furnish a security device to the City in an amount equal to the provisions of RMC 4-9-060. Landscaping shall be planted within one year of the date of final approval of the planned urban development, and maintained for a period of 2 years thereafter prior to the release of the security device. A security device for providing maintenance of landscaping may be waived if a landscaping maintenance contract with a reputable landscaping firm licensed to do business in the City of Renton is executed and kept active for a 2 year period. A copy of such contract shall be kept on file with the Planning Division.
20. The building entries from a street shall be clearly marked with canopies, architectural elements, ornamental lighting, and/or landscaping and include weather protection at least four and one-half feet (4-1/2') wide. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
21. The applicant shall be required to submit a revised site and landscaping plan depicting entrances and pedestrian connections from ground related residential units, along SE 172nd St, to the public sidewalk. The revised landscape and site plan shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval. Staff is aware there may be topographic challenges with entrances along SE 172nd St and the applicant is encouraged to provide stairs to the units or demonstrate separate entrances are not feasible prior to building permit approval.
22. The applicant shall submit revised refuse and recycle enclosure elevations which include a roof. The revised elevations shall be submitted to, and approved by, the Current Planning Project Manager prior to building permit approval.
23. The applicant shall revise the site plan to depict a differentiation in materials for all pedestrian connections within parking areas and/or drive aisles on site. The revised site plan shall be submitted to and approved by the Current Planning Project Manager prior to building/engineering permit approval. If this condition of approval is met the proposal would satisfy this standard.
24. The applicant shall provide detailed specifications for all site furniture, and art, in order to ensure durable, vandal- and weather-resistant materials are used. The specifications shall be submitted to, and approved by, the Current Planning Project Manager prior building permit approval.

25. The applicant shall submit revised elevations depicting entrance detailing/weather protection for ground related units, fencing, pedestrian connectivity, lighting fixtures, contrasting materials, and/or special detailing along SE 172nd St. The revised elevations shall be submitted to and approved by the Current Planning Project Manager prior to building permit approval whichever comes first.
26. The applicant shall submit a materials board subject to the approval of the Current Planning Project Manager prior to building permit approval. The board shall include color and materials for the following: guardrails, façade treatments, retaining walls, raised planters, siding, windows/frames, and canopies. Acceptable materials include a combination of brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass, cast-in-place concrete, or other superior materials approved at the discretion of the Administrator.