

ENVIRONMENTAL REVIEW COMMITTEE REPORT

ERC MEETING DATE:	October 19, 2015
Project Name:	Renton Aerospace Training Center
Project Number:	LUA15-000582, ECF, VA-A, MOD
Project Manager:	Rocale Timmons, Senior Planner
Owner:	City of Renton; 1055 S Grady Way; Renton, WA 98057
Applicant:	Jonathon Wilson, Renton Municipal Airport; 616 W Perimeter Rd, Unit A; Renton, WA 98057
Contact:	Ross Widener, Widener & Associates; 10108 32nd Ave W, Suite D; Everett, WA 98204
Project Location:	300 Rainier Ave N

Project Summary: The applicant is requesting Environmental (SEPA) Review, a street modification, modification to a critical slope, and a front yard setback variance for the construction of a new 22,300 square foot, two story, Aerospace Training facility. The subject property is located on the east side of Rainier Ave N just north of Airport Way at 300 Rainier Ave. The project work area totals 30,151 square feet and is zoned Medium Industrial (IM). The site currently contains the former Renton Chamber of Commerce building which is proposed for removal. There are two primary access points on Rainier Ave which are proposed to remain as is. The applicant is proposing to retain the existing 41 parking stalls on site to serve the proposed use. The applicant is requesting a street modification from RMC 4-6-060 in order to eliminate the improvements required along Rainier Ave N. The applicant is also proposing a variance from RMC 4-2-130 in order to reduce the required 20-foot front yard setback down to 0-feet at the closest point. There are critical slopes located on the western portion of the site of which the applicant is requesting a modification from RMC 4-3-050 in order to impact the critical slope. This project also includes the installation of a pressure-reducing valve near the airport tower, as well as the addition of a short soft-surface trail from the parking lot at the south end of the airport to Airport Way. The applicant has submitted a Drainage Report, Traffic Impact Analysis, Parking Analysis, and Geotechnical Engineering study with the subject application.

Site Area:	30,151	Proposed New Bldg. Area (gross):	22,300 SF
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STAFF RECOMMENDATION: Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance.



Project Location Map

PART ONE: PROJECT DESCRIPTION / BACKGROUND

The applicant is requesting Environmental (SEPA) Review, a street modification, a modification from critical area regulations, and a front yard setback variance for the construction of a new 22,300 square foot, two story, Aerospace Training facility. The new facility would provide a training center for aerospace and manufacturing technologies. The project includes a large shop space, classrooms, design labs, and administrative space. Approximately 72 students and faculty would occupy the facility.

The site is currently occupied by a building formerly used by the Renton Chamber of Commerce. There is a surface parking lot to the south of the existing building and grass lawn to the north of the building. The proposal includes the removal of the existing structure with the retention of the existing parking area with 41 parking stalls. Access is proposed via Rainier Ave N via two existing access points, at the north and south ends of the existing parking lot.

The project work area totals 30,151 square feet and is located within the Employment Area (EA) Comprehensive Plan land use designation and the Medium Industrial (IM) zoning classification. The subject site is long and narrow in the north-south direction, and is bordered to the west by Rainier Ave North and to the east by Perimeter Road. The westerly portion of the site is relatively flat and includes an existing building, paved walks, the parking lot, and landscaped area surrounding the building. The easterly portion of the site includes a steep slope that is approximately 30 feet high and connects the elevated westerly portion of the site to Perimeter Road.

The highest point of the proposed roof is at an elevation of 78 feet and 9 inches which is 51 feet above Perimeter Road and approximately 19 feet above the Rainier Ave N grade (Exhibit 4). Pedestrian access is proposed by way of a small paved plaza with connections to the existing parking and existing sidewalk along Rainier Ave N. The access is being designed with consideration given to the future multi-use trail along Rainier Ave N. The principal exterior building materials are coated steel siding and glazing (Exhibit 4).

Construction is anticipated to commence in December of 2015 with substantial completion scheduled for September 2016. The Federal Aviation Administration (FAA) is concurrently pursuing National Environmental Policy Act (NEPA) approval. The facility is being designed to meet or exceed the requirements of American Society of Heating, Refrigerating, and Air-Conditioning Engineers (ASHRAE) standards, and the requirements of the Washington State Energy Code. The project may pursue additional energy conservation measures in pursuit of US Green Building Council LEED Silver Certification.

The applicant is requesting a modification from RMC 4-3-050, pursuant to RMC 4-3-050J and RMC 4-9-250D, in order to re-grade the critical slopes on site. The proposal includes approximately 12,000 square feet of impacts to the critical slopes as part of construction. The steep slope is not a natural condition and was constructed by placing fill on the westerly portion of the site during construction of the previous (current) site development. The applicant is also requesting a street modification from RMC 4-6-060, pursuant to RMC 4-9-250D, in order to eliminate the improvements required along Rainier Ave N as part of the proposal. Finally, the applicant is also proposing a variance from RMC 4-2-130, pursuant to RMC 4-9-250, in order to reduce the required 20-foot front yard setback down to 0-feet at the closest point to the new building. The variance and all modifications are subject to Administrative approval and will be reviewed under a separate cover.

Staff received a comment letter from the Muckleshoot Indian Tribe Fisheries Division (Exhibits 11) with questions related to lighting. No other public or agency comments have been received.

PART TWO: ENVIRONMENTAL REVIEW

In compliance with RCW 43.21C.240, the following environmental (SEPA) review addresses only those project impacts that are not adequately addressed under existing development standards and environmental regulations.

A. Environmental Threshold Recommendation

Based on analysis of probable impacts from the proposal, staff recommends that the Responsible Officials:

Issue a DNS with a 14-day Appeal Period.

B. Mitigation Measures

None

C. Exhibits

- Exhibit 1: Environmental Review Committee Report
- Exhibit 2: Site Plan
- Exhibit 3: Landscape Plan
- Exhibit 4: Elevations
- Exhibit 5: Geotechnical Report (April 20, 2015)
- Exhibit 6: Technical Information Report (July 27, 2015)
- Exhibit 7: Geotechnical Report Addendum (dated September 15, 2015)
- Exhibit 8: Utility and Drainage Plan
- Exhibit 9: Neighborhood Detail Map
- Exhibit 10: Traffic Report (May 2015)
- Exhibit 11: Agency Comment Letter: Muckleshoot Indian Tribe Fisheries Division

D. Environmental Impacts

The Proposal was circulated and reviewed by various City Departments and Divisions to determine whether the applicant has adequately identified and addressed environmental impacts anticipated to occur in conjunction with the proposed development. Staff reviewers have identified that the proposal is likely to have the following probable impacts:

1. Earth

Impacts: The westerly portion of the site is relatively flat and includes an existing building, paved walks, parking lot, and landscaped area surrounding the building. The easterly portion of the site includes a steep slope that is approximately 30 feet high and connects the elevated westerly portion of the site to Perimeter Road. The building footprint for the new building is located on the level bench that overlooks the Renton Municipal Airport and overlaps the existing onsite slope.

The existing site includes approximately 26,000 square feet of impervious area. Following development, impervious surface coverage would be approximately 72 percent (approximately 20,000 square feet).

According to the Geotechnical Engineering Report prepared by the Soil & Environmental Engineers, Inc. dated April 20, 2015, the soils encountered during field exploration include sand, gravel, and hard silt (Exhibit 5). According to the report, a perched groundwater table is located on the site, the depth of which would depend on the season and precipitation. As a result, groundwater may be encountered during trenching. Due to space restraints, open cut is not feasible for the basement construction and as a result the report recommends that soldier pile and timber lagging walls be constructed for excavation shoring.

The applicant is requesting a modification from RMC 4-3-050, pursuant to RMC 4-3-050J and RMC 4-9-250D, in order to re-grade the critical slopes on site. The steep slope is not a natural condition as it was constructed by placing fill on the westerly portion of the site during construction of the current site development. The critical slope on this site was created when soil was removed from the toe of the slope (east half of the site) when Perimeter Road was constructed 70 years ago. The slope is relatively steep, with an approximate 75% inclination on average. The slope is covered with thick vines and there are no obvious signs of slope movements such as slumps or hummocky terrains. The proposal includes approximately 12,000 square feet of impacts to the critical slope as part of construction.

Height restrictions imposed by the FAA given the sites close proximity to the Renton Municipal Airport requires excavation into the hill side rather than a two-story building constructed on grade. The proposed disturbance of the steep slope on the site would be the minimum necessary to construct the new Aerospace Training Center building and the area of disturbance is being retained by a tied-back shoring wall and reinforced concrete retaining wall. The design has been prepared by a licensed professional engineer based on the recommendations of a licensed professional geotechnical engineer (Exhibits 5 and 7). It is the opinion of the geotechnical engineer that the project would not change the "stability status" of the onsite slope north and south of the building, and at the building location the stability status would be enhanced by the proposed walls.

As part of the Administrative Variance and Modification decisions, staff will likely be approving the request to impact the critical slopes on site. The analysis will be included in the Administrative staff report.

Maximum extent of excavation for the construction of the building will be 25 feet. Trenching for fiber optic cables on the north and south eastern side would be no greater than 6 feet deep. All other excavation would average less than 3 feet. There would be an estimated 7,000 CY of cut and 1,000 CY of fill associated with the proposed project. Removal of the existing impervious cover during construction would leave soils susceptible to erosion. The applicant will be required to design a Temporary Erosion and Sedimentation Control Plan (TESCP) pursuant to the 2009 King County Surface Water Design Manual Erosion and Sediment Control Requirements.

Mitigation Measures: No further mitigation recommended.

Nexus: Not Applicable

2. Water

a. Storm Water

Impacts: Stormwater runoff from the westerly portion of the site predominantly drains to the south, where it enters a catch basin that drains to a large public storm drain in Perimeter Road. Runoff from the existing building and easterly portion of the site is conveyed to a catch basin in Perimeter Road that is part of a private system owned by the Renton Municipal Airport. That

private system drains to a large detention facility and then connects to the public storm drain in West Perimeter Road at the detention facility, approximately 880 feet (0.167 miles) downstream of the site. The public storm-drain pipe outfalls in Lake Washington, approximately one mile downstream from the site. There are no off-site flows directed to the site.

This project is required to comply with the 2009 King County Surface Water Manual and the City of Renton Amendments to the KCSWM, Chapter 1 and 2. Based on the City's flow control map, this site falls within the Flow Control Duration Standard, Forested Conditions. This project is subject to full drainage review. The applicant submitted a "Technical Information Report," prepared by Magnusson Klemencic, dated July 27, 2015 (Exhibit 6).

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

The report also includes a detailed summary of the pre and post developed conditions. Drainage patterns are proposed to remain similar to the existing conditions. The revised parking lot would continue to drain toward the existing catch basin located to the south. Similarly, the proposed building would also connect to the existing private drainage system in Perimeter Road. In both cases, the existing storm drain lines would remain in place, and the proposed drainage conveyances would drain to the public storm drain in West Perimeter Road. No new outfalls would be created for this project; all runoff would be collected and discharged via one of the two systems described above. As a result of this project, approximately 3,630 square feet of new and/or replaced pollution-generating impervious surface (PGIS) would be constructed. The project qualifies for a flow control and water quality exemption.

Although the City standard is to convey the 25-year stormwater runoff while maintaining 6 inches of freeboard in structures, new storm drain pipes have been designed with capacity to convey the 100-year stormwater runoff while flowing less than full.

Mitigation Measures: No further mitigation recommended.

Nexus: Not Applicable

3. Transportation

Impacts: Access to the site is proposed via two driveways along Rainier Ave N. The north driveway would operate as inbound only. The southbound driveway would operate as outbound only, with both right and left turns allowed. The applicant submitted a Traffic Impact Analysis (TIA) prepared by City of Renton Transportation Systems Division, dated May, 2015 (Exhibit 8).

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

Level of Service: It is anticipated that the proposed development would generate approximately 170 average daily trips with 25 AM peak-hour trips and 25 PM peak-hour trips. The provided report analyzed three locations (Exhibit 8):

Intersection 1: Airport Way/Shattuck Ave S

Intersection 2: Airport Way/Renton Ave Extension/Rainier Ave N

Intersection 3: Rainier Ave N/NW 3rd Place

The provided analysis notes that all intersections will operate at the same LOS (E or better) with or without the project with less than a second delay. Therefore the proposal would not be required to mitigate at any intersection. However, to the safely expedite the movement of traffic exiting the project site to travel southbound on Rainier Ave N, the proposal includes modification to the existing channelization of Rainier Ave N to provide a merge lane with through traffic.

Street Improvements: The City's Transportation Improvement Program (TIP) includes improvement projects for the Rainier Ave N and Airport Way corridors, including: new traffic signals, illumination, wider sidewalks with streetscaping, pedestrian/bicycle path, and other non-motorized improvements. Both projects are anticipated to be constructed between 2015 and 2020.

In order to accommodate planned street improvements for the Rainier Ave N improvement project a minimum of 22 feet of right-of-way is needed behind the existing cement concrete curb to construct 8 foot planter strip, 12 foot sidewalk/bike path and 2 foot behind sidewalk. There is more than adequate right-of-way to accommodate planned improvements for Rainier Ave fronting the site. However, the applicant is requesting a street modification from RMC 4-6-060, pursuant to RMC 4-9-250D, in order to eliminate the improvements required along Rainier Ave N. Street improvements, performed by the applicant, would not be needed at this time as they will likely be removed at the time City improves Rainier Ave N. The applicant has situated the building far enough from Rainier Ave N to accommodate the proposed improvements behind the existing curb. Therefore, as part of the Administrative Variance and Modification decisions, staff will likely be approving the request to eliminate required street improvements along Rainier Ave N. However, it should be noted the existing right-of-way line is currently situated within the proposed building footprint. Therefore, it is likely staff will include a condition of street modification approval, the applicant be required to apply for and have granted a right-of-way vacation prior to building permit approval. The analysis will be included in the Administrative staff report.

Impact Fees: Increased traffic created by the development on the remainder of the transportation system would be mitigated by payment of transportation impact fees. Currently this fee is assessed at \$1.67 per new square foot of building area. The fee is expected to increase in 2016, to \$2.00 per square foot, and is determined by the Renton Municipal Code at the time of building permit issuance.

Site Distance: The site distance was evaluated at the driveway intersections with Rainier Ave N. Field measurements at the driveway locations indicate that the stopping distance is in excess of 500 feet which exceeds minimum Association of State Highway and Transportation Officials (AASHTO) standards.

Mitigation Measures: No further mitigation recommended.

Nexus: Not Applicable

4. Fire & Police

Impacts: Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development; subject to the condition that the applicant provides Code required improvements and fees.

Mitigation Measures: No further mitigation recommended.

Nexus: Not Applicable

E. Comments of Reviewing Departments

The proposal has been circulated to City Department and Division Reviewers. Where applicable, their comments have been incorporated into the text of this report and/or "Advisory Notes to Applicant."

- ✓ **Copies of all Review Comments are contained in the Official File and may be attached to this report.**

The Environmental Determination decision will become final if the decision is not appealed within the 14-day appeal period (RCW 43.21.C.075(3); WAC 197-11-680).

Environmental Determination Appeal Process: Appeals of the environmental determination must be filed in writing together with the required fee to: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057, on or before 5:00 p.m. on November 6, 2015. RMC 4-8-110 governs appeals to the Hearing Examiner and additional information regarding the appeal process may be obtained from the City Clerk's Office, Renton City Hall – 7th Floor, (425) 430-6510.

ADVISORY NOTES TO APPLICANT

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

Planning:

1. RMC section 4-4-030.C.2 limits haul hours between 8:30 am to 3:30 pm, Monday through Friday unless otherwise approved by the Development Services Division. The Development Services Division reserves the right to rescind the approved extended haul hours at any time if complaints are received.
2. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plant an appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.
3. Commercial, multi-family, new single-family and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays shall be restricted to the hours between nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. No work shall be permitted on Sundays.
4. All landscaping shall be irrigated by an approved irrigation system prior to final occupancy permits

Water:

1. Water service will be provided by the City.
2. The proposed development is within the City of Renton's 196 pressure zone water service area.
3. There is an existing 12 inch water main in on the west side of Rainier Ave N and also a 12 inch water main in on the west side of West Perimeter Road. The maximum flowrate of the water system in this area is limited to 2,000 gpm at 20 psi residual pressure due to restrictions from smaller pipes feeding the system.
4. The static water pressure on the Rainier Ave N side of the building (at floor elevation 56 ft.) is approximately 60 psi and on the West Perimeter Rd side of the building (at floor elevation 31 feet) is approximately 70 psi.
5. Currently there is a 3/4 inch meter serving the existing building on the property from the 12 inch water main on West Perimeter Rd.

6. A minimum of 7 foot of horizontal separation shall be maintained between the existing 12 inch water line and the footing, foundation or wall of the proposed building. Existing thrust blocks and bearing soil behind the water line must not be disturbed otherwise the concrete blocks must be re poured.
7. According to Renton Fire Department review comments, the preliminary fire flow demand for the proposed building is 2,500 gpm based on a fully fire sprinklered building. Since the existing water system in the vicinity of this project has a limited capacity of 2,000 gpm, the following additional water main improvements will be required to increase the system capacity to provide the fireflow demand of 2,500 gpm.
8. Installation of fire sprinkler stub with a detector double check valve assembly (DDCVA) for backflow prevention.
9. The DDCVA shall be installed in an outside underground vault per City standard plan no. 360.2. The DDCVA may be installed inside the building sprinkler room if it meets the City's standard plan no. 360.5.
10. Installation of additional hydrant(s) as required by Renton Fire Prevention Dept.
11. Installation of domestic water meter with a reduced backflow prevention assembly (RPBA). The RPBA shall be installed behind the meter and inside a heated enclosure ("hot box") per City standard plan. Sizing of the meter shall be done per Uniform Plumbing Code meter sizing criteria.
12. Installation of landscape irrigation meter and double check valve assembly (DCVA).
13. Civil plans for the water main improvements will be required and must be prepared by a registered professional engineer in the State of Washington.
14. The development is subject to water system development charges and meter installation fees based on the sizes of the meters and of the fire sprinkler feed. Credit will be given to the existing connection.

Sewer.

1. Sewer service is provided by the City of Renton.
2. There is an existing 8 inch sewer main in West Perimeter Road. There is an existing side sewer connected to the existing building. The existing sewer stub must be capped before demolition. New building can be connected to the existing sewer stub in W perimeter Road.
3. The Sanitary Sewer System Development Charge (SDC) is based on domestic meter size. The SDC fee is payable at the time the utility construction permit is issued.

Surface Water:

1. The project is required to comply with the 2009 King County Surface Water Manual and the 2009 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.
2. The site is required to provide detention and water quality under the current King County Surface Water Manual.
3. Stormwater system development charge (SDC) fee is applicable on the project. The current SDC fee for stormwater is \$0.491 per square feet of new impervious surface, but not less than \$1,228.00. The SDC fee will be due at the time of issuance of the utility construction permit and the rate that is current at that time will be applicable.
4. Aquifer protection per RMC 4-3-050 is required for this Zone 2 of the Aquifer Protection Area. Final design shall be required to comply by this City code.

Transportation:

1. Transportation impact fee that is current at the time of building permit application will be applicable on the project. Payment of the transportation impact fee is due at the time of issuance of the building permit.
2. If street cuts are unavoidable for water or gas service, a minimum pavement restoration of full concrete panel replacement will be required. Traffic control will also be applicable.

Fire:

1. The preliminary fire flow requirement for a non-sprinklered building is 2,000 gpm. Two fire hydrants are required. One fire hydrant is required within 150-feet of the proposed buildings and one hydrant is required within 300-feet. Existing hydrants are adequate.
2. The threshold for fire alarm systems in Renton is 3,000 square feet. The threshold for fire sprinkler systems in Renton is 5,000 square feet or an occupant load of 100 or more persons. Separate plans and permits are required to be submitted to the Renton Fire Department for review and permitting. Fire alarm system shall be

fully addressable and full detection is required. A direct outside door is required to the fire sprinkler riser control room

3. An annual place of assembly permit is required for occupancies exceeding 50 persons.
4. Fire department apparatus access roadways are adequate. Turning radius are 25-feet inside and 45-feet outside.
5. An electronic site plan is required to be submitted to the Renton Fire Department for pre-fire planning purposes prior to occupancy of the building.

General:

1. All required utility, drainage and street improvements will require separate plan submittals prepared according to City of Renton drafting standards by a licensed Civil Engineer.
2. All plans shall be tied to a minimum of two horizontal and vertical controls per the City's current horizontal and vertical control network.