

D# 98 INFILL LOTS

General Description

This docket request was initiated by the City of Renton Planning Division. The proposed amendment would require new infill single family development to provide street frontage improvements when the new construction and or addition are valued at over \$50,000. The proposal would accomplish this by eliminating a specific exemption from the Street Standards for the construction of one single family house. By eliminating the specific exemption, developers would have a few options upon application for construction for a single family home: build the frontage improvements, request a fee-in-lieu, or request a modification to build a different standard than required by the Code. Both the fee-in-lieu and modification options would be reviewed by the Development Services Director for approval. These would be looked at on a case by case basis where existing frontage improvements would be taken into consideration.

Impact Analysis

Effect on rate of growth, development, and conversion of land as envisioned in the Plan

The proposal would not have an impact on expected rate of growth, development, and conversion of land.

Effect on the City's capacity to provide adequate public facilities

The proposed amendment would facilitate the construction of missing links in the City's street system. Under the current code the development, of an infill lot would not require the construction of frontage improvements such as sidewalks, street lights, curb and gutter, etc. Without the requirement for frontage improvements upon construction of single family homes, the construction of frontage improvements would fall on the City to fund and develop. By eliminating the exemption for infill development, the construction of frontage improvements would be the responsibility of the developer, which in turn would facilitate in the City's ability to provide adequate public facilities without adding additional budget items and cost to the City Transportation Improvement Plan (TIP).

Effect on the rate of population and employment growth

This proposal does not affect the rate of population growth.

Whether Plan objectives are being met as specified or remain valid and desirable

The Transportation Element of the Comprehensive Plan contains many goals, objectives, and policies that would support the construction of street frontage improvements. Goals 1, 4, and 11 all speak to providing a balanced multi-modal transportation system that provides for a connected network of complete streets to provide for pedestrians, bicycle travel, and motor vehicles. In some cases, without frontage improvements, there may be gaps in sidewalks, bike lanes, and travel lanes. These gaps create an unsafe condition for all users of the right-of-way. Furthermore, Objectives T-M, T-N, and T-P all encourage non-motorized transportation circulations systems within the City. Policy T-47 supports pedestrian and bicycle traffic to be accommodated within all areas of the City. Policy T-51 focuses on safe pedestrian and bicycle

access and Policy T-4 supports transportation facilities and services to be in place at the time of occupancy for shortly thereafter. The above referenced Comprehensive Plan goals, objectives, and policies are simply a sample of what can be found within the Comprehensive Plan supporting the construction of frontage improvements throughout the City.

Effect on general land values or housing costs

The proposal could increase the cost of building a single family home on an infill lot. However, it is not anticipated that the subject amendment would increase housing costs and/or value across the City. The specific homes that are built on infill lots may have more value upon completion if frontage improvements are built concurrently with the home. However, real estate values fluctuate with the market and the location of the home. As such, it is hard to quantify if frontage improvements would provide additional value at this time.

Whether capital improvements or expenditures are being made or completed as expected

This proposal does not relate to capital improvements or expenditures. However, if approved the amendment could potentially reduce costs to the City for small frontage projects.

Consistency with GMA, the Plan, and Countywide Planning Policies

Goal 3 of the Growth Management Act encourages efficient multi-modal transportation systems. The Countywide Planning Policies (CPP) transportation chapter identifies that an essential component of the regional growth strategy is an efficient transportation system that provides multiple options for moving people and goods into and among the various centers. The CPP's continue to state that there is a growing segment of the population that rely on alternative modes of transportation such as walking, bicycling, and public transportation to access employment, education and training, and goods and services. This proposal would allow for filling gaps in the existing transportation system, primarily sidewalks and bike lanes. Based on the above identified goals of GMA and the CPP's, the subject amendment would be consistent with both of these planning documents.

Effect on critical areas and natural resource lands

This proposal does not affect the rules and regulations involving critical areas and natural resource lands.

Effect on other considerations

N/A

Staff Recommendation

Amend the Renton Municipal Code to require frontage improvements for the construction of single family homes on infill lots.

Implementation Requirements

Amend the Renton Municipal Code as shown in Attachment A.

4-6-060 STREET STANDARDS:

D. EXEMPTIONS:

The following exemptions shall be made to the requirements listed in this Section:

1. New construction or addition with valuation less than fifty thousand dollars (\$50,000.00).
2. Interior remodels of any value not involving a building addition.

~~3. The construction of one single family house, or the modification or addition to an existing house if the public street abutting the lot under construction is currently used for vehicular access and improved with pavement. If the street does not meet the criteria, then the street must be improved to meet minimum Fire and Emergency Services Department Standards. (Ord. 5676, 12-3-2012)~~