

CITY OF RENTON, WASHINGTON

ORDINANCE NO. 5517

AN ORDINANCE OF THE CITY OF RENTON, WASHINGTON, AMENDING CHAPTER 4, CITY-WIDE PROPERTY DEVELOPMENT STANDARDS, AND CHAPTER 6, STREET AND UTILITY STANDARDS, OF TITLE IV (DEVELOPMENT REGULATIONS) OF ORDINANCE NO. 4260 ENTITLED "CODE OF GENERAL ORDINANCES OF THE CITY OF RENTON, WASHINGTON", TO UPDATE MINIMUM STREET DESIGN STANDARDS WITH COMPLETE STREETS PRINCIPLES TO ENABLE SAFE AND CONVENIENT ACCESS AND TRAVEL FOR ALL USERS, AND TO FOSTER A SENSE OF PLACE IN THE PUBLIC REALM WITH ATTRACTIVE DESIGN AMENITIES.

WHEREAS, the goal of the Transportation Element in the Renton Comprehensive Plan is to provide a balanced multi-modal transportation system with various transportation choices such as automobiles, buses, rail, transit, bicycles, and walking, that will serve existing and future residential and employment growth; and

WHEREAS, Renton Comprehensive Plan policy states non-motorized transportation modes should be developed in tandem with motorized transportation systems, recognizing safety, user diversity, and experiential diversity; and

WHEREAS, Renton Comprehensive Plan policy promotes new developments and attractive, safe, and healthy neighborhoods that are walkable places to live, shop, play, and get to work without having to drive; and

WHEREAS, Renton Comprehensive Plan promotes and encourages pedestrian and bicycle traffic within all areas of the City and not only as a viable means of transportation, but as an important method for maintaining overall health and fitness of Renton's citizens; and

WHEREAS, Renton Comprehensive Plan policy supports pedestrian-oriented environments that address safety as a first priority and the use of a landscape strip along the roadway as a safety buffer between pedestrians and moving vehicles; and

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WHEREAS, Renton Comprehensive Plan policy promotes planting trees along streets;
and

WHEREAS, Renton Comprehensive Plan policy encourages residential streets to be constructed to the narrowest widths feasible, curb to curb, without impeding emergency vehicle access; and

WHEREAS, this matter was duly referred to the Planning Commission for investigation, study, and the matter having been duly considered by the Planning Commission, and the zoning text amendment request being in conformity with the Renton Comprehensive Plan, as amended;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RENTON, WASHINGTON, DOES
ORDAIN AS FOLLOWS:

SECTION I. Subsection 4-4-080I.3.b, Single Family and Duplex Uses, of Chapter 4, City-Wide Property Development Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled "Code of General Ordinances of the City of Renton, Washington", is hereby amended to read as follows:

b. Single Family and Duplex Uses: The maximum width of single loaded garage driveways shall not exceed nine feet (9') and double loaded garage driveways shall not exceed sixteen feet (16').

SECTION II. Subsection 4-6-060A, Purpose, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled "Code of General Ordinances of the City of Renton, Washington", is hereby amended to read as follows:

A. PURPOSE:

It is the purpose of this section to establish design standards and development requirements for street improvements to insure reasonable and safe access to public and private properties. These improvements include appropriately scaled sidewalks related to the urban context, a range of landscape buffers, curbs, gutters, street paving, monumentation, signage, and lighting, to be developed with complete streets principles. Complete streets principles are to plan, design, and operate streets to enable safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, and to foster a sense of place in the public realm with attractive design amenities.

SECTION III. Subsection 4-6-060B, Administering and Enforcing Authority, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby amended to read as follows:

B. ADMINISTERING AND ENFORCING AUTHORITY:

The Administrator of the Department of Community and Economic Development and/or designee is responsible for the general administration and coordination of this section.

SECTION IV. Subsection 4-6-060C, Applicability, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby amended to read as follows:

C. APPLICABILITY:

The standards in this section will be used for all public and private street improvements within the City of Renton. Whenever a building permit is applied for or application made for a short plat or a full subdivision, the applicant for such permit and/or application shall build and install certain street improvements, including, but not limited to: lighting on all adjacent right-of-ways, and all private street improvements on access easements. The minimum design standards for streets are listed in the tables set forth in subsection 4-6-060F.2. These standards will determine specific street improvement requirements for development projects, including short plats and subdivisions.

SECTION V. Subsection 4-6-060E.3, Waiver of Dedication, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby amended to read as follows:

3. Waiver of Dedication: The Administrator of the Community and Economic Development and/or designee may waive the requirement for additional right-of-way dedication pursuant to RMC 4-9-250C, Waiver Procedures, where it is determined by the Administrator and/or designee that construction of full street improvements is not anticipated in the future.

SECTION VI. Subsection 4-6-060F, Public Street and Sidewalk Design Standards, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby

amended to change the title to “Public Street Right-of-Way Design Standards”, and to read as follows.

F. PUBLIC STREET RIGHT-OF-WAY DESIGN STANDARDS:

1. Level of Improvements: The minimum level of street improvements required are listed in the following tables including but not limited to curbs, planting strips, sidewalks, and lighting.

a. Street Lighting Exemption: No street lighting is required for the following smaller project sizes: 2-4 units for residential; 0-5,000 square feet commercial; or 0-10,000 square feet industrial.

b. Additional Walkway Requirement: A pedestrian walkway to the arterial is required for the following larger project sizes with more than: 20 units residential; 10,000 square feet commercial; or 20,000 square feet industrial.

2. Minimum Design Standards for Public Streets and Alleys: All such improvements shall be constructed to the City Standards for Municipal Public Works Construction. Standards for construction shall be as specified in the following table, and by the Administrator of the Department of Community and Economic Development and/or designee.

MINIMUM DESIGN STANDARDS TABLE FOR PUBLIC STREETS AND ALLEYS:

Minimum Design Standards (1- see notes)	Functional Classifications: Public Streets and Alleys						
	Principal	Minor	Commercial-	Commercial-	Residential	Limited	Alleys

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	Arterial	Arterial	Mixed Use, Industrial, & Neighborhood Collector Arterial	Mixed Use & Industrial Access	Access	Residential Access	
Structural Design	See Standard Drawing or Pavement section and may be designed using procedures described in the <i>WSDOT Design Manual</i> , latest edition.						
Average Daily Vehicle Trips (ADT)	14,000-40,000	3,000-20,000	3,000-14,000	0- 3,000	0- 3,000	0- 250	N/A
Right of Way (R-O-W)	4 lanes- 91' 5 lanes- 103' 6 lanes- 113' 7 lanes- 125'	4 lanes- 91' 5 lanes- 103' 6 lanes- 113' 7 lanes- 125'	2 lanes- 83' 3 lanes- 94'	2 lane- 69' 3 lane- 80'	2 lanes- 53'	1 lane- 45'	Res.- 16' Com.- 16'
Sidewalks (2)	8' both sides (3)	8' both sides (3)	8' both sides (3)	6' both sides	5' both sides	5' both sides	None
Planting Strips (4)	8' between curb & walk both sides	8' between curb & walk both sides	8' between curb & walk both sides	8' between curb & walk both sides	8' between curb & walk both sides	8' between curb & walk both sides	None
Street Trees	Required, see Street Trees Standards RMC 4-4-070						N/A

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Curbs	Curb both sides	Curb both sides	Curb both sides	Curb both sides	Curb both sides	Curb both sides	None
Parking Lanes	Allowed at 8'	Allowed at 8'	8' both sides	8' both sides	6' one side (6)	6' one side (6)	
Bicycle Facilities (7)	All classifications of Arterials will have Class I, or Class II, or Class III bicycle facility.			None	None	None	N/A
Paved Roadway Width, not including parking	4 lanes- 54' 5 lanes- 66' 6 lanes- 76' 7 lanes- 88'	4 lanes- 54' 5 lanes- 66' 6 lanes- 76' 7 lanes- 88'	2 lanes- 30' 3 lanes- 41'	2 lanes- 20' 3 lanes- 31'	2 lanes- 20'	1 lane- 12' (8)	Res.- 12' Com.- 16'
Lane Widths (9)	11' travel lanes, 5' bike lanes, and 12' center left turn lanes.		10' travel lanes, 5' bike lanes, and 11' center turn lanes.	10' travel lanes		1 travel lane- 12' (8)	Res.- 12' Com.- 16'
Center Median	Center median allowed for boulevard treatment and center left turn lane. Width will be width of center left turn lane minus 1-foot from thru traffic travel lanes on both sides. Pull-outs with a minimum 25 foot length required for maintenance and emergency vehicles within the median at intervals of 300-350'						N/A
Pedestrian Bulb-outs	Curb bulb-outs required where on-street parking is located.					N/A	N/A
Intersection	35'	35' turning	35' turning	25' turning	25' turning	25' turning	N/A

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Radii (10)	turning radius	radius	radius (11)	radius (11)	radius	radius	
	At the intersection of two classes of streets, the radius for the higher class street is to be used. Where larger trucks, transit and school buses are anticipated, further design will be required to determine an adequate radius. The minimum curb radius is 15 feet.						
Cul-de-sacs	Limited application per RMC 4-6-060H.				Limited application. See RMC 4-6-060H for pavement and R-O-W widths when permitted.		N/A
Maximum Grades	0.5-8%	0.5-8%	0.5-10%	0.5-15%, greater than 15% only allowed within approved hillside subdivisions.			0.5-15%
Site Access	Determined on a case-by-case basis.	125' from intersection	125' from intersection	N/A	N/A	N/A	N/A
Street & Pedestrian Lighting	Architectural street and pedestrian lighting standards will be established on a case-by-case basis for streets. Street lights above the roadway are required at each corner of a street intersection only. Pedestrian scale lighting is required between street intersections and at each corner of an intersection.						N/A
<p>NOTES AND CONDITIONS: MINIMUM DESIGN STANDARDS TABLE FOR PUBLIC STREETS AND ALLEYS:</p> <p>(1) Minimum design standards may be altered to allow alternative stormwater management and low impact development techniques within the R-O-W by the Department.</p> <p>(2) Sidewalk width will be 12 feet both sides in the City Center Community Planning Area. This sidewalk width includes street tree grates for locating street trees.</p> <p>(3) Sidewalk areas may be required at a wider width to accommodate required multi-use path facilities when a Class I multi-use path is required within a street R-O-W by the Department. The width of a required 5 foot bicycle lane will be transferred to the sidewalk area to create a Class I multi-use path.</p> <p>(4) Maintenance Responsibilities: Unless otherwise agreed upon by the City of Renton, maintenance of landscaping within the planting strip area, including but not limited to elements such as groundcover, turf, softscape, and hardscape, is the responsibility of the</p>							

adjacent property owner. Maintenance for street trees within the public right-of-way shall be the responsibility of the City of Renton.

(5) Planting strips may be reduced if one of the following conditions is met: a) when R-O-W acquisition is problematic; or b) when critical areas would be impacted. If approved, a permanent alternative landscaped area should be provided equal or greater than the allowed planting strip area reduction that is in addition to any minimum existing code requirements.

(6) A second parking lane may be required by the Reviewing Official.

(7) Class II bicycle facilities (bike lanes) included in roadway width for both sides. Bicycle facilities that are shared travel lanes, Class III bicycle facilities, require less roadway width. Class III travel lanes are a minimum of 14 feet.

(8) Requirement: Either fire sprinklers shall be provided as approved by Fire & Emergency Services or a clear roadway area shall be provided for emergency vehicles midblock. All of the clear area must be 20 feet in width for vehicular movement with a minimum length of 50 feet and maximum length of 100 feet, so as to provide emergency access to homes within 150 feet. Along the clear area only, the planting strip would not be required and the clear area will be in place of the landscaping area.

(9) The City may require different lane width dimensions to address safety concerns or to meet state and federal requirements for state routes or grant funding.

(10) Turning radius dimensions represent the vehicle turning path. The smallest curb radius should be used while maintaining the specified turning radius. Lane width and the presence of a bike lane and parking lane affect a vehicle's turning path. On streets with more than one lane in that direction of travel, large vehicles may encroach into no more than one-half of the adjacent travel lane to complete the turn. On Arterials and Collector Arterials, encroachment into oncoming travel lanes is unacceptable. The minimum curb radius is 15 feet.

(11) Turning radius for streets which include industrial access may increase to 50 feet.

3. Length of Improvements: Such improvements shall extend the full distance of such property to be improved upon and sought to be occupied as a building site or parking area for the aforesaid building or platting purposes, and which may abut property dedicated as a public street.

4. Additional Alley Standards: Alleys may be used for vehicular access, but are not to be considered as the primary access for emergency or Fire Department concerns. Alley access is the preferred street pattern except for properties in the Residential Low Density land use designation. Refer to RMC 4-7-150.

5. Pavement Thickness: New pavement shall be a minimum of four inches (4") of asphalt over six inches (6") of crushed rock. Pavement thickness for new arterial or collector streets or widening of arterials or collector streets must be approved by the Department of Community and Economic Development. Pavement thickness design shall be based on standard engineering procedures. For the purposes of asphalt pavement design, the procedures described by the "Asphalt Institute's Thickness Design Manual" (latest edition) will be accepted by the Department. Alternate design procedures or materials may be used if approved by the Department through the process listed in RMC 4-9-250E.

6. Minimum Sidewalk Measurements: New sidewalks must provide a minimum of four feet (4') of horizontal clearance from all vertical obstructions. Sidewalk widths include the curb width for those sidewalks constructed abutting or attached to the curb.

7. Curves:

a. Horizontal Curves: Where a deflection angle of more than ten degrees (10°) in the alignment of a street occurs, a curve of reasonably long radius shall

be introduced, subject to review and approval of the Administrator of the Department of Community and Economic Development and/or designee.

b. Vertical Curves: All changes in grade shall be connected by vertical curves of a minimum length of two hundred feet (200') unless specified otherwise by the Administrator of the Department of Community and Economic Development and/or designee.

c. Tangents for Reverse Curves: A tangent of at least two hundred feet (200') in length shall be provided between reverse curves for arterials; one hundred fifty feet (150') for collectors and one hundred feet (100') for residential access streets.

8. City Center Planning Area and Urban Design Districts – Special Standards: Greater sidewalk widths may be required in the City Center Planning Area and Urban Design Districts as part of site plan review for specific projects. The Administrator of the Department of Community and Economic Development and/or designee may require that sidewalks be extended from property line to the curb with provisions made for street trees and other landscaping requirements, street lighting, and fire hydrants.

9. Vehicular Access and Connection Points To and From the State Highway System:

a. Chapter 47.50 RCW, Highway Access Management, is hereby adopted by reference to provide for the regulation and control of vehicular access and

connection points of ingress to and egress from the state highway system within the incorporated areas of the City of Renton.

b. Pursuant to Chapter 47.50 RCW, the provisions of Chapters 468-51 and 468-52 WAC, together with all future amendments, are hereby adopted and incorporated by reference.

c. At least one (1) copy of each law, rule or regulation adopted hereby is on file with the City Clerk and available for inspection by the public.

SECTION VII. Subsection of 4-6-060G, Dead End Streets, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby amended to change the title to “Complete Streets”, and to read as follows:

G. COMPLETE STREETS:

1. Complete Streets: The City of Renton will plan for, design, and construct transportation projects to appropriately provide accommodations for pedestrians, bicyclists, and transit riders of all ages and abilities, and freight and motor vehicles, including the incorporation of such facilities into transportation plans and programs.

2. Exemptions: Pedestrian and bicycle facilities are not required to be established when it is concluded by the Administrator of the Department of Community and Economic Development and/or designee that application of complete streets principles is unnecessary or inappropriate:

a. Where their establishment would be contrary to public safety; or

b. When the cost would be excessively disproportionate to the need or probable use; or

c. Where there is no identified long-term need; or

d. Where the establishment would violate Comprehensive Plan policies; or

e. Where the Administrator of the Department of Community and Economic Development and/or designee grants a documented exemption which may only be authorized in specific situations where conditions warrant. Such site-specific exemptions shall not constitute general changes to the minimum street standards established in this chapter RMC 4-6-060.

SECTION VIII. Subsection 4-6-060H, Alley Standards, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby amended to change the title to “Dead End Streets”, and to read as follows:

H. DEAD END STREETS:

1. Limited Application: Cul-de-sac and dead end streets are limited in application and may only be permitted by the Reviewing Official where, due to demonstrable physical constraints, no future connection to a larger street pattern is physically possible.

2. Cul-de-Sacs and Turnarounds When Permitted – Minimum Requirements: Minimum standards for dead end streets, if approved by the Department of Community and Economic Development, are as follows:

LENGTH OF STREET	TYPE OF TURNAROUND
For up to 150' in length	No turnaround required.
From 150' to 300' in length	Dedicated hammerhead turnaround or cul-de-sac required.
From 300' to 500' in length	Cul-de-sac required.
From 500' to 700' in length	Cul-de-sac required. Fire sprinkler system required for houses.
Longer than 700' in length	Two means of access and fire sprinklers required for all houses beyond 500'.

3. Turnaround Design: The hammerhead turnaround shall have a design approved by the Administrator of the Department of Community and Economic Development and/or designee and Fire and Emergency Services.

4. Cul-de-Sac Design: Cul-de-sacs shall have a minimum paved and landscaped radius of forty five feet (45') with a right-of-way radius of fifty five feet (55') for the turnaround. A landscaped center island with a radius of twenty feet (20') delineated by curbing shall be provided in the cul-de-sac. The landscaping shall be maintained by the homeowners' association or adjacent property owners. The cul-de-sac turnaround shall have a design approved by the Administrator of the Department of Community and Economic Development and/or designee and Fire and Emergency Services.

5. Secondary Access Requirement: Secondary access for emergency equipment is required when a development of three (3) or more buildings is located more than two hundred feet (200') from a public street.

6. Waiver of Turnaround: The requirement for a turnaround or cul-de-sac may be waived by the Administrator of the Department of Community and Economic Development and/or designee with approval of Fire and Emergency Services when the development proposal will not create an increased need for emergency operations pursuant to RMC 4-9-250C, Waiver Procedures.

SECTION IX. Subsection 4-6-060I, Street Lighting Standards, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby amended to change the title to “Street and Pedestrian Lighting Standards”, and to read as follows:

I. STREET AND PEDESTRIAN LIGHTING STANDARDS:

1. Lighting Design: Architectural street lighting standards will be established on a case-by-case basis for streets.

2. Lighting Location: Street lighting is only required at street intersections, where each corner of the intersection shall have a street light. Pedestrian lighting for sidewalks and pathways shall be installed between intersections along streets and at intersection corners.

3. Average Maintained Illumination: The street lighting shall be constructed to provide average maintained horizontal illumination as illustrated below. The lighting levels shall be governed by roadway classification and area zoning classification. Values are in horizontal foot-candles at the pavement surface when the light source is at its lowest level.

	Commercial-Mixed-Use	Industrial	Residential
Principal Arterial	2.0	2.0	1.0
Minor Arterial	1.4	1.2	0.6
Collector Arterial	1.2	0.9	0.6
Access Street	0.9	0.6	0.2

4. Uniformity Ratios: Uniformity ratios for the street lighting shall meet or exceed four to one (4:1) for light levels of 0.6 foot-candles or more and six to one (6:1) for light levels less than 0.6 foot-candles.

5. Construction Standards: Street lighting systems shall be designed and constructed in accordance with the City publication, "Guidelines and Standards for Street Lighting Design of Residential and Arterial Streets".

SECTION X. Subsection 4-6-060J, Private Streets, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled "Code of General Ordinances of the City of Renton, Washington", is hereby amended to read as follows:

J. PRIVATE STREETS:

1. When Permitted: Private streets are allowed for access to six (6) or fewer lots, provided at least two (2) of the six (6) lots abut a public right-of-way. Private streets will only be permitted if a public street is not anticipated by the Department of Community and Economic Development to be necessary for existing or future traffic and/or pedestrian circulation through the subdivision or to serve adjacent property.

2. Minimum Standards: Such private streets shall consist of a minimum of a twenty six-foot (26') easement with a twelve-foot (12') pavement width. The private street shall provide a turnaround meeting the minimum requirements of this Chapter. No sidewalks are required for private streets; however, drainage improvements per City Code are required, as well as an approved pavement thickness (minimum of four inches (4") asphalt over six inches (6") crushed rock). The maximum grade for the private street shall not exceed fifteen percent (15%), except for within approved hillside subdivisions. The land area included in private street easements shall not be included in the required minimum lot area for purposes of subdivision.

3. Signage Required: Appurtenant traffic control devices including installation of traffic and street name signs, as required by the Department of Community and Economic Development, shall be provided by the subdivider. The street name signs will include a sign labeled "Private Street".

4. Easement Required: An easement will be required to create the private street.

5. Timing of Improvements: The private street must be installed prior to recording of the plat unless deferred.

SECTION XI. Subsection 4-6-060K, Shared Driveways, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled "Code of General Ordinances of the City of Renton, Washington", is hereby amended to change the title to "Shared Driveways – When Permitted", and to read as follows:

K. SHARED DRIVEWAYS – WHEN PERMITTED:

A shared private driveway may be permitted for access up to a maximum of four (4) lots. Up to three (3) of the lots may use the driveway as primary access for emergencies. The remainder of the lots must have physical frontage along a street for primary and emergency access and shall only be allowed vehicular access from the shared private driveway. The private access easement shall be a minimum of sixteen feet (16') in width, with a maximum of twelve feet (12') paved driveway. Minimum turnaround requirements for emergency access to lots can be found in RMC 4-6-060H.

SECTION XII. Subsection 4-6-060L, Timing For Installation of Improvements, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby amended to read as follows:

L. TIMING FOR INSTALLATION OF IMPROVEMENTS:

No building shall be granted a certificate of final occupancy, or plat or short plat recorded, until all the required street improvements are constructed in a satisfactory manner and approved by the responsible departments unless those improvements remaining unconstructed have been deferred by the Administrator of the Department of Community and Economic Development and/or designee and security for such unconstructed improvements has been satisfactorily posted.

SECTION XIII. Subsection 4-6-060N, Review of Construction Plans, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby amended to read as follows:

N. REVIEW OF CONSTRUCTION PLANS:

1. Submittal: All street improvement plans prepared shall be submitted for review and approval to the Department of Community and Economic Development. All plans and specifications for such improvements are to be submitted at the time application for a building permit is made or, for plats, prior to construction (street/utility) permit issuance.

2. Fees and Submittal Requirements: All permits required for the construction of these improvements shall be applied for and obtained in the same manner and same conditions as specified in Chapter 9-10 RMC, relating to excavating or disturbing streets, alleys, pavement or improvements. Fees shall be as stipulated in RMC 4-1-180. Money derived from the above charges shall be deposited to the General Fund. Half of the fee is due and payable upon submittal for a construction permit application, and the remainder is due and payable prior to issuance of the construction permit.

3. Cost Estimate Required: The applicant will be required to submit a cost estimate for the improvements. This will be reviewed by the Department of Community and Economic Development for accuracy.

SECTION XIV. Subsection 4-6-060Q, Variations From Standards, of Chapter 6, Street and Utility Standards, of Title IV (Development Regulations) of Ordinance No. 4260 entitled “Code of General Ordinances of the City of Renton, Washington”, is hereby amended to read as follows:

Q. VARIATIONS FROM STANDARDS:

1. Alternates, Modifications, Waivers, Variances: See RMC 4-9-250.

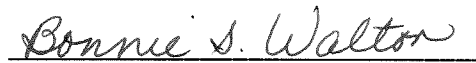
a. When Permitted: Half street improvements may be allowed for a residential access street by the Administrator of the Department of Community and Economic Development and/or designee when it is determined that the adjacent parcel of property has the potential for future development and dedication of the right-of-way necessary for the completion of the street right-of-way.

b. Minimum Design Standards: The right-of-way for the half street improvement must be a minimum of thirty-five feet (35') with twenty feet (20') paved. A curb, planting strip area, and sidewalk shall be installed on the development side of the street according to the minimum design standards for public streets. If the street is permitted a cul-de-sac, then the right-of-way for the half of the cul-de-sac shall be dedicated, with installation of a temporary hammerhead turnaround. The property shall also dedicate easements to the City for street lighting and fire hydrants. Additional easements shall be provided for the franchise utilities outside of the dedicated right-of-way.

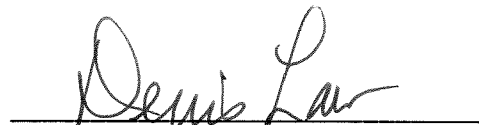
c. Standards for Completion of the Half Street: When the adjacent parcel is platted or developed, the additional right-of-way width needed to complete the type of street classification shall be dedicated from the developing property. The pavement shall then be widened to the width needed to complete the type of street classification, curb, planting strip, and sidewalk shall be installed on the developing side of the street. If the street is a dead end street requiring a cul-de-sac, then the developing parcel shall dedicate the remainder of the right-of-way for the cul-de-sac and construct the final complete cul-de-sac, including curb, sidewalk, and other required improvements.

SECTION XV. This ordinance shall be effective upon its passage, approval, and five (5) days after publication.


PASSED BY THE CITY COUNCIL this 14th day of December, 2009.


Bonnie I. Walton, City Clerk

APPROVED BY THE MAYOR this 14th day of December, 2009.


Denis Law, Mayor

Approved as to form:


Lawrence J. Warren, City Attorney

Date of Publication: 12/18/2009 (summary)

ORD:1607:11/20/09