

A. REPORT TO THE HEARING EXAMINER

HEARING DATE:	November 24, 2015
Project Name:	Kinkade Crossing Preliminary Plat
Owner:	Nordic Ridge, LLC, 15 Lake Bellevue Dr #102, Bellevue, WA 98005
Applicant/Contact:	Phillip Kitzes, PK Enterprises, 23035 SE 263rd St, Maple Valley, WA 98038
File Number:	LUA15-000695, ECF, MOD, PP
Project Manager:	Clark H. Close, Senior Planner

Project Summary: The applicant is requesting Preliminary Plat, SEPA Environmental Review and two (2) road modifications in order to subdivide a 3.63 area property into 17 lots for the future construction of single family residences. Three (3) tracts are proposed for storm drainage, a park and a shared driveway. The project site is located within the Residential-8 zoning designation, an existing single family residence and accessory structures are proposed to be removed. The proposed lot sizes would range in area from 5,000 sq. ft. to 6,695 sq. ft. Access to the proposed lots is planned via extending the residential access road (SE 177th Pl) to the east to connect to 116th Ave SE; an additional north south limited access road would provide access to the majority of the lots. A Modification from the City’s street standards (RMC 4-6-060) is requested for a reduction to the required 8-foot wide planter strip within the limited access road (ROAD A) and a shared driveway is proposed to serve two (2) residential lots. No critical areas have been mapped on the project site.

Project Location: 17709 116th Ave SE, Renton, WA 98058 (APN 3223059303)

Site Area: 157,958 SF (3.63 acres)



Project Location Map

B. EXHIBITS:

- Exhibit 1-16: Identified in the Environmental Review Report
- Exhibit 17: Hearing Examiner Staff Recommendation (dated November 24, 2015)
- Exhibit 18: Renton School District Capacity
- Exhibit 19: Staff response to Jermasek (dated September 29, 2015)
- Exhibit 20: Environmental “SEPA” Determination, ERC Mitigation Measures and Advisory Notes
- Exhibit 21: Preliminary Plat Plan: Proposed Corrections
- Exhibit 22: Traffic Concurrency Test for the Kinkade Crossing: Bannwarth
- Exhibit 23: Affidavit of posting and mailing
- Exhibit 24: CI-73 (Revised) Residential Building Height

C. GENERAL INFORMATION:

- 1. Owner(s) of Record:** Nordic Ridge, LLC, 15 Lake Bellevue Dr #102, Bellevue, WA 98005
- 2. Zoning Classification:** Residential – 8 du/ac (R-8)
- 3. Comprehensive Plan Land Use Designation:** Residential Medium Density (RMD)
- 4. Existing Site Use:** A single family residence with associated out-buildings and pasture areas.
- 5. Neighborhood Characteristics:**
 - a. North:** Residential Medium Density (RMD) and Residential High Density (RHD) Comprehensive Plan Land Use Designation; Residential-8 DU/AC (R-8) and Residential-14 DU/AC (R-14) zone
 - b. East:** Residential Medium Density (RMD) and Residential Low Density Comprehensive Plan Land Use Designation; Residential-8 DU/AC (R-8) and Residential-4 DU/AC (R-4) zone
 - c. South:** Residential Medium Density (RMD) Comprehensive Plan Land Use Designation and Residential-8 DU/AC (R-8) zone
 - d. West:** Residential Medium Density (RMD) Comprehensive Plan Land Use Designation and Residential-8 DU/AC (R-8) zone
- 6. Site Area:** 3.63 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
Benson Hill Annexation	A-06-002	5327	03/01/2008

E. PUBLIC SERVICES:**1. Existing Utilities**

- a. Water: Water service will be provided by Soos Creek Water & Sewer District (SCWSD).
- b. Sewer: Sewer service is provided by the SCWSD.
- c. Surface/Storm Water: There is an existing 12-18 inch diameter storm water main on SE Petrovitsky Rd. There is an existing stormwater ditch on 116th Ave SE. There is no existing stormwater feature on SE 177th Pl.

- 2. Streets**: SE Petrovitsky Road is a principal arterial, 116th Ave SE is a minor arterial, and SE 177th Pl is a residential street.

- 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 4-2-060: Zoning Use Table – Uses Allowed in Zoning Designations
- c. Section 4-2-110A: Residential Development Standards for Residential Zoning Designations
- d. Section 4-2-115: Residential Design and Open Space Standards

2. Chapter 3 Environmental Regulations

- a. Section 4-3-050: Critical Area Regulations
- b. Section 4-4-130: Tree Cutting and Land Clearing Regulations

3. Chapter 4 City-Wide Property Development Standards**4. Chapter 6 Streets and Utility Standards**

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

5. Chapter 7 Subdivision Regulations

- a. Section 4-7-080: Detailed Procedures for Subdivision
- b. Section 4-7-120: Compatibility with Existing Land Use and Plan – General Requirements and Minimum Standards
- c. Section 4-7-150: Streets – General Requirements and Minimum Standards
- d. Section 4-7-160: Residential Blocks – General Requirements and Minimum Standards
- e. Section 4-7-170: Residential Lots – General Requirements and Minimum Standards

6. Chapter 9 Permits – Specific

- a. Section 4-9-250: Variances, Waivers, Modifications, and Alternates

7. Chapter 11 Definitions**G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:**

1. Land Use Element

H. FINDINGS OF FACT (FOF):

1. The Planning Division of the City of Renton accepted the above master application for review on September 22, 2015 and determined the application complete on September 25, 2015. The project complies with the 120-day review period.

2. The project site is located at 17709 116th Ave SE, Renton, WA 98058.
3. The project site is currently developed with a single family residence with associated out-buildings and pasture areas. The parcel also includes landscaped lawn areas surrounding the home and a gravel driveway.
4. Primary access to the site would be provided via an extension of SE 177th Pl to 116th Ave SE (Road B) and construction of a new limited access road (Road A) running north/south through the site.
5. The property is located within the Residential Medium Density (RMD) Comprehensive Plan land use designation.
6. The site is located within the Residential-8 Dwelling Units per Net Acre (R-8) zoning classification.
7. The site is mapped with no critical areas.
8. There are approximately 25 significant trees located within the current property lines. The applicant is proposing to retain a total of four (4) trees.
9. Approximately 8,900 cubic yards of material would be cut on-site and approximately 4,350 cubic yards of fill is proposed to be brought into the site.
10. The applicant is proposing to begin construction in Spring 2016 and would run through the summer months.
11. Staff received one (1) public comment email and several requests to become a party of record (*Exhibit 19*). To address public comment(s), the following report contains analysis related to public records requests, such as the submitted geotechnical study.
12. No other public or agency comments were received.
13. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on October 26, 2015 the Environmental Review Committee issued a Determination of Non-Significance - Mitigated (DNS-M) for the Kinkade Crossing Preliminary Plat (*Exhibit 20*). The DNS-M included one (1) mitigation measure. A 14-day appeal period commenced on October 30, 2015 and ended on November 13, 2015. No appeals of the threshold determination have been filed as of the date of this report.
14. 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. Project construction shall be required to comply with the recommendations found in the Geotechnical Engineering Study prepared by The Riley Group, Inc. dated July 8, 2015 or an updated report submitted at a later date.
15. 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 the ERC report (*Exhibit 16*).
16. **Comprehensive Plan Compliance:** The site is designated Residential Medium Density (RMD) on the City's Comprehensive Plan Map. The purpose of the RMD designation is to allow a variety of single-family and multi-family development types, with continuity created through the application of design guidelines, the organization of roadways, sidewalks, public spaces, and the placement of community gathering places and civic amenities. The proposal is compliant with the following Comprehensive Plan Policies:

Compliance	Comprehensive Plan Analysis
✓	Policy L-3: Encourage infill development of single-family units as a means to meet

	growth targets and provide new housing.
✓	Goal L-H: 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.
✓	Goal L-I: Utilize multiple strategies to accommodate residential growth, including: <ul style="list-style-type: none"> • Development of new single-family neighborhoods on large tracts of land outside the City Center, and • Infill development on vacant and underutilized land in established neighborhoods and multi-family areas.
✓	Goal L-P: Minimize adverse impacts to natural systems, and address impacts of past practice where feasible, through leadership, policy, regulation, and regional coordination.
✓	Policy L-33: Emphasize the use of open ponding and detention, vegetated swales, rain gardens, clean roof run-off, right-of-way landscape strips, open space, and stormwater management techniques that mimic natural systems, maximize water quality and infiltration where appropriate, and which will not endanger groundwater quality.
✓	Goal L-BB: Maintain a high quality of life as Renton grows by ensuring that new development is designed to be functional and attractive.
✓	Goal L-FF: Strengthen the visual identity of Renton and its Community Planning Areas and neighborhoods through quality design and development.
✓	Policy L-49: Address privacy and quality of life for existing residents by considering scale and context in infill project design.
✓	Policy L-51: 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.

17. Zoning Development Standard Compliance: The site is classified Residential-8 (R-8) on the City’s Zoning Map. Development in the R-8 Zone is intended to create opportunities for new single family residential neighborhoods and to facilitate high-quality infill development that promotes reinvestment in existing single family neighborhoods. It is intended to accommodate uses that are compatible with and support a high-quality residential environment and add to a sense of community. The proposal is compliant with the following development standards if all conditions of approval are met:

Compliance	R-8 Zone Develop Standards and Analysis
✓	<p>Density: The allowed density range in the R-8 zone is a minimum of 4.0 to a maximum of 8.0 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>Staff Comment: After factoring in all density deductions (public streets, private access easements and critical areas), the site has a <u>net</u> square footage of 119,202 square feet or 2.74 net acres. Specifically, the applicant is proposing 37,795 square feet of road for public right-of-way dedications and 961 square feet for private access easements, totaling 38,756 square feet (157,958 sf – 38,756 sf = 119,202 sf). The 17-lot proposal would arrive at a net density of 6.2 dwelling units per acre (17 lots / 2.74 acres = 6.2 du/ac), which falls within the permitted density range for the R-8 zone.</p>

Compliant if condition of approval is met	<p>Lot Dimensions: The minimum lot size permitted in the R-8 zone is 5,000 sq. ft. A minimum lot width of 50 feet is required (60 feet for corner lots) and a minimum lot depth of 80 feet is required.</p> <p>The following table identifies the proposed approximate dimensions for Lots 1-17:</p>			
	Proposed Lot	Lot Size (sq. ft.)	Lot Width (feet)	Lot Depth (feet)
	Lot 1 (Corner)	6,695	60	116
	Lot 2 (Corner)	5,520	65	87
	Lot 3	5,542	51	87
	Lot 4	5,075	31 (along the public road or front) 50 (rear)	106
	Lot 5	5,176	50	103
	Lot 6	5,035	56	87
	Lot 7	5,001	50	100
	Lot 8	5,000	50	100
	Lot 9	5,000	50	100
	Lot 10 (Corner)	5,867	60	100
	Lot 11 (Corner)	5,867	60	100
	Lot 12	5,000	50	100
	Lot 13	5,016	51.5	100
	Lot 14	5,862	50	96
	Lot 15	5,175	54	96
	Lot 16	5,154	54	96
	Lot 17	5,414	50	95
		Landscape/Recreation – Tract A	4,147	NA
	Share Driveway – Tract B	9,61	NA	NA
	Storm Drainage – Tract C	17,680	NA	NA
	<p><i>Staff Comment:</i> As demonstrated in the lot dimensions table, all lots meet the requirements for minimum lot size, width and depth if averaged. In order to meet the variation requirements of RMC 4-2-115, lot dimensions are allowed to be decreased and/or increased, provided, that when averaged the applicable lot standards of the zone are met. The average lot width is 52.5 feet. The only lot that has a substandard lot width along the public frontage is Lot 4 due to the encroachment of the proposed shared driveway. The extension of limited access road would eliminate Lot 4.</p>			
Compliant if condition of approval is met	<p>Setbacks: The required setbacks in the R-8 zone are as follows: front yard is 20 feet, side yard is 5 feet, side yard along the street 15 feet, and the rear yard is 20 feet.</p>			
	<p><i>Staff Comment:</i> The setback requirements for the proposed lots would be verified at the time of building permit review. The proposed lots appear to contain adequate area to provide all the required setback areas. Staff recommends, as a condition of approval, that a demolition permit be obtained and all required inspections be</p>			

	<p><i>completed for the removal of the existing single family residence and access structures prior to Final Plat recording, as these structures would not comply with setbacks if permitted to remain on the site.</i></p> <p><i>Staff also recommends, as a condition of approval, that proposed Lot 5 retain a 68-foot front yard setback from the west property line of 17803 116th Ave SE (APN 322305-9112) to retain future connectivity allowances within the neighborhood. If combined under a single development, Lots 17721, 17727, and 17803 116th Ave SE could be subdivided together provided this access opportunity is maintained. This restriction should be recorded on the face of the final plat.</i></p>
<p>✓</p>	<p>Building Standards: The R-8 zone has a maximum building coverage of 50%, a maximum impervious surface coverage of 65%, and a maximum building height of 2 stories with a wall plate height of 24 feet, per CI-73 Revised (Exhibit 24).</p> <p><i>Staff Comment: Building height, building coverage, and impervious surface coverage for the new single family residences would be verified at the time of building permit review.</i></p>
<p>Compliant if condition of approval is met</p>	<p>Landscaping: 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. Street trees and, at a minimum, groundcover, are to be located in this area when present. Spacing standards shall be as stipulated by the Department of Community and Economic Development, provided there shall be a minimum of one street tree planted per address. Any additional undeveloped right-of-way areas shall be landscaped unless otherwise determined by the Administrator. Where there is insufficient right-of-way space or no public frontage, street trees are required in the front yard subject to approval of the Administrator. A minimum of two (2) trees are to be located in the front yard prior to final inspection for the new Single Family Residence.</p> <p><i>Staff Comment: The applicant has submitted a preliminary landscape plan (Exhibit 8). The proposed landscape plan includes an 8-foot wide planting strip between the sidewalk and curb along Road B, a 7-foot wide planting strip between the sidewalk and curb along Road A (per a street modification request), an 8-foot wide planting strip between the sidewalk and curb along 116th Ave SE, and no improvements have been proposed nor a modification requested along SE Petrovitsky Rd. In addition, 10 feet of landscaping along all street frontages is required and 15 feet of landscaping on around the perimeter of Tract C. The applicant is also proposing a pocket park (Tract A) for the neighborhood and a minimum of 15 feet of landscaping around the perimeter of the stormwater pond. The conceptual landscape plan does not fully comply with the City’s landscape regulations. For example, no trees are proposed within the required 10-foot onsite landscaping area. A final detailed landscape plan must be submitted and approved prior to issuance of the street and utility construction permits.</i></p> <p><i>The landscaping plan proposes 26 new evergreen trees including Engelmann Spruce and Douglas-fir at 6 feet in height. In addition to large evergreen trees, the applicant is proposing to plant 4 small evergreen trees, 52 large deciduous trees, 7 multi-stem small deciduous trees. These proposed replacement trees exceed the minimum required replacement inches, 12 inches (12”) for every tree that was unable to be retained, or 12 inches (12”) for the project (12”/2” per tree = 6 trees required for replacement).</i></p>

	<p><i>As a condition of approval, the applicant shall create a Home Owners Association (“HOA”) that maintains all improvements in Tract “A”, and landscaping in Tract “C” and any and all other common improvements. A draft of the HOA documents shall be submitted to, and approved by, the City of Renton Project Manager and the City Attorney prior to Final Plat recording. Such documents shall be recorded concurrently with the Final Plat.</i></p> <p><i>Where there is insufficient ROW space or no public frontage, street trees are required in the front yard(s), which would be applicable to Lot 5 and 6, if the shared driveway modification is approved.</i></p>
<p>Compliant if condition of approval is met</p>	<p>Tree Retention: The City’s adopted Tree Retention and Land Clearing Regulations that require the retention of 30 percent (30%) of trees in a residential development (RMC 4-4-130).</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>A minimum tree density shall be maintained on each residentially zoned lot. For detached single family development, the minimum tree density is two (2) 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:</i> The property is covered with a variety of trees. Several medium diameter trees are located around the existing residence and in the southern portion of the property, including Douglas-fir, spruce, London plane, noble fir, and deodar cedar, maple, birch, pine, and several fruit trees (Exhibits 3, 4, & 12). The Arborist Report identified 25 significant trees over 6-caliper inches in diameter on the parcel proposed to be developed (Exhibit 12). Three (3) of the 25 trees were classified as poor and seven (7) trees were located within the proposed ROW. The net number of trees for this development was determined to be 18. The average size of the trunk at diameter at breast height (DBH) for the 25 trees is 13 inches (13”) with the largest tree, a big-leaf maple (28” DBH), located southwest of the existing house. After street and critical area deductions, and the minimum requirement to retain 30%, the applicant is proposing to retain four (4) of the potential 18 healthy trees or 4 of the required 5 trees (Exhibit 3). Three (3) of the four (4) trees are ornamental cherry trees that are located within the public ROW on SE Petrovitsky Rd and should be excluded from the tree retention count. Provided the applicant only retains one (1) onsite tree, the applicant would be required to replace up to 48-caliper inches or retain more onsite trees. Based on the submitted landscape plan the applicant is proposing roughly 174.5 caliper tree replacement inches which would satisfy the 30% tree retention requirement. The minimum tree</p>

	<p><i>density would be verified at the time of the final detailed landscape plan and staff would favor the preservation of existing trees over replacement trees as part of compliance with this development standard.</i></p> <p><i>During construction, trees required to be retained (i.e., protected trees), would be required to erect and maintain a six-foot-high chain link temporary construction fence around the drip line of any tree to be retained.</i></p>
<p>✓</p>	<p>Parking: Parking regulations require that a minimum of two (2) parking spaces be provided for each detached dwelling.</p> <p>Driveway cuts are required to be a minimum of 5 feet from property lines and new driveways may be a maximum of 16 feet in width at the property line. Maximum driveway slopes shall not exceed fifteen percent (15%); provided, that driveways exceeding eight percent (8%) shall provide slotted drains at the lower end with positive drainage discharge to restrict runoff from entering the garage/residence or crossing any public sidewalk.</p> <p><i>Staff Comment:</i> Sufficient area exists, on each lot, to accommodate off-street parking for a minimum of two (2) vehicles. This is typically achieved by providing a two (2) car garage for each single family home. Compliance with individual driveway requirements would be reviewed at the time of building permit review.</p> <p><i>The existing and proposed configuration of the parcel and lots contribute towards a high area of limited residential access roads that would front load, over the preferred rear loading method from the alley. The narrower lot widths of the R-8 zone would limit the amount of on-street parking spaces following the build-out of the plat. Staff recommends, as a condition of approval, that Lots 2 & 3, Lots 9 & 10 and Lots 11 & 12 utilize a shared curb cut approaches to access off-street parking. A mutual access easement between the lots shall be provided for each curb cut approach. The shared curb cuts shall be identified on the construction permit application, for review and approval by the Current Planning Project Manager and the shared curb cut restriction shall be noted on the face of the final plat. In addition, a separate modification would be required to allow a deviation from the required 5-foot driveway offset requirement from the property lines to satisfy this recommended condition.</i></p> <p><i>The addition of a park/landscape tract will likely generate an additional need for visitor parking. This additional parking area would provide up to 0.5 on-street parking stalls for each lot within the subdivision. As a result, staff is also recommending, as a condition of approval that, the applicant shall provide two (2) additional on-street parking stalls along the limited residential access road (Road A) immediately west of Tract A (Landscape/Recreation Tract). Portions of the required planter strip may be converted to pavement to accommodate the on-street parking spaces. A final detailed road plan and landscape plan must be submitted and approved prior to issuance of a construction permit.</i></p>

18. Design Standards: Residential Design and Open Space Standards (RMC 4-2-115) are applicable in the R-8 zone. The Standards implement policies established in the Land Use Element of the Comprehensive Plan. Compliance with Site Design Standards must be demonstrated prior to approval of the subdivision. Compliance with Residential Design Standards would be verified prior to issuance of the building permit for the new single family homes. The proposal is consistent with the following design standards, unless noted otherwise:

<p>Compliant if condition of approval is met</p>	<p>Lot Configuration: One of the following is required:</p> <ol style="list-style-type: none"> 1. Lot width variation of 10 feet (10') minimum of one per four (4) abutting street-fronting lots, or 2. Minimum of four (4) lot sizes (minimum of four hundred (400) gross square feet size difference), or 3. A front yard setback variation of at least five feet (5') minimum for at least every four (4) abutting street fronting lots. <p><i>Staff Comment: It appears from the proposed plan that option #1, above, could meet the lot configuration requirement if all conditions of approval are met. Option #3 would also be available to meet the lot configuration requirement. Compliance would be demonstrated when the final plat layout is submitted with the construction permit, if option #1 is not achieved option #3 shall be complied with and would be reviewed the time of individual building permit application submittal.</i></p>
<p>Compliance not yet demonstrated</p>	<p>Garages: One of the following is required; the garage is:</p> <ol style="list-style-type: none"> 1. Recessed from the front of the house and/or front porch at least eight feet (8'), or 2. Located so that the roof extends at least five feet (5') (not including eaves) beyond the front of the garage for at least the width of the garage plus the porch/stoop area, or 3. Alley accessed, or 4. Located so that the entry does not face a public and/or private street or an access easement, or 5. Sized so that it represents no greater than fifty percent (50%) of the width of the front facade at ground level, or 6. Detached. <p>The portion of the garage wider than twenty-six feet (26') across the front shall be set back at least two feet (2').</p> <p><i>Staff Comment: Building plans, which would be used to determine visual impact of garages, have not been submitted. Compliance for this standard would be verified at the time of building permit review (compliance not yet demonstrated). Lots 13-17 would gain access from the alley as identified under Option #3.</i></p>
<p>Compliance not yet demonstrated</p>	<p>Primary Entry: One of the following is required:</p> <ol style="list-style-type: none"> 1. Stoop: minimum size four feet by six feet (4' x 6') and minimum height twelve inches (12") above grade, or 2. Porch: minimum size five feet (5') deep and minimum height twelve inches (12") above grade. <p>Exception: in cases where accessibility (ADA) is a priority, an accessible route may be taken from a front driveway.</p>

	<p><u>Staff Comment:</u> <i>Building designs, which would be used to evaluate design of entrances, have not been submitted. Compliance for this standard would be verified at the time of building permit review (compliance not yet demonstrated). However, it should be noted that the primary entry of the homes built on Lots 14 - 17 would face SE Petrovitsky Rd as these homes would gain vehicular access from an alley to the south.</i></p>
<p>Compliance not yet demonstrated</p>	<p>Façade Modulation: One of the following is required:</p> <ol style="list-style-type: none"> 1. An offset of at least one story that is at least ten feet (10') wide and two feet (2') in depth on facades visible from the street, or 2. At least two feet (2') offset of second story from first story on one street facing facade. <p><u>Staff Comment:</u> <i>Building designs, which would be used to evaluate façade modulation, have not been submitted. Compliance for this standard would be verified at the time of building permit review (compliance not yet demonstrated).</i></p>
<p>Compliance not yet demonstrated</p>	<p>Windows and Doors: Windows and doors shall constitute twenty-five percent (25%) of all facades facing street frontage or public spaces.</p> <p><u>Staff Comment:</u> <i>Building designs, which would be used to evaluate design of windows and doors, have not been submitted. Compliance for this standard would be verified at the time of building permit review (compliance not yet demonstrated).</i></p>
<p>Compliance not yet demonstrated</p>	<p>Scale, Bulk, and Character: A variety of elevations and models that demonstrate a variety of floor plans, home sizes, and character shall be used.</p> <p>Additionally, both of the following are required:</p> <ol style="list-style-type: none"> 1. A minimum of three (3) differing home models for each ten (10) contiguous abutting homes, and 2. Abutting houses must have differing architectural elevations. <p><u>Staff Comment:</u> <i>Building designs, which would be used to evaluate scale, bulk and character, have not been submitted. Compliance for this standard would be verified at the time of building permit review (compliance not yet demonstrated).</i></p>
<p>Compliance not yet demonstrated</p>	<p>Roofs: One of the following is required for all development:</p> <ol style="list-style-type: none"> 1. Hip or gabled with at least a six to twelve (6:12) pitch for the prominent form of the roof (dormers, etc., may have lesser pitch), or 2. Shed roof. <p>Additionally, for subdivisions greater than nine (9) lots: A variety of roof forms appropriate to the style of the home shall be used.</p> <p><u>Staff Comment:</u> <i>Building designs, which would be used to evaluate design of roofs, have not been submitted. Compliance for this standard would be verified at the time of building permit review (compliance not yet demonstrated).</i></p>
<p>Compliance not yet demonstrated</p>	<p>Eaves: Both of the following are required:</p> <ol style="list-style-type: none"> 1. Eaves projecting from the roof of the entire building at least twelve inches (12") with horizontal fascia or fascia gutter at least five inches (5") deep on the face of all eaves, and 2. Rakes on gable ends must extend a minimum of two inches (2") from the surface of exterior siding materials. <p><u>Staff Comment:</u> <i>Building designs, which would be used to evaluate design of eaves,</i></p>

	<p><i>have not been submitted. Compliance for this standard would be verified at the time of building permit review (compliance not yet demonstrated).</i></p>
<p>Compliance not yet demonstrated</p>	<p>Architectural Detailing: If one siding material is used on any side of the dwelling that is two stories or greater in height, a horizontal band that measures at least eight inches (8") is required between the first and second story.</p> <p>Additionally, one of the following is required:</p> <ol style="list-style-type: none"> 1. Three and one half inch (3 1/2") minimum trim surrounds all windows and details all doors, or 2. A combination of shutters and three and one half inches (3 1/2") minimum trim details all windows, and three and one half inches (3 1/2") minimum trim details all doors. <p><u>Staff Comment:</u> <i>Building designs, which would be used to evaluate architectural detailing, have not been submitted. Compliance for this standard would be verified at the time of building permit review (compliance not yet demonstrated).</i></p>
<p>Compliance not yet demonstrated</p>	<p>Materials and Color: For subdivisions and short plats, abutting homes shall be of differing color. Color palettes for all new dwellings, coded to the home elevations, shall be submitted for approval.</p> <p>Additionally, one of the following is required:</p> <ol style="list-style-type: none"> 1. A minimum of two (2) colors is used on the home (body with different color trim is acceptable), or 2. A minimum of two (2) differing siding materials (horizontal siding and shingles, siding and masonry or masonry-like material, etc.) is used on the home. One alternative siding material must comprise a minimum of thirty percent (30%) of the street facing facade. If masonry siding is used, it shall wrap the corners no less than twenty-four inches (24"). <p><u>Staff Comment:</u> <i>Building designs, which would be used to evaluate materials and color, have not been submitted. Compliance for this standard would be verified at the time of building permit review (compliance not yet demonstrated).</i></p>

19. 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 as there are no critical areas present on the project site:

N/A	<p>Geologically Hazardous Areas:</p> <p><u>Staff Comment:</u> <i>No geologically hazardous areas have been identified onsite.</i></p>
N/A	<p>Streams:</p> <p><u>Staff Comment:</u> <i>No streams or buffers have been identified onsite or immediately off-site of the subject parcel.</i></p>
N/A	<p>Wellhead Protection Areas:</p> <p><u>Staff Comment:</u> <i>No wellhead protection areas have been identified onsite.</i></p>
N/A	<p>Wetlands:</p> <p><u>Staff Comment:</u> <i>No wetlands have been identified onsite.</i></p>

20. Compliance with Subdivision Regulations: Chapter 4-7 RMC provides review criteria for the subdivisions. The proposal is consistent with the following subdivision regulations if all conditions of approval are complied with:

Compliance	Subdivision Regulations and Analysis
<p>Compliant if condition of approval is met</p>	<p>Access: Each lot must have access to a public street or road. Access may be by a shared driveway per the requirements of the street standards.</p> <p>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').</p> <p><i>Staff Comment: Each lot would have access to a public street or road if all conditions of approval are met.</i></p>
<p>N/A</p>	<p>Blocks: Blocks shall be deep enough to allow two tiers of lots.</p> <p><i>Staff Comment: Depth of property limits this requirement.</i></p>
<p>Compliance not yet demonstrated</p>	<p>Streets: The proposed street system shall extend and create connections between existing streets per the Street Standards outlined in RMC 4-6-060 Street Standards.</p> <p><i>Staff Comment: Primary access to the site is proposed via a new street intersection on 116th Ave SE. 116th Ave SE is a minor arterial street with existing ROW width varying from 60 feet to 66 feet, with 30 feet half-street ROW width on the site frontage. To meet the City's complete street standards, RMC 4-6-060 has a minimum ROW width of 91 feet for minor arterial street with 0.5-foot wide curbs, 8-foot wide landscaped planters, and 8-foot wide sidewalks. Since the transportation section's plan for the street includes a half-street cross section that includes a 22 feet paved width (including 5-foot wide bike lane) from center line of the ROW, 0.5-foot wide curbs, 8-foot wide planters, 8-foot wide sidewalks and 1-foot clear space back of sidewalk. In order to build this street section, approximately 9.5 feet of ROW would be required to be dedicated to the City along the project side of 116th Ave SE. The applicant has provided a street cross-section for 116th Ave SE that demonstrates compliance with the required street standard (Exhibit 5).</i></p> <p><i>SE Petrovitsky Rd is a principal arterial street with existing ROW width of 72 feet, with 42 feet half-street ROW width on the site frontage. To meet the City's complete street standards, RMC 4-6-060 required ROW width on the 5 lane principal arterial street is 103 feet. The street cross-section includes 66 feet of paved width (including 33 feet of paving from centerline), 0.5 feet wide curbs, 8 feet wide landscaped planters, and 8 feet wide sidewalks. To build this street section, 14.5 feet of right-of-way will be required to be dedicated to the City. The site plan identifies a 14.5-foot ROW dedication along SE Petrovitsky Rd. The applicant has provided a street cross-section that indicates 9.5 feet of ROW dedication that would retain the existing sidewalk at the back of curb with no changes to the planter strip behind the curb. The applicant has not requested a street modification from the required street standards. Therefore, the applicant shall complete the required street standards of code by dedicating 14.5 feet of ROW by providing 0.5-foot wide curbs, 8-foot wide landscape planter, and an 8-foot wide sidewalk. A final detailed street cross-section must be submitted and approved by the Plan Review Project Manager prior to issuance of the street and utility construction permits.</i></p> <p><i>SE 177th Pl is a residential street. The east-west extension of SE 177th Pl from the existing dead end street, located immediately west of the site, is proposed to connect to 116th Ave SE in order to meet the east-west site access requirements. A 53-foot</i></p>

wide ROW width with 26-foot wide pavement width, 0.5-foot wide curbs, 8-foot wide landscaped planters, and 5-foot wide sidewalks would be required to be provided by the developer in order to meet the city code requirements. Pedestrian bulb-outs where on-street parking is located, would be required by RMC 4-6-060. Staff is anticipating curb bulb-outs on SE 177th Pl in order to provide 6 to 7 on-street parking spaces on the north side of the street.

A limited access residential street with 20 feet of paved width with hammerhead turnarounds is proposed as the internal north-south site access street (Road A). The applicant is proposing a cross-section that includes a ROW width of 45 feet with 0.5-foot wide curbs, 7-foot wide landscaped planters, and 5-foot wide sidewalks. The applicant has submitted a street modification request to RMC 4-6-060F.2 in order to reduce the width of the required planters from 8 feet to 7 feet. See FOF 22, for additional information regarding this modification request.

The applicant is proposing a 22-foot wide turnaround and rear loaded access to Lots 14-17 at the north end of the limited access residential street (Road A). Alley access is the preferred street pattern for all new residential development where the proposed development is larger than a short plat, where topography and environmental impacts are not a factor, and the site characteristics allow for the effective use of alleys (RMC 4-7-150E.5). The applicant has indicated that topography is a constraint for this project due to elevation differences between the lots up to 3 feet. Alley access could be incorporated into the designated hammerhead turnaround, provided that the north end of the access road is reduced in width from 22 feet to 16 feet. In addition, the "alley" could be extended in length from 133 feet to 190 feet to allow Lot 13 to rear load from the alley. The vehicle entry for a garage or carport would be set back twenty feet (20') from the property line where vehicle access is provided; all other facades of a garage shall be subject to the applicable zone's minimum setback. Therefore, staff recommends that Lot 13 be widened an additional 3.5 feet or from 51.5 feet to 55' in order side load and/or rear load from the alley. The additional 3.5 feet would retain the necessary back out room of 24 feet from the edge of the alley and provide for the 20-foot garage setback.

In addition, the corner lot at 11525 SE Petrovitsky Rd (APN 3223059071) would be required to gain access from the public alley upon future development of a short plat. The topography within this area of the plat or road section would not be considered a constraint due to lower grade changes. A reduction to the road width would not change the proposed configuration of the lots or impact lot yield. Therefore, in order to comply with the alley access street pattern, staff recommends, as a condition of approval, that the applicant reduce the width of the turnaround on the north end of Road A from 22 feet to 16 feet and extend the overall length to provide access to Lot 13 and the existing single family lot at 11525 SE Petrovitsky Rd.

The applicant is also proposing a hammerhead near the south end of Road A. The applicant has submitted a street modification request from RMC 4-6-060J to allow a shared driveway to serve two (2) residential lots within the 17-lot subdivision. See FOF 23 for additional information regarding this modification request. Should the shared driveway modification request be denied, staff recommends as a condition of approval that the south leg of Road A be extended through the south property line of Lot 6 (at least 50 feet) in order to provide a public road access across Lot 6 and to the front of Lot 5. After the additional ROW extension, there would remain a larger sliver of land (about 135 feet long by 6 feet wide or roughly 1,000 square feet) to the east of Road A that should be dedicated as public right-of-way to allow future vehicular connections from the public road to 17727 116th Ave SE (APN 3223059211) and

	<p>17803 116th Ave SE (3223059112). The additional dedication to public ROW would be in-lieu of designating the extra area as a separate tract. Staff recommends, as a condition of approval, that balance of land located to the southeast of Road A's south leg hammerhead turnaround (roughly 1,000 square feet) be dedicated as public right-of-way. The applicant shall provide a vertical curb and landscaping (no sidewalk) within the southeast portion of Road A's ROW. A final detailed road plan and landscape plan must be submitted and approved prior to issuance of a construction permits.</p> <p>The applicant has indicated that the proposed 17-lot subdivision would generate about 160 new average weekday trips with 16 AM and PM peak hour trips at the future intersection of SE 177th Pl to 116th Ave SE (the site's proposed access street). Adequate sight distance would be provided at the intersection of the proposed new street or where SE 177th Pl (Road B) intersects with 116th Ave SE.</p> <p>It is also anticipated that the proposed project would result in impacts to the City's street system. In order to mitigate transportation impacts, the applicant would be required to meet code-required frontage improvements, City of Renton's transportation concurrency requirements (Exhibit 22) based upon a test of the citywide Transportation Plan and pay appropriate Transportation Impact Fees. Currently, this fee is assessed at \$2,214.44 per net new single family home. The fee, as determined by the Renton Municipal Code at the time of building permit issuance shall be payable to the City.</p> <p>Street lighting is required per RMC 4-6-060I on the internal access public east west and north south streets. In general, pedestrian lighting for sidewalks and pathways shall be installed between intersections along streets and at intersection corners for residential streets. Arterial lights would also be required on 116th Ave SE. No streetlights would be required to be provided by the developer on SE Petrovitsky Rd due to the existing overhead power lines. A lighting plan shall be submitted to, and approved by, the Current Planning Project Manager and the Plan Reviewer prior to construction permit approval.</p>
<p>✓</p>	<p>Relationship to Existing Uses: The proposed project is compatible with existing surrounding uses.</p> <p><u>Staff Comment:</u> The subject site is bordered by single-family homes around all sides of the property, SW Petrovitsky Rd is located to the north and 116th Ave SE is immediately to the east. The properties surrounding the subject site are residential low, medium or high density and are designated R-4, R-8 or R-14 on the City's zoning map. The proposal is similar to existing development patterns in the area and is consistent with the Comprehensive Plan and Zoning Code, which encourage residential infill development.</p>

21. Availability and Impact on Public Services:

Compliance	Availability and Impact on Public Services Analysis
<p>✓</p>	<p>Police and Fire: Police and Fire Prevention staff indicates that sufficient resources exist to furnish services to the proposed development; subject to the condition that the applicant provides Code required improvements and fees. Fire impact fees are applicable at the rate of \$495.10 per single family unit. Credit would be granted for the one (1) existing home to be removed. This fee is paid at time of building permit issuance (<i>Exhibit 16</i>).</p>

✓	<p>Schools: It is anticipated that the Renton School District <u>can accommodate</u> any additional students generated by this proposal at the following schools: Benson Hill Elementary School, Nelsen Middle School and Lindbergh High School (<i>Exhibit 18</i>). Any new students attending the middle school or high school would be bussed. No bus transportation would be provided for the elementary school students, as they would be within walking distance of the plat to Benson Hill Elementary School located at 18665 116th Ave SE. The proposed project includes the installation of frontage improvements along the public street frontages, including sidewalks. Elementary school students would walk south along 116th Ave SE for a distance of 3,050 feet from the plat to the school. The route includes intermittent sidewalks and an 8-foot wide striped shoulder with 20 MPH school zone speed limit signs along the route. Therefore, there are safe walking routes to the schools and/or the school bus stops.</p> <p>A School Impact Fee, based on new single-family lots, will be required in order to mitigate the proposal’s potential impacts to the Renton School District. The fee is payable to the City as specified by the Renton Municipal Code. Currently the fee is assessed at \$5,541.00 per single family residence.</p>
✓	<p>Parks: A five-foot (5') wide bike lane, per the adopted Trails and Bicycle Master Plan, would be included along 116th Ave SE. A Park Impact Fee would be required for the future houses. The current Park Impact Fee is assessed at \$1,441.29 per single family residence and will increase to \$1,887.94 on January 1, 2016. The fee in effect at the time of building permit application is applicable to this project and is payable at the time of building permit issuance.</p>
✓	<p>Storm Water: An adequate drainage system shall be provided for the proper drainage of all surface water.</p> <p><i>Staff Comment: The applicant submitted a Preliminary Technical Information Report (TIR), prepared by prepared by ESM Consulting Engineers, LLC (dated August 26, 2015; Exhibit 11). According to the TIR, the project is required to provide Level 2 Flow Control and Basic Water Quality treatment in accordance with the 2009 King County Surface Water Design Manual (KCSWDM). Based on the City’s flow control map, this site falls within the Flow Control Duration Standard, Forested Condition and requires a flow control facility sized to match the flow duration of forested conditions. Water quality would be satisfied with a wetpond, which is proposed to be located in the combined detention/water quality pond. The proposed facility will be a public storm water facility.</i></p> <p><i>All surface water runoff from impervious surfaces would be collected and conveyed to a storm detention vault, located at the northeast corner of the site within Tract “C” (Exhibit 6). After collection and treatment, the stormwater would be discharged to the existing 116th Ave SE system, which is the site’s natural discharge location before continuing east in SW Petrovitsky Rd. The site is located within the Soos Creek Drainage Basin. The standard requires the site to match the durations of high flows at their predevelopment levels for all flows from one-half of the two-year peak flow up to the full 50-year peak flow. The output models place the required storage volume at 47,175 cubic feet with an effective storage depth of 8.5 feet of detention. The proposed pond provides live storage volume up to 62,109 cubic feet of storage, which results in a 24% factor of safety. Appropriate Best Management Practices (BMPs) from the Washington State Department of Ecology Manual for individual lot flow control would be required to help mitigate the new runoff created by this development. Evaluation and inclusion of a BMP would be accomplished at final engineering.</i></p> <p><i>Ten feet (10') of horizontal separation between stormwater pipe and water pipe, and 7</i></p>

	<p>feet (7') of horizontal separation is required between the stormwater pipe and other utility pipes.</p> <p>The stormwater pond and pond access should be provided as per the City Amendments. The final plans and drainage report, based on the requirements mentioned in the City of Renton Amendments to the 2009 King County Surface Water Manual, are required to be submitted with the utility construction permit.</p> <p>A Geotechnical Engineering Study prepared by The Riley Group, Inc. was submitted with the project application (Exhibit 10). A SEPA mitigation measure (Exhibit 20) was imposed by the City's Environmental Review Committee (ERC), requiring that the project construction comply with the recommendations outlined in the submitted geotechnical report. The report identifies the soils in the project vicinity as ground moraine deposits (Qgt), which is light to dark gray, nonsorted, nonstratified mixture of clay, silt, sand, and gravel deposited by glacial ice. The deposit is generally very stiff and impermeable, often resulting in poorly drained bogs developing in relatively flat area. The deposit is usually 1 to 2 meters thick, but locally can be as much as 25 meters. In general, the site is underlain by loose to very dense silty sand with gravel. The soil generally becomes denser with depth. Because the site is generally underlain with Till soils, the site is incapable of infiltration of stormwater. Groundwater was not observed in the test pits during the fieldwork in July. However, iron oxide staining was observed at 3 to 4 feet indicating a perched seasonal groundwater table over the top of dense glacial till layer.</p> <p>A Construction Stormwater General Permit from Department of Ecology will be required. A Stormwater Pollution Prevention Plan (SWPPP) is also required for this site.</p>
✓	<p>Water: A water availability certificate from Soos Creek Water & Sewer District (SCWSD) was provided at the time of application submittal (Exhibit 13). The approved water plans from SCWSD should be provided to the City at the utility construction permit stage. Any new hydrants shall be installed per Renton's fire department standards to provide the required coverage of all lots.</p>
✓	<p>Sanitary Sewer: A sewer availability certificate from SCWSD was provided at the time of application submittal (Exhibit 14). An approved sewer plans from SCWSD should be provided to the City at the utility construction permit stage.</p>

22. Modification Analysis: Pursuant to RMC 4-9-250D the applicant is requesting an Administrative Modification from RMC 4-6-060F.2 "Minimum Design Standards Table for Public Streets and Alleys" to reduce the required 8-foot wide planter strip within the limited access road (Road A). Whenever there is a practical difficulty involved in carrying out the provisions of this Title IV, the applicant may request a modification of the standards, provided the Criteria for modification identified in RMC 4-9-250D.2 is satisfied. The proposal is not in compliance with the modification criteria; therefore, staff is recommending denial of the requested modification, per the following:

Compliance	Street Modification Criteria and Analysis
Does Not Comply	<p>a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.</p> <p><i>Staff Comment: The Comprehensive Plan Land Use Element has applicable policies listed under a separate section labeled Promoting a Safe, Healthy, and Attractive Community. These policies address walkable neighborhoods, safety and shared uses. One specific policy supports the denial of the modification request. This</i></p>

	<p><i>policy is Policy L-58 which states that the goal is to provide “complete streets” that “locate planter strips between the curb and the sidewalk in order to provide separation between cars and pedestrians.” The requested street modification is not consistent with the complete street standard (8’ wide planter and 5’ wide sidewalk) and is therefore not consistent with this policy guideline.</i></p>
Does Not Comply	<p>b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p> <p><i>Staff Comment: The applicant contends that by modifying the street standards, by reducing the landscape strip from 8 feet to 7 feet and increasing the pavement area from 18 feet to 20 feet, it would provide a safer condition in the event of an emergency.</i></p> <p><i>Staff does not concur that the requested modification conforms to the intent and purpose of the Street standards. An 18 foot wide pavement section is required to meet the fire access road standards (with fire sprinklers) and it promotes slower driving. Increasing the pavement section to 20 feet only eliminates the potential for fire sprinklers to the homes. Conversely, the size of the landscape strip is critical to the size and species of the street trees that can be installed. A reduction in the landscape strip in order to accommodate an increase in pavement width will negatively impact the quality and character of the development. And finally, a street section meeting the City’s Complete Street Standards with a 20-foot wide pavement section, 8-foot landscape strip and a 5-foot wide sidewalk would not impact lot yield for the project.</i></p>
✓	<p>c. Will not be injurious to other property(ies) in the vicinity.</p> <p><i>Staff Comment: There are no identified adverse impacts to other properties from a modification of planting strip width.</i></p>
Does Not Comply	<p>d. Conforms to the intent and purpose of the Code.</p> <p><i>Staff Comment: See comments under criterion ‘b’.</i></p>
Does Not Comply	<p>e. Can be shown to be justified and required for the use and situation intended; and</p> <p><i>Staff Comment: See comments under criterion ‘b’.</i></p>
✓	<p>f. Will not create adverse impacts to other property(ies) in the vicinity.</p> <p><i>Staff Comment: See comments under criterion ‘c’.</i></p>

23. Modification Analysis: The applicant is requesting a modification from RMC 4-6-060.J.1 (a and b) “Shared Driveway Standards, When Permitted” to provide a shared driveway to serve two (2) residential lots. The proposal is not in compliance with the following modification criteria, pursuant to RMC 4-9-250D. Therefore, staff is recommending denial of the requested modification, per the following:

Compliance	Street Modification Criteria and Analysis
Does Not Comply	<p>a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement</p>

	<p>these policies and objectives.</p> <p><i>Staff Comment: The Comprehensive Plan Land Use Element has applicable policies listed under a separate section labeled Promoting a Safe, Healthy, and Attractive Community. These policies address walkable neighborhoods, safety and shared uses. One specific policy that supports the denial of the both modification requests. This policy is Policy L-58 which states that the goal is to provide “complete streets” that “locate planter strips between the curb and the sidewalk in order to provide separation between cars and pedestrians.” The requested shared driveway modification does not provide a complete street standard in front of Lots 5 and 6 and is therefore not consistent with this policy guideline.</i></p>
Does Not Comply	<p>b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p> <p><i>Staff Comment: The applicant contends that objectives of the above with respect to Code requirements and will not preclude or restrict sound engineering judgement.</i></p> <p><i>Staff does not concur that the requested modification conforms to the objectives and intent. The shared access way does not provide a complete street along Lots 5 and 6 which affects the safety, function and appearance of these lots.</i></p>
Does Not Comply	<p>c. Will not be injurious to other property(ies) in the vicinity.</p> <p><i>Staff Comment: By not extending ‘Road A’ further south, the development precludes future public roadway connections from ‘Road A’. Two (2) potential infill lots are Parcel No.’s 322305-9211 and 322305-9112.</i></p>
Does Not Comply	<p>d. Conforms to the intent and purpose of the Code.</p> <p><i>Staff Comment: See comments under criterions ‘b’.</i></p>
Does Not Comply	<p>e. Can be shown to be justified and required for the use and situation intended; and</p> <p><i>Staff Comment: See comments under criterion ‘b’.</i></p>
Does Not Comply	<p>f. Will not create adverse impacts to other property(ies) in the vicinity.</p> <p><i>Staff Comment: See comments under criterion ‘c’.</i></p>

I. CONCLUSIONS:

1. The subject site is located in the Residential Medium Density (RMD) Comprehensive Plan designation and complies with the goals and policies established with this designation, see FOF 16.
2. The subject site is located in the Residential – 8 (R-8) 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 17.
3. The proposed plat complies with the Residential Design and Open Space Standards provided the applicant complies with City Code and conditions of approval, see FOF 18.
4. The proposed plat complies with the Critical Areas Regulations provided the applicant complies with City Code, see FOF 19.

5. The proposed plat complies with the subdivision regulations as established by City Code and state law provided all advisory notes and conditions are complied with, see FOF 20.
6. The proposed plat complies with the street standards as established by City Code, provided the project complies with all advisory notes and conditions of approval contained herein, see FOF 20.
7. The proposed plat modifications are not in compliance with the modification criteria; therefore, staff is recommending denial of the requested modifications, see FOF 22 and FOF 23.
8. There are safe walking routes to the schools and/or the school bus stops, see FOF 21.
9. There are adequate public services and facilities to accommodate the proposed plat, see FOF 21.

J. RECOMMENDATION:

Staff recommends approval of the Kinkade Crossing Preliminary Plat, File No. LUA15-000695, 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, dated October 30, 2015.
2. The applicant shall obtain a demolition permit and complete all required inspections for the removal of the existing single family residence and accessory structures prior to Final Plat recording.
3. The applicant shall provide a minimum lot width variation of 10 feet (10') minimum of one per four (4) abutting street-fronting lots or provide a front yard setback variation of at least five feet (5') minimum for at least every four (4) abutting street fronting lots.
4. The applicant shall provide a minimum of ten feet (10') of on-site landscaping along all public street frontages. A final detailed landscape plan shall be submitted to and approved by the City of Renton Project Manager prior to issuance of a construction permit.
5. The applicant shall dedicate 14.5 feet (14'-6") of right-of-way on SE Petrovitsky Rd (subject to a final survey). A final detailed street cross-section must be submitted and approved by the Plan Review Project Manager prior to issuance a construction permit.
6. The applicant shall extend the limited residential access road (Road A) to the south to serve each proposed residential lot, as depicted in Exhibit 21. An updated plat plan shall be submitted to and approved by the City of Renton Project Manager prior to issuance a construction permit.
7. The applicant shall dedicate the area located to the southeast of Road A's south leg hammerhead turnaround (roughly 1,000 square feet) as public right-of-way. Frontage improvements along this portion of the public right-of-way shall consist of a vertical curb and landscaping only. A final detailed road plan and landscape plan must be submitted to and approved by the City of Renton Project Manager prior to issuance of a construction permit.
8. The applicant shall provide two (2) on-street parking stalls along the limited residential access road (Road A) immediately west of Tract A (Landscape/Recreation Tract). Select portions of the required planter strip may be converted to pavement to accommodate the two on-street parking spaces. A final detailed road plan and landscape plan shall be submitted to and approved by the City of Renton Project Manager prior to issuance of a construction permit.
9. The applicant shall provide shared curb cut approaches for Lots 2 & 3, Lots 9 & 10 and Lots 11 & 12. A mutual access easement between the lots shall be provided for each curb cut approach. The shared curb cuts shall be identified on the construction permit application, for review and approval by the Current Planning Project Manager and the shared curb cut restriction shall be noted on the face of the final plat.

10. The applicant reduce the width of the turnaround on the north end of Road A from twenty-two feet (22') to sixteen feet (16') and extend the overall length to provide access to Lot 13 and the existing single family lot at 11525 SE Petrovitsky Rd. A final road plan shall be submitted to and approved by the City of Renton Project Manager prior to issuance a construction permit.
11. The applicant shall retain a 68-foot front yard setback for Lot 5 from the west property line of 17803 116th Ave SE (APN 322305-9112) to retain future connectivity within the neighborhood, as depicted in Exhibit 21. This restriction should be recorded on the face of the final plat.
12. Proposed Lot 13 shall maintain a minimum lot width of fifty-five feet (55') and primary access shall be from the alley. An updated plat plan shall be submitted to and approved by the City of Renton Project Manager prior to issuance of a construction permit.
13. A street lighting plan shall be submitted at the time of construction permit review for review and approval by the City's Plan Reviewer.
14. The applicant shall create a Home Owners Association ("HOA") that maintains all improvements in Tract "A", and landscaping in Tract "C" and any and all other common improvements. A draft of the HOA documents shall be submitted to, and approved by, the City of Renton Project Manager and the City Attorney prior to Final Plat recording. Such documents shall be recorded concurrently with the Final Plat.