

## **CPA #T-04 COMPLETE STREETS**

Initiated by: Planning Division

Applicant: City of Renton Department of Community & Economic Development

### **General Description**

Renton recently updated public streets development standards and included 'Complete Streets' language in the Purpose statement and within code section 4-6-060G. As part of the adoption process of the new standards, staff recommended that a goal be added to the Transportation Element of the Comprehensive Plan to reflect the Title IV code amendments. Staff proposes that a new goal be added to provide a verbal illustration of supporting policies that provide guidance to, and direction for, Complete Streets language in the code. Adding to the existing ten goals of the Element, the proposed new goal would read, "Develop a connected network of complete streets where public streets are planned, designed, constructed, and maintained for safe and convenient travel of users - pedestrians, bicyclists, and transit riders of all ages and abilities and motor vehicle drivers - with high quality amenities".

### **Impact Analysis**

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

The goal would compliment the City's policies and practices of creating an urban environment where active and non-active transportation modes are available to all ages and abilities.

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

No impact foreseen. Within the municipal code (RMC 4-6-060G) there are criteria for what signifies adequate public facilities within a complete street and when providing these facilities may be exempted. Section "G" states, "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". The "Exemption" section states, "Pedestrian and bicycle facilities are not required to be established when it is concluded by the Administrator of the Department of Community & 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 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 Section.

#### Effect on the rate of population and employment growth

No impact is foreseen.

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

Plan objectives are being met as specified and remain valid. Many policies throughout the Plan, within the Streets, Sidewalks, and Streetscape Section in the Community Design Element, the Non-Motorized Transportation Section in the Transportation Element, and other sections. Attachment A is a list of policies supporting the proposed goal.

Effect on general land values or housing costs

Planting strips, between the curb and sidewalk, were reintroduced to the minimum street development standards where trees can be planted. Trees increase property values and purchasing by consumers in business areas as well as decrease other property costs (ie. heating, air conditioning) and city utilities (ie. reduction in surface water facilities).

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

No impact is foreseen.

Consistency with GMA, the Plan, and Countywide Planning Policies

Elements within this proposal are consistent with state, county, and City policies. Renton Plan Elements are reflections of state and regional growth policies. Specifically, the overarching goal of the Transportation Element is to provide “a balanced multi-modal transportation system that will support land use patterns, and adequately serve existing and future residential and employment growth within the City... a multi-modal system is defined as one which provides various choices of transportation for the public such as automobiles, buses, rail, transit, bicycles, walking” (page XI-2).

Effect on critical areas and natural resource lands

No impact is foreseen.

Effect on other considerations

None.

**Review Criteria**

RMC 4-9-020G states that the proposal shall demonstrate that the requested amendment is timely and meets at least one of the following criteria:

1. The request supports the Vision embodied in the Comprehensive Plan, or
2. The request supports the adopted business plan goals established by the City Council, or
3. The request eliminates conflicts with existing elements or policies, or
4. The request amends the Comprehensive Plan to accommodate new policy directives of the City Council.

This amendment meets Criteria #1. The amendment also meets Criteria #4.

**Staff Recommendation**

Staff proposes that a new goal be added to the list of Transportation Element goals, to read, "Develop a connected network of complete streets where public streets are planned, designed,

constructed, and maintained for safe and convenient travel of users - pedestrians, bicyclists, and transit riders of all ages and abilities and motor vehicle drivers - with high quality amenities". Attachment A is a list of policies supporting the proposal.

**Implementation Requirements**

Not applicable.

**Attachment**

- Attachment A – Proposed goal and Supportive Comprehensive Plan Policies