

**APPLICATION 2005-M-6 (LUA-04-146) LAND USE MAP AMENDMENT TO CHANGE DESIGNATION FROM RESIDENTIAL 8 (R-8) TO COMMERCIAL ARTERIAL (CA)**

**OWNER: O.J. HARPER AND (FOR PARCEL 3806000005) MAE HARPER**

**APPLICANT: JIM HANSON FOR O.J. HARPER**

**DESCRIPTION:**

A request to change the Comprehensive Plan land use designation from Residential Single Family (RSF) to Employment Area - Commercial (EA-C) in the Tobin neighborhood was submitted by a property owner for two parcels totaling approximately 11,000 square feet. The applicant has also requested a corresponding zoning change from Residential 8 (R-8) to Commercial Arterial (CA). The subject site consists of two abutting parcels located at 125 and 201 South Tobin Street. In addition, the City of Renton initiated a larger review of zoning in the Tobin neighborhood to determine whether the rezoning request and existing land use designations are consistent with the Airport Compatible Land Use Plan adopted in 2004.

**ISSUE SUMMARY**

- Has the Tobin Street neighborhood sufficiently transitioned from residential to commercial so that a change in land use is appropriate?
- If commercial land use is appropriate at this time, is the requested designation the best one for the context of the site?
- Are the existing zones in the Tobin neighborhood compatible with aviation operations associated with the Renton Municipal Airport and the policies of the Airport Compatible Land Use Program and Development Standards (RMC 4-3-020, "Airport Related Height and Use Restrictions") as adopted by the City of Renton?

**RECOMMENDATION SUMMARY**

1) It has been determined through analysis of the neighborhood, from comments received in writing, and from majority testimony at a neighborhood meeting held on June 7, 2005, that the requested Comprehensive Plan Amendment text and map amendments and rezone are premature. Staff has withdrawn initial support of the Land Use Master Application (LUA04-146) and recommends denial of the request based on a finding that the requested rezone is not timely.

2) In addition, the Tobin neighborhood land use designations and zoning were reviewed for compatibility with the Airport Compatible Land Use Program (ACLUP). It was determined that the existing designation and zoning remain appropriate and are generally compatible with the ACLUP.

3) It is further recommended that additional use restrictions be added to restrict sports arenas, outdoor recreation, new K-12 schools, trade schools, daycare establishments, convalescent centers, and conference centers to locations more than 1000 feet from the center line of the Renton Municipal Airport.

## ANALYSIS

The “Tobin Neighborhood” is located between Renton’s Downtown Core and the Renton Municipal Airport. The Downtown Core is within the City’s designated Urban Center. Airport Way borders the Tobin Neighborhood on the north and South Second Street borders it on the south. It lies between Lake Avenue South on the west and Logan Avenue South on the east.

The existing Comprehensive Plan designations for the Tobin Neighborhood are:

- Commercial Corridor (CC)
- Urban Center – Downtown (UC-D)
- Residential Single Family (RSF)

In addition to the Commercial Arterial (CA) and Center Downtown (CD) zones mentioned above, zoning in the Tobin Neighborhood currently includes Residential Single Family, Eight dwelling units to the acre (R-8).

Development standards (RMC 4-2-120) allow a wide range of structure heights in the different zones.

Zone	CA	CD	R-8
Maximum Height	35 feet <sup>(1)</sup>	95 feet (P) Suffix 110 ft <sup>(2)</sup>	2 stories and 30 feet <sup>(1)</sup>

(1) Up to limitations in RMC 4-3-020, “Airport Related height and Use Restrictions.” These restrictions are dictated by FAR Part 77 (see above).

(2) (P) Suffix indicates public ownership requires additional meeting notice for changed uses and allows a height bonus. Renton High School is zoned CD (P).

Residential density, which relates to the issue of the concentration of people within these safety zones, is also regulated by RMC 4-2-120.

Zone	CA	CD	R-8
Maximum Density	20 Dwelling Units / net acre	100 Dwelling Unit /net acre <sup>(1)</sup>	1 Dwelling Units / net acre

(1) May be increased up to 150 du/a with administrative approval.

In addition to different zones, the Tobin Neighborhood is an area of diverse uses, from restaurants to vehicle maintenance, professional offices to warehousing. Within the R-8 zone, long-standing uses such as an 18,000 sf parking lot and some new ones (a recently licensed forge) are potentially incompatible with single- family residential.

The application for a land use action submitted by Mr. O.J. Harper (LUA 04-146) requests rezone of two parcels totaling approximately 11,000 square feet, located on the south side of Tobin Street. The rezone would be from R-8 to Commercial Arterial (CA). Mr. Harper would like to provide additional parking to that already existing at his professional engineering office, located on the north side of Tobin Street in the CA zone.

Parking lots could be a use with high compatibility with aviation operations. If however, they lead to corresponding expansion of uses that are *not* compatible, increasing the size of a structure or business to accommodate more people for example, then the advantage is diminished.

A rezone to Commercial Arterial would allow a wide range of uses. Permitted uses include parks; schools; medical and dental offices; veterinary offices and clinics; general offices; eating and drinking establishments; big-box retail; retail sales; taverns; small vehicle sales; small vehicle rental; express transportation services; transit centers; vehicle fueling; small vehicle service and repair; light manufacturing laboratories; research, development, and testing laboratories; light manufacturing and fabrication; recycling collection station; small utilities; and wireless communication micro facility antennas (RMC 4-2-070L).

Uses allowed in the Commercial Arterial zone, but subject to certain conditions, include attached dwelling units (must be above ground floor retail and/or on-site service uses); hobby kennels (requires a Hobby Kennel license); adult retail use and adult entertainment business (subject to “Adult Retail and Entertainment” regulations (RMC 4-3-010); day care and adult day care facilities (subject to size restrictions); car washes (subject to size restrictions).

Drivers tend to avoid using Tobin due to the street configuration (no left turn onto Tobin allowed from Rainier Avenue and no left turn onto Rainier Avenue allowed from Tobin), an extra stop sign at Shattuck to allow students to cross Tobin at Renton High School, and a ‘T’ intersection, rather than through street, at Logan. Because of this and the fact that there are no other businesses to attract consumers presently located on Tobin, there are low traffic volumes on this street. Although it is not true of all the uses allowed in the CA zone, many of them rely on high volumes of pass-by vehicular traffic and corresponding high user numbers to be successful.

Another reason Commercial Arterial uses may not be appropriate on Tobin Street is that many of the allowed uses could have impacts on residents living on this street. Proposed uses would be subject to scrutiny during the review process, but auto-oriented businesses that rely on high volumes of users in vehicles, by their nature, will have a certain level of impact that could be inconsistent with residential uses.

At the neighborhood meeting held on June 7, 2005, the majority of Tobin neighborhood property owners expressed a clear desire that the zoning in the area remain as it currently exists. Residents pointed out that the area was a long-standing single-family residential neighborhood, but there also had been recent short plats of parcels with new single-family houses constructed. They said there are currently no commercial uses in the neighborhood, that residential is more compatible with the aviation operations of the Airport, and that the neighborhood provides a good place for seniors to live since it is a walkable distance from the Senior Center, the Transit Center, and downtown Renton.

In 2003 and 2004, Renton adopted an Airport Land Use Compatibility Program (ACLUP). In addition to being required by state law, other reasons for airport compatible land use planning include ensuring the economic viability of the Renton Municipal Airport, increasing public safety in the vicinity of the airport, and improving awareness among the general Renton population about aviation operations in the area.

As part of the ACLUP, a portion of Renton was designated as being within an “Airport Influence Area (AIA).” The AIA is comprised of six “safety zones” within which certain land uses are more appropriate than others. Those zones most closely associated with airport approach and departures of aircraft are considered to be more sensitive to potential penetration of dedicated airspace than those associated with overflight.

Over half of the Tobin Neighborhood lies within Safety Zone One of the Airport Influence Area. Although this does not necessarily indicate a higher risk level, it does mean certain uses and structural forms may be inappropriate in this area. New uses that attract large numbers of people to a single location, such as a movie theatre, or structures several stories in height, for example, are uses and forms that may be inappropriate in Zone One. Renton High School, which was established at this location in 1929 and therefore predates the development of the Airport, occupies the majority of land within Zone One.

Other parcels in the Tobin Neighborhood lie within Safety Zones Two and Three.

One issue is whether the Single Family Residential land use designation in the Tobin Neighborhood is consistent with adopted objectives and policies of the Airport Compatible Land Use Program, taking into consideration the proximity of the Airport, the Airport Influence Area Safety Zones, current uses, and expected future redevelopment.

Renton adopted Federal Aviation Regulation Part 77, “Objects Affecting Navigable Airspace,” this, combined with the designation of the Safety Zones, achieves the goal of improving the regulation of potential obstructions that could conflict with aviation.

Currently, some parcels located within Safety Zone Three are designated Center Downtown (CD). Like other zoning, CD limits both uses and forms. Residential uses in the CD zone, for example, are essentially limited to multi-story buildings. If residential is the only economically viable use allowed by the zoning, then the building height becomes a critical factor. The height of a building relates to airspace protection within Safety Zone Three.

Safety Zone One, Two, and Three have parcels designated Commercial Arterial (CA). CA allows several uses that attract large numbers of people, such as restaurants and day care centers. A day care center, and other uses that allow concentrations of people who may have limited mobility or other difficulties in movement, are considered to be inappropriate for these Safety Zones.

As part of the process to ensure land use compatibility with aviation operations in the City of Renton, current policies and zoning were analyzed for consistency with the ACLUP.

Uses allowed in the existing zones (see below) may not be considered compatible with aviation operations.

Zone	CA	CD	R-8
Incompatible Uses Allowed	Eating/Drinking establishments Drive-in/Drive-through retail Dance clubs Movie theaters Parks Schools City government offices	Retirement residences Attached dwelling Conference centers Parks Schools City government offices Sports arenas	Residential Adult family home Medical institutions Day care center Parks Schools City government offices

It would appear that of the three zones currently in place in the Tobin Neighborhood, the most appropriate in terms of development standards and use (least dense) in relation to nearby aviation operations is the single-family residential zone of Residential 8 (R-8). Although single-family residential use is generally not considered compatible with aviation use, in urban areas where residential use at higher densities is expected, low density residential may be a preferred alternative. Where commercial zoning (both CA and CD) are already in place, these properties will continue to transition to commercial uses over time. There are a number of existing small-scale commercial and residential structures. It is recommended that in the R8 and CA zones, incompatible uses be required to comply with the use and height restrictions implemented through the Airport Compatible Land Use Program. As a result, uses involving obstructions such as, communication towers and places of assembly, such as sports arenas, new schools, convalescent centers, entertainment uses, and day cares, should have an additional restriction added through zoning limiting those uses to locations more than 1000 feet from the center of the Renton Municipal Airport runway. This is a similar provision created for the new Urban Center-North zoning. An additional zone code amendment is proposed to implement this recommendation.

#### **AMENDMENT REVIEW CRITERIA**

RMC 4-9-020, Comprehensive Plan Adoption and Amendment Process requires that a proposal demonstrate that the requested amendment is timely and meets at least one of the following:

##### Review Criteria for Comprehensive Plan Amendments:

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.*

The proposed redesignation from Residential Single Family to Employment Area – Commercial does not appear to support any of the review criteria for Comprehensive Plan

Amendments. The Vision of the Comprehensive Plan is of neighborhoods that are strengthened by the Comprehensive Plan policies and thereby contribute to a high quality of life (1).

The adopted Business Plan Goals, 2006-2011, while striving for citywide economic development, do not direct that such development be at the expense of neighborhoods (2).

There are no conflicts in the Comprehensive Plan elements, policies or the Development Standards that need to be resolved by the requested Comprehensive Plan Amendment (3).

There are no City Council directives that would be accommodated by amending the Comprehensive Plan based on this request (4).

### COMPREHENSIVE PLAN COMPLIANCE

In this situation, the following objective and policies are relevant:

***Objective LU-FF: Encourage re-investment and rehabilitation of existing housing, and development of new residential plats resulting in quality neighborhoods that:***

- 1) Are planned at urban densities and implement Growth Management targets,***
- 2) Promote expansion and use of public transportation; and***
- 3) Make more efficient use of urban services and infrastructure.***

The current Comprehensive Plan designation and single-family residential zoning meet this objective. The Single Family Residential designation allows existing houses to be renovated and large lots to be subdivided for new housing. This pattern has already been established at the east end of Tobin Street, in the Residential 8 zone in the following manner:

<b><i>Address</i></b>	<b><i>Year Built</i></b>	<b><i>Year Renovated</i></b>
416 Tobin	1997	following a subdivision
418 Tobin	1997	following a subdivision
500 Tobin	1902	2000
508 Tobin	1900	1962
518 Tobin	1900	2000

Houses at the west end of Tobin Street are somewhat newer, with construction dating between 1924 and 1957. Unlike at the east end of Tobin, no significant renovation has occurred and there has been no new construction.

About half the lots at the west end of the street, with an average lot size of 5,280 square feet, are too small to meet the Residential 8 standard for subdivision (minimum lot size is 5,000 square feet for parcels less than one acre). There are several lots however, averaging 11,230

square feet each that could be divided in half. Consolidation of smaller lots is another possible option to increase the number of units.

There has been no apparent pressure to convert these structures to commercial use. The Comprehensive Plan Amendment request, as mentioned above, was so that residential lots could be converted to surface parking for a professional consulting firm located in the abutting Commercial Arterial zone.

These factors lead to the conclusion that additional time should be allowed to give property owners the opportunity to renovate older structures for continued residential use. If structures are not maintained or renovated, an amendment to the Comprehensive Plan to change the designation from residential may be considered in the future.

### **ZONING CONCURRENCY**

Without a change in Comprehensive Plan designation, no change to the zoning is required.

### **CONCLUSION**

There is no apparent support for a finding that the Comprehensive Plan amendment and rezone analyzed herein are appropriate at this time.

**4-2-070D**

**RESIDENTIAL-8 DU/AC (R-8)**

Uses allowed in the R-8 Zone are as follows:

USES:	TYPE:
<b>AGRICULTURE AND NATURAL RESOURCES</b>	
Natural resource extraction/recovery	H
<b>ANIMALS AND RELATED USES</b>	
Animal husbandry (20 or fewer small animals per acre)	P #51
Animal husbandry (4 or fewer medium animals per acre)	P #51
Animal husbandry (maximum of 1 large animal per acre)	P #51
Greater number of animals than allowed above	H #36
Beekeeping	P #35
Kennels, hobby	AC #37
Pets, common household, up to 3 per dwelling unit or business establishment	AC
<b>RESIDENTIAL</b>	
Detached dwelling	P #19
Flats or townhouses, no greater than 2 units total per building (existing legal)	P
<b>Manufactured Homes</b>	
Manufactured homes, designated	P #19
<b>OTHER RESIDENTIAL, LODGING AND HOME OCCUPATIONS</b>	
Adult family home	P #89
Group homes II for 6 or less	P #89
Group homes II for 7 or more	H #89
Home occupations	AC #6
<b>SCHOOLS</b>	
K-12 educational institution (public or private)	H #9, #89
K-12 educational institution (public or private), existing	P #9
<b>PARKS</b>	
Parks, neighborhood	P
Parks, regional/community, existing	P
Parks, regional/community, new	AD

USES:	TYPE:
<b>OTHER COMMUNITY AND PUBLIC FACILITIES</b>	
<b>Community Facilities</b>	
Cemetery	H
Religious institutions	H #89
Service and social organizations	H #89
<b>Public Facilities</b>	
City government offices	AD
City government facilities	H
Other government offices and facilities	H
<b>RETAIL</b>	
Eating and drinking establishments	P #1, #89
Horticultural nurseries	H
<b>ENTERTAINMENT AND RECREATION</b>	
<b>Entertainment</b>	
Cultural facilities	H
<b>Recreation</b>	
Golf courses (existing)	P
Golf courses (new)	H
<b>SERVICES</b>	
<b>Services, General</b>	
Bed and breakfast house, accessory	AD
<b>Day Care Services</b>	
Adult day care I	AC #89
Adult day care II	H #89
Day care centers	H #25, #89
Family day care	AC #89
<b>Healthcare Services</b>	
Medical institutions	H
<b>VEHICLE RELATED ACTIVITIES</b>	
Park and ride, shared-use	P #108

**TYPES:**

Blank = Not Allowed  
# = Condition(s)

P = Permitted Use      AC = Accessory Use  
P# = Permitted provided condition can be met

H = Hearing Examiner Conditional Use  
AD = Administrative Conditional Use

Uses may be further restricted by: RMC 4-3-020, Airport Related Height and Use Restrictions; RMC 4-3-050C, Aquifer Protection Regulations; RMC 4-3-040C, Uses Permitted in the Automall Improvement Districts; RMC 4-3-090, Shoreline Master Program Requirements

USES:	TYPE:
<b>UTILITIES</b>	
Communications broadcast and relay towers	H
Utilities, small	P
Utilities, medium	AD
Utilities, large	H #89
<b>WIRELESS COMMUNICATION FACILITIES</b>	
Macro facility antennas	AD #46, #89
Micro facility antennas	P #89
Mini facility antennas	P #44
Minor modifications to existing wireless communication facilities	P #49
Monopole I support structures	H #45, #89
<b>GENERAL ACCESSORY USES</b>	
Accessory uses per RMC 4-2-050 and as defined in chapter 4-11 RMC, where not otherwise listed in the Use Table	AC
<b>TEMPORARY USE</b>	
Model homes in an approved residential development: one model home on an existing lot	P #53
Sales/marketing trailers, on-site	P #53
Temporary or manufactured buildings used for construction	P #10
Temporary uses	P #53

(Ord. 4773, 3-22-1999; Amd. Ord. 4963, 5-13-2002; Ord. 4999, 1-13-2003; Ord. 5080, 6-14-2004)

**TYPES:**

Blank = Not Allowed  
# = Condition(s)

P = Permitted Use  
P# = Permitted provided condition can be met

AC = Accessory Use

H = Hearing Examiner Conditional Use  
AD = Administrative Conditional Use

Uses may be further restricted by: RMC 4-3-020, Airport Related Height and Use Restrictions; RMC 4-3-050C, Aquifer Protection Regulations; RMC 4-3-040C, Uses Permitted in the Automall Improvement Districts; RMC 4-3-090, Shoreline Master Program Requirements

4-2-070K

COMMERCIAL ARTERIAL (CA)

Uses allowed in the CA Zone are as follows:

USES:	TYPE:
<b>AGRICULTURE AND NATURAL RESOURCES</b>	
Natural resource extraction/recovery	H
<b>ANIMALS AND RELATED USES</b>	
Kennels, hobby	AC #37
Pets, common household, up to 3 per dwelling unit or business establishment	AC
<b>RESIDENTIAL</b>	
Attached dwelling	P #18
<b>OTHER RESIDENTIAL, LODGING AND HOME OCCUPATIONS</b>	
Group homes I	H #89
Group homes II for 7 or more	H #89
Home occupations	AC #6
<b>SCHOOLS</b>	
K-12 educational institution (public or private)	H #9, #89
K-12 educational institution (public or private), existing	P #9
Other higher education institution	P #89
Schools/studios, arts and crafts	P #89
Trade or vocational school	H #89
<b>PARKS</b>	
Parks, neighborhood	P
Parks, regional/community, existing	P
Parks, regional/community, new	AD
<b>OTHER COMMUNITY AND PUBLIC FACILITIES</b>	
<b>Community Facilities</b>	
Cemetery	H
Religious institutions	H #89
Service and social organizations	H #89
<b>Public Facilities</b>	
City government offices	AD

USES:	TYPE:
<b>OTHER COMMUNITY AND PUBLIC FACILITIES (Continued)</b>	
City government facilities	H
Other government offices and facilities	H
<b>OFFICE AND CONFERENCE</b>	
Conference center	P #38
Medical and dental offices	P
Offices, general	P
Veterinary offices/clinics	P
<b>RETAIL</b>	
Adult retail use	P #43
Big-box retail	P #20, #89
Drive-in/drive-through, retail	AC
Eating and drinking establishments	P
Horticultural nurseries	H
Retail sales	P #68
Retail sales, outdoor	P #15
Taverns	P #20
Vehicle sales, large	P #41
Vehicle sales, small	P #20
<b>ENTERTAINMENT AND RECREATION</b>	
<b>Entertainment</b>	
Adult entertainment business	P #43
Card room	P #52
Cultural facilities	AD
Dance clubs	P #20, #89
Dance halls	P #20, #89
Gaming/gambling facilities, not-for-profit	H #20
Movie theaters	P #20, #89
Sports arenas, auditoriums, exhibition halls, indoor	P #20, #89
Sports arenas, auditoriums, exhibition halls, outdoor	AD #20, #89
<b>Recreation</b>	
Recreation facilities, indoor	P #89
Recreation facilities, outdoor	H #20, #89

TYPES:

Blank = Not Allowed  
# = Condition(s)

P = Permitted Use AC = Accessory Use  
P# = Permitted provided condition can be met

H = Hearing Examiner Conditional Use  
AD = Administrative Conditional Use

Uses may be further restricted by: RMC 4-3-020, Airport Related Height and Use Restrictions; RMC 4-3-040C, Uses Permitted in the Automall Improvement District; RMC 4-3-050C, Aquifer Protection Regulations; RMC 4-3-090, Shoreline Master Program Requirements

USES:	TYPE:
<b>SERVICES</b>	
<i>Services, General</i>	
Hotel	P #20, #89
Motel	P #20, #89
Off-site services	P #38
On-site services	P #69
Drive-in/drive-through service	AC
Vehicle rental, small	P #20
<i>Day Care Services</i>	
Adult day care I	P #22, #89
Adult day care II	P #22, #89
Day care centers	P #22, #89
Family day care	AC #89
<i>Healthcare Services</i>	
Convalescent centers	H
Medical institutions	H
<b>VEHICLE RELATED ACTIVITIES</b>	
Body shops	H #31
Car washes	P #22
Express transportation services	AD #20
Parking garage, structured, commercial or public	P #20
Parking, surface, commercial or public	P #20
Park and ride, shared-use	P #109
Park and ride, dedicated	P #105
Transit centers	H #20
Vehicle fueling stations	P
Vehicle service and repair, small	P
<i>Air Transportation Uses</i>	
Helipads, accessory to primary use	H #20
<b>STORAGE</b>	
Indoor storage	AC #11
Outdoor storage	P #64
Self-service storage	H #26
Vehicle storage	AD #38
<b>INDUSTRIAL</b>	
<i>Industrial, General</i>	
Laboratories: light manufacturing	P #20

USES:	TYPE:
<b>INDUSTRIAL (Continued)</b>	
Laboratories: research, development and testing	P #20
Manufacturing and fabrication, light	H #20
<i>Solid Waste/Recycling</i>	
Recycling collection station and processing center	P #38
Recycling collection station	P
<b>UTILITIES</b>	
Communications broadcast and relay towers	H #89
Electrical power generation and cogeneration	H #66
Utilities, small	P
Utilities, medium	AD
Utilities, large	H #89
<b>WIRELESS COMMUNICATION FACILITIES</b>	
Lattice towers support structures	AD #47, #89
Macro facility antennas	P #44, #89
Micro facility antennas	P
Mini facility antennas	P #44, #89
Minor modifications to existing wireless communication facilities	P #49
Monopole I support structures	P #44, #89
Monopole II support structures	AD #47, #89
<b>GENERAL ACCESSORY USES</b>	
Accessory uses per RMC 4-2-050 and as defined in chapter 4-11 RMC, where not otherwise listed in the Use Table	AC
<b>TEMPORARY USE</b>	
Model homes in an approved residential development: one model home on an existing lot	P #53
Sales/marketing trailers, on-site	P #53
Temporary or manufactured buildings used for construction	P #10
Temporary uses	P #53

(Ord. 4773, 3-22-1999; Ord. 4786, 7-12-1999; Ord. 4803, 10-25-1999; Ord. 4827, 1-24-2000; Ord. 4917, 9-17-2001; Amd. Ord. 4963, 5-13-2002; Ord. 4999, 1-13-2003; Ord. 5080, 6-14-2004; Ord. 5100, 11-1-2004)

**TYPES:**

Blank = Not Allowed  
# = Condition(s)

P = Permitted Use      AC = Accessory Use  
# = Permitted provided condition can be met

H = Hearing Examiner Conditional Use  
AD = Administrative Conditional Use

Uses may be further restricted by: RMC 4-3-020, Airport Related Height and Use Restrictions; RMC 4-3-040C, Uses Permitted in the Automall Improvement District; RMC 4-3-050C, Aquifer Protection Regulations; RMC 4-3-090, Shoreline Master Program Requirements

- center with supporting retail or service uses structures with common walls, or plazas, or other similar features, excluding pushcarts/kiosks.
- c. Buildings oriented along Park Avenue must have one or more pedestrian entries on Park Avenue.
80. Drive-through windows must abut a building facade or wall and must be located within the building footprint.
81. No stand-alone structures smaller than five thousand (5,000) square feet, except for pushcarts/kiosks, unless architecturally and functionally integrated into a shopping center or mixed use development.
82. a. Multi-story, stand-alone retail buildings greater than seventy five thousand (75,000) square feet are allowed only with structured parking and a maximum building footprint of sixty five thousand (65,000) square feet.
- b. No freestanding structures smaller than five thousand (5,000) square feet are permitted, unless architecturally and functionally integrated into overall shopping center or mixed use development.
- c. Buildings oriented along Park Avenue must have one or more pedestrian entries on Park Avenue.
83. a. Movie facilities with more than four (4) screens must be architecturally and functionally integrated into overall shopping center or mixed use development.
- b. Buildings oriented along Park Avenue must have one or more pedestrian entries on Park Avenue.
84. Permitted subject to the conditional use criteria regarding airport compatibility located in RMC 4-3-020.
85. Only permitted south of N. 8th Street.
86. Limited to airplane manufacturing, biotechnology, life science, information technology (i.e., hardware, software, computer components), or other high technology industry.
87. a. **Attached Dwelling Units, General:** Not allowed within one thousand feet (1,000') of the centerline of Renton Municipal Airport runway. Permitted as mixed use structures with ground-floor commercial except that parcels may be developed exclusively for attached dwelling units if:
- i. The entire frontage of the block is residential,
  - ii. Support facilities such as exercise facilities, lobbies, etc., face the street frontage and living areas are in the rear, or
  - iii. Entries to attached dwelling units are slightly elevated above the sidewalk level.
- b. **Stacked Flats:** In addition to required provisions of attached dwelling units, general, above, the following provisions are required:
- i. Structured parking is required north of N. 8th Street.
  - ii. South of N. 8th Street, only guest parking may be provided as surface parking.
  - iii. A minimum of twenty (20) dwelling units per net acre are required.
- c. **Townhouses:** In addition to required provisions of attached dwelling units, general, above, a minimum density of twenty (20) dwelling units per net acre is required.
88. a. Not permitted within one thousand feet (1,000') of the centerline of Renton Municipal Airport runway.
- b. Structured parking is required north of N. 8th Street.
- c. Buildings oriented to pedestrian streets must have ground-floor commercial uses within them.
89. Not permitted within one thousand feet (1,000') of the centerline of Renton Municipal Airport runway.
90. Structured parking required north of N. 8th Street.
91. a. Not permitted within one thousand feet (1,000') of the centerline of Renton Municipal Airport runway.
- b. Structured parking required north of N. 8th Street.



**Renton Municipal Airport -  
1000ft Runway Center Line Buffer**



Economic Development, Neighborhoods & Strategic Planning  
Alex Pletsch, Administrator  
G. Del Rosario  
2 September 2005

- Runway Center Line
- Runway Buffer
- Corporate Boundary

0 600 1200

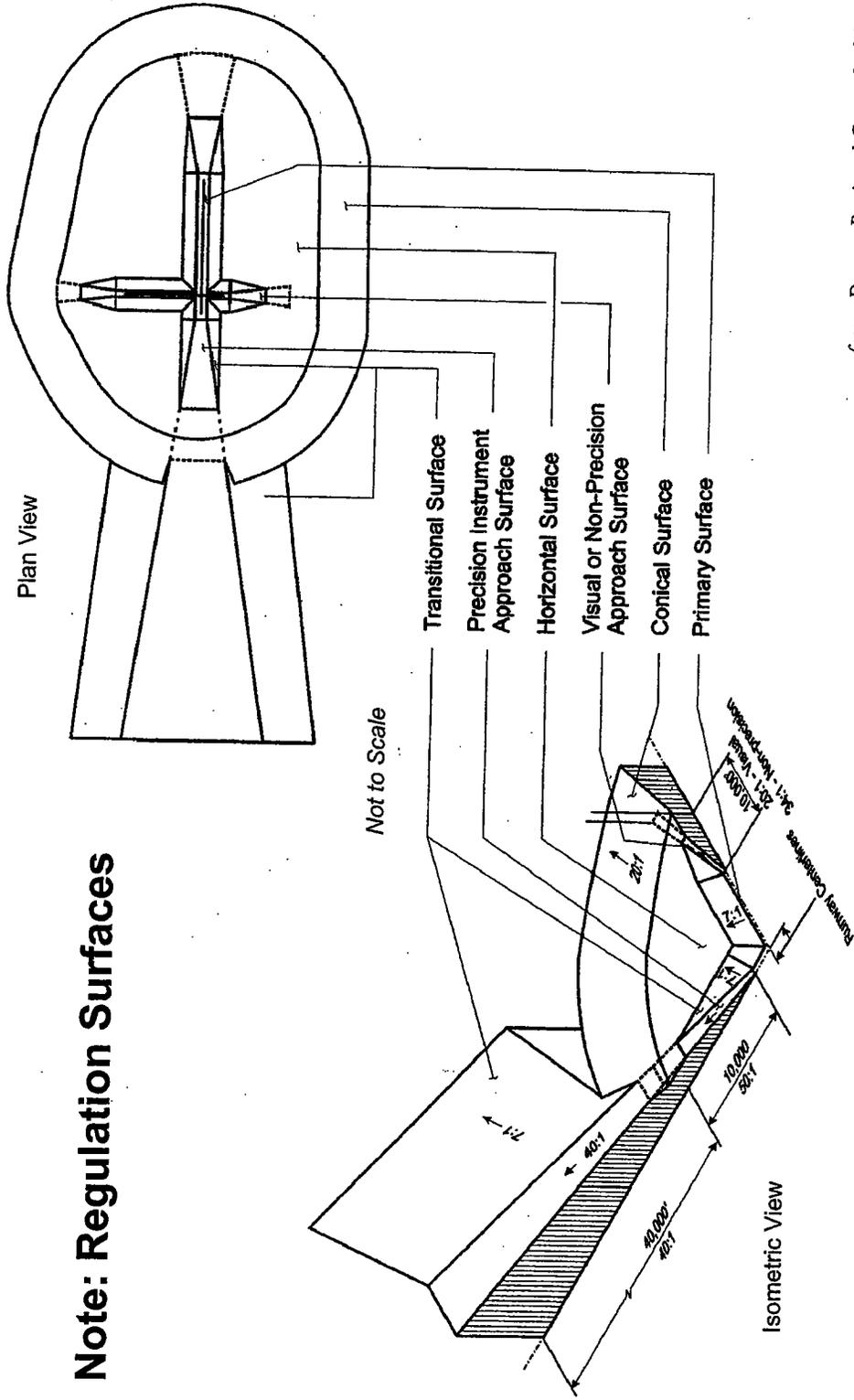


1 : 7200





**Note: Regulation Surfaces**



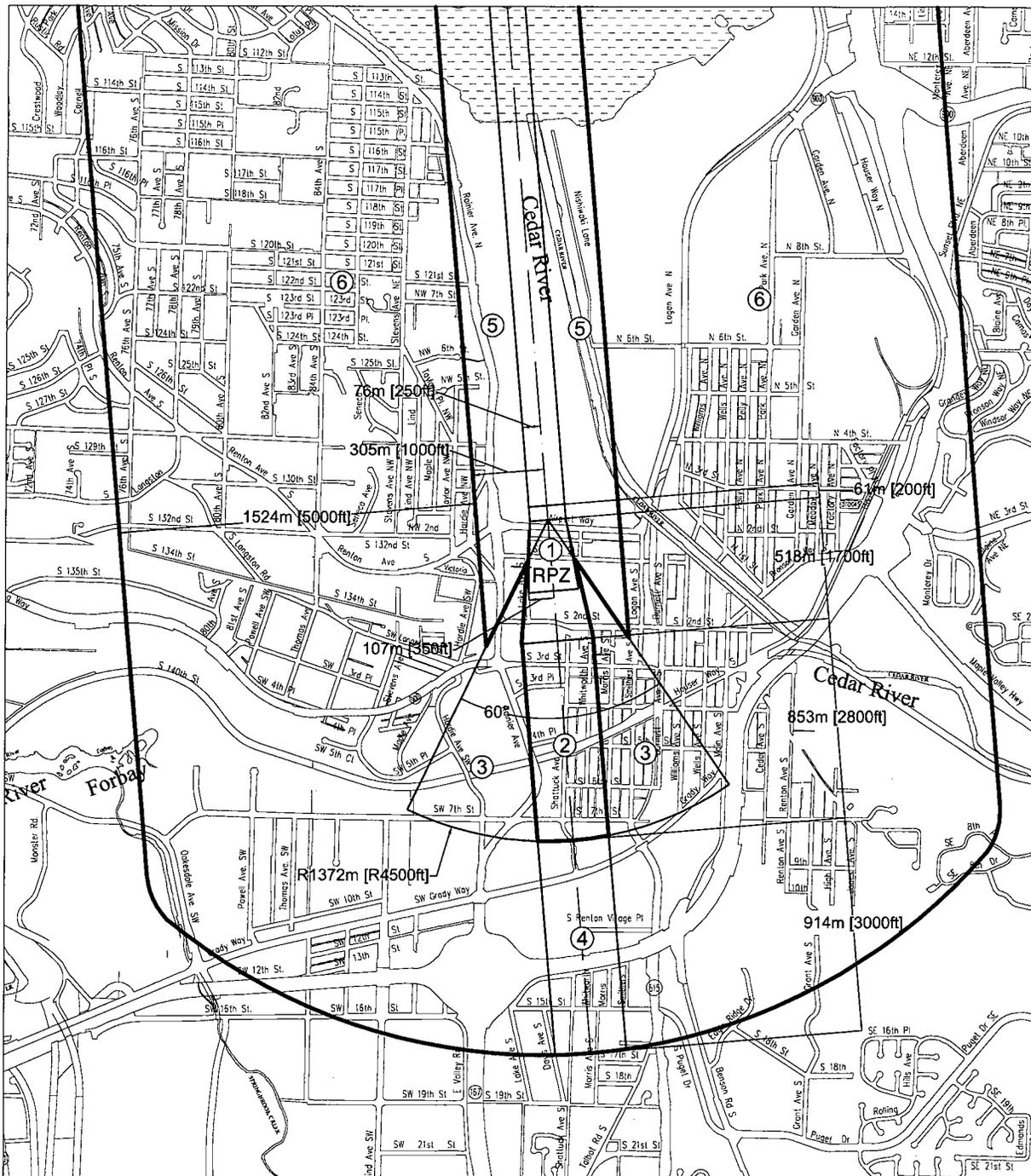
*from: Denver Regional Council of Governments' Airport Compatible Land Use Design Handbook*

**Federal Aviation Regulation Part 77, Objects Affecting Navigable Airspace ("Imaginary Surfaces")**

Note: This diagram is used to determine if proposed projects may affect airspace. In order to use this diagram, the latitude and longitude coordinates of the project must be determined, as well as the proposed height above ground level (AGL), site elevation above mean sea level (AMSL), total height (AMSL), and the location of the proposed project in relation to the Renton Municipal Airport.

If analysis of the above information, in relation to the Part 77 diagram indicates that an obstruction to airspace may be created by the project, the Federal Aviation Administration (FAA) must be notified by means of FAA Form 7460-1, Notice of Proposed Construction or Alteration (available from the Federal Aviation Administration).





# Airport Influence Area and Safety Compatibility Zones

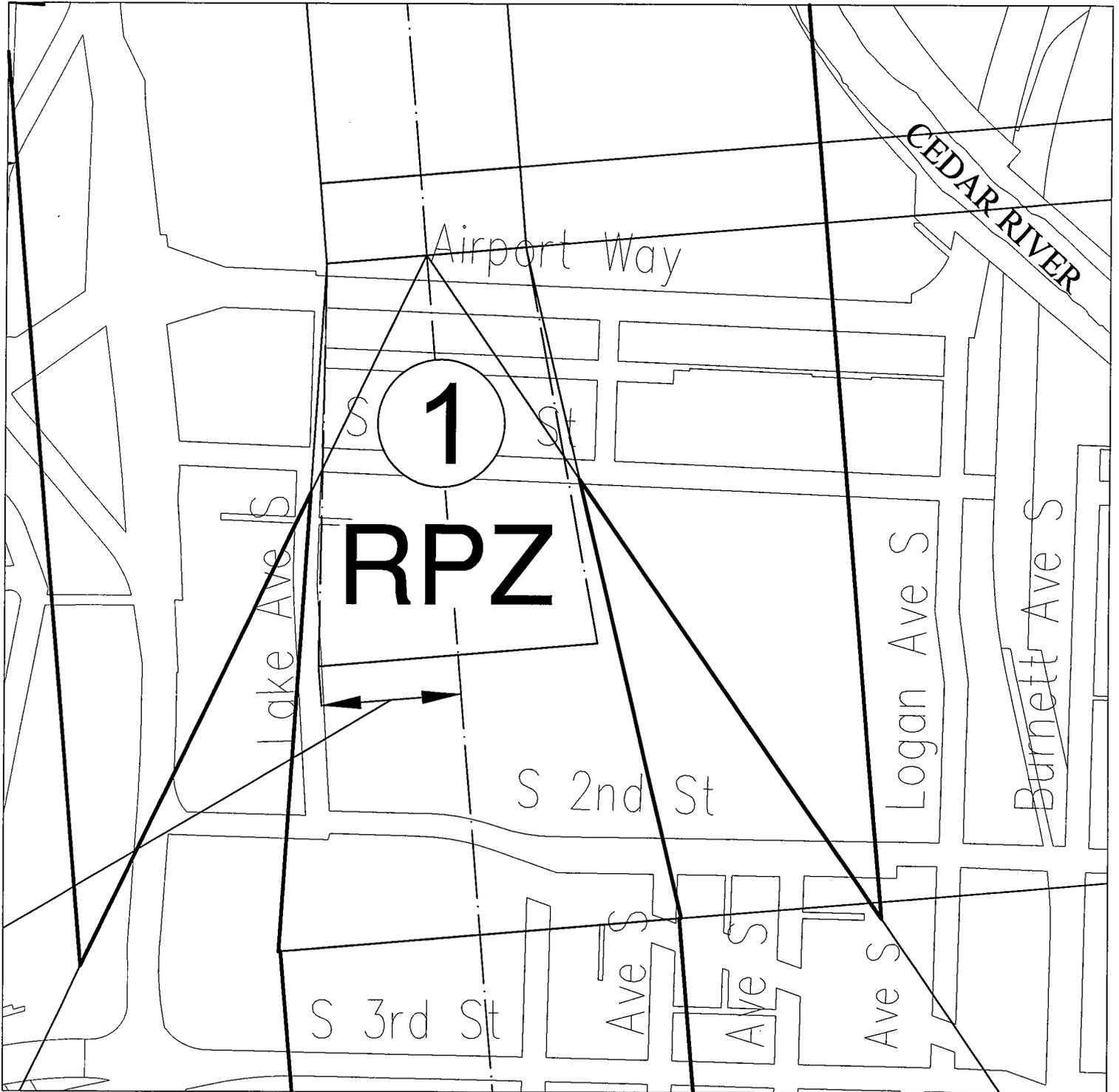
— Area of Airport Compatible Land Use Program (also known as "Airport Influence Area")

## Safety Compatibility Zones

- ① Runway Protection Zone
- ② Inner Approach/Departure Zone
- ③ Inner Turning Zone (60 degree sector)
- ④ Outer Approach/Departure Zone
- ⑤ Sideline Approach/Departure Zone
- ⑥ Traffic Pattern Zone

Data Source: NTSB accident investigations 1984-1991.  
 Illustration Source: Hodges and Shutt, Institute of Transportation Studies, University of California, Berkeley, 1993.





# Airport Influence Area and Safety Compatibility Zones

— Area of Airport Compatible Land Use Program (also known as "Airport Influence Area")

## Safety Compatibility Zones

- ① Runway Protection Zone
- ② Inner Approach/Departure Zone
- ③ Inner Turning Zone (60 degree sector)
- ④ Outer Approach/Departure Zone
- ⑤ Sideline Approach/Departure Zone
- ⑥ Traffic Pattern Zone

Data Source: NTSB accident investigations 1984-1991.  
 Illustration Source: Hodges and Shutt, Institute of Transportation Studies, University of California, Berkeley, 1993.

