



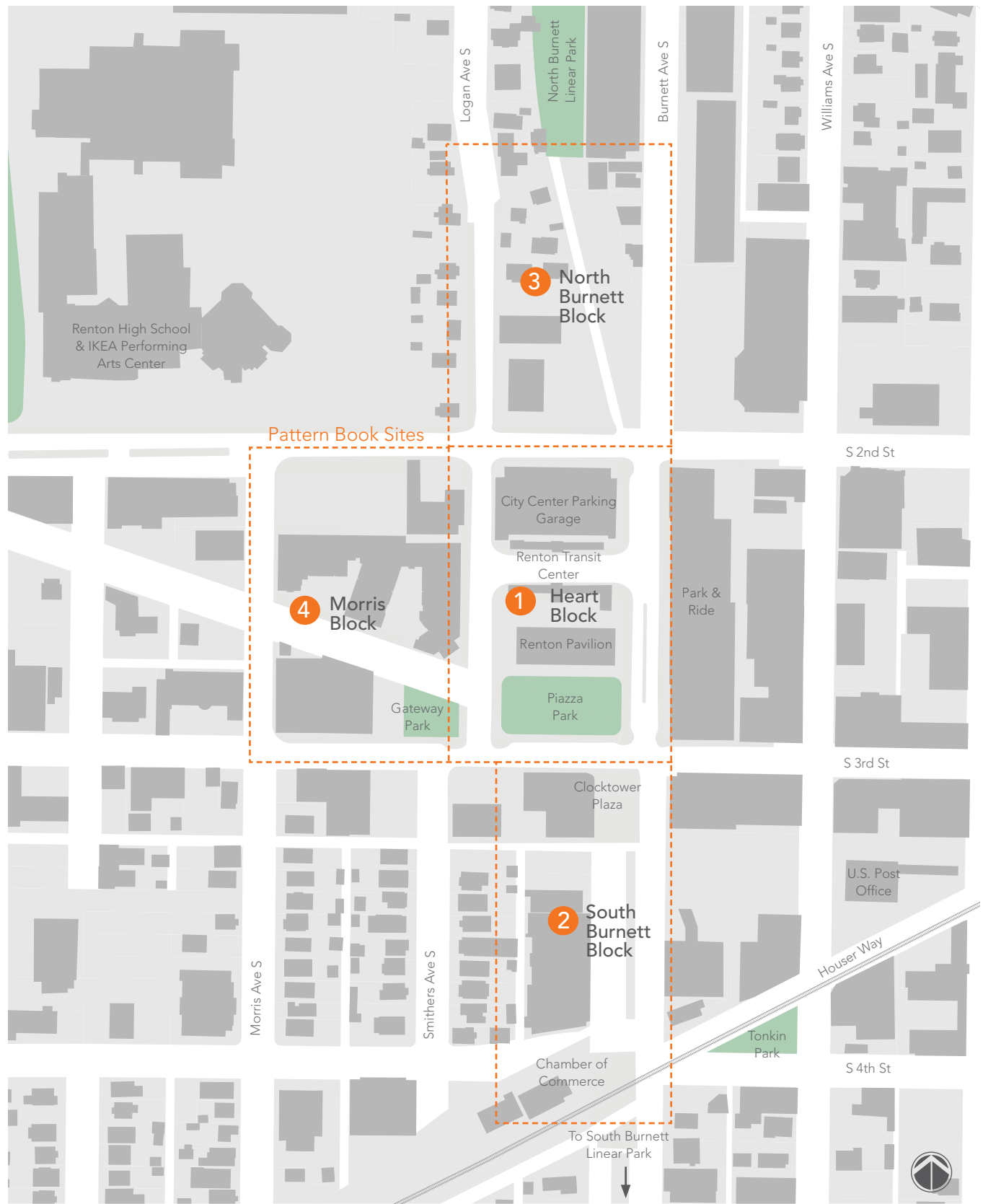
PATTERN BOOK

RENTON DOWNTOWN CIVIC CORE VISION AND ACTION PLAN

CITY OF RENTON

**PREPARED BY:
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Map 1. Overview Map of Pattern Book Sites

SCALE: 1" = 250'

Introduction

Study Objectives

This Pattern Book visually documents the existing urban environment within the Renton Civic Core. Used in conjunction with the Public Use Analysis (under separate cover) that explores the public spaces such as the parks and plazas in and near the Civic Core, the Pattern Book illustrates the Civic Core's key urban design features and will serve as a basis for developing land use, streetscape, and placemaking alternatives. Patterns are broken into the following categories:

Transportation Showcases what currently exists and identifies who moves through the site and how. Public and private parking lots are shown with the following symbols.

- PP Public Parking
- P Private Parking

Character looks at whether the public realm is engaged and how.

Frontage identifies the different types of facades that exist in the area, both at the ground level and upper floors.

The photos on the following pages are a sampling of the range of places and spaces that exist within the Civic Core.

Map 1 shows the four different focus areas and their general boundaries:

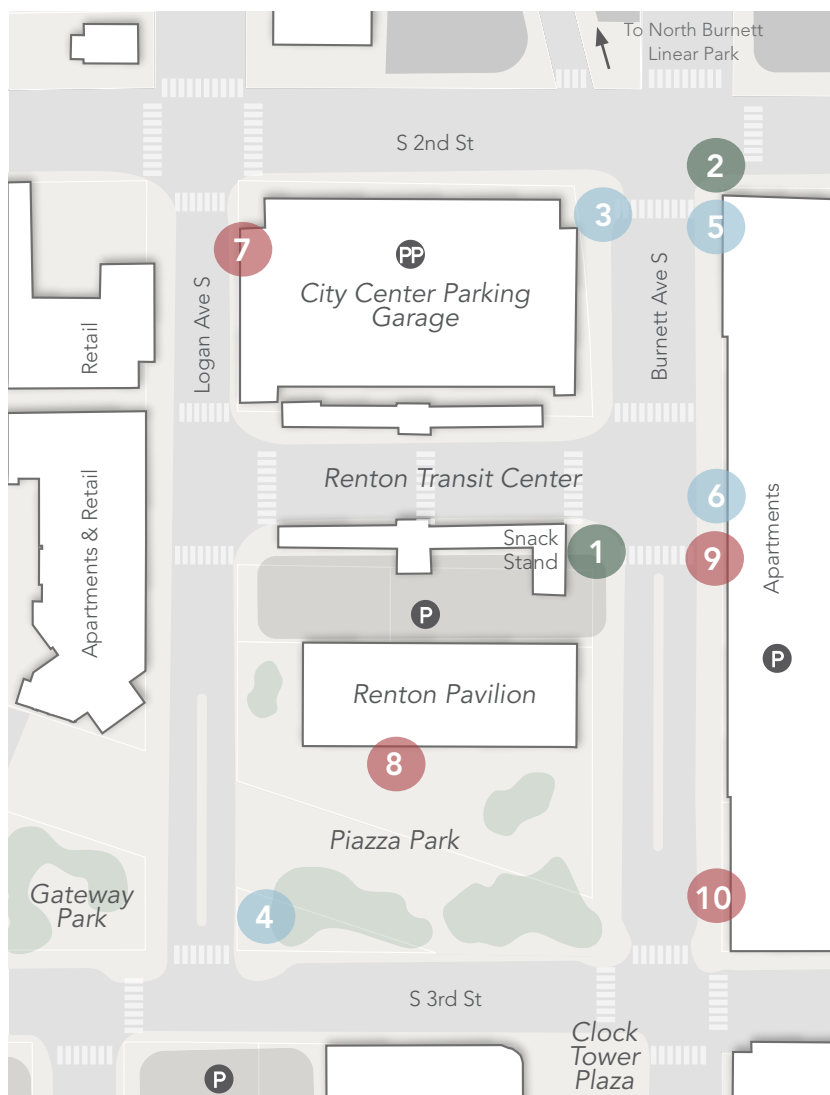
- 1 Heart Block
- 2 South Burnett Block
- 3 North Burnett Block
- 4 Morris Block



1. Heart Block

The Heart Block includes several public facilities including: Renton Transit Center; City Center Parking Garage; the Renton Pavilion; Piazza Park; and Gateway Park. While there are two newer apartment buildings surrounding the Heart Block, there are limited ground floor active uses and retail is limited to only a few locations.

While the Heart Block serves an important central civic space for Downtown Renton, when events are not taking place most of the use of the Heart Block is limited to the Transit Center facilities and occasional gatherings in the Piazza and Gateway Park.



Transportation



1 At the Renton Transit Center, buses are continually dropping off and picking up passengers



2 While the sidewalks are generally well-maintained, some newer patches do not match the original paving.

Character



- 3 At the police offices, one-way reflective glass feels unwelcoming from the street



- 4 Mature landscaping, wide sidewalks and seating provide a comfortable space for pedestrians



- 5 Outdoor seating is provided at a few commercial stores, but occurs in isolation



- 6 While there are nice amenities for transit riders, idling buses and wide streets detract from the use of the space for other activities

Frontage



- 7 Ground floor overhangs within the Heart Block provides shelter for pedestrians but also conflict with tree canopies



- 8 The Pavilion acts as an art piece, gateway, and wayfinding element for visitors to the Civic Core.



- 9 The east side of Burnett Ave S is almost entirely ground floor parking adjacent to a high pedestrian zone

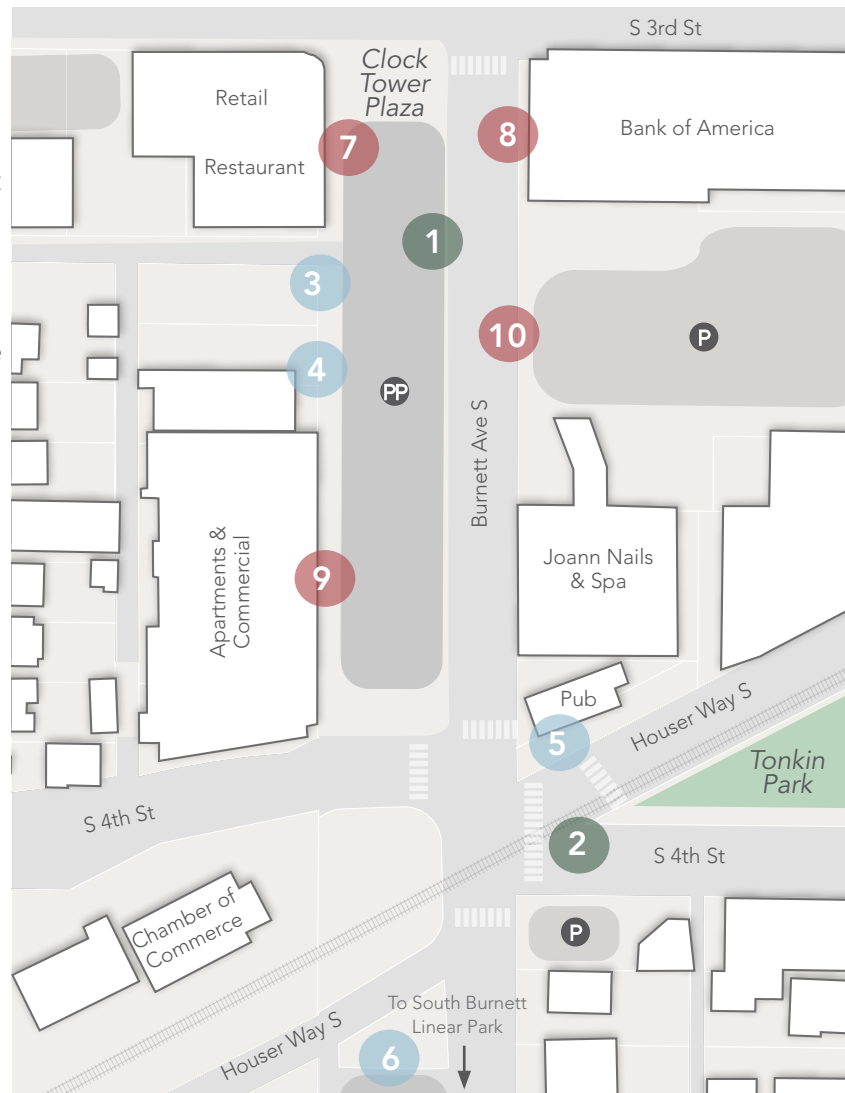


- 10 While some buildings have been recently renovated, many spaces appear to be struggling in the downtown

2. South Burnett Block

Located just south of the Heart Block, the South Burnett Block is centered around parking. Railroad tracks bound the southern side of the site. There is a mixture of uses along the block, with retail, restaurants, apartments, bars, and banks located along the block.

Most of the uses are associated with people parking in the parking lot. The connection between the Heart Block to the north and Burnett Linear Park to the South is not obvious. In addition, the five-way intersection at Burnett Ave S, South 4th Street and Houser Way S is difficult for pedestrians to navigate to reach the edge of Tonkin Park.



Transportation



- 1 Burnett Ave South has limited space for pedestrians and there are no mid-block crossings



- 2 The five-way intersection at Burnett Ave South and South 4th Street creates a challenging intersection to navigate

Character



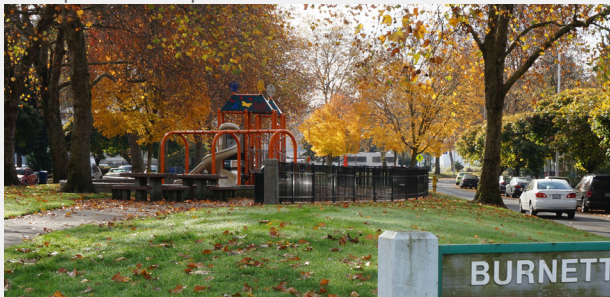
- 3 Wall art and mature trees give this stretch of sidewalk character and make it a pleasant place to walk



- 4 Empty lots with blank walls detract from the pedestrian experience



- 5 Outdoor seating provides more opportunity for users and can create safer, more visible spaces for pedestrians



- 6 The linear park has great amenities and mature trees, but is cut off from downtown by large parking lots

Frontage



- 7 Parking lots hide low-rise commercial spaces from being easily identifiable from the road



- 8 At the bank, blank walls dominate South 3rd St and Burnett Ave South



- 9 Storefronts with lots of glass create more visual interaction with the street and the upper floors allow for more visibility

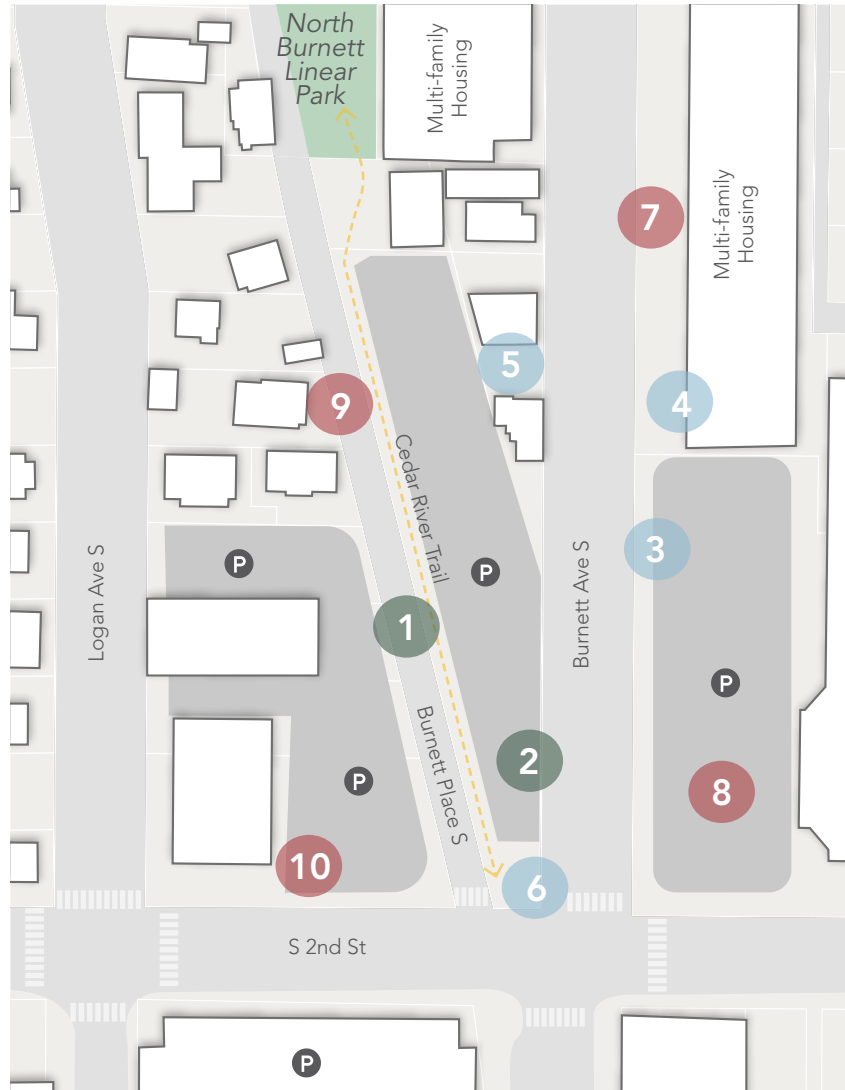


- 10 Sidewalks get interrupted by driveways, creating a challenging environment for pedestrians

3. North Burnett Block

Located just north of the Heart Block, this area has a number of different types of housing as well as some commercial spaces. There are no transit stops in this area, so it is used as a pass-through space for transit riders.

An easily overlooked sign at the south end of the block signifies the beginning of the Cedar River Trail. Surrounding that sign are several parking lots and fast moving cars. To the north there is a mixture of single family homes and high density apartments with tree-lined sidewalks, which makes for a more pleasant experience.



Transportation



- 1 Low density residential streets may be replaced with higher density multifamily housing nearby the Civic Core

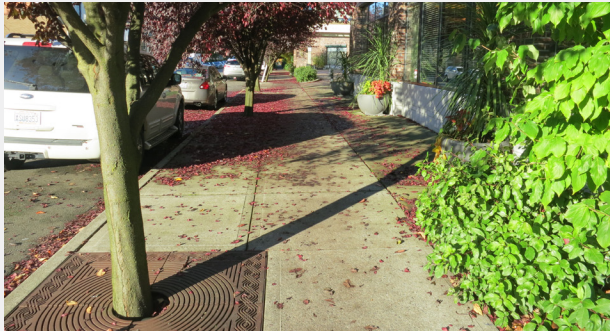


- 2 The transition from downtown to residential area is separated by parking lots

Character



- 3 The sidewalks are narrow but have a nice sized buffer between them and the street



- 4 Many trees around the city have attractive grating that begins to tie the public realm together



- 5 Small businesses are operated out of single family homes just north of the Heart Block



- 6 Directional signage to the Cedar River Trail is attractive, but difficult to see

Frontage



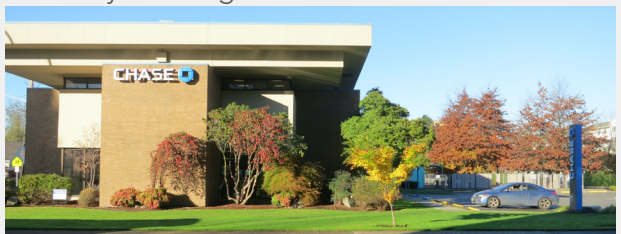
- 7 There is an existing large height transition just north of the North Burnett Block



- 8 Large empty parking lots and buildings detract from the public realm and do not invite pedestrians to stay



- 9 Residential streets offer a charming character and will likely include more multi-family buildings in the future.

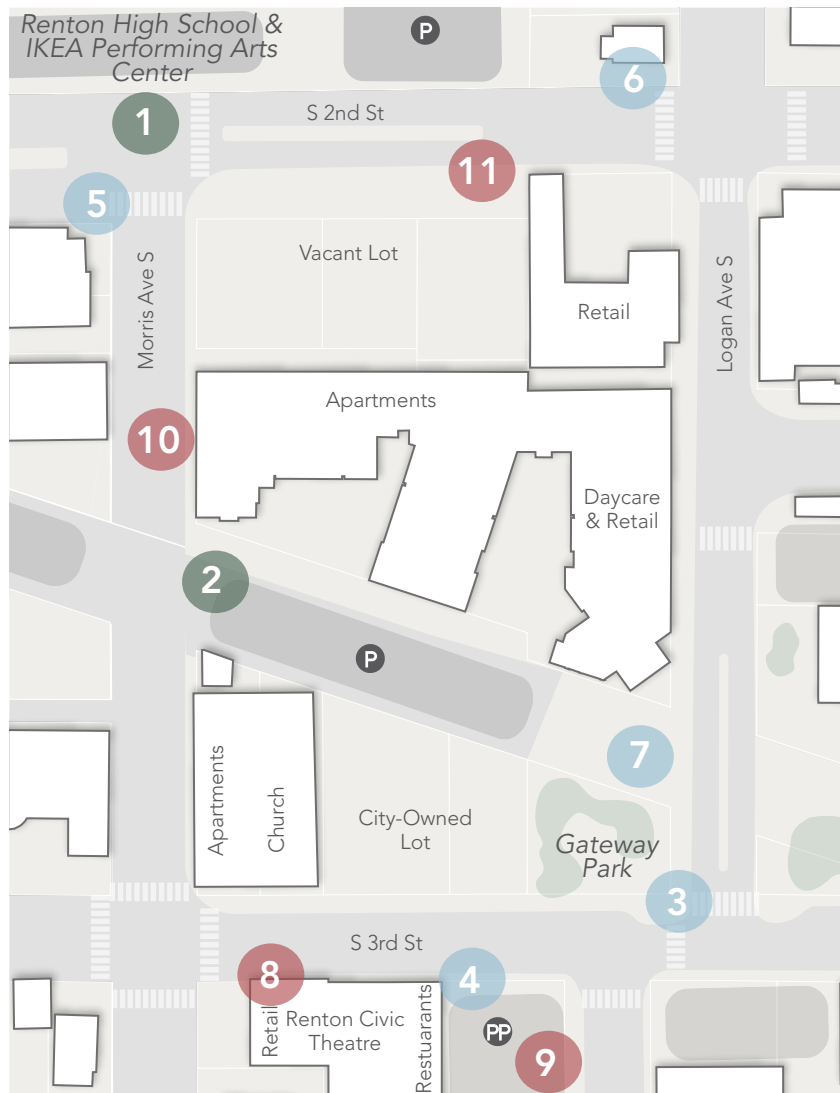


- 10 While the landscaping is well-maintained the building entry is difficult for pedestrians to find

4. Morris Block

This block is located just west of the Heart Block and has a parking lot that bisects the block. The parking lot is located above the Seattle Public Utilities water main line easement. This area includes a small park in the southeast corner, a mixture of apartments, storefronts and undeveloped sites. A vacant city-owned lot located adjacent to Gateway Park is used for a portion of the Farmers' Market.

Pedestrian use is concentrated on the northern and eastern edges of the block adjacent to the high school and transit center. South 2nd Street and South 3rd Street are major corridors with faster moving vehicles.



Transportation



1 A median with mature trees on S 2nd St calms traffic and creates a safer crossing



2 A wide diagonal Right of Way located above the Seattle Public Utilities Water Main is used mostly for parking

Character



- 3 Gateway Park provides seating in an elevated, central position while the edges provide for movement through the park



- 4 Interesting work-arounds are used for lighting and signage



- 5 Sidewalk signs to attract pedestrians



- 6 Bright umbrellas and rich textures can be used to attract customers and pedestrians walking by



- 7 A curbless street treatment creates a pedestrian-friendly space next to Gateway Park

Frontage



- 8 A vintage sign informs and engages the community while also providing a grand entrance for the building



- 9 A blank wall is spruced up with art that connects to the community



- 10 Parking on the ground floor does not engage the public realm as pedestrians walk past



- 11 Vacant lots and underutilized storefronts present opportunities for future redevelopment