CITY CENTER
COMMUNITY PLAN

Adopted: June 6, 2011

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RENTON. AHEAD OF THE CURVE.

City of
Renton
Community & Economic Development

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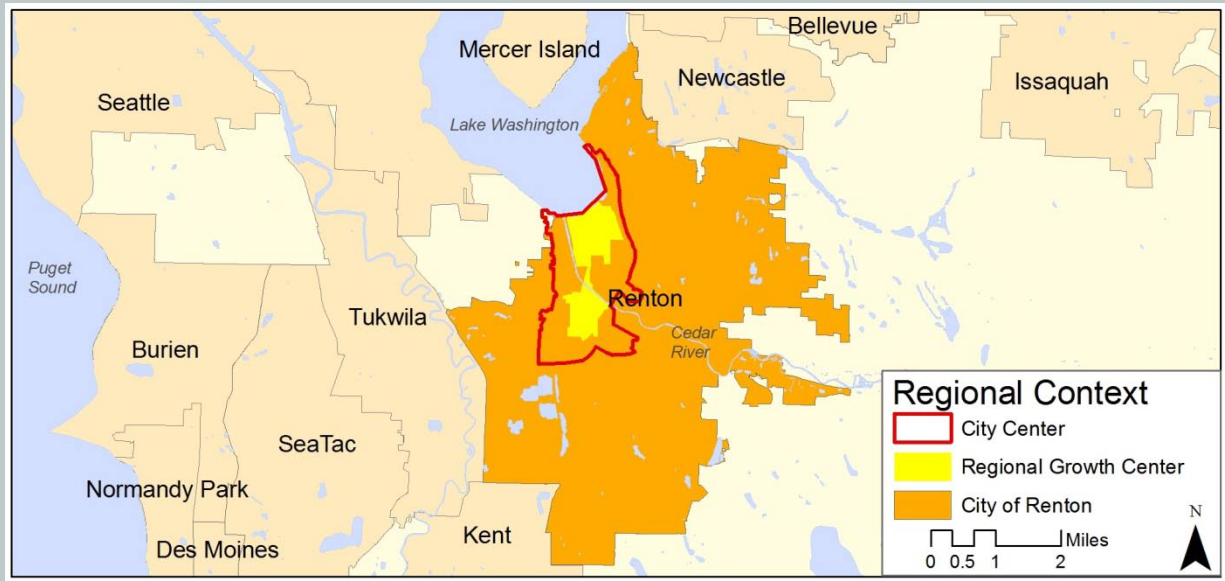
1. Introduction

The City of Renton is located in the Puget Sound region of Washington State at the southern end of Lake Washington. Renton's City Center is located in the heart of the City of Renton. The City Center's boundaries are generally Lake Washington to the North, I-405 to the south and east, and Lind Avenue SW and Rainier Avenue to the west. The City Center is made up of five geographic areas: the Regional Employment Center, the Regional Retail Cluster, Downtown, Single-Family Residential Neighborhoods, and the North Mixed-Use Area.

The City Center is expected to experience considerable growth and change in the next 20 years, in part because of the anticipated growth of the Puget Sound region, but also because a significant portion of the area is a designated Regional Growth Center. This Community Plan is intended to help shape and direct that growth in a way that reflects the vision and desires of the people who live, work, learn, and play in the City Center, while acknowledging the role the City Center plays in the City as a whole, as well as the entire region. This plan is intended to provide a strategy to stimulate economic development, improve the livability of the neighborhoods, preserve the City Center's unique identity and create community character, prioritize the provision of City services and investment in infrastructure, and provide the public with the opportunity to participate in shaping the future of the City Center.



Land Use

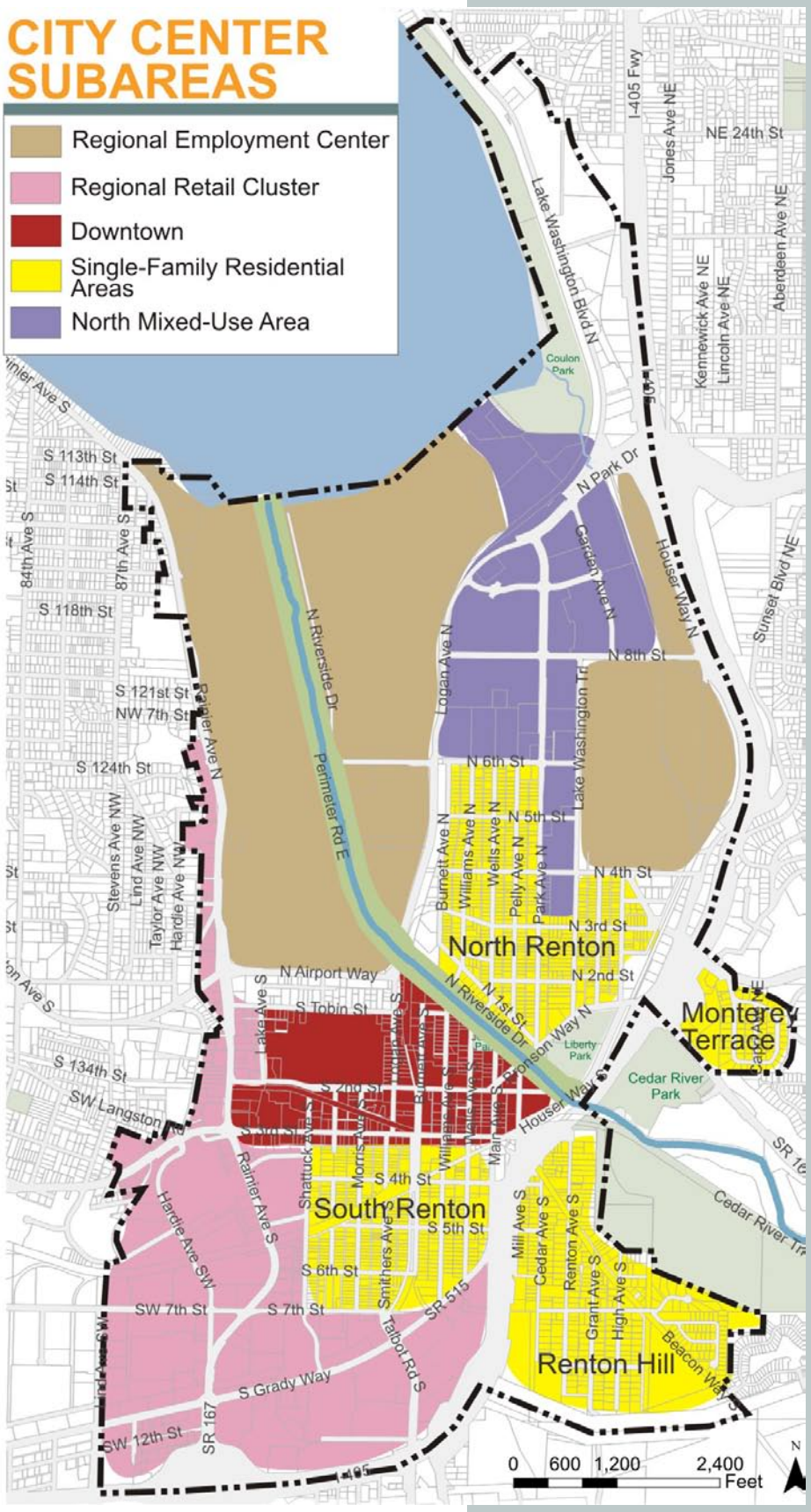
This Community Plan is intended to supplement and further refine the City of Renton's Comprehensive Plan, adopted November 1, 2004 and updated in 2005, 2006, 2007, 2008, 2009 and 2010. Specifically, the Community Plan builds upon the direction laid out in the Comprehensive Plan's Land Use element. Where the Community Plan provides specific guidance regarding land uses, the policy language of this plan will govern over the Comprehensive Plan.

Description of Existing Conditions

The City Center is a unique area that is comprised of diverse activities and land uses ranging from airport industrial uses to regional and local retail districts to single-family neighborhoods. The City Center has numerous public facilities such as parks, trails, and public art; a list detailing these public amenities is included on page 5. In many ways, it is representative of the land uses of the entire Puget Sound region in microcosm.

Existing Land Use Chart

	Parcels	Acres
Single-family residential	1265	199.5
Multi-family residential	174	109.2
Retail	243	270.1
Office	83	101.1
Government/Institutional	10	40.3
Industrial	34	287.3
Church/Welfare/Religious	12	4.8
Parks, Open Space, Recreation	12	128.5
Hotel/Motel, Other	10	14.5
Parking	86	43.6
Right-of-Way/Utility	16	59.9
Vacant	159	193.0
Air Terminal and Hangars	2	165.7
Miscellaneous	12	11.8


CITY CENTER SUBAREAS
Regional Employment Center
Regional Retail Cluster
Downtown
Single-Family Residential Areas
North Mixed-Use Area
North Renton
South Renton
Renton Hill
Monterey Terrace
Cedar River Park
Liberty Park
Coulon Park
Lake Washington Blvd N
I-405 Fwy
NE 24th St
Jones Ave NE
Kennewick Ave NE
Lincoln Ave NE
Aberdeen Ave NE
N Park Dr
Houser Way N
Sunset Blvd NE
Garden Ave N
Logan Ave N
N 8th St
N Riverside Dr
Perimeter Rd E
Lake Washington Trl
N 6th St
N 5th St
N 4th St
N 3rd St
N 2nd St
N 1st St
Burnett Ave N
Williams Ave N
Wells Ave N
Pelly Ave N
Park Ave N
N Airport Way
S Bronson Way N
Houser Way S
S Tobin St
Lake Ave S
Rainier Ave S
Shattuck Ave S
Morris Ave S
Williams Ave S
Main Ave S
S 4th St
S 5th St
S 6th St
S 7th St
SW 7th St
Hardie Ave SW
Smithers Ave
SR 515
Talbot Rd S
S Grady Way
SW 12th St
SR 167
Mill Ave S
Cedar Ave S
Renton Ave S
Grant Ave S
High Ave S
Beacon Way S
Cedar River Trl
SR 169
S 113th St
S 114th St
S 118th St
S 121st St
NW 7th St
S 124th St
S 134th St
SW Langston Rd
84th Ave S
87th Ave S
Rainier Ave N
Stevens Ave NW
Lind Ave NW
Taylor Ave NW
Hardie Ave NW
0 600 1,200 2,400 Feet
N

The Boeing Company's Renton Plant is one of the large properties that make up the "Regional Employment Center."

Downtown

Residential neighborhood

Residential neighborhood

City Center Subareas

Regional Employment Center

The Regional Employment Center consists of businesses that provide jobs, services, and goods in and outside of the City. The Boeing Company's 737 production facility makes up a large portion of this subarea of the City Center. Paccar and the Renton Municipal Airport are also located in this area.

Regional Commercial Cluster

The Regional Commercial Cluster is located primarily in the southern portion of the City Center and serves as a retail hub, serving Renton and surrounding cities. This area consists of auto dealerships and other large-scale retail that consumers are generally willing to drive longer distances to reach. Offices and hotels also exist in the cluster.

Downtown

Downtown Renton is located in the heart of the City Center. It consists of a traditional retail "main street" on S 3rd Street with restaurants and shops and a number of multifamily residential developments. S 3rd Street is also designated as State Route 900. The Metro Transit Center, located at S 2nd Street and Burnett Avenue S, provides regional bus connections for the City Center and the City as a whole. The Renton Pavilion Event Center and Piazza Park border the Transit Center and offer a unique gathering space in the heart of Downtown. The Downtown area is a commercial center, but it is also a residential neighborhood that consists primarily of multifamily developments.

Single-Family Residential Neighborhoods

The City Center contains four main single-family residential neighborhoods. Monterey Terrace and Renton Hill are separated from the rest of the City Center by I-405 and are therefore not as connected to the activities of the City Center, yet they are reliant upon it for goods, services, and transportation. These two neighborhoods consist primarily of single-family homes. The North Renton Neighborhood, located just north of Downtown, and the South Renton Neighborhood, located just south of Downtown, are two intact residential neighborhoods. These two neighborhoods consist primarily of single-family homes with multifamily residential buildings interspersed. Residents in both the North and South Renton Neighborhoods are well organized and were engaged in this planning process.

North Mixed-Use Area

Much of this area is a large, newer development called The Landing that consists of large and small-scale retail and multifamily housing. The Landing has become an entertainment destination for people within the City Center and within the City as a whole because of its variety of restaurants and movie theater. The area between The Landing and Lake Washington is also expected to develop as a large scale mixed-use project.

Public Amenities

The City Center is an area rich with public parks, art, and facilities. Parks like Gene Coulon Memorial Park and the Piazza Park draw visitors from around the region. There are many other parks and recreational opportunities in the area including the City's Skate Park and The Cedar River Dog Park, an off-leash dog park . Natural amenities, such as the Lake Washington shoreline and the Cedar River, are also attractive public amenities. The City Center contains some of the most iconic public art in the City, such as the statue "Interface" in Gene Coulon Memorial Park. Additionally, the area is home to the Main Library, The Renton History Museum, and City Hall. The public amenities within the City Center are listed below.

The Landing.

Performing Arts Center.

City Center Public Amenities

Parks and Trails

Burnett Linear Park
Cedar River Trail
Gene Coulon Memorial Beach Park
Jones Park
Kiwanis Bicentennial Air Park
Liberty Park
Philip Arnold Park
Piazza, Downtown Park
Skate Park
Tonkin Park
Veterans Memorial Park

Public Facilities

Cedar River Boat House
Liberty Park Community
Fire Station #11Summer
Renton History Museum
Renton Main Library
Renton City Hall
Renton Memorial Stadium
Renton Senior Activity Center

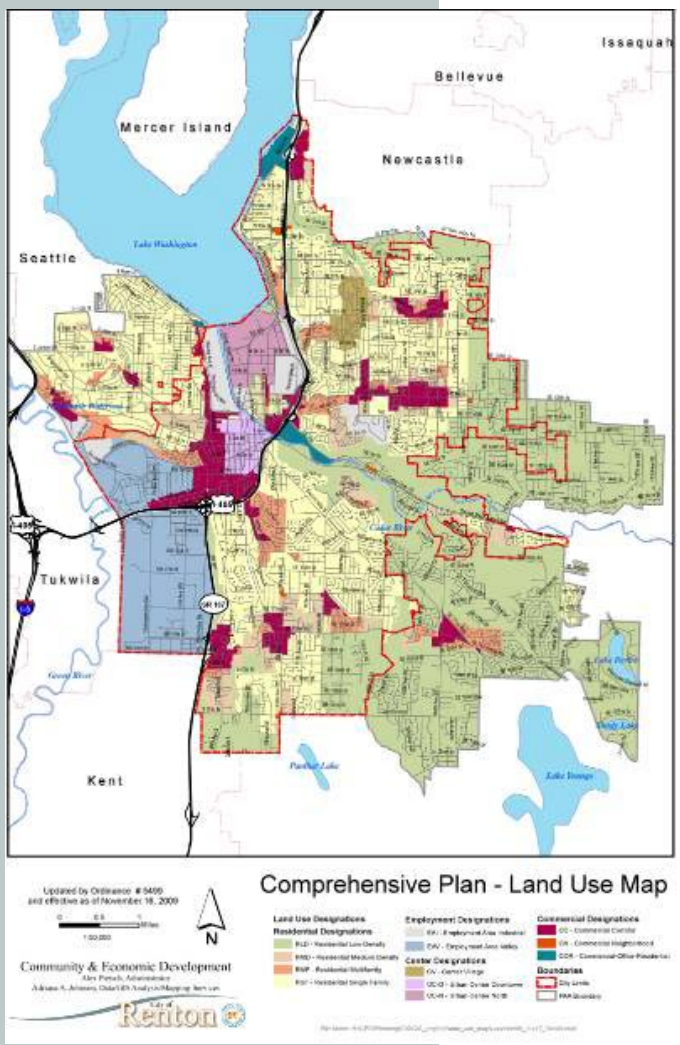
Public Art

Balanced Cleaver - Renton Main Library
Benches – Renton City Hall
Bronze Owl - Renton City Hall
Celebrate the Salmon - Renton Main Library
Chief Sealth – Renton History Museum
Chihuly Vase - Renton City Hall
Donkey Run Away to the Mines - Tonkin Park
Equii - Burnett Linear Park
Fountain & Fountain Features, Piazza, Downtown Park
Homework Comes First - Renton Main Library
Icosahedron - Kiwanis Bicentennial Air Park
Interface - Gene Coulon Memorial Beach Park
Our Adopted Community - City Center Parking Garage
Rolling Waters - Skate Park
Building Stiltwalker - Liberty Park
Breeze - Piazza – Downtown Park
The River - City Center Parking Garage
Trees - Renton Senior Activity Center
Untitled - Fire Station #11
Untitled - Renton Main Library
Untitled - Renton Senior Activity Center
Untitled - Renton Senior Activity Center
Untitled Fountain - 200 Mill Building
We Are All in This Boat Together - Renton Senior Activity Center
Wolves at Indian Baskets - Cedar River Trail

City of Renton Comprehensive Plan

The Comprehensive Plan provides policy guidance for the growth and the development of the City as a whole based on a community vision. The City of Renton Comprehensive Plan (Comprehensive Plan) is in compliance with the Growth Management Act (GMA). The GMA requires that Comprehensive Plans include policy direction for land use, housing, capital facilities, utilities, and transportation.

The Comprehensive Plan incorporates statewide planning goals, including provisions that discourage urban sprawl, support affordable housing, protect the environment, and support provision of adequate urban services. The Plan is designed to accommodate 20 year growth forecasts, determined by regional agencies and local jurisdictions. Regional or countywide planning has defined regional growth centers in locations where concentrations of people and uses that can be served by transit are desirable.



A portion of the City Center is designated a Regional Growth Center, a type of urban center that consist of areas of higher-intensity development and contain a mix of land uses and services.

The Comprehensive Plan's Land Use Element has a section dedicated to Centers, which includes the Regional Growth Center. The stated goal for Centers is to:

"Develop well-balanced attractive, convenient, robust commercial, office, and residential development within designated Centers serving the City and the region."

Specifically, the area within the City Center that was defined as the Renton Urban Center is envisioned in the Comprehensive Plan as *"the dynamic heart of a growing regional city."* The urban center is expected to "*provide significant capacity for new housing in order to absorb the city's share of future regional growth. This residential population will help to balance the City's employment population and thereby meet the policy directive of a 2:1 ratio of jobs to housing."*

Relevant Comprehensive Plan Goals and Objectives

Goal: Develop well-balanced attractive, convenient, robust commercial, office, and residential development within designated Centers serving the City and the region.

Objective LU-NN: Encourage a wide range and combination of uses, developed at sufficient intensity to maximize efficient use of land, support transit use, and create a viable district.

Objective LU-OO: Implement Renton's Urban Center consistent with the Urban Centers criteria of the Countywide Planning Policies (CPP) to create an area of concentrated employment and housing with direct service by high capacity transit and a wide range of land uses such as commercial/office/retail, recreation, public facilities, parks and open space.

Objective LU-PP. Zone areas within the Urban Center-Downtown designation to provide a vibrant downtown district that provides a mix of high density urban land uses that support transit and the further synergism of public and private sector activities.

Objective LU-QQ: Create a balance of land uses that contribute to the revitalization of downtown Renton and, with the designated Urban Center - North, fulfill the requirements of an Urban Center as defined by Countywide Planning Policies.

Objective LU-QQ: Encourage the evolution of downtown Renton as a regional commercial district that complements the redevelopment expected to occur in the Urban Center - North.

Objective LU-RR: Encourage additional residential development in the Urban Center - Downtown supporting the Countywide Planning Policies definition of Urban Center.

Objective LU-SS. Attract large-scale redevelopment of residential and commercial uses in order to implement the Urban Centers criteria of the Countywide Planning Policies to provide housing and jobs.

Objective LU-TT: Create a major commercial/retail district developed with uses that add significantly to Renton's retail tax base, provide additional employment opportunities within the City, attract businesses that serve a broad market area and act as a gathering place within the community.

Objective LU-UU: Create an urban district initially characterized by high-quality, compact, low-rise development that can accommodate a range of independent retail, office, research, or professional companies. Support the continuing investment in and transition of low-rise development into more intensive, urban forms of development to support a vital mixed-use district over time.

Objective LU-VV: Support ongoing airplane manufacturing and accessory uses.

Objective LU-WW: If Boeing elects to surplus property in District Two, land uses should transition into an urban area characterized by high-quality development offering landmark living, shopping and work environments planned to take advantage of access and views to the adjacent river and lake shorelines.

For more information, see the City of Renton Comprehensive Plan.

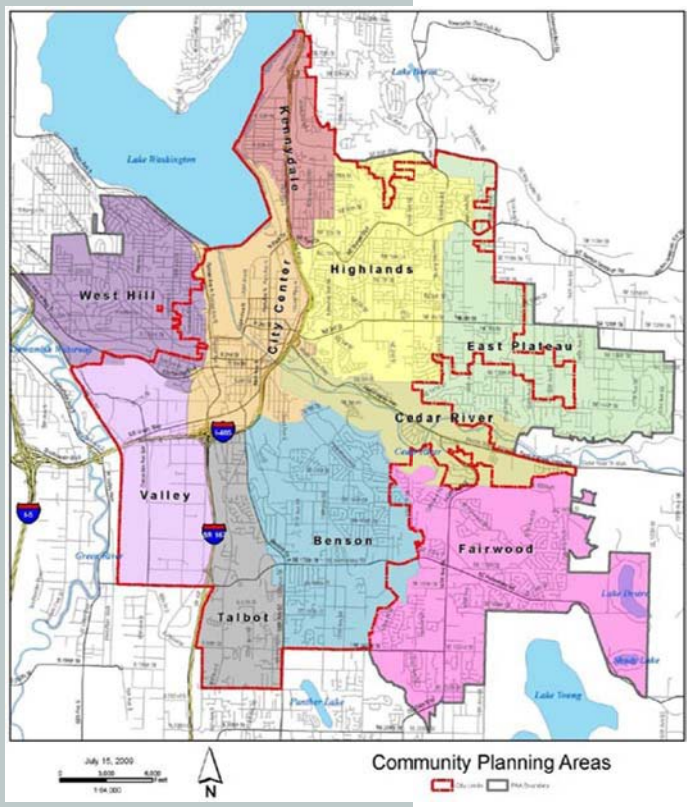
Community Planning

The City's 2008 amended Comprehensive Plan laid out a community planning process to establish a vision for each geographical subarea within the City. The City's goal is to include all of the neighborhoods of the City in a Community Plan.

The purpose of community planning in the City of Renton is to improve the livability of Renton's neighborhoods, preserve unique identity and create community character, prioritize the provision of City services and investment in infrastructure, and provide the public with the opportunity to participate in shaping the future of their community.

Working with businesses, residents, and other stakeholders, the City will develop Community Plans that address local issues that are more specific than what is included in the Comprehensive Plan and work to enhance that which the community values.

All Community Plans will anticipate and accommodate future growth and must be consistent with the overall Comprehensive Plan and the Washington State Growth Management Act. Community Plans will strive to incorporate other planning initiatives, such as the Trails and Bicycle Master Plan, Museum Master Plan, and transportation planning efforts.



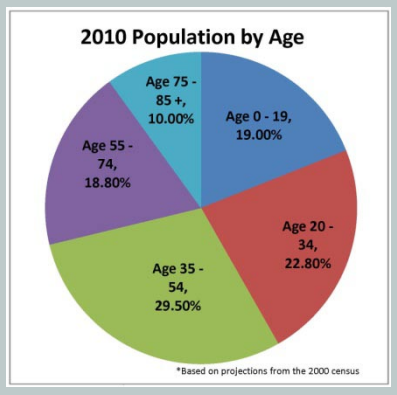
The Community Planning Areas Map (shown to the left) has been adopted to show ten Community Planning Areas in the City of Renton and its Potential Annexation Area. While the City Center is just one of ten Community Planning Areas within the City, the City began the community planning effort with the City Center, in part, because of its important role as a Regional Growth Center. Another reason the planning effort began with the City Center is because the area plays a unique and important role within the City. The area has regional employers, regional commercial businesses, regional parks that provide recreational opportunities, natural features that provide open space, and civic events, all of which serve as a magnet that draws people to the City Center.

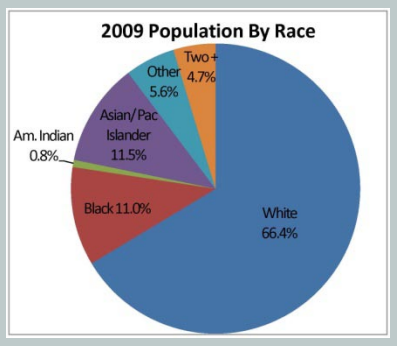
Population

Demographics

The City of Renton is the 9th most populous city in Washington state, and the fifth most populous in King County. As of 2010, the population of the City was approximately 90,927 people.

In order to envision the City Center 20 years from now, it is important to first understand the current conditions. The following demographic data is projected from the 2000 census.





Who lives in the City Center?

The approximate population in the City Center is 7,281 (8% of the city's total population). The median age of people living in the City Center in 2010 was 40.8, with a fairly even distribution between age groups (see chart to the right). In 2009, 66% of the City Center population was white, 11.5% was Asian or Pacific Islander, and 11% was black.

The estimated average household income in the City Center in 2010 was $65,776 while the median household income in 2010 was $49,972.

What do they do?

Fifty-eight percent of the people who live in the City Center have white collar jobs, 19% have service related jobs, and 22% have blue collar jobs. Unfortunately, many residents of the City Center do not work in the City Center. 62% of the workers commute alone in automobiles, 17% carpool, 9% take public transportation to get to work, 7% walk to work, and 2% work from home. The commute time for people who live in the City Center is approximately 27 minutes.

Where do they live?

There are approximately 3,184 total housing units in the City Center. Of those housing units, approximately 33% are owner occupied, 58% are renter occupied, and 9% are vacant. Approximately 38% of the housing units are single family detached homes and 45% of the units are in buildings with five or more units. 58% of the residential structures in the City Center were built before 1969.

Commercial

There are approximately 1,112 businesses located in the City Center with approximately 11,257 employees. Approximately 40% of those businesses are in the service industry, 27% are retail, and 11% are in the finance, insurance, or real estate industry.

Growth Projections

The City Center is a designated Regional Growth Center and is identified as such by the Puget Sound Regional Council (PSRC) in their February 2008 Vision 2040 report. According to PSRC, Regional Growth Centers are types of Urban Centers that consist of areas of higher-intensity development and contain a mix of land uses and services. PSRC assigns a certain level of growth that Regional Growth Centers need to accept by 2040.

The overall adopted growth targets for the City of Renton are 14,835 new housing units and 28,700 new jobs. Because the City Center is a designated Regional Growth Center, it is anticipated that a significant portion of that growth will occur in the City Center area.

This plan sets forth goals, policies, and implementation strategies to ensure the City Center can accept the projected growth in a way that is compatible with the vision of the community.

2. Public Outreach and Participation

As part of the community planning process laid out in the City's Comprehensive Plan, the City worked with residents, business leaders, employees, and property owners to understand their needs and desires to improve the City Center. In Phase 1 of the public outreach, City staff and consultants attended a number of neighborhood meetings to solicit feedback. In Phase 2, the City held a number of public meetings to solicit input on the Community Plan.

Phase 1: Outreach

Neighborhood Meetings

The City solicited feedback from community residents at two different community meetings. The first opportunity to solicit feedback was at the North Renton community picnic at Jones Park on July 29, 2009 and the second opportunity was on August 12, 2009 at the Piazza. At both meetings, the City set up a booth where community members could chat with City staff and consultants about what they like and don't like about their neighborhood and the City Center as a whole. Participants were asked the following questions:

- What do you like about your neighborhood?
- What would you like to see changed about your neighborhood?
- What do you like about the City Center?
- What would you like to see changed about the City Center?

North Renton Community Picnic – July 29, 2009

Results and pictures from neighborhood meetings.

As residents gave responses, the consultants wrote their responses down and drew quick sketches representing the concepts. These diagrams and ideas were then put on display for all community members to see and comment. After the meetings were over, all of the comments were recorded and summarized. For detailed results of these meetings, please see Appendix A.

Business Stakeholders

The City also solicited feedback from the City Center business community and property owners in two meetings, one held on September 2, 2009 and the other held on September 18, 2009. These meetings consisted of a brief introduction and overview presentation of the City Center Community Plan and were followed by a roundtable discussion of the business community's concerns and visions for the City Center. The detailed results of these meetings can be seen in Appendix A.

Summary of Initial Phase of Public Participation

1. The City Center has many strengths and assets
    - Regional employment base that any emerging city would envy
    - An active Downtown
    - Thriving neighborhoods (people really like living in the neighborhoods)
    - A broad spectrum of retail activities appealing to a regional, city-wide and local base
    - Several (hidden) attractions – Cedar River, Piazza
    - Public art investments by the City and other community groups

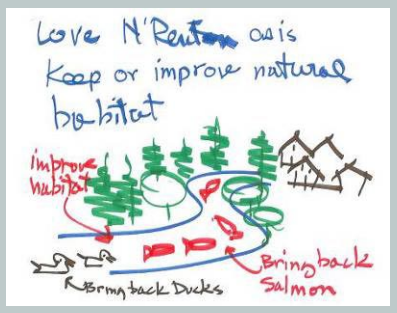
2. There are issues and opportunities that should be addressed
    - Create a better identity for the City Center
    - Improve connections and circulation between the different activity centers in the City Center (e.g. The Landing, Downtown)
    - Protect the neighborhoods from intrusive development
    - Upgrade both real and perceived security, safety, maintenance and environmental quality problems in the neighborhoods and Downtown
    - Increase the "energy" in the Downtown business community
    - Improve regional transportation connections to support the employment base and regional retail activities
    - The City Center's most people friendly places and attractions are hidden in the center of the area without visible and direct access to highways. "Renton's City Center is a well kept secret," was a comment heard in an outreach meeting.

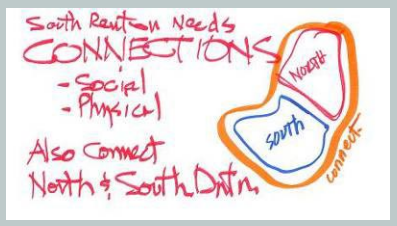
3. Improvement ideas and suggestions

- Keep through-traffic out of Downtown
- Determine a preferred route for Bus Rapid Transit (BRT) and light rail service
- Continue to implement the pedestrian and bicycle plans
- Create gateways at key entry points into the City Center
- Re-evaluate the value/necessity of the one-way street system
- Coordinate and consolidate regional retail activities in the south end of the City Center
- Support The Landing's development and better connect it to other parts of the city
- Explore options for creating a multi-modal spine on Park Avenue with streetscape improvements
- Make a special effort to improve the identity and perception of the City Center, especially regarding safety in the Downtown
- "Naturalize" the Cedar River and improve access to leverage this key asset
- Improve and use the BNSF right-of-way
- In the long term, connect the Cedar river and Coulon Park with a shoreline trail
- Adjust zoning to reflect existing single family nature of the neighborhoods
- Undertake a neighborhood improvement program to address issues such as safety, security, property maintenance, local services, and pea patch.
- Establish (or strengthen) a Downtown business improvement group

Summary

- Build on the strengths of the employment and regional retail base
- Give high priority to circulation and connection improvements as they are necessary to support most of the other actions
- Continue to work on the City Center's identity and visibility
- Assist neighborhoods and the Downtown with a broad spectrum of support and self-help programs to address security, housing preservation, neighborhood services, and compatibility of new development. Adjust zoning to support single-family neighborhoods
- Plan for near and long-term opportunities such as transit system development, railroad ROW disposition, and potential large-scale changes in land use.





Results and pictures from neighborhood meetings.

Community members evaluate alternatives at the October 17 Open House.

Phase 2: Public Open Houses

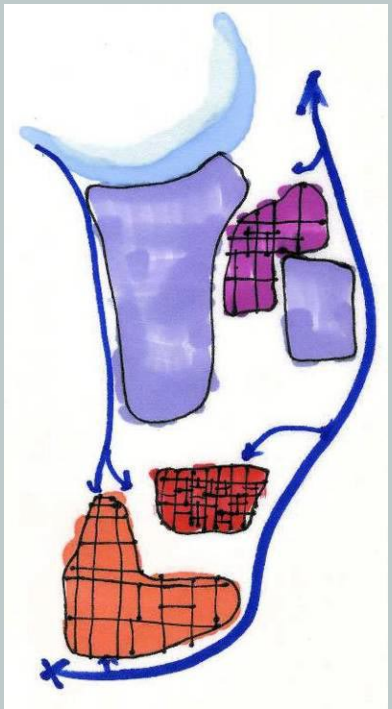
On October 17, 2009 the City held a public open house at Renton High School. The City also offered a second opportunity for public input on the evening of November 12, 2009 at the Renton History Museum. Valuable input was received at both meetings.

Based on the feedback from the earlier community and business meetings, the City and consultant team put together a series of proposals for the City Center, broken into four key categories: transportation, economic and community development, neighborhoods, and parks and greenspace. These proposals were portrayed on a series of maps and participants were able to rank the proposals on individual comment forms. An overall vision map was also on display and participants were able to rank their top priorities with a dot exercise (see the following page).

In general, participants were supportive of the proposals portrayed on the maps during the two open houses. Detailed results from these Open Houses are incorporated into the Framework Plan Elements and can be seen in Appendix A.

Results of the City Center Vision Priority Dot Exercise

Support the Regional Employment Center by improving regional transportation access, providing for employees' needs, and providing necessary utilities	● ●
Enhance the Regional Retail Cluster	● ● ●
Continue to enhance Downtown	● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●
Provide additional space for small-scale, local retail	● ●
Retain single-family character of residential areas	● ● ●
Integrate North Mixed-Use Area	●
Initiate a City-sponsored traffic calming program and improve safety (and perception of safety)	● ● ● ● ● ● ●
Enhance gateways entering the City Center, improve visibility of Downtown, and implement a wayfinding system	● ●
Create a node to focus civic facilities, enhance identity, and connect the City Center	● ● ● ● ● ● ● ● ●
Pursue possibility of future water taxi	● ●
Connect the City Center with pedestrian, bike, transit, and streetscape improvements on Park Avenue N	● ● ● ● ●
Focus arterial traffic on Logan	● ●
Work with WSDOT to direct regional through-traffic to I-405	●
Consider potential route for future BRT/LRT line	● ● ● ● ● ●
Consider future streetcar line	● ● ● ● ●
Proposed Trail (including long-term goal of connecting Coulon Park to Cedar River and connecting the Cedar River Trail to the Green River Trail)	● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●
Preserve train tracks as rail and trail corridor	● ● ● ● ● ● ● ●
In the long term, enhance natural environment on the shoreline of Lake Washington and the Cedar River	●



Summary of Public Meetings

Based on what was heard at the public meetings, there are eight key findings with associated goals for the City Center. The goals will help guide the Community Plan.

1. **The best parts of the City Center are hidden.**

   Many people that do not live or work in the City Center are not aware of the many amenities that the City Center has to offer. The City Center and Downtown are not visible and identifiable from the regional transportation corridors, such as I-405, that surround the City Center, so many people are not even aware that it exists. In addition, the City Center struggles with negative perception issues such as crime. The distinct districts within the City Center do not form a cohesive identity; therefore the City Center does not have a clear identity to which people can relate.

   Goal 1: Improve the visibility of the City Center and Downtown, improve the perception of the City Center, and create a distinct identity.

2. **The City Center has a diverse economic base and provides a good environment for small and large businesses.**

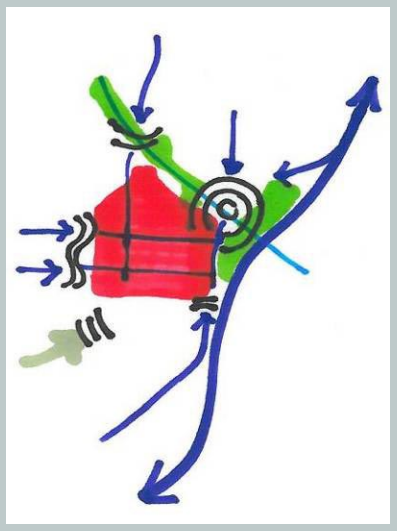
   Participants in the business stakeholder meetings agreed that the City of Renton, and the City Center in particular, is a great place to do business. Stakeholders also discussed a number of things the City could work on to continue to improve the business environment for both employers and employees, including transportation improvements, creating a clear vision and identity for the City Center, and improving safety and the perception of safety.

   Goal 2: Continue to support Renton's diverse economic sectors.

3. Downtown has the potential to be a much more vibrant civic center, but the City's existing civic amenities must be more visible and accessible.

In particular, the Main Library, the Renton History Museum, the Cedar River and Cedar River Trails, and Liberty Park are all located in close proximity to each other and could form a cohesive civic activity node if accessibility and visibility of these amenities were improved.

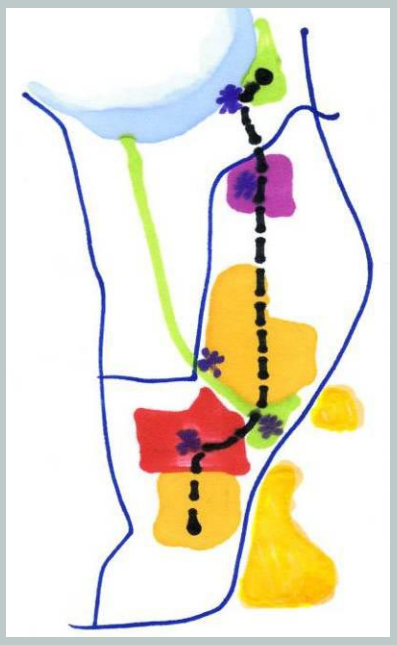
Goal 3: Improve access and visibility at this important concentration of civic activities including Liberty Park, the Main Library, the Renton History Museum, and the Cedar River to create a dynamic civic node in Downtown.

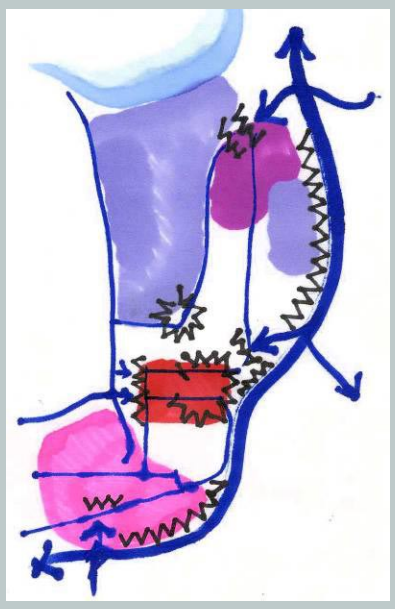


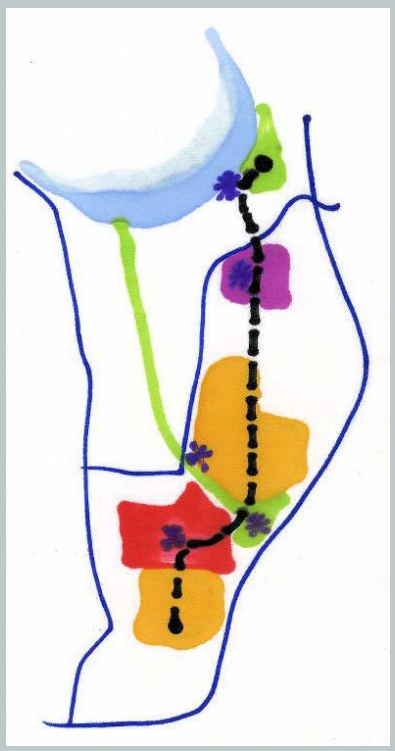
4. The City Center's residential neighborhoods are strong and cohesive.

The residential neighborhoods located in the City Center are strong residential neighborhoods whose citizens are well-informed and involved in community activities. Residents value their homes and their location within the City Center and are energized about improving the City Center. These neighborhoods have a connectedness to local businesses and provide important support for economic development within the City Center.

Goal 4: Protect and enhance the residential neighborhoods in the City Center.







5. The City Center serves as a regional employment and retail base and has a central location, but can be difficult to access due to traffic and connectivity issues.

The City Center plays an important role in terms of regional employment and retail, but it can be difficult to reach. Transit improvements and improvements to I-405 interchanges would greatly improve access and connectivity for the City Center. Focusing through-traffic on I-405 and arterials will also help reduce traffic congestion on streets in the heart of the City Center.

Goal 5: Provide better regional transportation connections for a range of transportation modes to improve access to and from the City Center.

6. The City Center has a number of distinct activity centers and attractions, but they are not well connected. It is difficult to get from Lake Washington to South Renton Neighborhood by car, transit, or foot.

The City Center consists of distinct destination areas including Boeing, Lake Washington, The Landing, North Renton neighborhood, Downtown, South Renton neighborhood, and the regional retail area at the southern end of the City Center. Throughout the public participation process, participants mentioned that the City Center needs to be better connected especially from The Landing to Downtown or from the North Renton to South Renton neighborhoods. Currently, the existing street grid can be confusing for people who are not familiar with the one-way streets and the complex intersections. It is critical that improvements be made not only for vehicular traffic, but for pedestrians, cyclists, and transit. This includes improving pedestrian connections between key areas within the City Center, improving pedestrian safety on sidewalks and at intersections, and improving the pedestrian environment to make walking an appealing mode of transportation in the City Center.

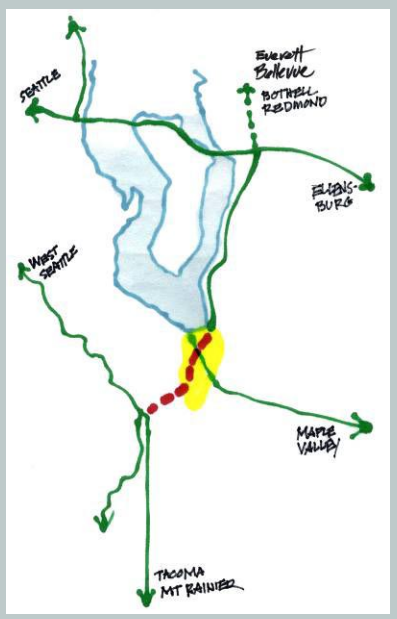
Goal 6: Provide better internal connections between areas within the City Center, especially Coulon Park/Lake Washington, The Landing, North Renton neighborhood, Downtown, and the South Renton neighborhood.

7. The City Center is adjacent to several regional trails, but they are not well connected in the City Center.

The City Center lies at the crossroads of the Green River, Cedar River, Interurban, and Lake-to Sound-Trails, all of which extend for miles throughout the region. The necessary connections through the City Center, however, have not been made. Connecting these trails would make the City Center a prominent (if not primary) hub of the region's trail system and could attract thousands of trail users annually. This, in turn, could substantially enhance the City Center's identity and have a positive impact on economic development.

The City has completed a great deal of planning work to layout future connections including the Lake-to-Sound Trail Feasibility Study and the City's Trails and Bicycle Master Plan. The City should continue to work to implement those plans.

Goal 7: Connect regional trails in the City Center and build on these key connections as an economic development strategy.



8. The City Center's natural features and open space make it a unique place to live, work, learn, and play.

The Lake Washington shoreline and the Cedar River provide the City Center with excellent natural amenities that many public participants mentioned as being very important to the quality of life in the City Center. In particular, people mentioned the need to improve the natural habitat and environment of these areas. Existing parks and open spaces also provide natural features within the City Center.

Goal 8: Protect and enhance the natural features and open space in the City Center and improve public access to and connections between the Lake Washington shoreline, the Cedar River, and the variety of parks and open spaces throughout the City Center.

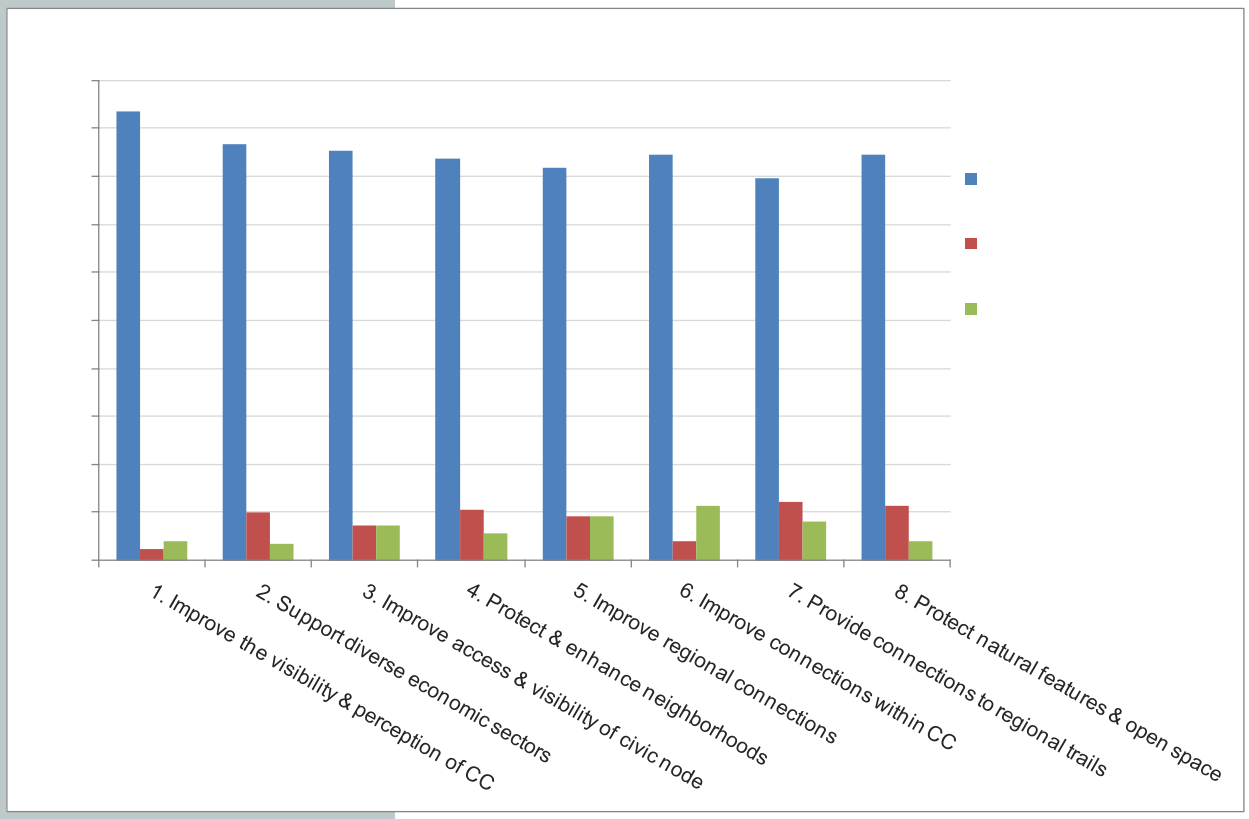
Community Survey

At the end of the first phase of the City Center Community Plan, an online survey was created to receive feedback on the goals and policies in the draft plan. Over 160 people responded to the survey.

Of the 160 responses, over 70% of respondents felt the key issues were identified in the draft plan and 92% of the respondents felt that if the eight goals were accomplished, the City Center would be improved. 80% or more of the respondents felt that each goal was very or somewhat important.

Respondents also provided new ideas to be included in the plan, such as a focus on historic preservation and universal accessibility. They also provided feedback on draft vision statements and had an opportunity to create their own vision statement. The vision statement that got the most positive feedback was:

"Renton's City Center: To Live, To Work, To Enjoy"



3. Vision

The vision for the City Center fits within the larger Citywide vision which is:

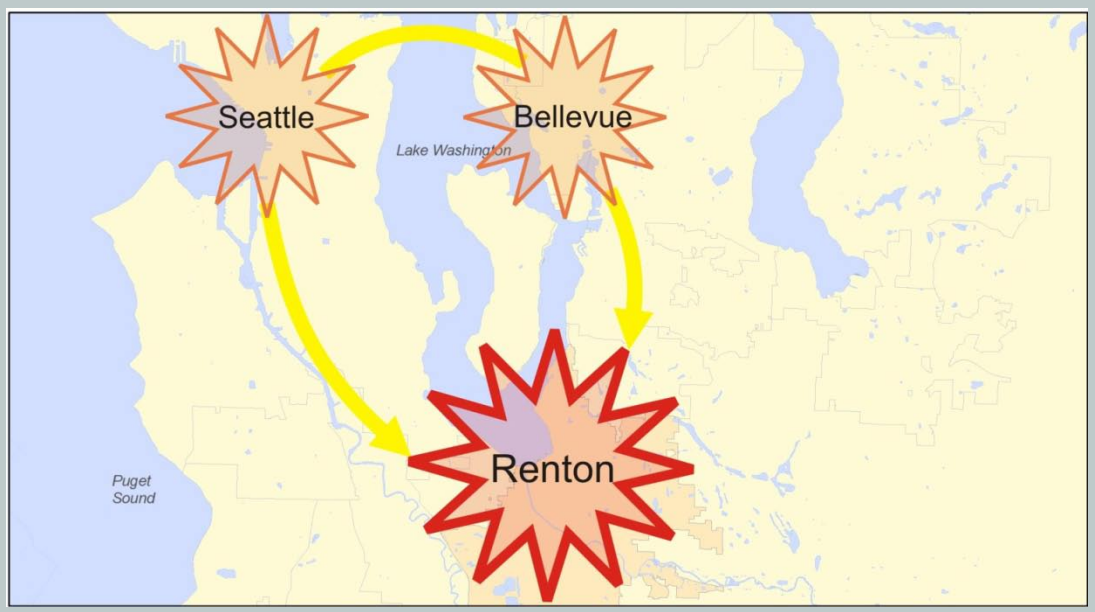
> *"Renton – The center of opportunity in the Puget Sound Region where families and businesses thrive."*

In the City of Renton, urban living provides both choice and balanced opportunities for residents; employment and housing, recreation and religion, goods and services, are all available in the community.

Based on the feedback received from the public during the development of this community plan and the goals and policies set forth in the Comprehensive Plan, the vision for the City Center is:

> *"Renton's City Center: To Live, To Work, To Enjoy"*

In the year 2030, the City Center is a cohesive, identifiable urban center where people live, work, learn, play, and visit. The City Center is the focal point of the City, with the City of Renton as a regional center in the triangle of cities on Lake Washington: Seattle, Bellevue, and Renton. Large businesses help Renton retain its identity as one of the region's most important employment centers and smaller businesses continue to add the innovation and diversity necessary for a vital economy.



The City Center Vision.

Broad spectrum of businesses.

Growing residential population.

Regional employment center.

Multimodal transportation.

Parks and natural areas.

The City Center features a broad spectrum of retail businesses. The regional retail cluster continues to attract shoppers from around the region and is better connected to the rest of the City Center. Downtown caters to both the City Center residents for their everyday needs and to the larger city/regional population for specialty and entertainment services. The North Mixed-Use Area has expanded to the waterfront and offers both large scale stores and smaller "lifestyle" oriented services.

The City Center's central location, easy access, and amenities have attracted a diverse, growing residential population. Residents enjoy a wide range of housing opportunities from solid, historic single family neighborhoods to new condos offering lakefront views and an active urban lifestyle. The older neighborhoods in particular, with their quiet streets and well kept houses, are attractive to young families and include schools and parks facilities for children.

In terms of transportation, "All modes lead to the City Center Renton." Building on the early successes of the late 20th century transit center, the City Center is linked to the rest of the region with high capacity transit. It is also a hub in the region's bicycle trail network. The City Center is characterized by five distinct areas that are well connected by transit and a street network that includes pedestrian and bike connections. As for internal circulation, the Park Avenue N spine provides a cohesive, attractive link for pedestrians, transit, and local traffic from South Renton to Lake Washington and Coulon Park.

Parks and natural areas area a prominent feature in the City Center. Cutting diagonally across the Center, the Cedar River Trail, with a naturalized shoreline, ample open space, attractive promenade, and appropriate commercial amenities provides a backbone of green infrastructure. A new concentration of civic facilities and open spaces in the Library/Liberty Park/Main Avenue vicinity now comprise the city's civic and cultural heart, and trail connections further link local parks and amenities into an integrated network.

In short, Renton can boast that more than any other city of its size, the City Center *has it all*.

Another, more action-oriented way to state this vision is through the goals presented below, which are the result of this plan's public participation activities.

The City Center Goals

Goal 1: Create a distinct identity for the City Center, as well as improve the visibility and perception of the area.

Goal 2: Continue to support Renton's diverse economic sectors.

Goal 3: Improve access and visibility of the concentration of civic activities including Liberty Park, the Library, the Renton History Museum, and Cedar River to create a dynamic civic node in Downtown.

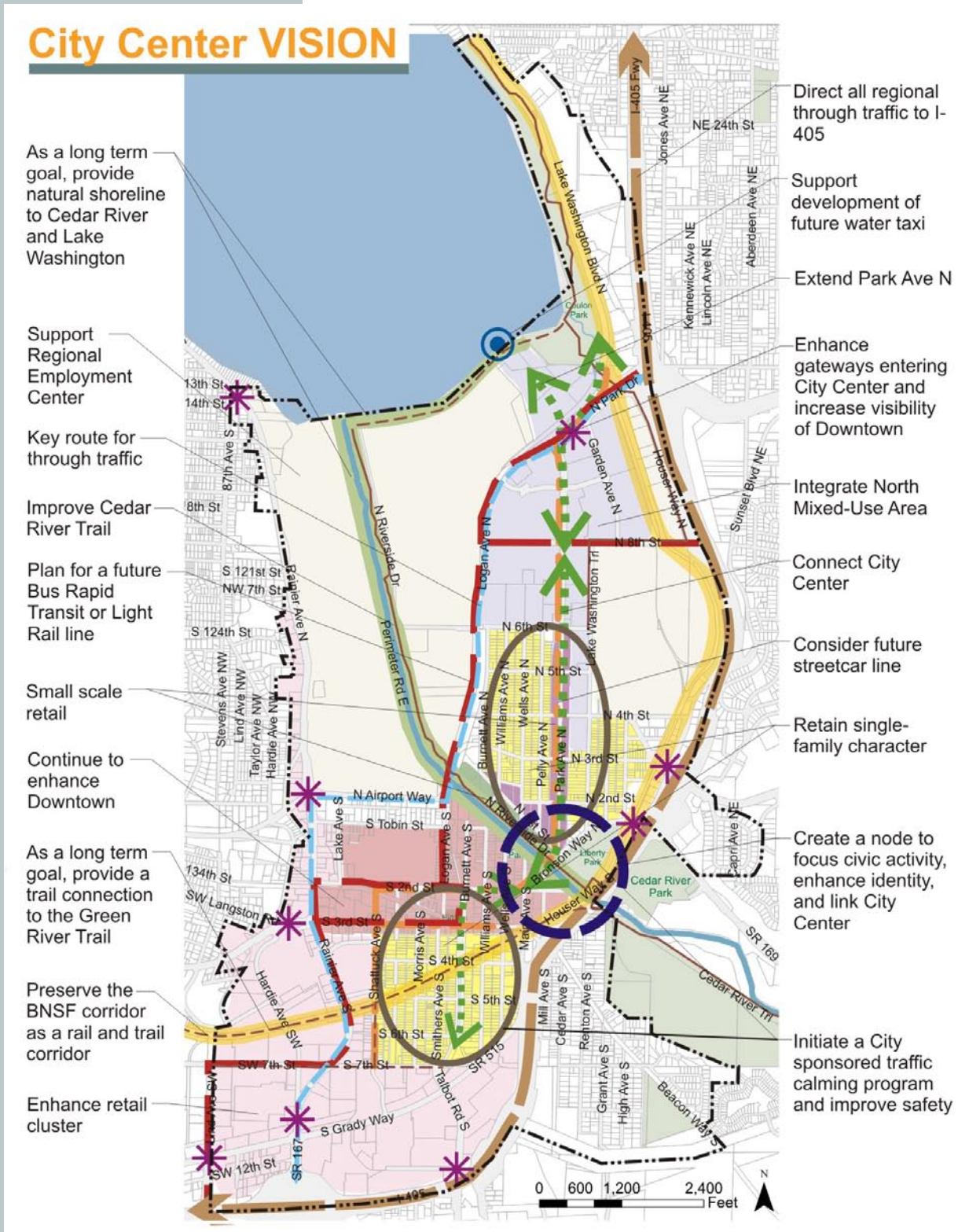
Goal 4: Protect and enhance the residential neighborhoods in the City Center.

Goal 5: Provide better regional connections for the full range of transportation modes to improve access to and from the City Center.

Goal 6: Provide better connections between areas within the City Center.

Goal 7: Promote and support the expansion of and improve access to regional trails in the City Center and build on these key connections as an economic development strategy.

Goal 8: Protect, enhance, and improve access to the natural features and open space in the City Center including Lake Washington, the Cedar River, and its many parks and open spaces throughout the City Center.


City Center VISION
As a long term goal, provide natural shoreline to Cedar River and Lake Washington
Support Regional Employment Center
Key route for through traffic
Improve Cedar River Trail
Plan for a future Bus Rapid Transit or Light Rail line
Small scale retail
Continue to enhance Downtown
As a long term goal, provide a trail connection to the Green River Trail
Preserve the BNSF corridor as a rail and trail corridor
Enhance retail cluster
Direct all regional through traffic to I-405
Support development of future water taxi
Extend Park Ave N
Enhance gateways entering City Center and increase visibility of Downtown
Integrate North Mixed-Use Area
Connect City Center
Consider future streetcar line
Retain single-family character
Create a node to focus civic activity, enhance identity, and link City Center
Initiate a City sponsored traffic calming program and improve safety
I-405 Fwy
Lake Washington Blvd N
Jones Ave NE
NE 24th St
Kennewick Ave NE
Lincoln Ave NE
Aberdeen Ave NE
Coulon Park
N Park Dr
Garden Ave N
Houser Way N
Sunset Blvd NE
N 8th St
Logan Ave N
Lake Washington Trl
N 6th St
N 5th St
N 4th St
N 3rd St
N 2nd St
Williams Ave N
Wells Ave N
Burnett Ave N
Petly Ave N
Park Ave N
N Riverside Dr
Perimeter Rd E
Rainier Ave N
13th St
14th St
87th Ave S
8th St
S 121st St
NW 7th St
S 124th St
Stevens Ave NW
Lind Ave NW
Taylor Ave NW
Hardie Ave NW
N Airport Way
S Tobin St
Lake Ave S
Logan Ave S
Burnett Ave S
Williams Ave S
Wells Ave S
Main Ave S
Bronson Way N
Houser Way S
Liberty Park
Cedar River Park
Cedar River Trl
SR 169
Cedar Ave S
Renton Ave S
Mill Ave S
Grant Ave S
High Ave S
Beacon Way S
134th St
SW Langston Rd
S 2nd St
S 3rd St
S 4th St
S 5th St
S 6th St
S 7th St
SW 7th St
Morris Ave S
Shattuck Ave S
Smithers Ave S
Hardie Ave SW
SR 515
Talbot Rd S
S Grady Way
SW 12th St
SR 167
I-405
0 600 1,200 2,400 Feet
N

4. City Center Community Plan Elements

This plan sets the framework for actions to be taken by the City to achieve the vision for the City Center over the next 20 years. In order to accomplish these actions, a myriad of public and private partnerships will need to be made, the public will need to be engaged, and business and property owners will need to take initiative. The actions are separated into three main categories: Economic and Community Development, Transportation, and Parks, Open Space, and Recreation.

Each category has goals and occasionally sub-goals, which were established through the public participation visioning process. Each goal is then followed by a series of policies that set the framework for achieving the goal. Each policy is followed by an implementation strategy that includes additional details, the responsible party for implementation, the necessary resources for implementation, strategies for engaging the public, and a general timeframe for the City to implement the policy. The format is set up as follows:

Goal

Sub Goal

1.1: Policy

1.1.1: Implementation Strategy

Additional Details:

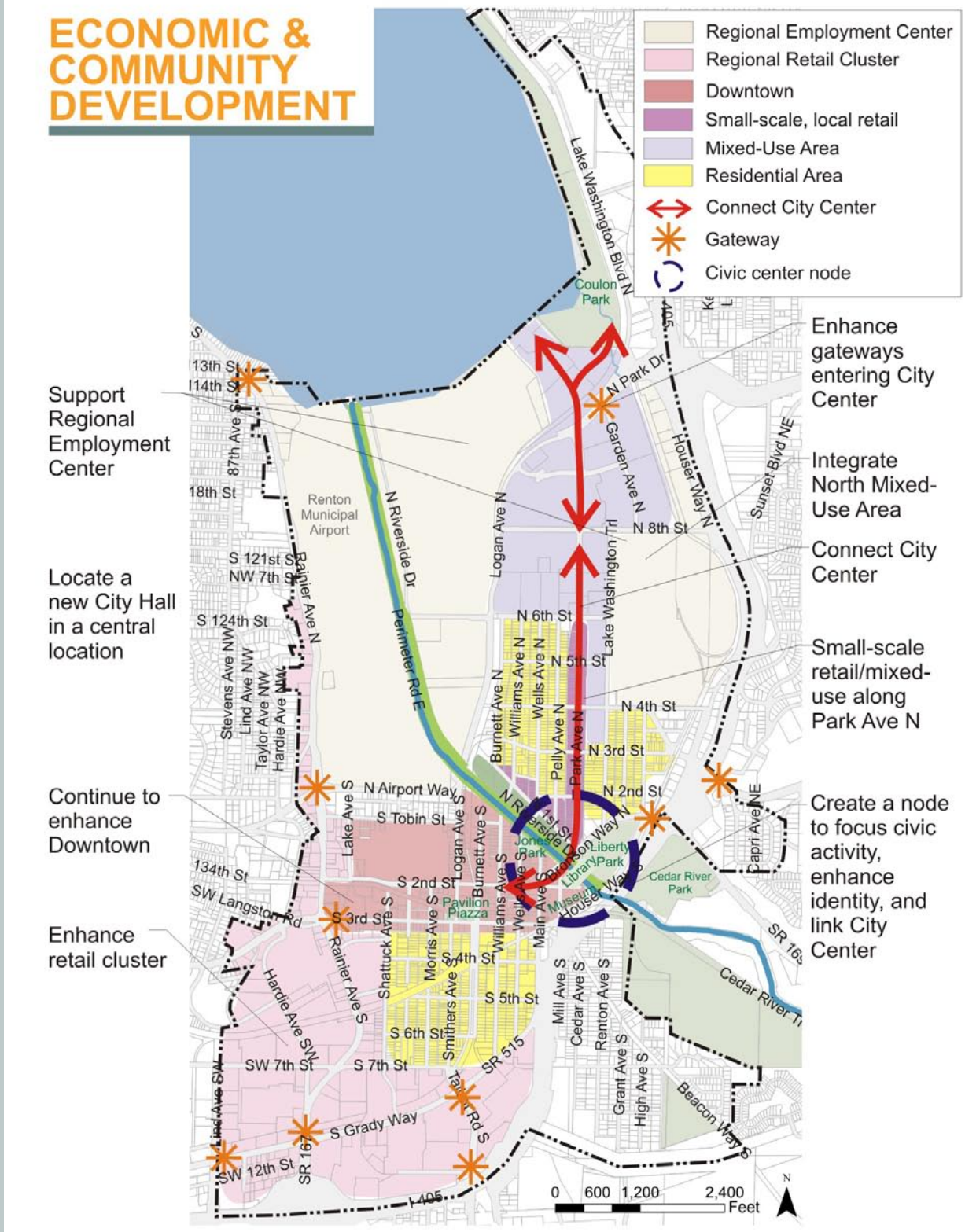
Responsible Party:

Resources: $: $0-$10,000; $$: $10,000-$50,000; $$$: $50,000-$100,000; $$$$: $100,000-up

Public Involvement:

Timeframe: Short-term: 1-3 yrs; Mid-term: 4-10 yrs; Long-term: 10-20 yrs

Lake Washington from Gene Coulon Memorial Beach Park


ECONOMIC & COMMUNITY DEVELOPMENT
Regional Employment Center
Regional Retail Cluster
Downtown
Small-scale, local retail
Mixed-Use Area
Residential Area
Connect City Center
Gateway
Civic center node
Support Regional Employment Center
Locate a new City Hall in a central location
Continue to enhance Downtown
Enhance retail cluster
Enhance gateways entering City Center
Integrate North Mixed-Use Area
Connect City Center
Small-scale retail/mixed-use along Park Ave N
Create a node to focus civic activity, enhance identity, and link City Center
Lake Washington Blvd N
Coulon Park
N Park Dr
Garden Ave N
Houser Way N
Sunset Blvd NE
N 8th St
Lake Washington Trl
Logan Ave N
N Riverside Dr
Perimeter Rd E
Renton Municipal Airport
13th St
14th St
87th Ave S
18th St
S 121st St
NW 7th St
Rainier Ave N
S 124th St
Stevens Ave NW
Lind Ave NW
Taylor Ave NW
Hardie Ave NW
N 6th St
N 5th St
N 4th St
N 3rd St
N 2nd St
Burnett Ave N
Williams Ave N
Wells Ave N
Pelly Ave N
Park Ave N
N Airport Way
S Tobin St
Lake Ave S
Logan Ave S
Burnett Ave S
Williams Ave S
Wells Ave S
Main Ave S
Houser Way N
Jones Park
Liberty Park
Library
Museum
Pavilion Plaza
Cedar River Park
Capri Ave NE
134th St
SW Langston Rd
S 2nd St
S 3rd St
S 4th St
S 5th St
S 6th St
S 7th St
SW 7th St
Rainier Ave S
Shattuck Ave S
Morris Ave S
Smithers Ave
Hardie Ave SW
Lind Ave SW
SW 12th St
S Grady Way
SR 167
SR 515
Talbot Rd S
I-405
Mill Ave S
Cedar Ave S
Renton Ave S
Grant Ave S
High Ave S
Beacon Way S
Cedar River Trl
SR 169
0 600 1,200 2,400 Feet
N

Economic and Community Development

Goal 1:
Create a distinct identity for the City Center, as well as improve the visibility and perception of the City Center.

1.1 Improve the overall visual character of the City Center.

Currently, the City Center does not have a distinct visual character that allows people to identify it as a cohesive area. In some cases, unmaintained buildings take away from the visual appeal of the City Center. In addition, the area is not visible or identifiable from the major regional corridors that surround the City Center or from Lake Washington.

Updating design standards for private development and creating design standards for the public realm are two key strategies to improve the overall perception and image of the City Center.

1.1.1: Update existing design standards for the City Center to ensure new development will fulfill the vision.

Additional Details: Update the design standards that apply to all the different sub-areas within the City Center to ensure new development fulfills the vision of a more attractive, cohesive, and vibrant City Center. Particular attention should be given to design standards for infill development and for transition areas between zones.

Perform an audit on existing guidelines for the North Mixed-Use Area to identify areas that should be updated and to ensure existing standards are being enforced. The twenty-year development agreement with the Boeing Company should be recognized.

Consider tightening non-conforming regulations for signs and edge/screening/landscaping treatments. While the guidelines or standards would only apply to new development or redevelopment, the City could provide incentives to existing businesses to incorporate some elements.

Responsible Party: Lead: Planning; Support: Economic Development, Community Services

Resources: $

Public Involvement: Work with residents and business and property owners.

Timeframe: Short-term

1.1.2: Create cohesive urban design standards for the public realm that include standards for gateways, wayfinding, street trees, street lighting, pedestrian-scaled lighting, landscaping, street furniture, utilities and public art.

Additional Details: These design standards will help create a distinct look for the City Center. There may be different standards for each area within the City Center, but they should complement each other to create a cohesive look for the City Center. The design standards should include specifications for each urban design feature. Build on the existing Downtown wayfinding system (discussed in 1.1.4). Opportunities for Low Impact Development techniques such as rain gardens and bioswales in these public areas should be pursued.

Responsible Party: Lead: Planning; Support: Transportation, Community Services, Utilities, Economic Development, Fire & Emergency Services

Resources: $$

Public Involvement: The City should work with constituents from each area within City Center to determine the design standards for each area and the City Center as a whole.

Timeframe: The design standards and specifications should be determined in the short-term. The urban design features will be implemented over time, as development occurs.

The City Center needs streetscape design standards that include standards for pedestrian-scaled lighting, street trees, landscaping, street furniture, and public art.

1.1.3: Create a distinctive gateway design standard to be implemented at key locations throughout the City Center.

Additional Details: Gateway signs or features would help signify when people are entering or leaving the City Center so they can begin to identify the City Center as a distinct place. The gateways can be features such as distinctive landscaping, artwork, lighting, signage or a combination thereof. The gateway features should be coordinated with the Downtown wayfinding program (discussed in 1.1.4) to ensure a consistent and less cluttered approach. The City should create design specifications and designate specific locations for the desired gateways. Bronson Way and Rainier Avenue/Grady Way are key entries into Downtown that would benefit from some special gateway and street-scape treatments. Gateways will be installed as development occurs.

Responsible Party: Lead: Planning; Support: Community Services, Transportation, Economic Development, Renton Municipal Arts Commission

Resources: $$

Public Involvement: Engage the general public including residents and business and property owners in public meetings to present proposed locations for gateway features.

Timeframe: Short-term; gateways will installed as development occurs

1.1.4 Build on the City's proposed wayfinding system for Downtown and extend it throughout the City Center.

Additional Details: The City of Renton already has a wayfinding program designed and partially implemented for Downtown Renton. This program could be expanded to include the other areas of the City Center. The signs and maps could differ slightly in color or design depending on which area of the City Center they are in, but the overall theme and design should be consistent to tie the whole the City Center together. The wayfinding system should be coordinated with the gateways (discussed in 1.1.3) and the urban design standards for the public realm (discussed in 1.1.2). The wayfinding features, gateway features, and directional cues should work together to facilitate the movement between sub-areas and reduce the visual clutter of signs.

Downtown's existing wayfinding system.

Responsible Party: Lead: Economic Development; Support: Planning, Transportation, Community Services

Resources: $$

Public Involvement: The City should work with constituents from each area within City Center to determine the wayfinding design for each area and the City Center as a whole.

Timeframe: The design standards and specifications for wayfinding should be determined in the short-term. The urban design features will be implemented over time, as development occurs.

1.1.5: Work to implement the recommendations from the Arts and Culture Master Plan to expand the presence of art, art activities, and art facilities in the City Center.

Additional Details: The Arts and Culture Master Plan is a 5-year plan that was adopted by City Council on August 9, 2010. The Renton Municipal Arts Commission is responsible for facilitating the implementation of the plan.

Art can be incorporated into the gateway and wayfinding features discussed above. New development should be encouraged to incorporate local artwork in plazas, on blank walls, and along the street. The City should pursue opportunities such as including public art in new and remodeled developments through public/private partnerships.

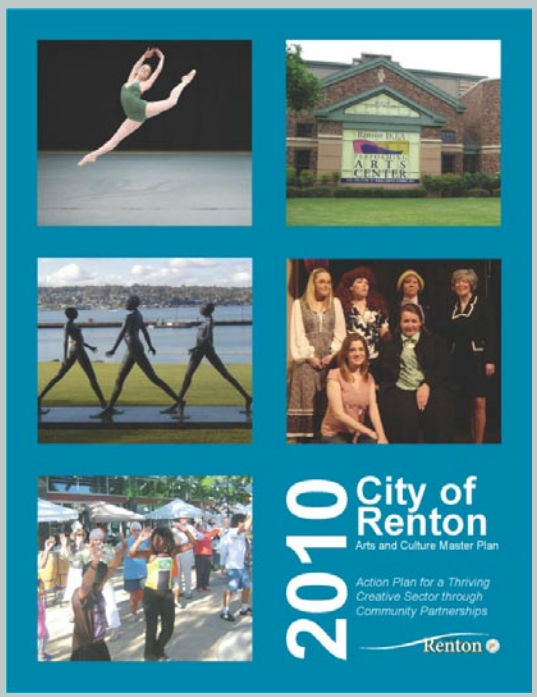
One project that is currently being explored is an artistic lighting of the bridges over the Cedar River.

Responsible Party: Lead: Economic Development, Renton Municipal Arts Commission; Support: Planning

Resources: $ - $$$$

Public Involvement: The Renton Municipal Arts Commission works in partnership with other community members to begin implementation of the plan.

Timeframe: On-going. The Renton Municipal Arts Commission is responsible for implementation.



The City of Renton's Arts and Culture Master Plan is an action plan for creating a thriving creative sector.

1.1.6: Create a building improvement program for buildings within the City Center.

Additional Details: The City should work with financial institutions to consider developing a building improvement program that identifies low-interest loans or grants to improve building facades and other improvements to help stimulate reinvestment in properties and to address building maintenance concerns. A target area should be the City Center's historic downtown core. The City should pursue federal and state funds to help fund the low-interest loans or pursue other funding opportunities.

The building improvement program should also focus on improving the structural safety of buildings. All unreinforced masonry and seismic hazards should be identified for improvement. The building improvement program should provide incentives for replacing and improving unsafe structures.

Responsible Party: Lead: Economic Development; Support: Planning, Fire & Emergency Services

Resources: $$$

Public Involvement: Work with financial institutions to identify low-interest loans and with business and property owners in the downtown core to develop the program.

Timeframe: Mid-term.

1.1.7: Underground utilities as development occurs.

Additional Details: Removing utility poles and overhead wires will significantly improve the visual character of the City Center. All new development within the City Center is required to underground utilities. To get utilities underground in areas that are not likely to redevelop in the near future, the City should work with property owners to underground utilities as street improvement projects occur. The BID/LID (discussed in 2.2.1) could also work to underground utilities in Downtown.

Responsible Party: Lead: Utilities; Support: Planning, Economic Development

Resources: $$$

Public Involvement: Work with business and property owners in the downtown core.

Timeframe: Mid-term; private property owners and developers will initiate undergrounding utilities.

1.2 Preserve and maintain important historic features in the City Center to enhance the identity of the City Center.

The City Center has important historic features, both land forms and buildings, which are important to the quality and character of the City Center and the city as a whole. These features should be preserved, maintained, and enhanced as new growth occurs.

1.2.1: Consider adopting an historic preservation ordinance that would protect significant historic features throughout the City Center.

Additional Details: The ordinance should put regulations and incentives in place for the documentation, potential protection, maintenance, and enhancement of historic features.

Responsible Party: Lead: Planning; Support: Community Services, Renton History Museum, Economic Development

Resources: $$

Renton's history is an important part of its identity.

The Renton History Museum Master Plan provides a vision for the museum for the next 15 years.

Public Involvement: Solicit public feedback from the general public on the ordinance.

Timeframe: Mid-term

1.2.2: Coordinate with the Museum Master Plan.

Additional Details: The Museum Master Plan provides a vision for the Renton History Museum's next 15 years as the only local heritage organization in Renton.

Responsible Party: Lead: Renton History Museum; Support: Economic Development, Planning

Resources: $

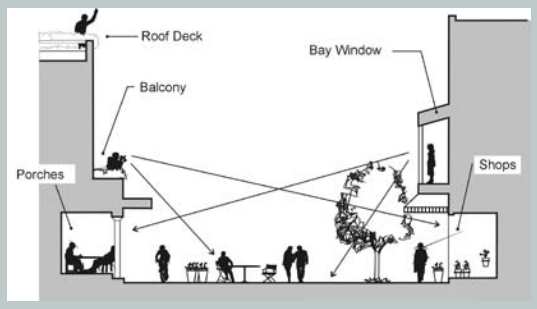
Public Involvement: Museum staff will continue to work with the Renton Historical Society Board of Trustees, volunteers, stakeholders, and the general public to implement the plan.

Timeframe: Long-term. The Museum Master Plan is a 15-year plan. The Renton History Museum and Renton Historical Society Board of Trustees should initiate implementation.

1.3 Improve overall safety in the City Center.

The City should continue to improve safety in the City Center by focusing on crime prevention, emergency management planning, and fire prevention. The City should work with business leaders and property owners, neighborhood groups, Fire and Emergency Services, and the Renton Police Department to come up with targeted strategies to address both real and perceived crime and emergency preparedness. Some strategies may be targeted police activities while others may be more community-based approaches where business members and residents work together to solve problems.

The City should continue to focus policing strategies at the Transit Center.



Safety can be enhanced using Crime Prevention Through Environmental Design (CPTED) measures such as guidelines to "keep eyes on the street."

1.3.1: Continue efforts to provide a coordinated crime prevention program for Downtown and the City Center as a whole to address crime (both real and perceived).

Additional Details: Work with business owners, property owners, residents, human service organizations, and the Police Department to develop the program. The crime prevention program should have an implementation strategy that clearly indicates who is responsible for implementing each strategy.

Continue to place special emphasis on the Transit Center with policing strategies, such as the Police Department's Crime Prevention Unit which conducts outreach Business Watch Services to businesses near the Transit Center. Human Services and non-profit organizations should also be engaged to address issues such as homelessness that also impact the perceptions of safety. Other services and programs offered by the Crime Prevention Unit should continue to be strengthened and be provided Downtown, such as security surveys, crime prevention training for managers and employees, Crime Prevention Through Environmental Design (CPTED) recommendations to property owners, Crime Resistant Multi-Family Housing consultations, a Bank Watch group, and quarterly Business Watch newsletters. This strategy should be coordinated with the proposed Downtown Business Improvement District or Local Improvement District (discussed in 2.2.1)

Responsible Party: Lead: Police; Support: Economic Development, Community Services, Human Services, Planning.

Resources: $$

Public Involvement: Continue to engage business owners, property owners, and residents with human service organizations and the Police Department.

Timeframe: Short-term

1.3.2 Continue to work with neighborhood groups to strengthen community policing and neighborhood crime watch programs to improve the overall safety (and the perception of safety) and reduce crime in the City Center neighborhoods.

Additional Details: The Police Department and other city departments should continue to work with community groups, business owners, and property owners to come up with a targeted strategy for improving safety. The Police Department is currently working with the North and South Renton Neighborhood associations on the block watch program. The Police Department should continue to strengthen this program and should continue to foster their relationships with community members.

Responsible Party: Lead: Police; Support: Community Services, Economic Development, Planning

Resources: $$

Public Involvement: Continue to work with residents and neighborhood groups

Timeframe: On-going.

Neighborhood meeting participants stressed the desirability of pedestrian lights, especially on riverfront trails.

1.3.3 Improve pedestrian-scaled lighting on streets and trails in the City Center.

Additional Details: In order to improve safety for pedestrians throughout the City Center, the City needs to invest in pedestrian-scaled lighting on streets and trails. The lights should be attractive, distinctive, and consistent throughout the City Center to help with wayfinding to identify key pedestrian routes to connect various parts of the City Center (discussed in 1.1.2 and 1.1.4). Lighting for trails, such as the Cedar River Trail, should match the style of lights on streets and sidewalks. Specifically, pedestrian-scaled lighting should be added to areas such as parking and activity areas, the access road that extends beyond the City Center planning area from Liberty Park to Renton Community Center (RCC), and the pedestrian walkway from RCC to the off-leash dog park.

Responsible Party: Lead: Transportation; Support: Community Services, Economic Development, Planning

Resources: $$$$

Public Involvement: Continue to work with neighborhood groups.

Timeframe: Long-term.

1.3.4 Continue to implement emergency management strategies throughout the City Center to ensure the area is prepared for natural disasters and other emergencies.

Additional Details: The Fire and Emergency Services department should continue to work to prepare this area for emergency response.

Responsible Party: Lead: Fire & Emergency Services

Resources: $$

Public Involvement: Work with community members, businesses, and property owners to educate them on emergency management and to implement strategies.

Timeframe: On-going.

Goal 1 Summary:

Create a distinct identity for the City Center, as well as improve the visibility and perception of the City Center.

1.1 Improve the overall visual character of the City Center.

1.2 Preserve and maintain important historic features in the City Center to enhance the identity of the City Center.

1.3 Improve overall safety in the City Center.

Goal 2:
Continue to support Renton's diverse economic sectors.

2.1 Continue to support opportunities to create a more vibrant City Center where people live, work, learn, and play.

In order to foster a City Center that is vibrant, new opportunities that attract people and businesses to the City Center should be sought, and existing efforts to recruit and retain businesses, to fill vacancies, and create retail opportunities should be supported.

Continue to work with business leaders, property owners, employers, and employees to better understand their needs and concerns. Continue economic development efforts, including business retention, expansion, and recruitment strategies to ensure a dynamic, diversified employment base.

2.1.1: Implement the City's Economic Development Strategic Plan

Additional Details: The City's Economic Development Strategic Plan emphasizes recruiting and retaining businesses to ensure a dynamic, diversified employment base. The City and its partners should work with The Boeing Company and other aerospace companies to increase the number of aerospace industry jobs in Renton. Additionally, the City should continue to aggressively recruit new high-profile and high-wage employers to locate in Renton, while working with existing employers to retain and expand the number of jobs in the community.

Responsible Party: Lead: Economic Development

Resources: $$

Public Involvement: Existing businesses, Chamber of Commerce

Timeframe: Short-term

Artist rendering of a vibrant urban scene at The Landing.

2.1.2: Continue to improve incentives that encourage investment and employment in the City Center.

Additional Details: The City has a number of existing advantages for businesses over surrounding jurisdictions, including no local Business and Operating taxes, which should be better packaged and promoted. The City should continue to improve the business environment and pursue opportunities for new incentives.

Responsible Party: Economic Development

Resources: $$

Public Involvement: Continue to work with businesses and property owners to better understand their needs.

Timeframe: Short-term.

2.1.3: Continue to support the Renton Small Business Development Center.

Additional Details: The Renton Small Business Development Center (SBDC), a partnership of the City, Renton Technical College, the Renton Chamber of Commerce and business community, helps address the needs of small businesses and strengthen Renton's economic vitality.

Responsible Party: Lead: Economic Development

Resources: $

Public Involvement: Continue to work with key SBDC partners and the business community.

Timeframe: On-going.

The Renton Small Business Development Center is a partnership with the City, Renton Technical College, Renton Chamber of Commerce and the business community.

2.1.4: Support business district marketing efforts.

Additional Details: Consider coordinated branding opportunities for the retail areas to create an identity that consumers recognize and associate with the City Center. This effort should be coordinated with the gateways strategy (discussed in 1.1.3) and the wayfinding strategy (discussed in 1.1.4).

Responsible Party: Lead: Economic Development; Support: Planning

Resources: $$

Public Involvement: Work with business and property owners.

Timeframe: Mid-term.

2.1.5 Consider ways to identify and promote improved visual appearance of long-term vacant properties.

Additional Details: The City should work with the arts community, nonprofit organizations, and community members to activate vacant spaces in the City Center. The City should also consider adopting regulations to improve the visual appearance of long-term vacant properties.

Responsible Party: Lead: Economic Development; Support: Planning, Renton Municipal Arts Commission

Resources: $$

Public Involvement: Work with property owners, the arts community, nonprofits, and community members to brainstorm innovative ideas for activating vacant spaces.

Timeframe: On-going.

2.1.6: Continue to work to improve regional transportation access to the regional employment center, and the City Center as a whole. (See all Policies and Strategies under Goal 5 in the Transportation section).

Additional Details: In order to ensure employers and employees can easily get to the regional employment center, the City needs to continue to improve regional transportation, including improvements to arterials and freeway interchanges, as well as regional transportation. Details can be found in the Policies and Strategies under Goal 5 in the Transportation section.

Responsible Party: Lead: Transportation; Support: Planning, Economic Development

Resources: $$; staff time only

Public Involvement: Work with regional employers.

Timeframe: On-going. WSDOT initiated.

2.1.7: Determine necessary utilities and infrastructure to support the regional employment center, and the City Center as a whole.

Additional Details: Perform an inventory to determine the utility and infrastructure needs of the regional employers and the City Center as a whole.

Responsible Party: Lead: Utilities; Support: Economic Development

Resources: $

Public Involvement: Work with regional employers, businesses, property owners, and other key stakeholders.

Timeframe: On-going.

2.1.8: Continue to review parking management strategies.

Additional Details: As the number of residents, businesses, and offices living, doing business, and visiting the City Center continues to increase, it will be important to consider strategies that will successfully manage the demand for parking.

Responsible Party: Lead: Transportation; Support: Planning

Resources: $-$$

Public Involvement: Business owners, property owners, regional employers and area residents will need to be involved in order to develop strategies that adequately meet the needs of the community.

Timeframe: On-going.

The City Center Parking Garage is available for park and ride, hourly, or monthly parking.

2.2 Continue to support opportunities to create a more vibrant Downtown.

In order to foster a Downtown that is vibrant, new opportunities that attract people and businesses to the City Center should be sought out, and existing efforts to retain businesses, to fill vacancies, and create retail opportunities should be supported. Consider ways to identify and promote interim uses that activate vacant spaces.

Pedestrian activity should be encouraged and uses such as sidewalk cafes should be considered.

2.2.1: Create a Downtown Business Improvement District (BID) or Local Improvement District (LID), or utilize other funding mechanisms, to help implement the goals and priorities of businesses in Downtown Renton.

Additional Details: Work with business leaders, property owners, and the Renton Chamber of Commerce to establish the goals and priorities for businesses in Downtown. The BID/LID could help organize and fund joint marketing, joint parking strategies, property improvements, community events, and streetscape improvements. Joint marketing could include communication tools such as a Downtown Business internet presence including a website, email groups, and social networking sites. A LID is more appropriate for funding joint public improvements such as sidewalks, special lighting, etc. and should be considered for these types of improvements.

Support local businesses to create a more vibrant Downtown.

Responsible Party: Lead: Economic Development; Support: Community Services

Resources: $$

Public Involvement: Work with business and property owners in the downtown core.

Timeframe: Short-term.

2.2.2: Better utilize the Renton Pavilion Event Center.

Additional Details: The City should work to create a preferred management agreement to ensure better utilization of the space with more events that are open to the public.

Responsible Party: Lead: Community Services; Support: Economic Development

Resources: N/A

Public Involvement: N/A

Timeframe: On-going.

2.2.3: Initiate a sidewalk café case study and develop tailored regulations to encourage sidewalk cafes in Downtown.

Additional Details: Work with an interested business owner to allow sidewalk cafés on public right-of-way. Use the case study to better understand potential issues and citizen concerns. After the case study, develop regulations to allow and encourage sidewalk cafes.

Responsible Party: Lead: Planning, Economic Development

Resources: $

Public Involvement: Survey community after sidewalk café is installed to determine any potential concerns and possible mitigation.

Timeframe: Short-term.

2.2.4: Continue to support community events in Downtown.

Additional Details: Community events such as the Renton Farmers Market, Holiday Tree Lighting, and IKEA Renton River Days, should continue to be strongly supported and new events should be pursued.

Responsible Party: Lead: Community Services, Economic Development; Support: Planning

Resources: $

Public Involvement: Support efforts of Downtown businesses, residents, non-profits, and Piazza Renton. Continue to work with community members to understand their desires for public events.

Timeframe: On-going.

Renton Pavilion Event Center.

Renton Farmers Market.

Community meetings.

2.3 Enhance and provide space for small-scale, mixed-use, local retail on Park Avenue North connecting The Landing to Downtown.

Small-scale, mixed-used development along Park Avenue would help create a retail connection between Downtown and The Landing. Streetscape improvements on Park Ave N (discussed in 6.1) and a possible streetcar (discussed in 6.2) would also help improve this connection.

2.3.1: Consider changing the zoning along Park Ave N from Bronson Way N to N 6th Street to allow small-scale, mixed-use buildings.

Additional Details: Consider changing the zoning along Park Avenue N from Bronson Way N to N 6th Street to a consistent zone that allows small-scale, mixed-use buildings. Currently, many portions of Park Ave N allow for this type of development, but the zoning is not consistent. Consistent zoning would help catalyze reinvestment in this area of the City Center.

Perform a detailed study of the existing zoning and proposed zoning changes to ensure the height and density are appropriate for this location. Establish appropriate height limits and Floor Area Ratio (FAR)/density standards for mixed-use and commercial buildings that are appropriate with the surrounding single family neighborhood.

The streetscape standards (discussed in 1.1.2) should ensure a cohesive streetscape along Park Ave N that provides visual continuity between Downtown and the North Mixed-Use Area.

The design standards (discussed in 1.1.1) should ensure consistent and complimentary neighborhood-scale development and provide for appropriate transitions from development on Park Ave N to the adjacent single-family neighborhood.

Update the Comprehensive Plan with relevant land use changes.

Responsible Party: Lead: Planning; Support: Community Services, Economic Development

Resources: $$

Public Involvement: Work with residents, business owners, and property owners along Park Ave N and surrounding area.

Timeframe: Mid-term.

Rendering of small-scale mixed-use buildings on Park Avenue N.

2.4 Pursue opportunities to locate a new City Hall in a central location in the City Center.

Renton has three potential annexation areas that, if annexed, will increase the City's population to well over 130,000. Additionally, as one of ten core cities in the Puget Sound, Renton may experience significantly more growth in population than is currently anticipated. The existing City Hall may not be large enough to accommodate the staffing levels necessary to provide services to a city of that size. A new City Hall would present a unique opportunity to contribute to a more vibrant City Center with likely nearly 1,000 employees who would seek opportunities to shop and eat in the immediate area and other users coming for public meetings throughout the day and evening. If these annexations and growth occur, the City should pursue opportunities to locate a new City Hall in a central location that would be more accessible by foot, bicycle, and transit, and would contribute to a more vibrant City Center.

2.4.1: Consider initiating a feasibility study to select a location for a new City Hall in a central location in the City Center.

Additional Details:

- Identify site selection criteria to evaluate alternatives, such as:
  - Accessibility by foot, bicycle, and transit.
  - Cost, funding opportunities
  - Joint use opportunities
  - Adjacent land uses
  - Contribution to a vibrant City Center
- Update Comprehensive Plan
- Determine funding and scope for purchasing property for the new City Hall

Responsible Party: Lead: Community Services; Support: Economic Development, Planning

Resources: $$$

Public Involvement: The study should be developed in consultation with the general public.

Timeframe: Long-term.

Goal 2 Summary:

Continue to support Renton's diverse economic sectors.

2.1 Continue to support opportunities to create a more vibrant City Center where people live, work, learn, and play.

2.2 Continue to support opportunities to create a more vibrant Downtown.

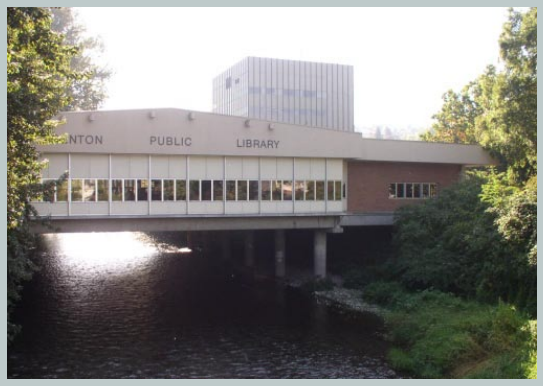
2.3 Enhance and provide space for small-scale, mixed-use, local retail on Park Avenue North connecting The Landing to Downtown.

2.4 Pursue opportunities to locate a new City Hall in a central location in the City Center.

Goal 3:
Improve access, circulation, and visibility of the concentration of civic activities including Liberty Park, the King County Library System (KCLS) Main Renton Library, the Renton History Museum, and Cedar River to create a dynamic civic activity node in Downtown.

3.1 Coordinate Liberty Park, the KCLS Main Renton Library, the Renton History Museum, the Cedar River, and the proposed greenway/promenade as a key activity node for the City Center. The node should highlight and make visible this concentration of civic activities and emphasize that this is a critical crossroads connecting the north and south City Center areas.

Build on the wayfinding program (discussed in 1.1) to direct people to the civic activities in this node. Consider using landscaping, water features, or artwork to highlight the entries to the civic activities, such as Lighting the Bridge, as referenced in the Arts and Culture Master Plan. Incorporate the greenway/promenade concept (discussed in 8.3) into this activity node. Coordinate with the transportation improvements (discussed in 6.5 – 6.7) to improve access and circulation for pedestrians, bicyclists, and vehicles to this node.



Civic node (top) and KCLS Main Renton library (below).

3.1.1: Complete a conceptual plan for the civic node.

Additional Details: A coordinated plan should be developed to incorporate opportunities at the civic node, including the Tri-Park Master Plan, transportation plans, Museum Master Plan, and the greenway/promenade along N 1st Street and the Cedar River.

Responsible Party: Lead: Planning, Community Services; Support: Economic Development

Resources: $$

Public Involvement: Ensure that the public reviews the plan and provides feedback.

Timeframe: Short-term.

3.1.2: Implement the Tri-Park Master Plan.

Additional Details: The City should continue to pursue opportunities to implement the Tri-Park Master Plan. The goal is to unify the Tri-Park area, which includes Liberty Park, Cedar River Park, and the NARCO Property, with better circulation, wayfinding, and coordinated amenities. Currently, implementation is dependent on WSDOT improvements to I-405 (discussed in 5.1).

Coordinate the implementation of the Tri-Park Master Plan with the improvements to the greenway/promenade (discussed in 8.3), other greenspace improvements in the City Center (discussed in 8.4), and the transportation improvements in this area (discussed in 6.5-6.7).

Responsible Party: Lead: Community Services; Support: Transportation, Economic Development, Planning,

Resources: $$$

Public Involvement: Not needed in this phase

Timeframe: Long-term. Dependent on WSDOT.

Tri-Park site plan.

3.2 Ensure that the KCLS Main Renton Library building remains in public use even if the Main Library relocates in the future.

Work with the King County Library System to better understand the long term plans for the Main Library. If there is a plan to relocate the Library in the future, the City should pursue other opportunities for this unique building that would keep it in public use to continue to be a civic amenity in Downtown.

3.2.1: Work with KCLS to ensure that plans for the future of Main Renton Library building remains in public use.

Additional Details: As a part of the plan in 3.1.1 above, consider the future of the KCLS Main Renton Library building. Consider creating an environmental or arts and cultural center at this location if the library relocates.

Responsible Party: Lead: Economic Development; Support: Community Services, Planning

Resources: $

Public Involvement: Not needed in this phase.

Timeframe: On-going.

Goal 3 Summary:

Improve access, circulation, and visibility of the concentration of civic activities including Liberty Park, the King County Library System (KCLS) Main Renton Library, the Renton History Museum, and Cedar River to create a dynamic civic activity node in Downtown.

3.1 Coordinate Liberty Park, the KCLS Main Renton Library, the Renton History Museum, the Cedar River, and the proposed greenway/promenade as a key activity node for the City Center. The node should highlight and make visible this concentration of civic activities and emphasize that this is a critical crossroads connecting the north and south City Center areas.

3.2 Ensure that the KCLS Main Renton Library building remains in public use even if the Main Library relocates in the future.

Goal 4:
Protect and enhance the residential neighborhoods in the City Center.

4.1 Ensure the housing stock is maintained and codes are enforced in residential areas.

The City should work with landlords and other property owners to identify tools to incentivize housing stock improvement. The City should also consider including single-family home rentals in the nuisance ordinance to ensure landlords are enforcing lease agreements and maintaining their properties.

4.1.1: Implement a property maintenance ordinance in the residential areas of the City Center.

Additional Details: The City will need to build upon existing code enforcement to create an ordinance focused on property maintenance. Once the ordinance is adopted, the City will need to continue to enforce the ordinance.

Responsible Party: Lead: Development Services, Planning; Support: Community Services, City Attorney

Resources: $ - $$; Includes writing, adopting, and enforcing the ordinance

Public Involvement: Work with residents and neighborhood groups in developing the ordinance. Educate residents about how to report problems.

Timeframe: Short-term to adopt the ordinance and on-going to enforce the ordinance.

4.1.2: Develop self-help guides to assist property owners with maintenance.

Additional Details: Self-help "how-to" guides could be developed, such as how to: improve energy efficiency, hire a contractor, or apply for a building/electrical/ plumbing permit. These guides would help property owners make improvements to properties in the City Center.

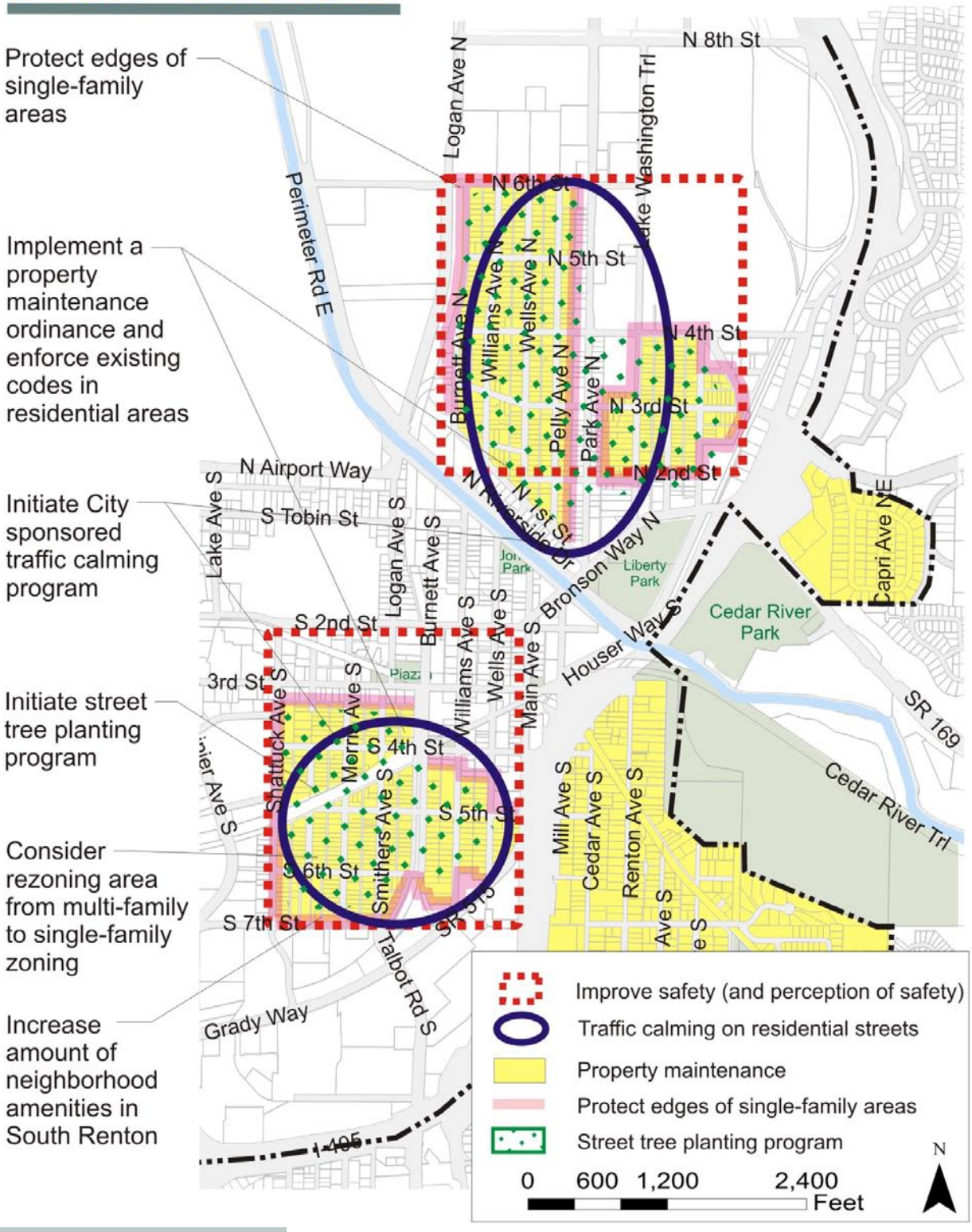
Responsible Party: Lead: Planning, Development Services; Support: Community Services

Resources: $ - $$; Includes developing guides.

Public Involvement: Work with residents and neighborhood groups in developing the guides to ensure the right topics are addressed.

Timeframe: Short-term to develop the guides and on-going to provide assistance.

NEIGHBORHOODS



4.1.3: Pursue the possibility of establishing a bank-operated low-interest loan program to help initiate building improvements.

Additional Details: The City should work with local banks to encourage development of a low-interest loan program.

Responsible Party: Lead: Economic Development; Support: Planning, Community Services

Resources: $$$

Public Involvement: Work with banks to establish a program. If a program is established, work with property owners and businesses to promote the program.

Timeframe: Short-term, begin coordination with banks. Dependent on bank participation.

4.2 Ensure that the single-family area of the South Renton neighborhood remains cohesive and intact.

The South Renton neighborhood is currently zoned for high-density multi-family, but there are areas of strong, cohesive single-family neighborhoods that should be preserved. Rezoning this area to single-family zoning may help spur reinvestment in this area by removing some of the uncertainty single-family homeowners may have based on potential development that could occur in their neighborhood. It may also lessen property speculation that may be occurring.

4.2.1: Consider rezoning the intact, single-family area of the South Renton neighborhood.

Additional Details: Work with residents and property owners to determine the most appropriate boundaries for zoning changes.

Responsible Party: Lead: Planning; Support: Community Services

Resources: $

Public Involvement: Continue to work with residents, businesses, and property owners.

Timeframe: Short-term.

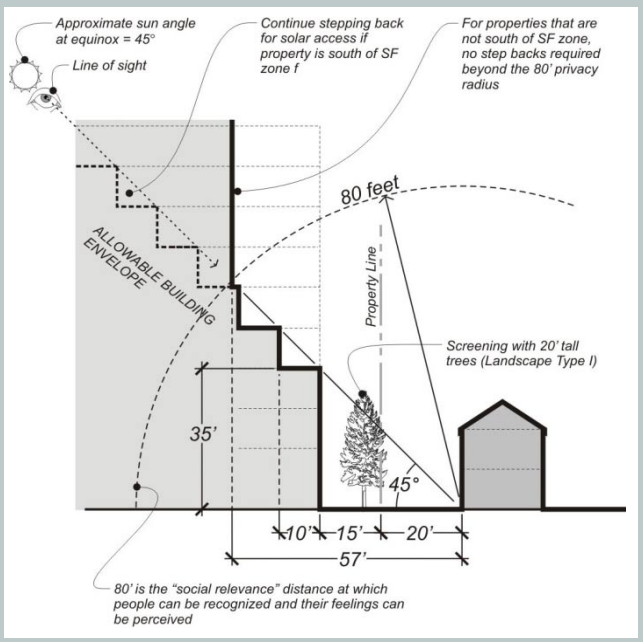
Working with neighborhood residents, the City should consider rezoning portions of the South Renton neighborhood.

4.3 Enhance measures (such as setbacks, buffers, landscape screening, and height restrictions) to protect edges of single-family areas from adjacent development.

These measures can be incorporated into existing design standards or new design standards/guidelines can be developed to address the transition areas between commercial and multifamily development and single-family residential areas.

4.3.1: Protect edges of single-family areas by improving design standards for the transition areas between zones.

See 1.1.1: Update existing design standards for the City Center to ensure new development will fulfill the vision. Analyze the areas where higher intensity zones are adjacent to single-family zones to determine the most appropriate design standards to lessen the impact on single-family homes.



Regulations should be established to protect adjacent residences from the impacts of new development.

4.4 Implement the City's Urban Forestry Plan by initiating a street tree planting program in the residential neighborhoods to increase canopy cover, improving the streetscapes, and promoting community building.

Work with community groups to establish goals and priorities for a street tree planting program. The City could coordinate with local non-profit organizations or local nurseries to secure appropriate trees for distribution. The City should establish street tree planting guidelines and training for community groups.

4.4.1: Initiate a street tree planting program in the residential neighborhoods.

Additional Details: The City should establish street tree planting guidelines that include tree types, tree spacing, and tips for planting. Training should also be provided for community groups. The guidelines should coordinate with the street tree standards in the urban design standards for the public realm (discussed in 1.1.2).

Responsible Party: Lead: Community Services; Support: Planning

Resources: $$ to establish program, does not include funding to provide trees.

Public Involvement: Work with residents and community groups to establish the tree planting program.

Timeframe: Mid-term. Dependent on community participation.

4.4.2: Implement the City's Urban Forestry Plan.

Additional Details: Implementation of the Urban Forestry Plan will work to increase canopy cover throughout the City Center, improve streetscapes with street trees, and promote community building with volunteer activities. It will also help to improve air quality and mitigate the effects of greenhouse gas emissions.

Responsible Party: Lead: Community Services; Support: Planning

Resources: $-$$$

Public Involvement: Work with community members and businesses to implement the Urban Forestry Plan.

Timeframe: Mid-term.

Volunteer efforts can play an important part in neighborhood improvement.

4.5 Increase neighborhood amenities, including neighborhood gardens, greenspaces, and public art.

Work with community members to identify and prioritize the needs and desires of the neighborhoods and develop strategies to provide new or improved neighborhood amenities, especially those that increase the amount of greenspace in the City Center. Perform a needs assessment in each neighborhood and compare the available amenities to those amenities in other communities.

4.5.1: Perform a needs assessment for public amenities in each neighborhood.

Additional Details: Use the needs assessment to identify and prioritize the needs and desires of the neighborhoods. Use the priorities to create an implementation and funding schedule. Consider emergency preparedness and potential locations for public art in the needs assessment.

Responsible Party: Lead: Community Services; Support: Planning, Fire & Emergency Management, Economic Development

Resources: $$

Public Involvement: Work with residents and neighborhood groups to perform needs assessment.

Timeframe: Mid-term.

Examples of existing neighborhood amenities.

4.6 Improve residential streetscapes with landscaping, street trees, and sidewalks.

The City should seek opportunities to increase the amount of greenspace in the City Center by utilizing planting strip areas between the sidewalk and street. Improving landscape strip areas helps to improve the aesthetics of the streetscapes and helps filter stormwater drainage. Sidewalks help to improve the pedestrian experience and safety for all users including the elderly, disabled, and children. New development will be required to use the City's complete streets standards.

Street trees can help improve the visual appeal of residential streets.

4.6.1: Incorporate residential streetscape improvements in the urban design standards for the public realm.

Additional Details: The residential streetscape standards should be included in the urban design standards for the public realm (discussed in 1.1.2). The standards should coordinate with the City's complete streets standards. Because the single-family residential areas are unlikely to redevelop, the City and community groups should work together to pursue opportunities for streetscape improvements that do not rely on redevelopment.

See also 4.4.1: Initiate a street tree planting program in the residential neighborhoods.

Responsible Party: Lead: Planning; Support: Transportation, Community Services, Utilities, Economic Development, Fire & Emergency Services

Resources: $$

Public Involvement: Work with residential neighborhoods as a part of the larger urban design standards updates (discussed in 1.1.2).

Timeframe: Mid-term.

4.7 Work to keep trucks off residential streets.

Coordinate with Renton Police to ensure truck routes are enforced and that trucks are kept off of residential streets. In addition, design residential streets so that they are not conducive or attractive for trucks.

4.7.1: Sign and enforce truck routes.

Additional Details: Ensure that through truck traffic is staying on designated truck routes and off of residential, non-arterial streets.

Responsible Party: Lead: Police; Support: Transportation, Fire & Emergency Services

Resources: $

Public Involvement: None

Timeframe: On-going

4.7.2: Continue to improve truck routing in the City Center.

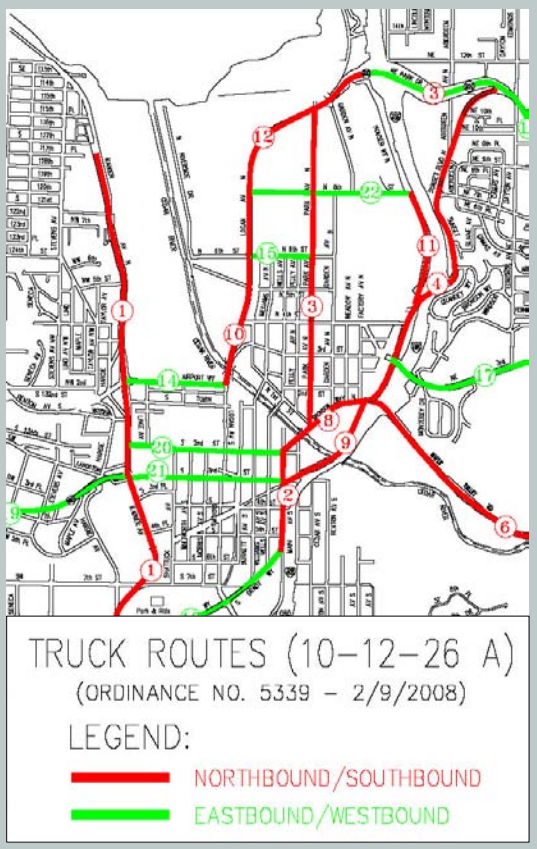
Additional Details: Ensure that trucks can get to the businesses they need to serve with as little impact on residential streets as possible.

Responsible Party: Lead: Police; Support: Fire & Emergency Services, Economic Development, Transportation

Resources: $

Public Involvement: None.

Timeframe: On-going



City's existing truck routes map.

4.7.3: Implement traffic awareness strategies on residential streets (discussed in detail in 6.10).

4.8 Ensure that the City Center is a place for families and a place that recognizes the diversity of the community.

Work to ensure that the City Center provides the full range of services and infrastructure that meets the needs of all members of the community and recognizes its diversity. Support uses such as day care centers and consider users of all ages and varied physical abilities in the development of parks and open spaces.

Work with the Renton School District to ensure that long-range plans address educational facilities within the City Center, especially for elementary school aged children.

4.8.1: Continue to work with the Renton School District to ensure the City Center is adequately served by school facilities.

Additional Details: As the City Center Community Plan is implemented and the City Center continues to become a more attractive place to live and raise a family, the City should monitor the number of children within the City Center to ensure school facilities will be able to meet the future demand.

Responsible Party: Lead: Planning, Renton School District

Resources: N/A

Public Involvement: Renton School District will involve the public.

Timeframe: On-going. Dependent on the Renton School District.

Renton High School is located within the City Center. The Renton School District should continue to ensure the City Center is adequately served by school facilities

4.8.2: Continue to provide the full range of human resource services to meet the needs of all members of the community.

Additional Details: Ensure that adequate social services continue to serve the diverse population in the City Center.

Responsible Party: Lead: Human Services; Support: Planning

Resources: $ - $$$

Public Involvement: Human Services Committee will be engaged.

Timeframe: On-going.

4.8.3: Ensure universal design techniques are utilized throughout the City Center.

Additional Details: The City should ensure all physical infrastructure is designed to be accessible to both the able-bodied and the physically disabled.

Responsible Party: Lead: Planning

Resources: $ - $$$

Public Involvement: NA

Timeframe: On-going.

Community events, like this neighborhood picnic, can help ensure the City Center is a place for families and a place that recognizes diversity.

4.8.4: Continue to support and promote a diverse population in the City Center.

Additional Details: The City Center has a diverse population in terms of age, race, and abilities. This diversity helps make the City Center a unique, attractive place to live. In order to help maintain this diversity, the City needs to ensure housing is available to all income ranges, as well as special needs populations. The City should continue to support this diversity in all of its policies and actions.

Responsible Party: Lead: Executive; Support: All Departments

Resources: $-$$$

Public Involvement: NA

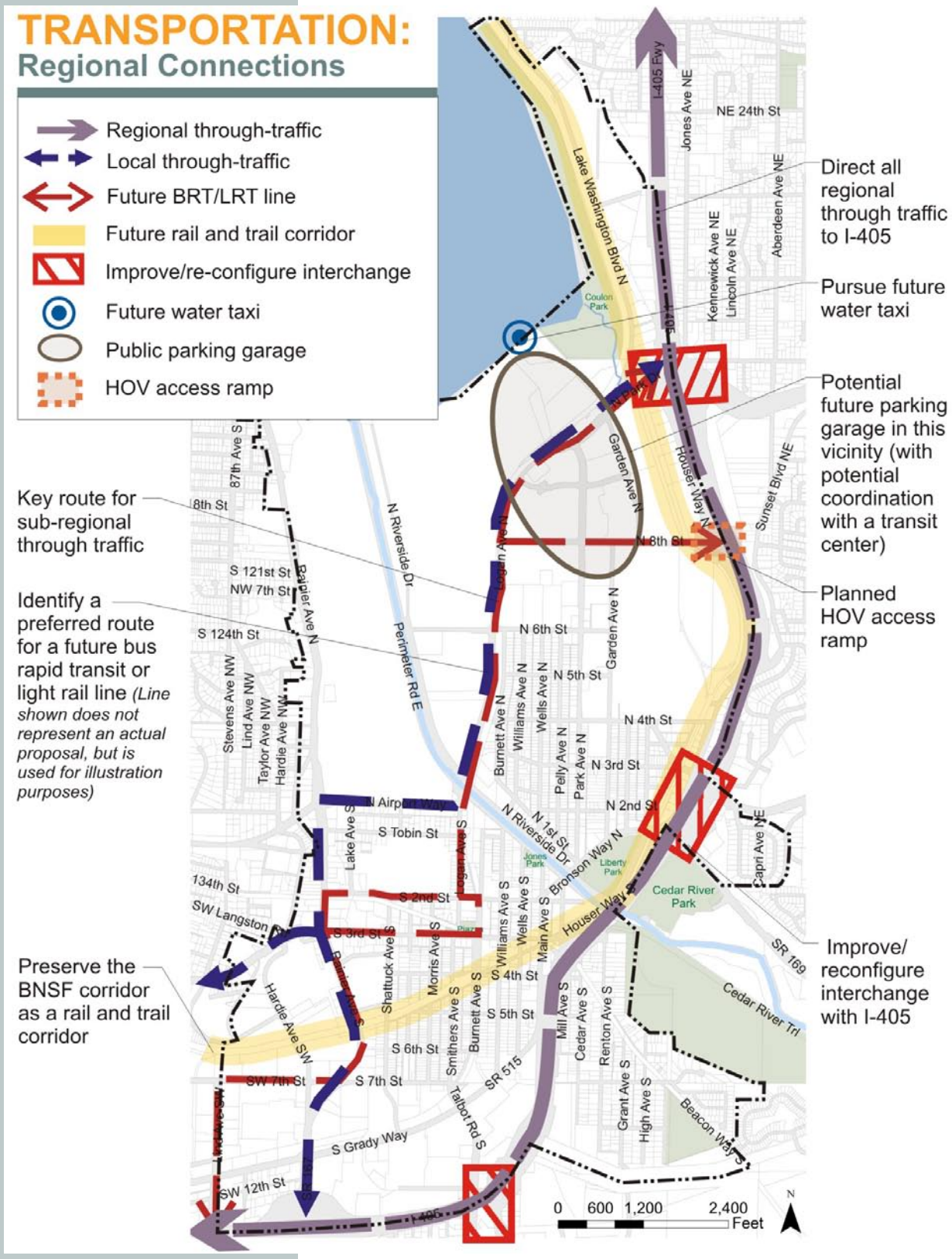
Timeframe: On-going.

Goal 4 Summary

Protect and enhance the residential neighborhoods in the City Center.

- 4.1 Ensure the housing stock is maintained and codes are enforced in residential areas.
- 4.2 Ensure that the single-family area of the South Renton neighborhood remains cohesive and intact.
- 4.3 Enhance measures (such as setbacks, buffers, landscape screening, and height restrictions) to protect edges of single-family areas from adjacent development.
- 4.4 Implement the City's Urban Forestry Plan by initiating a street tree planting program in the residential neighborhoods to increase canopy cover, improving the streetscapes, and promoting community building.
- 4.5 Increase neighborhood amenities, including neighborhood gardens, greenspaces, and public art.
- 4.6 Improve residential streetscapes with landscaping, street trees, and sidewalks.
- 4.7 Work to keep trucks off residential streets.
- 4.8 Ensure that the City Center is a place for families and a place that recognizes the diversity of the community.

TRANSPORTATION:
Regional Connections



Transportation

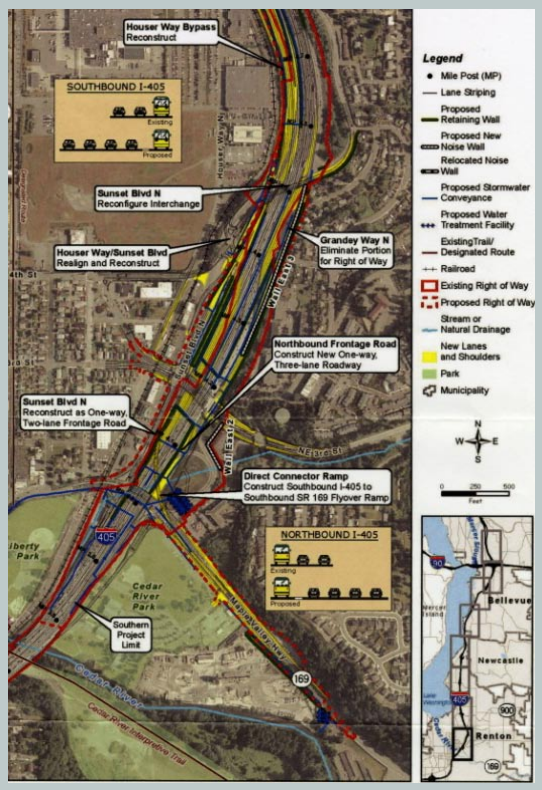
Goal 5:
Provide better transportation connections for the full range of transportation modes to improve access to and from the City Center.

Sub-Goal: Focus through traffic on arterials and improve freeway interchange connections.

Focusing through-traffic on I-405 and arterials will help reduce traffic impacts in the heart of the City Center. Key actions to accomplish this goal include:

5.1 Support Washington State Department of Transportation (WSDOT) efforts to encourage all regional through-traffic to I-405 by improving and reconfiguring interchanges and adding capacity.

WSDOT currently has plans to improve the I-405 interchanges with SR 169, N 8th Street, and Park Avenue, as well as to add an HOV access ramp at N 8th Street for BRT and carpools access. WSDOT recently completed construction of a half-diamond interchange consisting of an on-ramp from Talbot Road (SR 515) to northbound I-405 and a southbound ramp from I-405 to Talbot Road. The I-405 project also includes future construction of a new half-diamond interchange with a new on-ramp from Lind Avenue to westbound I-405 and an off-ramp from eastbound I-405 to Lind Avenue. These new interchanges will be connected with a system of frontage roads. These changes will improve access to I-405 and should reduce traffic congestion in the City Center. The WSDOT improvements also will add capacity for regional through-traffic on I-405. The long-term access to, and circulation within Downtown, depend on these new connections to I-405. Several other circulation improvements within the City Center cannot be implemented until these new connections are constructed. Therefore, the City should continue to coordinate with WSDOT on these projects and should



Renton to Bellevue Project proposed improvements.

continue to support full buildout of the I-405 master plan to ensure that the best interests of the City Center are being pursued. The City also should work with the State Legislature and Federal agencies to ensure timely funding for these regional transportation system improvements.

5.1.1: Continue to coordinate with WSDOT to ensure through-traffic uses I-405.

Additional Details:

- City staff should review specific plans to assure they understand how the improvements fit with other elements of the City Center Plan.
- The City will need to monitor the state budget and transportation funding processes/programs.
- City could support/lobby for additional state transportation funding and federal funding (stimulus, transit, etc) to support advancement of these improvements.

Responsible Party: Lead: Transportation; Support: City Council, Mayor, Economic Development

Resources: $$; Staff and elected official's time

Public Involvement: None in the coordination phase.

Timeframe: Long-term. Dependent on WSDOT initiation.

5.2 Consider designating Logan Avenue as a state route for sub-regional through-traffic within the City Center.

The City should pursue this strategy in order to remove through traffic from streets that provide access and circulation within the residential and commercial areas of the City Center.

It will be important for the City to engage property and business owners regarding costs and benefits of the possibility of re-routing through-traffic to skirt the City Center if Logan is designated a State Route. The City should also fully implement the gateway and wayfinding program (discussed in 1.1.3 and 1.1.4) to ensure that Downtown and other commercial areas are well identified from Logan.

5.2.1: Prepare a study to evaluate alternatives for SR 900 through Renton.

Additional Details:

- The planning study should include:
  - Traffic analyses, economic assessment, funding analysis, and public outreach.
  - Comparison of potential alternatives would likely include maintaining existing designation, Logan Avenue, and potential others.
  - Summarize potential benefits/impacts of options; coordinate with WSDOT to identify strategies and requirements and improvements needed for re-designating SR 900 through Renton.

- See 1.1.4 for wayfinding program that should be incorporated into study.

Responsible Party: Lead: Transportation; Support: Planning, Economic Development

Resources: $$; Staff time and possible consultants

Public Involvement: Engage WSDOT, transit providers, businesses and property owners, downtown merchants, and residents in the process. Consider a survey of existing users and businesses of couplet and Logan options/issues/concerns

Timeframe: Long-term. Dependent on coordination with WSDOT and transit providers.

5.2.2: Implement initial improvements to support re-designating SR 900 through Renton.

Additional Details:

- Define short- to mid-term improvements and phasing program.
- Develop funding program for intersection/roadway improvements that includes cost estimates and a funding strategy for each improvement.
- Incorporate improvements into Six-year Transportation Improvement Program (TIP) and Transportation Element, traffic analyses, economic assessment, funding analysis, and public outreach.
- Develop designs, cost estimates, and construction program.
- Acquire rights of way and systematically construct improvements. Comparison of potential alternatives would likely include maintaining existing designation, Logan Avenue, and potential others.

Responsible Party: Lead: Transportation; Support: Planning, Economic Development (Intergovernmental Relations)

Resources: $$$$; Staff time and possible consultants

Public Involvement: Engage WSDOT, transit providers, residents, businesses and property owners, and downtown merchants.

Timeframe: Long-term. Dependent on WSDOT and major funding.

Logan Avenue is relatively separated from residential neighborhoods. Its relatively few cross-streets make it a potentially efficient through-traffic route.

5.3 Investigate the potential for re-routing through truck traffic from Park Avenue North.

The north part of the City Center is served by several other designated truck routes, including Logan Avenue/Airport Way, N 8th, Houser Way N, and Sunset Blvd. If the City does remove the truck route designation on Park Avenue N for through trucks, then the City's official truck route map should be updated and through truck routes should be clearly signed by putting up signs that indicate that these streets are no longer designated as truck routes. The City should work with businesses that could potentially be impacted by this change. The Police Department should increase the enforcement of these truck routes (discussed in 4.7).

5.3.1: Study potential impacts and alternatives for changing truck route designation on Park Ave N.

Additional Details:

- Identify truck current and future users/demands including origins and destinations. Alternatives should be identified to serve the existing and future demands.
- Modify the Comprehensive Plan Map to show changes; amend the City code.
- Install signs.

Responsible Party: Lead: Transportation; Support: Police, Economic Development

Resources: $$; Staff time and/or consultants

Public Involvement: Work with truck users, businesses, and property owners served by truck route.

Timeframe: Short-term.

Sub-Goal: Explore transit options and prepare for opportunities as they arise.

5.4 Work with appropriate agencies and departments to identify a preferred route for a future Rapid Ride bus rapid transit and/or light rail transit (LRT) line that would best serve the City Center.

Thoroughly analyze a preferred route for mass transit service.

5.4.1: Continue working with an inter-agency work group to define and evaluate the Rapid Ride F-Line bus service.

Additional Details:

- Continue to work with King County Metro on the design for F-line (Burien to Renton) Rapid Ride in 2011.
- Explore strategies for extending F-line through City Center to The Landing.
- Review Bel-Red corridor analyses prepared by/for City of Bellevue related to transit strategies/recommendations.
- Prepare a white paper to define opportunities, impacts and benefits, and potential costs for rapid Ride, LRT or other transit strategies for City Center.

Responsible Party: Lead: Transportation; Support: Planning

Resources: $; Staff time

Public Involvement: None at this stage; presentations to Planning Commission and/or City Council on options/status.

Timeframe: Short-term. Dependent of coordination with King County Metro.

King County METRO's RapidRide F-Line.

5.4.2: Explore the City's transit options and establish a preferred strategy/option for BRT, LRT, and other transit strategies for the City, especially a possible extension north from Downtown Renton.

Additional Details:

- Conduct a formal study to determine the preferred route. The study should include funding options and implementation strategies.
- Incorporate study recommendations for the preferred strategy for BRT, LRT, and other transit strategies into the Comprehensive Plan and other regional plans. This may also include land use changes along the preferred route.
- Review and approve development permits along preferred route to preserve potential needs for rights-of-way and non-motorized accessibility.

Responsible Party: Lead: Transportation; Support: Planning, Community Services

Resources: $$$-$$$$; Staff and consultants

Public Involvement: Solicit feedback on transit concepts and options from the community, businesses, and property owners.

Timeframe: Mid-term. Study is short-term due to F-line design moving forward; implementation is longer-term. Dependent on coordination with King County Metro and Sound Transit. Implementation will depend on major funding.

Regional transportation options. (Photos from Seattle-PI and Sound Transit)

5.5 Continue to pursue opportunities for a future water taxi to connect Renton to other Lake Washington cities, such as Bellevue, Kirkland, Mercer Island, and/or Seattle.

Pursue potential funding opportunities, partnerships with other agencies, and/or relationships with private firms that may be interested in providing water taxi service to and from the city.

5.5.1: Explore financial feasibility and operational needs for a water taxi service, facility needs in Renton, and possible routes.

Additional Details: A water taxi service would be a component of a complete regional transportation network and the water taxi terminal would be part of a transit hub in the area.

- Audit and summarize all previous studies related to a water taxi. Use this information to develop a white paper on feasibility of a water taxi. Include how the service ties into transit, land use, and a potential parking garage.
- Update Comprehensive Plan to incorporate study recommendations for the water taxi service based on white paper results. Also update regional, Sound Transit, and Metro plans with the recommendations from the white paper.

Responsible Party: Lead: Economic Development (Intergovernmental Relations); Support: Transportation, Planning, Community Services

Resources: $$; Staff time

Public Involvement: General public, business and property owners, King County Metro, and Sound Transit, and possible private operators as necessary.

Timeframe: Mid-term.

5.5.2: Implement recommendations for a Renton water taxi

Additional Details:

- Develop potential agreement for operating water taxi with private or public provider.
- Fund, design, and construct needed dock or other facilities for water taxi.

Responsible Party: Lead: Economic Development; Support: Transportation, Planning, Legal, Community Services

Resources: $$$$

Public Involvement: Include the general public, residents, businesses and property owners in planning process.

Timeframe: Mid-term. Dependent on agreement with a private or public provider and on major funding.

5.6 Encourage Sound Transit and/or Metro to build and operate a public parking garage in The Landing/Coulon Park vicinity.

A parking garage at Park Avenue N and N 8th Street is part of the Sound Transit Master Plan and part of WSDOT's I-405 Master Plan and could be used as a park-and-ride facility for future Rapid Ride or other BRT or LRT and for commercial uses in the northern portion of the City Center. The City should initiate a feasibility study to identify the ideal location for the garage based on the location of transit lines, I-405 interchange improvements, a possible future water taxi, and to support transit-oriented development. It will be important to ensure that the potential garage be integrated into the built environment in a manner that fosters the growth of the area as a destination rather than a point of transfer. The Puget Sound Energy property near Coulon Park could also be a potential location for a park-and-ride facility if the streetcar (discussed in 6.2), or other transit system, extends to that location and the water taxi locates in that area.

5.6.1: Conduct a feasibility study to determine the necessity for and choose a location for a potential parking garage in the north end of the City Center to support transit, water taxi, and other transportation needs.

Additional Details:

- The feasibility study should include:
  - Current and future parking demand in the general area
  - Identification of potential users
  - Analysis of access to transit services and facilities
  - Proximity to commercial areas, parks, and other supporting land uses
  - Opportunities for transit-oriented development
  - Access to/from the freeway for users and transit
  - Pedestrian and bicycle access
  - Safety and operations
  - Potential funding opportunities

Responsible Party: Lead: Transportation; Support: Planning, Community Services

Resources: $$$$; Staff time, probably a consultant team

Public Involvement: Engage property owners, transit providers, businesses, property owners and neighborhood residents.

Timeframe: Long-term. Dependent on coordination with Sound Transit and/or King County Metro and dependent on major funding.

5.6.2: Work with Sound Transit and King County Metro to fund, design, and construct the parking garage.

Additional Details:

- Coordinate on grants or other funding programs.
- City to review plans and issue permits.

Responsible Party: Lead: Transportation; Support: City Council, Finance, Planning, Economic Development (Intergovernmental Relations)

Resources: $$$$; Staff time; other agencies include King County Metro and Sound Transit

Public Involvement: Work with transit agencies and involve public as part of annual budget process.

Timeframe: Long-term. Dependent on coordination with Sound Transit and/or King County Metro and dependent on major funding.

Goal 5 Summary

Provide better transportation connections for the full range of transportation modes to improve access to and from the City Center.

Sub-Goal: Focus through traffic on arterials and improve freeway interchange connections.

5.1 Support Washington State Department of Transportation (WSDOT) efforts to encourage all regional through-traffic to I-405 by improving and reconfiguring interchanges and adding capacity.

5.2 Consider designating Logan Avenue as a state route for sub-regional through-traffic within the City Center.

5.3 Investigate the potential for re-routing through truck traffic from Park Avenue North.

Sub-Goal: Explore transit options and prepare for opportunities as they arise.

5.4 Work with appropriate agencies and departments to identify a preferred route for a future Rapid Ride bus rapid transit and/or light rail transit (LRT) line that would best serve the City Center.

5.5 Continue to pursue opportunities for a future water taxi to connect Renton to other Lake Washington cities, such as Bellevue, Kirkland, Mercer Island, and/or Seattle.

5.6 Encourage Sound Transit and/or Metro to build and operate a public parking garage in The Landing/Coulon Park vicinity.

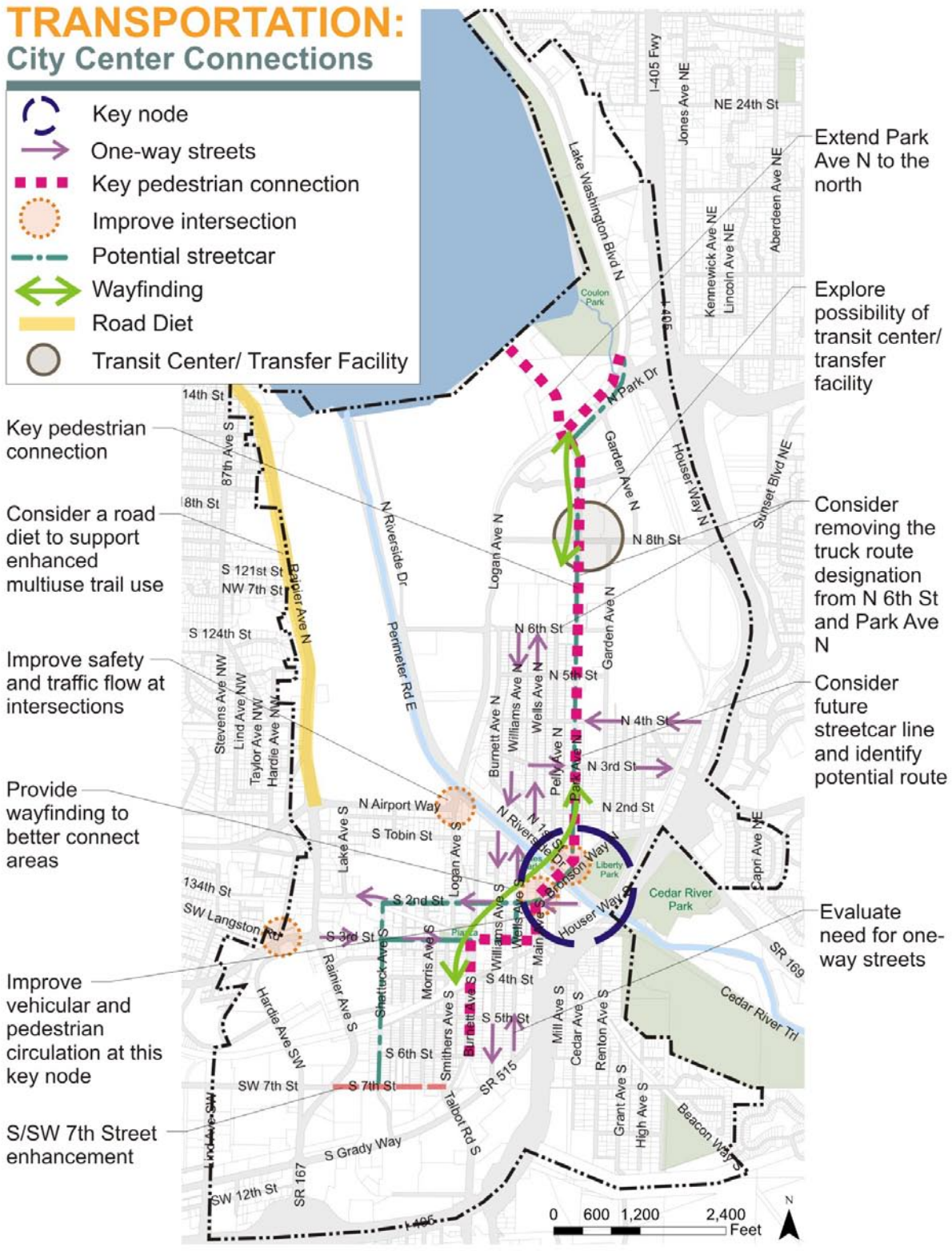
Goal 6:
Provide better connections between areas within the City Center.

Sub-Goal: Establish Park Avenue N as a multi-modal transportation corridor between Coulon Park and Burnett Avenue S.

Park Avenue N should serve as a key north/south connection for travel within the City Center, providing mobility and circulation for pedestrians, vehicles, and transit. This would provide strong connections between Lake Washington, The Landing, North Renton, Downtown, and South Renton. A variety of funding strategies should be considered, such as a Local Improvement District (LID) or a Transportation Benefit District (TBD), to help fund systematic improvements instead of incremental improvements, as development occurs. The City could tie the funding strategy to the potential increase in zoning capacity of Park Avenue N (discussed in 2.3.1). The City should conduct an urban design study for Park Avenue N that combines the potential rezone of this area with new design standards and guidelines (discussed in 1.1.1 and 2.3.1) and a street design study (in coordination with 1.1.2) to pursue the following key strategies to implement the vision for Park Avenue N.

6.1 Improve Park Avenue N as a key pedestrian connection between Coulon Park, The Landing, North Renton, Downtown, and South Renton with sidewalks, landscaping, wayfinding, public art, and other amenities.

In addition to ensuring the zoning and development standards along Park Avenue N encourages pedestrian-oriented retail along Park Avenue N (discussed in 2.3.1), improve the streetscape of Park Avenue N to create a pedestrian-friendly environment that will provide a key pedestrian connection between Downtown and Lake Washington. The City should develop a streetscape design for Park Avenue N that will be consistent from Bronson Way N all the way to Lake Washington. The streetscape design should include wide sidewalks, consistent pedestrian-scaled lighting, street trees, wayfinding signs, and a variety of other pedestrian amenities. These specific streetscape standards should be coordinated with the public realm standards (discussed in 1.1.2).


TRANSPORTATION:
City Center Connections
Key node
One-way streets
Key pedestrian connection
Improve intersection
Potential streetcar
Wayfinding
Road Diet
Transit Center/ Transfer Facility
Key pedestrian connection
Consider a road diet to support enhanced multiuse trail use
Improve safety and traffic flow at intersections
Provide wayfinding to better connect areas
Improve vehicular and pedestrian circulation at this key node
S/SW 7th Street enhancement
Extend Park Ave N to the north
Explore possibility of transit center/ transfer facility
Consider removing the truck route designation from N 6th St and Park Ave N
Consider future streetcar line and identify potential route
Evaluate need for one-way streets
I-405 Fwy
Jones Ave NE
NE 24th St
Aberdeen Ave NE
Kennewick Ave NE
Lincoln Ave NE
Lake Washington Blvd N
Coulon Park
N Park Dr
Garden Ave N
Houser Way N
Sunset Blvd NE
N 8th St
Logan Ave N
Garden Ave N
N Riverside Dr
Perimeter Rd E
N 6th St
N 5th St
N 4th St
N 3rd St
N 2nd St
Burnett Ave N
Williams Ave N
Wells Ave N
Penn Ave N
Park Ave N
N Airport Way
S Tobin St
Lake Ave S
Logan Ave S
N River Dr
Grimm Way
Houser Way S
Liberty Park
Cedar River Park
Capri Ave NE
14th St
87th Ave S
8th St
S 121st St
NW 7th St
Baptiste Ave N
S 124th St
Stevens Ave NW
Lind Ave NW
Taylor Ave NW
Hardie Ave NW
134th St
SW Langston Rd
S 2nd St
S 3rd St
Rainier Ave S
Sheffuck Ave S
Morris Ave S
Williams Ave S
Wells Ave S
Main St
S 4th St
S 5th St
S 6th St
S 7th St
Smithers Ave S
Burnett Ave S
Mill Ave S
Cedar Ave S
Renton Ave S
SR 515
Talbot Rd S
Grant Ave S
High Ave S
Beacon Way S
Cedar River Trl
SR 169
Hardie Ave SW
Lind Ave SW
SW 7th St
S Grady Way
SW 12th St
SR 167
I-405
0 600 1,200 2,400
Feet
N

6.1.1: Conduct a detailed design study for Park Ave N.

Additional Details:

- Prepare design concepts, cost estimates, and funding program for Park Avenue N corridor.
- Define right-of-way needs and development requirements.
- Establish funding strategy.
- Adopt corridor plan and funding strategy.

Responsible Party: Lead: Transportation; Support: Planning, Community Services, Economic Development

Resources: $$-$$$; City staff and consultants

Public Involvement: Engage the general public, residents, businesses, and property owners in public meetings that may include design charettes, open houses, or workshops. Consider creating a corridor advisory committee.

Timeframe: Mid-term. Dependent on major funding.

6.1.2: Implement design for Park Ave N.

Additional Details:

- Obtain funding to implement the Park Ave N design:
  - Incorporate into Capital Facilities Plan, Six-Year TIP, and annual budget.
  - Establish a TBD or LID process/scope/assessments.
  - Pursue grants.
- Design and Construct Park Ave N improvements
  - Prepare final design and engineering, right-of-way, phasing plans, and traffic control plans.
  - Hire contractor.
  - Construct improvements.

Responsible Party: Lead: Transportation; Support: Economic Development, Planning, Finance

Resources: $$$$; Staff time, consultants

Public Involvement: Engage the general public, residents, and business and property owners in design charettes or workshops. Perform scoping for environmental review requirements.

Timeframe: Long-term. Dependent on major funding.

PARK AVE VISION

A multi-modal (pedestrian, transit and vehicle) street connecting Coulon Park and the Landing to downtown, with attractive streetscape and a mix of uses that attract pedestrian activity.

Live/work spaces encouraged

Fencing or screening required to reduce impacts to neighborhood residents

Trolley line an option

Park Ave features 12' wide (minimum) sidewalks with street trees and amenities

Three lane configuration – intermittent medians may be possible

Existing businesses and residences allowed to remain

New parking lots adjacent to Park Ave discouraged but existing lots may remain

Upper stories of new buildings set back from adjacent single family zoned properties

New multifamily development must have some open space, such as roof decks, balconies, courtyards, etc.

New buildings must feature pedestrian oriented facades along Park Ave

Three to four story mixed residential/commercial building encouraged if they meet design standards

Cross streets upgraded to protect neighborhood quality

Development incentives for small plazas and street amenities

Appropriately scaled street lights, signal poles and street features along Park Ave

6.2 Consider a streetcar/trolley line, with the first phase running along Park Avenue N connecting Coulon Park, The Landing, Downtown, and the Transit Center. Future phases should connect the South Renton area, Grady Way, and the Sounder station at Longacres.

A streetcar/trolley would be a permanent transit connection between the Transit Center and Lake Washington. It would provide a clear, visible connection between the areas of the City Center that are currently not well connected. This permanent investment in transit could be a significant catalyst for new private development along Park Avenue N and in the City Center as a whole.

The City should pursue this concept by initiating a feasibility study to better understand the costs associated with building and running a streetcar. The study could pursue various funding opportunities and look at different ways of operating the line once it is built. A rubber wheeled trolley could be considered as an interim step to a fixed rail trolley.

A transfer facility or transit center near Park Avenue N and N 8th Street would provide transfer connections from the streetcar to express busses on I-405 via the HOV access and potential BRT/LRT stops. This facility could be in conjunction with the parking garage (discussed in 5.6) or could be a separate, much smaller facility that would not require parking or significant infrastructure investment.

Rendering of a streetcar on Park Avenue N.

6.2.1: Conduct a feasibility study exploring the financial feasibility and operational needs for a streetcar along Park Avenue N with potential expansion in the future.

Additional Details:

- The study should identify capital needs, operational needs and options, funding opportunities, and ridership analyses.
- Update Comprehensive Plan, Capital Facilities Plan, and TIP to incorporate study recommendations for streetcar service.

Responsible Party: Lead: Transportation; Support: Planning, Economic Development

Resources: $$; Staff time and possible consultant

Public Involvement: Include general public, residents, and business and property owners in public process as part of the feasibility study to help determine potential ridership.

Timeframe: Long-term.

6.2.2: Implement the recommendations from the streetcar feasibility study.

Additional Details:

- Develop potential agreement for operating streetcar with private or public operator.
- Fund, design, and construct needed facilities for streetcar.

Responsible Party: Lead: Transportation; Support: Planning, Legal, Administration, Economic Development (Intergovernmental Relations)

Resources: $$$$; Staff time, legal, and consultants

Public Involvement: Possibly include the general public as part of City Council review.

Timeframe: Long-term. Dependent on major funding and coordination with a private or public operator.

6.3 Pursue opportunities to extend Park Avenue N north of Logan Avenue N to the waterfront to connect to Southport, future development, potential future water taxi terminal, and Coulon Park.

Providing an extension of Park Avenue N to Lake Washington will help complete the linear spine of the City Center. The City should develop a preferred alignment and concept for the new connection. The City should also work with property owners and potential developers to ensure that the new connection can be completed with a consistent streetscape to the rest of Park Avenue N.

If a roadway extension proves infeasible in the near-term, the construction of a pedestrian bridge that also serves as an iconic gateway to the City Center should be explored.

6.3.1: Develop preliminary design concepts and implementation strategy for Park Ave N extension.

Additional Details:

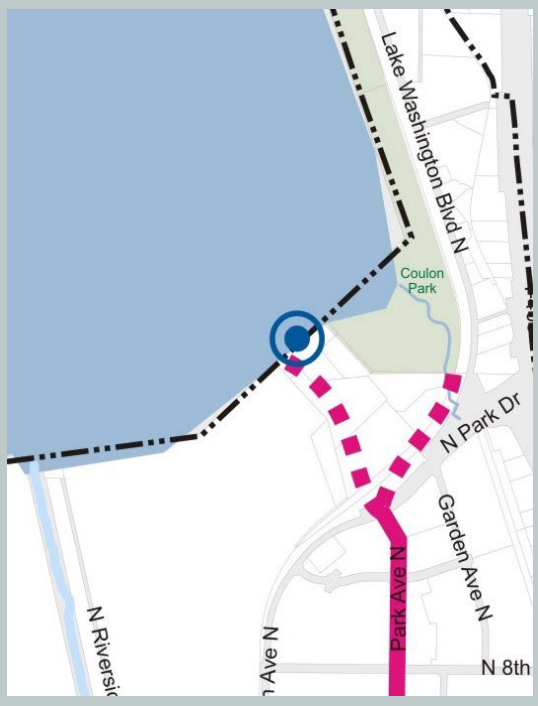
- Preliminary design concept should build off of ongoing studies and should include:
  - Roadway cross-section and intersection needs, based on prior traffic analyses.
  - Summary of new and existing requirements for private development to ensure adequate right-of-way and a consistent streetscape design.
  - Development standards to support park access and water taxi needs (coordinate with water taxi white paper).
  - Options for alternative pedestrian bridge.
- Implementation strategy to include:
  - Strategy to secure funding.
  - Detailed construction designs and phasing plan.

Responsible Party: Lead: Transportation; Support: Economic Development, Planning, Community Services

Resources: $$$$; Staff time, possible consultant

Public Involvement: Coordination with property owners and potential developers.

Timeframe: Short-term. Implementation dependent on coordination with property owners and potential developers.



Pursue opportunities to extend Park Avenue N. to the waterfront to connect to Southport, future development, potential future water taxi terminal, and Coulon Park.

6.4 Provide connections that allow multiple circulation routes from the Bronson/SR 169 area to the vicinity of The Landing.

As envisioned in this plan, Park Avenue will be a pedestrian, transit and local vehicle access oriented street. Therefore, it is important to provide alternate routes for through traffic not destined for a site within North Renton. It is particularly important that not all traffic from northbound I-405 and westbound SR 169 travelling to the north be directed along Park Avenue. The planned interchange and frontage roads between SR 169 and Sunset Boulevard will facilitate northbound traffic movement to the Sunset Boulevard interchange. From there, vehicles can travel north on Houser or west on N 4th Street. In general, the I-405 access improvements will reduce congestion in the Bronson/SR 169 area which will facilitate local circulation and pedestrian improvements. In the implementation of street improvements serving the new interchanges, the City should ensure that through traffic is not necessarily funneled onto Park Avenue N and that there are multiple north/south connections.

6.4.1: Develop study to define recommended circulation plan with I 405 widening improvements in place.

Additional Details:

- See also 5.1 (I-405 project) and 5.2 (SR 900 re-designation)
- Identify options
- Evaluate based on:
  - Traffic circulation and operations
  - Property impacts / redevelopment opportunities
  - Safety
  - Transit routing
  - Wayfinding
  - Pedestrian and bicycle circulation
  - Costs
  - Funding
- Update Comprehensive Plan to incorporate study recommendations

Responsible Party: Lead: Transportation; Support: Planning

Resources: $$$$; Staff time and possible consultant

Public Involvement: Engage the community, businesses, property owners, WSDOT, and transit agencies.

Timeframe: Long-term. Dependent on WSDOT actions.

Provide connections from Bronson/SR 169 to The Landing.

Sub-Goal: Improve connectivity and mobility within the City Center.

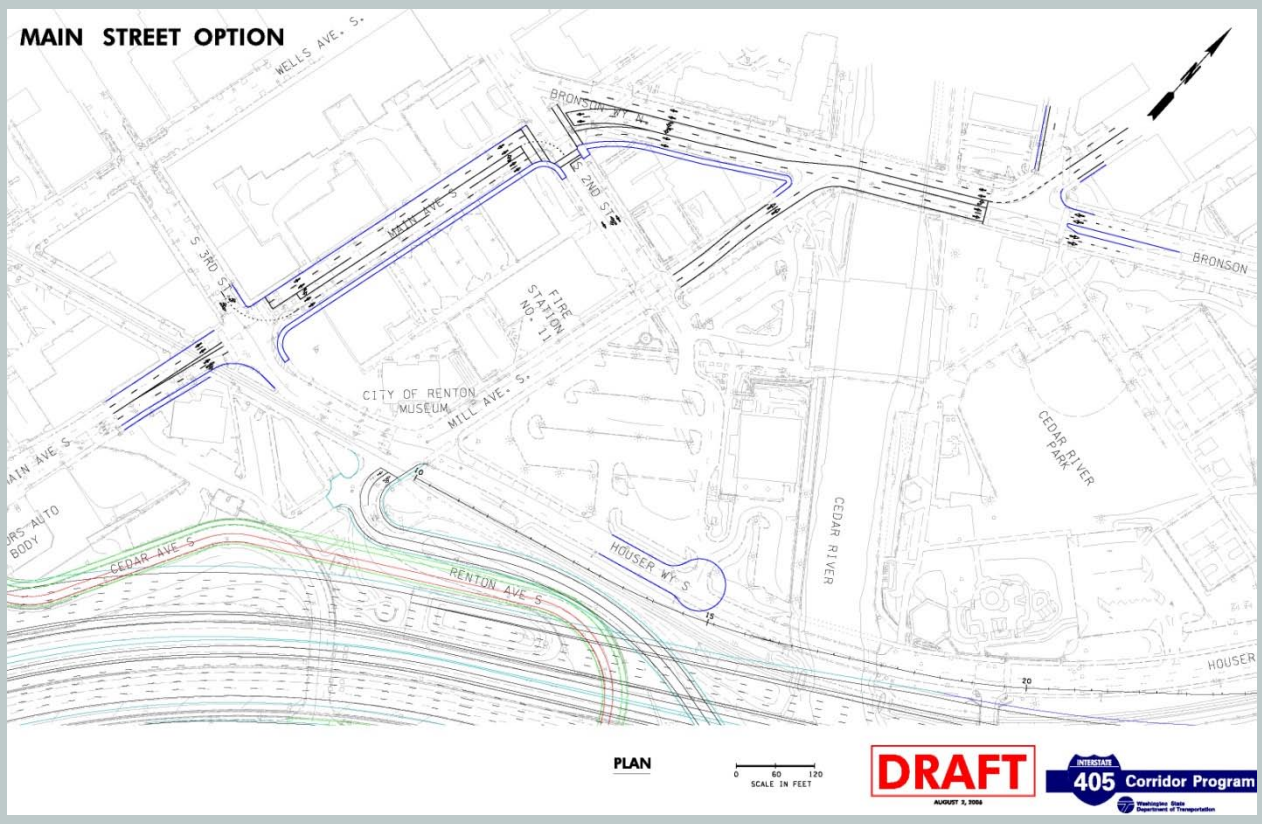
Throughout the public participation process, participants mentioned that the City Center needs to be better connected and it needs to be easier to get from the southern end of the City Center to Lake Washington. Currently, the existing street grid can be confusing for people who are not familiar with the one-way streets and the complex intersections. The City should pursue the following opportunities to improve traffic circulation and safe vehicular movement, as well as improve connectivity and safety for bicycles and pedestrians in the City Center.

6.5 Evaluate necessity and benefits of the one-way streets within the City Center.

One-way streets in the City Center.

- **Williams Avenue and Wells Avenue:**
  Pursue changing one-way designations on Williams Avenue and Wells Avenue to two-way streets to improve north/south connectivity in the City Center. This change could occur in the short term and should not require major infrastructure changes. These streets are both currently designated bicycle routes. If the streets are converted to two-way, the City should consider both north and south bicycle routes on one of the streets instead of maintaining the split route.
- **N 3rd Street and N 4th Street:**
  Pursue changing one-way designations on N 3rd Street and N 4th Street to two-way streets. This change will likely need to be tied to improvements made to the I-405 interchange at Maple Valley Highway (SR 169) and Sunset (SR 900). A reconfigured two-way street system could provide an excellent connection between the I-405 interchanges and the Park Avenue N corridor.
- **S 2nd Street and S 3rd Street:**
  In the long term, pursue changing one-way designations on S 2nd and S 3rd Streets to two-way streets to facilitate vehicular circulation and mobility. This change could impact transit traffic patterns and could be tied to changing the designation of SR 900 from Downtown to Logan Avenue/Airport Way. The City should continue to work with property and business owners on how to best study and evaluate this option. The planned improvements at the I-405 interchanges with the Maple Valley Highway (SR 169) and Sunset Way (SR 900) should also be studied in regard to this potential change.

- **Main Avenue S and Mill Avenue S**:
  The planned WSDOT improvements of I-405 just south of the Cedar River will result in the closure of Houser Way S, which currently serves northbound traffic access to the I-405/SR 169 interchange. Closure of Houser Way S and modification of the crossings of I-405 via S 3rd Street/Mill Avenue S and at Renton Avenue S provides an opportunity to consider two-way traffic on Main Avenue S between Bronson Way S and S 3rd Street. This could improve local circulation within the Downtown area. Based on WSDOT studies, converting Main Avenue S to two-way operation would require property acquisition. The studies showed that the property acquisition could come from the east side of the corridor. Alternatively, Main Avenue S would be maintained as the southbound route, with northbound traffic using Mill Avenue S one block to the east. The latter alternative could reduce the potential needs for property acquisition. WSDOT's studies show that both options could provide adequate capacity. The City should revisit and update the WSDOT studies and implement changes concurrently with or following construction of the changes to I-405 and closure of Houser Way S.



WSDOT study for Main Street.

6.5.1: Conduct detailed traffic and circulation analyses for each one-way corridor/ couplet and select preferred action.

Additional Details:

- Evaluate transportation circulation options, traffic operations, land use, safety, costs, and public support
- Select preferred action for each couplet and update Comprehensive Plan, Capital Facilities Plan and TIP
- Establish funding, timing, and implementation strategy

Responsible Party: Lead: Transportation; Support: Community Services, Planning, Economic Development

Resources: $$$$; Staff time and possible consultants

Public Involvement: Engage property owners, residents, business owners, and the general public in public meetings and focus groups.

Timeframe: Phased – select priorities and conduct studies sequentially.

6.6 Prioritize improvements to vehicular and pedestrian safety, connectivity, and traffic flow at the following key intersections:

- **Airport Way S and Logan Avenue N.**
  Evaluate opportunities to upgrade this intersection to improve traffic safety, pedestrian connectivity, and aesthetically enhance this important gateway to the Downtown.
- **S 2nd Street, Bronson Way N, and Main Avenue S.**
  Evaluate opportunities to upgrade this intersection to improve traffic flow. This intersection improvement needs to be tied to the decision for converting S 2nd Street/S 3rd Street and Main Avenue S/Mill Avenue S to two way operations (discussed in 6.5).
- **SW Langston, SR 900, and Hardie Avenue SW.**
  Create a four-legged intersection by evaluating the possibility of realigning SW Langston.

6.6.1: Conduct operations and safety evaluation to define recommendations for each key intersection.

Additional Details:

- Operations and safety evaluation to include:
  - Traffic volumes and forecasts
  - Traffic safety/collision analyses
  - Pedestrian needs/safety
  - Costs/ impacts/feasibility
- Incorporate recommendations in Comprehensive Plan, Capital Facilities Plan and TIP, as needed

Responsible Party: Lead: Transportation; Support: Planning, Economic Development (Intergovernmental Relations)

Resources: $$$$; Staff time, possible consultant

Public Involvement: Present analyses, alternatives and recommendations to the public and solicit feedback at public open houses.

Timeframe: Short-term. Dependent on major funding.

6.6.2: Design, fund and construct intersection improvements.

Additional Details:

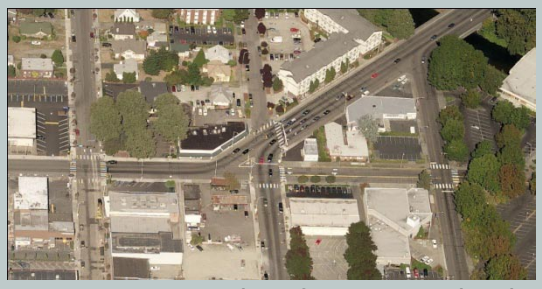
- Obtain funding to implement the intersection improvements:
  - Incorporate into Capital Facilities Plan, Six-Year TIP, and annual budget
  - Establish funding (impact fees, other)
  - Pursue grants
- Design and construct intersection improvements
  - Prepare final design and engineering, right-of-way, phasing plans, traffic control plans
  - Hire contractor
  - Construct improvements

Responsible Party: Lead: Transportation; Support: Economic Development (Intergovernmental Relations)

Resources: $$$$; Staff time, possible consultant; funding for construction.

Public Involvement: Solicit input on design concepts from the residents, businesses, and property owners and provide public information for construction.

Intersection o f Airport and Logan.



Intersection of Bronson and Main.

Intersection of Langston and Hardie.

Timeframe: Following 6.6.1 for each location and as funding is available.

6.7 Improve streets, intersections, and wayfinding at the key civic node located at Bronson Way N, Park Avenue N, N 1st Street, N Riverside Drive, Houser Way S to enhance multi-modal circulation.

The City should pursue opportunities to make street and intersection improvements that would improve circulation at this key node (including the intersection at N 1st Street, Park Avenue N, and Bronson Way N). The City's complete streets standards should be incorporated into all improvements. The City should prepare conceptual designs and traffic studies to evaluate closing of N 1st Street and realigning Park Avenue N to intersect Bronson Way at closer to a 90 degree angle. Access to adjacent properties needs to be facilitated. Pedestrian crossings from the park and civic node to Park Avenue N and to the trail along the Cedar River also should be enhanced.

All improvements should be coordinated with the improvements to the civic amenities (discussed in 3.1 and 3.2). Improvements at this intersection should also be coordinated with the closure of Houser Way S which is part of the I-405 improvements just south of the Cedar River.

6.7.1: Conduct design, operations, and safety evaluations to define recommendations for the Civic Node.

Additional Details:

- Conduct preliminary planning study as a part of this Community Plan.
- Operations and safety evaluation to include:
  - Traffic volumes and forecasts
  - Traffic safety/collision analyses
  - Pedestrian needs/safety
  - Costs/ impacts/feasibility
- Incorporate recommendations in Comprehensive Plan, Capital Facilities Plan and TIP, as needed,

Responsible Party: Lead: Transportation; Support: Community Services, Economic Development (Intergovernmental Relations)

Resources: $$$$; Staff time, possible consultant

Public Involvement: Present analyses, alternatives, and recommendations at public open houses for feedback. Engage the general public, residents, businesses, and property owners.

Timeframe: Mid-term. Dependent on major funding.

6.7.2: Design, fund and construct intersection improvements at the Civic Node.

Additional Details:

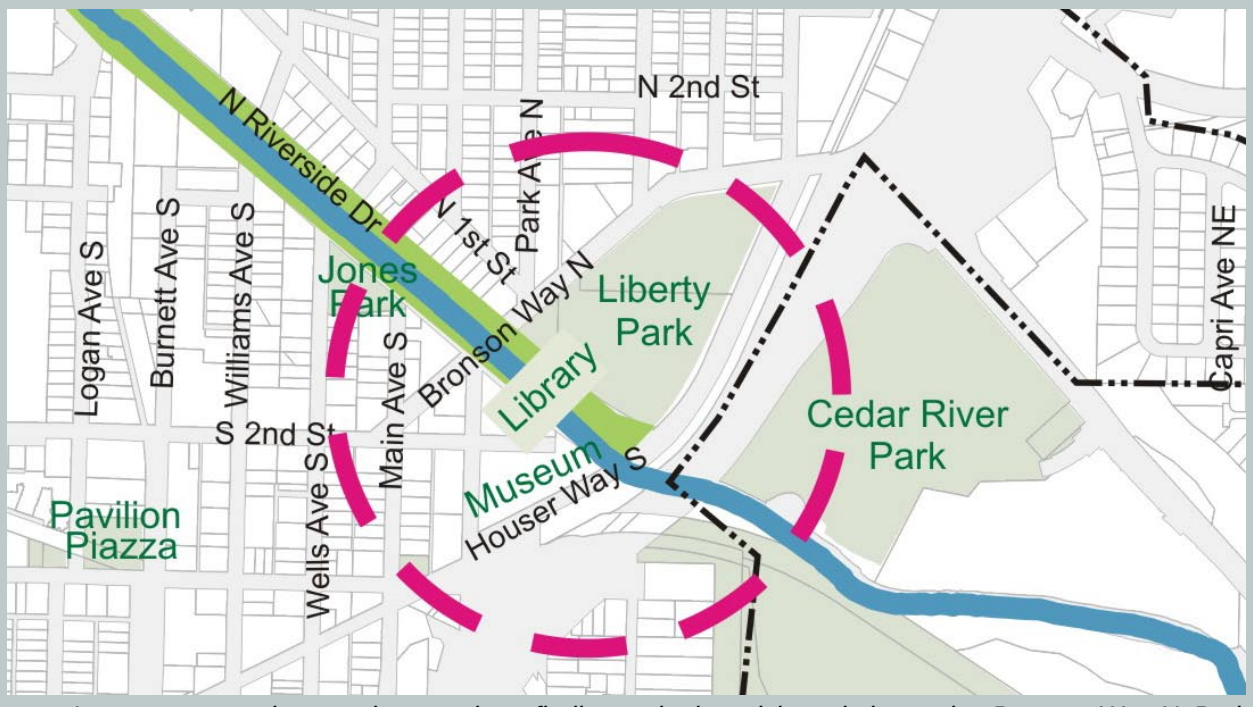
- Obtain funding to implement the intersection improvements:
  - Incorporate into Capital Facilities Plan, Six-Year TIP, and annual budget
  - Establish funding (impact fees, other)
  - Pursue grants
- Design and construct intersection improvements
  - Prepare final design and engineering, right-of-way, phasing plans, traffic control plans
  - Hire contractor
  - Construct improvements

Responsible Party: Lead: Transportation, Economic Development (Intergovernmental Relations); Support: Community Services

Resources: $$$$; Staff time, possible consultant; funding for construction

Public Involvement: Solicit public input from the general public, residents, and business and property owners on design concepts and provide public information for construction.

Timeframe: Following 6.7.1 as funding is available.



Improve streets, intersections, and wayfinding at the key civic node located at Bronson Way N, Park Avenue N, N 1st Street, N Riverside Drive, Houser Way S.

6.8 Consider a 'road diet' on Rainier Avenue N between the City's northern boundary and N Airport Way, which would reduce the right-of-way dedicated to vehicular traffic and provide right-of-way space for an enhanced multi-use path for the Lake Washington Loop Trail.

The City should consider a roadway configuration that would add a multi-use trail along Rainier Avenue N, improving bicycle connections from the west side of Lake Washington.

Coordinate with King County's plans and configuration for Rainier to plan for possible annexation of the West Hill.

6.8.1: Conduct analyses of operations, safety, and non-motorized needs evaluation to define recommendations for Rainier Ave N.

Additional Details:

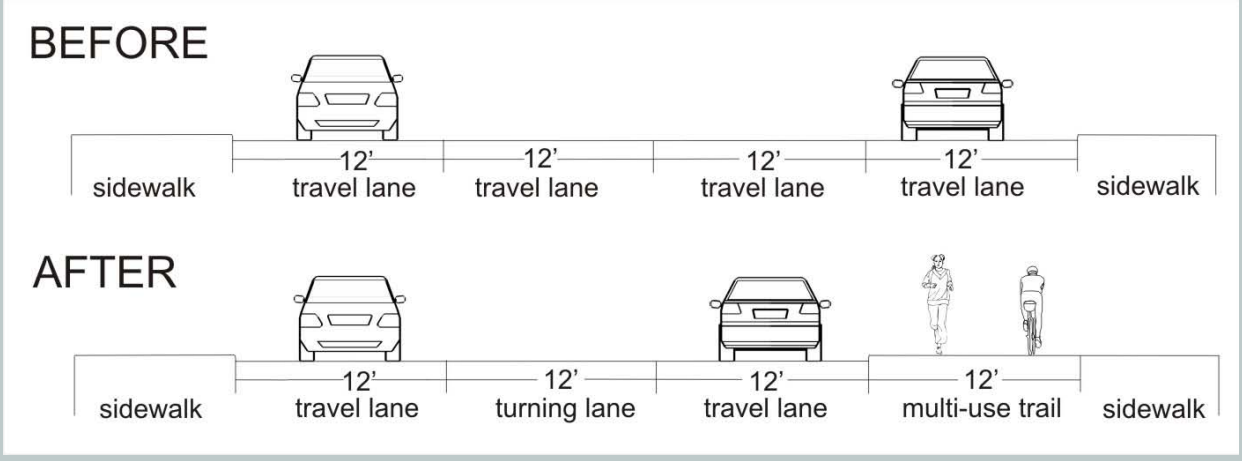
- Alternatives analysis to include:
  - Traffic volumes and forecasts
  - Traffic safety/collision analyses
  - Pedestrian/bicycle needs/safety / separate trail
  - Costs/impacts/feasibility
- Incorporate recommendations in Comprehensive Plan and TIP, as needed

Responsible Party: Lead: Transportation

Resources: $$; Staff time, possible consultant

Public Involvement: Present analyses, alternatives, and recommendations at public open houses for feedback. Engage the general public, residents, businesses, and property owners.

Timeframe: Short- to mid-term



An example of a road diet could work on Rainier Ave N.

6.8.2: Design, fund and construct improvements on Rainier Ave N.

Additional Details:

- Obtain funding to implement the improvements:
  - Update into Capital Facilities Plan, Six-Year TIP, and annual budget
  - Establish funding
  - Pursue grants
- Design and construct intersection improvements
  - Prepare final design and engineering, right-of-way, phasing plans, traffic control plans
  - Hire contractor
  - Construct improvements

Responsible Party: Lead: Transportation, Economic Development (Intergovernmental Relations)

Resources: $$$$; Staff time; possible consultant; funding for construction

Public Involvement: Present design concepts to public for feedback and provide construction information. Engage the general public, residents, businesses, and property owners.

Timeframe: Following 6.8.1 – Mid to long-term. Dependent on major funding.

Rainier Avenue N could benefit from a road diet.

6.9 Consider the enhancement of S/SW 7th Street between Rainier Avenue S and Talbot Road S, with bus access improvements, an improved intersection at Talbot Road S, neighborhood traffic calming, and a separated bicycle trail.

King County Metro is considering improvements and route changes involving SW 7th Street to facilitate bus circulation and potentially accommodate a new Bus Rapid Transit (BRT) route. The intersection of S 7th Street and Talbot Road S warrants a signal but is not well configured for one. The City Bicycle Plan identifies S/SW 7th Street as an alignment for a future regional bicycle trail. Finally, S 7th Street is the southern edge of the South Renton neighborhood and the community will want to ensure that any improvements to that street enhances the neighborhood edge and does not result in increased traffic or encroachment into the area. Given this spectrum of objectives, there is increasing impetus for a street improvement project. The City should explore opportunities for a multi-objective project, perhaps with intersection and lane improvements with a separated bikeway/greenway on the north side and traffic calming measures that would discourage cut through traffic.

6.9.1: Complete analyses and document recommended concept for improvements for S/SW 7th Street between Rainier Avenue S and Talbot Road S

Additional Details:

- Study to include:
  - Traffic volumes and forecasts
  - Traffic safety / collision analyses
  - Transit needs
  - Pedestrian/ bicycle needs/ safety
  - Costs/ impacts/ feasibility
- Incorporate recommendations in Comprehensive Plan and TIP, as needed

Responsible Party: Lead: Transportation; Support: Planning, King County Metro, Community Services

S 7th Street between Rainier Avenue S and Talbot Road S.

Resources: $$; Staff time, King County Metro; possible consultant

Public Involvement: Engage property owners, businesses, residents, and other stakeholders.

Timeframe: Short- to mid-term. Dependent on coordination with King County Metro.

6.9.2: Design, fund and construct improvements on S/SW 7th Street between Rainier Avenue S and Talbot Road S.

Additional Details:

- Obtain funding to implement the improvements:
  - Update into Capital Facilities Plan, Six-Year TIP, and annual budget
  - Establish funding
  - King County Metro
  - Pursue grants
- Design and construct intersection improvements
  - Prepare final design and engineering, right-of-way, phasing plans, traffic control plans
  - Hire contractor
  - Construct improvements

Responsible Party: Lead: Transportation; Support: Planning, King County Metro, Economic Development (Intergovernmental Relations)

Resources: $$$$; Staff time; possible consultant; funding for construction

Public Involvement: Present design concepts to public for feedback and provide construction information. Engage residents, businesses, and property owners.

Timeframe: Mid-term, following 6.9.1.

6.10 Initiate a traffic awareness program for residential streets.

A traffic awareness program would help residents and the City understand what the key traffic issues are and would help improve safety for pedestrians and vehicles on residential streets.

6.10.1: Develop a City-wide traffic awareness program.

Additional Details: Develop a City-wide traffic awareness program to better understand the specific traffic issues on residential streets. Traffic awareness will help the City and residents understand if the issues are related to speeding, traffic volume, cut-through traffic, or other possible issues. Once the key issues are understood, the City can work with neighborhood groups to identify strategies to help calm traffic. Coordinate with public safety officials to ensure the techniques are compatible with providing emergency services. Create a program in

Examples of traffic-calming techniques.

which neighborhoods can apply to the City for the traffic awareness program and traffic calming measures.

Responsible Party: Lead: Transportation; Support: Fire & Emergency Services

Resources: $$

Public Involvement: Work with residents and the general public.

Timeframe: On-going.

6.11 Continue to improve the overall safety and connections for bicyclists within the City Center.

Bike connections to future BRT/LRT stops, as well as to current and future park and ride lots should be provided. The City should ensure that the City's Bike and Trails Master Plan is consistent with future plans for BRT and LRT stops. The City should also continue to implement the goals and strategies set forth in the City's Trails and Bicycle Master Plan and the Lake-to-Sound Trail Study.

6.11.1: Establish priority for bicycle improvements consistent with the Trails and Bicycle Master Plan within City Center subarea

Additional Details:

- Define priority criteria such as connectivity, safety, and costs. Prepare a matrix of projects versus criteria that ranks each project. Use this ranking to prioritize projects.
- Incorporate recommendations in Comp Plan and TIP, as needed

Responsible Party: Lead: Transportation; Support: Planning, Community Services

Resources: $; Staff time

Public Involvement: Engage public through existing forums. Possibly meet with key stakeholders.

Timeframe: Short-term to establish project priorities.

City's existing Trails and Bicycle Master Plan.

Goal 6 Summary:

Provide better connections between areas within the City Center.

Sub-Goal: Establish Park Avenue N as a multi-modal transportation corridor between Coulon Park and Burnett Avenue S.

6.1 Improve Park Avenue N as a key pedestrian connection between Coulon Park, The Landing, North Renton, Downtown, and South Renton with sidewalks, landscaping, wayfinding, public art, and other amenities.

6.2 Consider a streetcar/trolley line, with the first phase running along Park Avenue N connecting Coulon Park, The Landing, Downtown, and the Transit Center. Future phases should connect the South Renton area, Grady Way, and the Sounder station at Longacres.

6.3 Pursue opportunities to extend Park Avenue N north of Logan Avenue N to the waterfront to connect to Southport, future development, potential future water taxi terminal, and Coulon Park.

6.4 Provide connections that allow multiple circulation routes from the Bronson/SR169 area to the vicinity of The Landing.

Sub-Goal: Improve connectivity and mobility within the City Center.

6.5 Evaluate necessity and benefits of the one-way streets within the City Center.

6.6 Prioritize improvements to vehicular and pedestrian safety, connectivity, and traffic flow at the following key intersections:

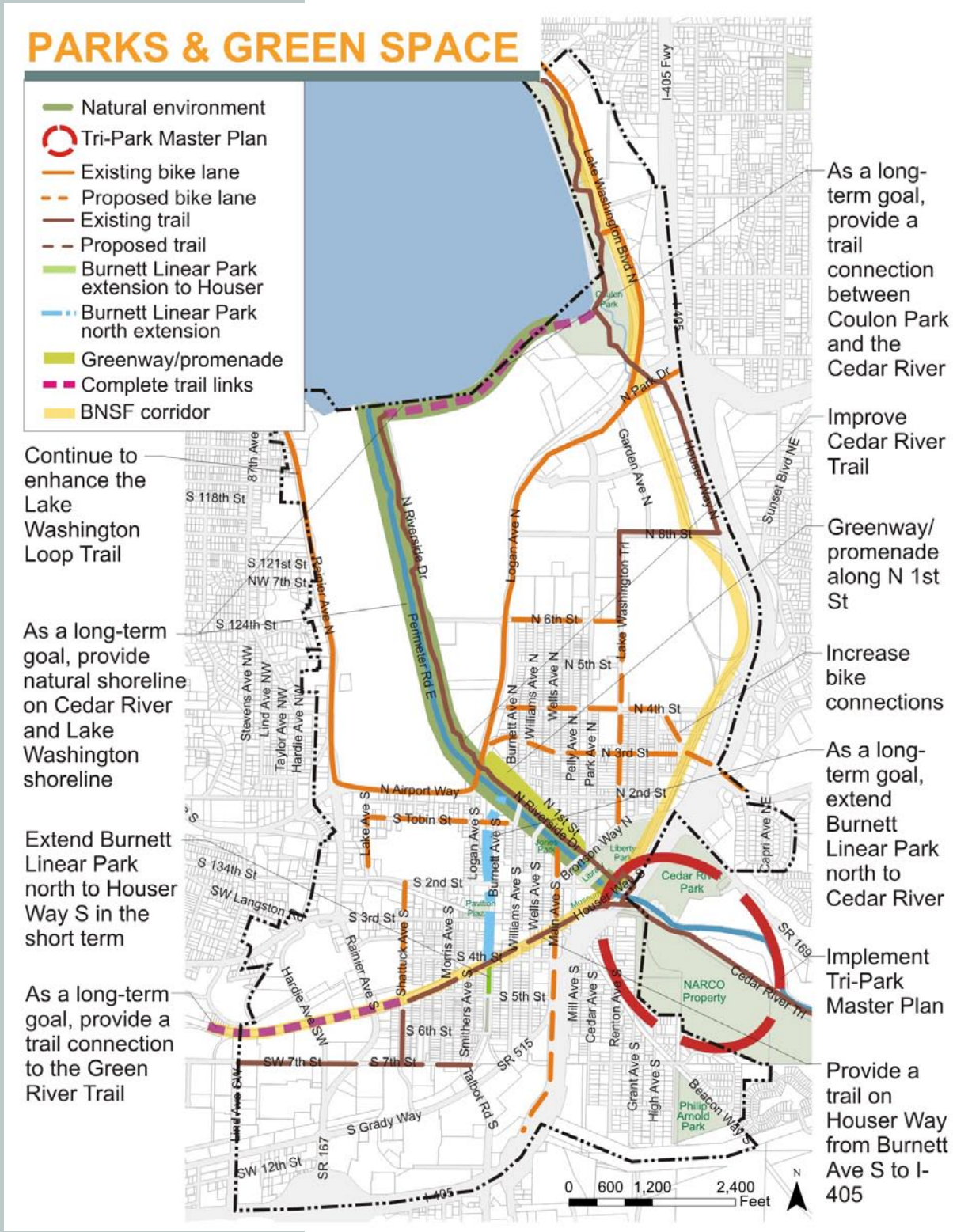
6.7 Improve streets, intersections, and wayfinding at the key civic node located at Bronson Way N, Park Avenue N, N 1st Street, N Riverside Drive, Houser Way S to enhance multi-modal circulation.

6.8 Consider a 'road diet' on Rainier Avenue N between the City's northern boundary and N Airport Way, which would reduce the right-of-way dedicated to vehicular traffic and provide right-of-way space for an enhanced multi-use path for the Lake Washington Loop Trail.

6.9 Consider the enhancement of S/SW 7th Street between Rainier Avenue S and Talbot Road S, with bus access improvements, an improved intersection at Talbot Road S, neighborhood traffic calming, and a separated bicycle trail.

6.10 Initiate a traffic awareness program on residential streets.

6.11 Continue to improve the overall safety and connections for bicyclists within the City Center.


PARKS & GREEN SPACE
Natural environment
Tri-Park Master Plan
Existing bike lane
Proposed bike lane
Existing trail
Proposed trail
Burnett Linear Park extension to Houser
Burnett Linear Park north extension
Greenway/promenade
Complete trail links
BNSF corridor
Continue to enhance the Lake Washington Loop Trail
As a long-term goal, provide natural shoreline on Cedar River and Lake Washington shoreline
Extend Burnett Linear Park north to Houser Way S in the short term
As a long-term goal, provide a trail connection to the Green River Trail
As a long-term goal, provide a trail connection between Coulon Park and the Cedar River
Improve Cedar River Trail
Greenway/ promenade along N 1st St
Increase bike connections
As a long-term goal, extend Burnett Linear Park north to Cedar River
Implement Tri-Park Master Plan
Provide a trail on Houser Way from Burnett Ave S to I-405
I-405 Fwy
Lake Washington Blvd N
Coulon Park
N Park Dr
Garden Ave N
Houser Way N
Sunset Blvd NE
N 8th St
Logan Ave N
N Riverside Dr
Perimeter Rd E
Lake Washington Trl
N 6th St
N 5th St
N 4th St
N 3rd St
N 2nd St
N 1st St
N Airport Way
S Tobin St
Burnett Ave N
Williams Ave N
Wells Ave N
Pelly Ave N
Park Ave N
Bronson Way N
Liberty Park
Capri Ave NE
Cedar River Park
Houser Way S
SR 169
Cedar River Trl
NARCO Property
Philip Arnold Park
Beacon Way S
S 118th St
S 121st St
NW 7th St
S 124th St
S 134th St
SW Langston Rd
87th Ave
Rainier Ave N
Stevens Ave NW
Lind Ave NW
Taylor Ave NW
Hardie Ave NW
Lake Ave S
Logan Ave S
Burnett Ave S
Pavilion Plaza
S 2nd St
S 3rd St
S 4th St
S 5th St
S 6th St
S 7th St
Morris Ave S
Williams Ave S
Wells Ave S
Main Ave S
Mill Ave S
Cedar Ave S
Renton Ave S
Grant Ave S
High Ave S
Rainier Ave S
Shattuck Ave
Hardie Ave SW
SW 7th St
Smithers Ave S
Talbot Rd S
SR 515
S Grady Way
SW 12th St
SR 167
Lind Ave SW
I-405
0 600 1,200 2,400 Feet
N

Parks, Open Space, and Recreation

Goal 7:
Promote and pursue the expansion of, and improve access to, regional recreational trails in the City Center, and build on these key connections as an economic development strategy.

7.1 Continue to increase bike connections within the City Center and work to provide a trail connection between the Green River, Cedar River, and East Lake Washington Trails and implement over time.

Build upon the work done in the City's May 2009 Trails and Bicycle Master Plan and the February 2009 Lake-to-Sound Trail Study to create coordinated bike connections throughout the City Center and to regional trail facilities. A separated trail between the Green River, Cedar River, and East Lake Washington Trails would make Renton's City Center the hub of Puget Sound regional trails and bring hundreds of thousands of cyclists through the City Center each year.

7.1.1: Continue to work with BNSF, King County, the Port of Seattle, and The Boeing Company to ensure the BNSF corridor is preserved and eventually converted to a rail and trail corridor.

Additional Details: The City should continue to work to implement the strategies set forth in the Lake-to-Sound Trail Feasibility Study. In the near term, the rail corridor within the City Center area is needed for use by The Boeing Company. Opportunities to enhance the corridor may be sought, but should not interfere with Boeing's usage. The City should continue to work with BNSF, King County, Port of Seattle and rail users to ensure that the corridor is preserved and can eventually be converted into a rail and trail corridor.

Responsible Party: Lead: Community Services, Transportation; Support: Planning, Economic Development

Resources: $$$

Public Involvement: Primarily internal meetings with other public agencies.

Timeframe: On-going, Long-term. Dependent on other public and private agencies.

7.1.2: Continue to work with the Port of Seattle and King County on providing rail and trail access in the northern area of the City Center, near Coulon Park and Lake Washington Blvd.

BNSF corridor.

City's Trails and Bicycle Master Plan.

Additional Details: Working with the Port of Seattle and King County, the City could continue to enhance the bicycle connection to the East Lake Washington Trail.

Responsible Party: Lead: Community Services, Transportation; Support: Planning, Economic Development

Resources: $$$

Public Involvement: Primarily internal meetings with other public agencies at this initial stage.

Timeframe: Mid-term. Dependent on Port of Seattle and King County

7.1.3: Create a conceptual plan and implement a streetscape design for a trail on Houser Way from Burnett to I-405.

Additional Details: The City should pursue interim steps to improve the connection between the Green River, Cedar River, and East Lake Washington Trails. Improving the streetscape with bike facilities on Houser Way would improve the bicycle connection in the short-term.

Responsible Party: Lead: Community Services; Support: Planning, Economic Development (Intergovernmental Relations), Transportation

Resources: $$$

Public Involvement: Engage residents, businesses, and property owners to provide feedback on the conceptual plan and streetscape design.

Timeframe: Short-term.

7.1.4: Implement the City's Trails and Bicycle Master Plan.

See the Trails and Bicycle Master Plan for specific implementation details.

7.2 As a long-term goal, provide a connection between the Cedar River and Gene Coulon Memorial Beach Park.

Lake Washington shoreline at Coulon Park.

7.2.1: Continue to work with key property owners (The Boeing Company) to pursue opportunities to provide a trail connection between Coulon Park and the Cedar River Trail.

Additional Details: This connection would provide excellent public access to the waterfront as well as provide a key bike and pedestrian connection between the Cedar River Trail and Coulon Park. The City should continue to work and coordinate with The Boeing Company on possible implementation in the future.

Responsible Party: Lead: Community Services; Support: Transportation, Planning, Economic Development

Resources: $$$$

Public Involvement: Key property owners.

Timeframe: Long-term. Dependent on actions of key property owners.

Goal 7 Summary:

Promote and pursue the expansion of, and improve access to, regional recreational trails in the City Center, and build on these key connections as an economic development strategy.

7.1 Continue to increase bike connections within the City Center and work to provide a trail connection between the Green River, Cedar River, and East Lake Washington Trails and implement over time.

7.2 As a long-term goal, provide a connection between the Cedar River and Gene Coulon Memorial Beach Park.

Goal 8:
Protect, enhance, and improve public access to and between the natural features in the City Center including Lake Washington, the Cedar River, and its many parks and open spaces.

8.1 Provide a natural shoreline on the Cedar River and Lake Washington shorelines.

The City should coordinate with the Shoreline Master Program (SMP) and planning done for the Water Resource Inventory Area (WRIA) to create a plan for restoring the Cedar River shoreline that balances increasing the ecological functions of the river while providing greater public access opportunities. The plan should prioritize short-term and long-term actions. Similarly, for the Lake Washington shoreline, the City should coordinate with the shoreline property owners to implement the local SMP to create a plan for restoring the shoreline.

8.1.1: Create a plan for the Cedar River and the Lake Washington shorelines that balances the goals of ecological restoration with public access and community development.

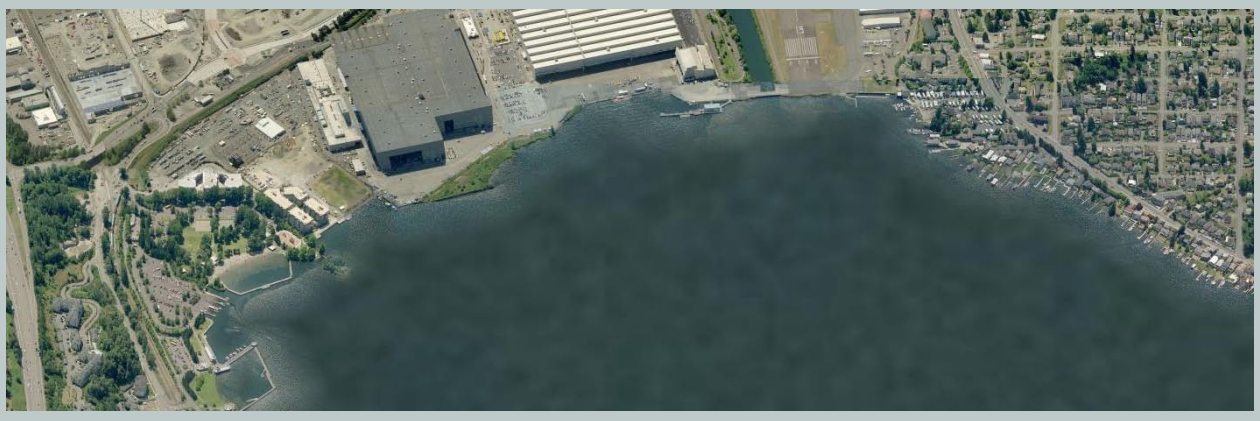
Additional Details: Coordinate restoration planning efforts with the restoration plan in the City's SMP.

Responsible Party: Lead: Surface Water, Community Services; Support: Planning, Economic Development

Resources: $$

Public Involvement: Engage the general public and property owners in public workshops and open houses. Work with neighborhood groups and shoreline property owners in targeted meetings to develop the plan.

Timeframe: Mid- to long-term. Dependent on coordination with private property owners.



Aerial view of the Lake Washington shoreline.

8.2 Improve the Cedar River Trail with additional access trails, lights, public art, and amenities.

The Cedar River Trail is a very important community amenity, but many participants at the public meetings noted that the trail could be improved to increase the number of people who use the trail and improve the overall safety of the trail. Pedestrian-scaled lights along the trail could help improve safety and increase the number of people who use the trail, especially in the darker winter months.

Walkways that connect parking and activity areas should have improved lighting. Priority walkways are the access road that extends beyond the City Center planning area from Liberty Park to Renton Community Center (RCC) and the pedestrian walkway from RCC to the off-leash dog park. The City should also consider increasing the number of access points to the trail and expanding the trail to the opposite side of the river.

8.2.1: Improve Cedar River Trail with additional access points, lights, public art, and amenities.

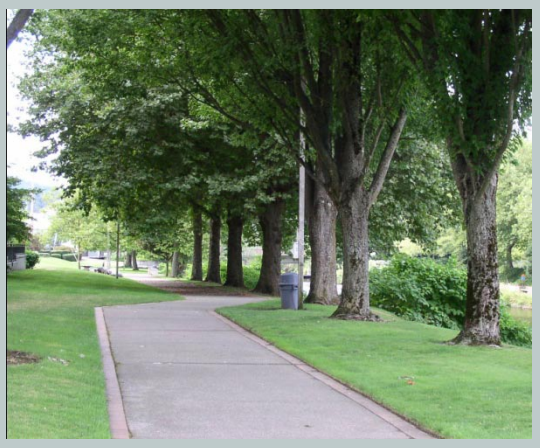
Additional Details: Improving this amenity will increase the usability and safety of the trail. CPTED techniques should be used.

Responsible Party: Lead: Community Services; Support: Planning, Public Works

Resources: $$$

Public Involvement: Work with the general public, trail users, and residents to identify key access points and desired amenities.

Timeframe: Mid-term.



Cedar River Trail.

8.3 Create a greenway/promenade between the Cedar River and N 1st Street.

The greenway/promenade would provide additional greenspace for the City Center, improve access to the Cedar River, and provide potential restoration opportunities.

8.3.1: Complete an initial conceptual plan for a greenway/ promenade between the Cedar River and N 1st Street.

Additional Details: The City should complete a conceptual plan for the area between the Cedar River and N 1st Street to naturalize the river corridor, improve recreational opportunities, and increase greenspace. This conceptual plan should include a preliminary design for the greenway/promenade.

The design of the greenway/promenade should be coordinated with the planning and design of the Civic Node area, which includes Liberty Park, the KCLS Main Renton Library, the Renton History Museum, and the Cedar River (discussed in 3.1).

Responsible Party: Lead: Community Services; Support: Planning, Transportation

Resources: $

Public Involvement: This initial phase would not involve a great deal of public engagement, but would focus on gathering information for the detailed design. The zoning changes (discussed in 8.3.2) and the detailed design (discussed in 8.3.3) would involve the public.

Timeframe: Short-term.

Artist rendering of what a potential greenway/promenade could look like.

8.3.2: Consider zoning changes to properties to allow for small-scale retail and concessions as a part of the promenade.

Additional Details: Consider the long-term feasibility of zoning changes to allow for small-scale retail and concessions, as part of the promenade. Include design standards to ensure that potential new retail develops in a manner that is compatible with the surrounding single-family neighborhood. Incorporate this area into the Civic Node and ensure the whole area is better coordinated (discussed in 3.1).

Responsible Party: Lead: Planning

Resources: $

Public Involvement: Engage property owners, nearby residents, and businesses who may be impacted by the zoning changes.

Timeframe: Mid-term.

8.3.3: Complete a detailed design and implementation strategy for the greenway/promenade based on the conceptual design.

Additional Details: Further refine the conceptual plan with detailed land assembly information, economic data, ecological restoration goals, and implementation timelines. The plan should also include a long-term strategy to compensate property owners. Strategies such as Transfers of Development Rights (TDRs), zoning changes, or purchases of property should be considered and evaluated to determine the best approach.

Responsible Party: Lead: Community Services, Planning; Support: Transportation

Resources: $$$

Public Involvement: The community should be engaged in the design of the greenway/promenade. The City should work closely with property owners, business owners, and residents that will be impacted either by zoning changes or potential land assembly.

Timeframe: Mid-term.

8.4 Increase the amount of both passive and active recreational greenspace in the City Center.

The City should seek opportunities to increase greenspace in the City Center. Potential opportunities include extending Burnett Linear Park north to the Cedar River and implementing the Tri-Park Master Plan (discussed in 3.1.2).

8.4.1: Initiate a plan to study the feasibility of extending Burnett Linear Park from S 5th Street to Houser Way.

Additional Details: Currently, Burnett Linear Park extends from S 6th Street to S 5th Street and provides valuable greenspace and a small playground for the South Renton community. The City owns the area to the north of S 5th Street, which is currently used as a parking lot. The City should evaluate the parking demand in this area and determine if there is enough parking capacity without the existing parking lot. If there is enough parking capacity, the City should convert this area into a linear park, extending Burnett Linear Park north from S 5th Street to Houser Way. If parking capacity is a problem in this area, the City should consider a combination of park space and parking areas.

Responsible Party: Lead: Community Services; Support: Transportation, Planning, Economic Development (Intergovernmental Relations)

Resources: $$

Public Involvement: Work with residents, businesses, and property owners that use the existing parking lot.

Timeframe: Mid-term.

Burnett Linear Park currently provides excellent neighborhood-scale green space and a children's playground.

8.4.2: Create a conceptual plan to connect Burnett Linear Park north to the Cedar River.

Additional Details: The City should develop a plan to purchase the BNSF property between Burnett Place and Burnett Avenue S and develop an extension of Burnett Linear Park north of S 2nd Street to connect to the Cedar River.

Responsible Party: Lead: Community Services; Support: Planning, Economic Development (Intergovernmental Relations)

Resources: $$$

Public Involvement. Work with residents, neighborhood groups, property owners and the nearby business community to solicit feedback on the conceptual plan.

Timeframe: Mid-term.

Burnett Linear Park currently ends at S 5th Street.

Goal 8 Summary

Protect, enhance, and improve public access to and between the natural features in the City Center including Lake Washington, the Cedar River, and its many parks and open spaces.

8.1 Provide a natural shoreline on the Cedar River and Lake Washington shorelines.

8.2 Improve the Cedar River Trail with additional access trails, lights, public art, and amenities; and as a long-term goal, expand the trail to the opposite side of the river.

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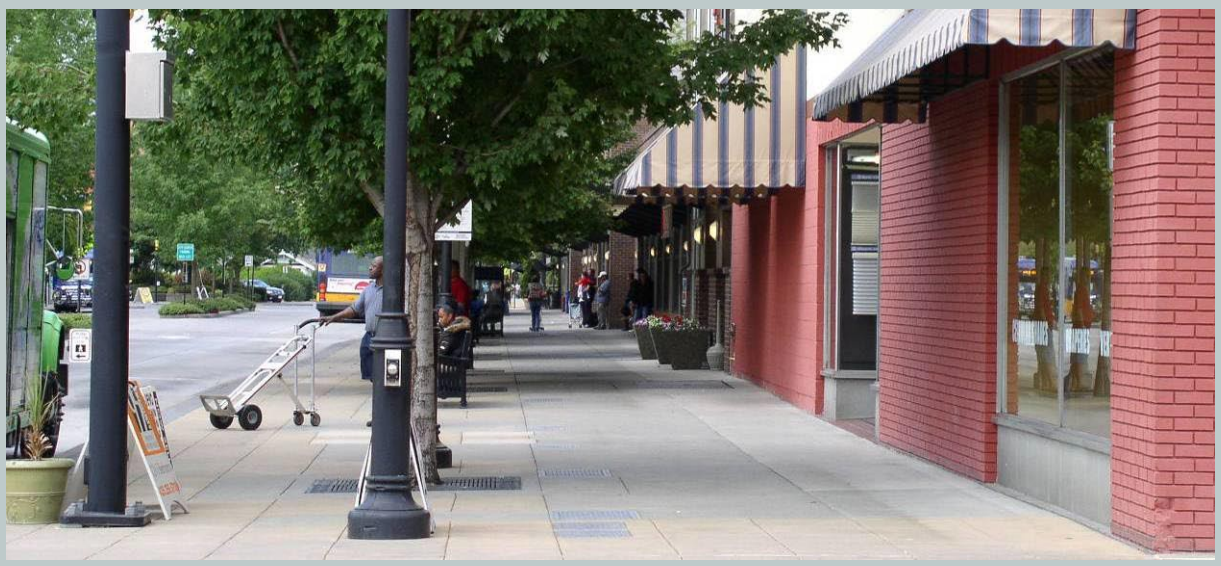
5. Action Strategy

While many of the goals, policies, and implementation strategies laid out in this community plan may take longer to implement than the 20-year horizon for this plan and will require additional city resources that currently do not exist, the purpose of this plan is to lay the framework for City actions to create a vibrant City Center. The implementation table on the following pages lists the strategies, who is responsible for implementing each strategy, the resources required, and the time-frame to implement the action. This condensed list can be used by the City and community members to track the progress of this community plan.



View of downtown Renton.

Implementation Chart

Resources: $: $0 - $10,000; $$: $10,000 - $50,000; $$$: $50,000 - $100,000; $$$$: $100,000 – up

Stakeholders: General Public; Residents; Business stakeholders; Property owners; Other Public Agency

Timeframe: Short-term: 1-3 yrs; Mid-term: 4-10 yrs; Long-term: 10-20 yrs

Other Related Plans: CP: Comprehensive Plan; PP: Parks Plan; ED: Economic Development Strategy; TIP: Transportation Improvement Plan; CIP: Capital Improvement Plan; RMC: Renton Municipal Code; MMP: Museum Master Plan; A&C MP: Arts and Culture Master Plan; UFP: Urban Forestry Plan

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
Economic and Community Development						
1.1.1 Update existing design standards for the City Center to ensure new development will fulfill the vision.	Lead: Planning Support: Economic Development, Community Services	$	Yes	Residents, Businesses, Property owners	Short-term	RMC
1.1.2 Create cohesive urban design standards for the public realm that include standards for gateways, wayfinding, street trees, street lighting, pedestrian-scaled lighting, landscaping, street furniture, utilities, and public art.	Lead: Planning Support: Transportation, Community Services, Utilities, Economic Development, Fire & Emergency Services	$$	Yes	Residents, Businesses, Property owners	Short-term	RMC
1.1.3 Create a distinctive gateway design standard to be implemented at key locations throughout the City Center.	Lead: Planning Support: Community Services, Transportation, Economic Development, Renton Municipal Arts Commission	$$	Partial	General Public, Residents, Businesses, Property owners	Short-term	RMC
1.1.4 Build on the City's proposed wayfinding system for Downtown and extend it throughout the City Center.	Lead: Economic Development Support: Planning, Transportation, Community Services	$$	No	Residents, Businesses, Property owners	Short-term	
1.1.5 Work to implement the recommendations from the Arts and Culture Master Plan to expand the presence of art, art activities, and art facilities in the City Center	Lead: Economic Development, Renton Municipal Arts Commission Support: Planning	$ - $$$$	Partial	Renton Municipal Arts Commission, General public	On-going	A&C MP

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
1.1.6 Create a building improvement program for buildings within the City Center.	Lead: Economic Development Support: Planning, Fire & Emergency Services	$$$	No	Businesses, Property owners, Financial institutions	Mid-term	
1.1.7 Underground utilities as development occurs.	Lead: Utilities Support: Planning, Economic Development	$$$	Yes	Businesses, Property owners	Mid-term	RMC
1.2.1 Consider adopting an historic preservation ordinance that would protect significant historic features throughout the City Center.	Lead: Planning Support: Community Services, Renton History Museum, Economic Development	$$	No	General public, Renton Historical Society Board, stakeholders	Mid-term	
1.2.2 Coordinate with the Museum Master Plan.	Lead: Renton History Museum Support: Economic Development, Planning	$	No	General public	Long-term	Museum MP
1.3.1 Continue efforts to provide a coordinated crime prevention program for Downtown and the City Center as a whole to address crime (both real and perceived).	Lead: Police Support: Economic Development, Community Services, Planning, Human Services	$$	Yes	Residents, Businesses, Property owners	Short-term	
1.3.2 Continue to work with neighborhood groups to strengthen community policing and neighborhood crime watch programs to improve the overall safety (and the perception of safety) and reduce crime in the City Center neighborhoods.	Lead: Police Support: Community Services, Economic Development, Planning	$$	Yes	Residents, Neighborhood groups	On-going	
1.3.3 Improve pedestrian-scaled lighting on streets and trails in the City Center.	Lead: Transportation Support: Community Services, Economic Development, Planning	$$$$	Partial	Residents	Long-term	
1.3.4 Continue to implement emergency management strategies throughout the City Center to ensure the area is prepared for natural disasters and other emergencies.	Lead: Fire & Emergency Services	$$	Yes	Residents, Businesses, Property owners	On-going	
2.1.1 Implement the City's Economic Development Strategic Plan	Lead: Economic Development	$$	Yes	Businesses, Property owners, Chamber of Commerce	Short-term	

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
2.1.2 Continue to improve incentives to encourage investment and employment in the City Center	Lead: Economic Development	$$	No	Businesses, Property owners	Short-term	
2.1.3 Continue to support the Renton Small Business Development Center.	Lead: Economic Development	$	Yes	Businesses, SBDC partners	On-going	
2.1.4 Support business district marketing efforts.	Lead: Economic Development Support: Planning	$$	Yes	Businesses, Property owners	Mid-term	
2.1.5 Consider ways to identify and promote improved visual appearance of long-term vacant properties.	Lead: Economic Development Support: Planning, Renton Municipal Arts Commission	$$	Partial	Property owners, Residents, Arts community, nonprofits,	On-going	
2.1.6 Continue to work to improve regional transportation access to the regional employment center, and the City Center as a whole.	Lead: Transportation Support: Planning, Economic Development	$$	Yes	Regional Employers	On-going	
2.1.7 Determine necessary utilities and infrastructure to support the regional employment center, and the City Center as a whole.	Lead: Utilities Support: Economic Development	$	Partial	Regional Employers, Businesses, Property owners	On-going	
2.1.8 Continue to review parking management strategies.	Lead: Transportation Support: Planning	$-$$	Yes	General public, Regional Employers, Businesses, Property owners	On-going	
2.2.1 Create a Downtown Business Improvement District (BID) or Local Improvement District (LID), or utilize other funding mechanisms, to help implement the goals and priorities of businesses in Downtown Renton	Lead: Economic Development Support: Community Services	$$	No	Businesses, Property owners	Short-term	
2.2.2 Better utilize the Renton Pavilion Event Center	Lead: Community Services Support: Economic Development	N/A	Yes	N/A	On-going	
2.2.3 Initiate a sidewalk café case study and develop tailored regulations to encourage sidewalk cafes in Downtown.	Lead: Planning, Economic Development	$	Yes	General public	Short-term	
2.2.4 Continue to support community events in Downtown.	Lead: Community Services, Economic Development Support: Planning	$	Yes	General public, Businesses, Non-profits	On-going	

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
2.3.1 Consider changing the zoning along Park Ave N from Bronson Way N to N 6th Street to allow small-scale, mixed-use buildings.	Lead: Planning Support: Community Services, Economic Development	$$	Yes	Residents, Businesses, Property owners	Mid-term	
2.4.1 Consider initiating a feasibility study to select a location for a new City Hall in a central location in the City Center	Lead: Community Services Support: Economic Development, Planning	$$$	No	General public	Long-term	
3.1.1 Complete a conceptual plan for the civic node	Lead: Planning, Community Services Support: Economic Development	$$	No	General public	Short-term	Museum MP
3.1.2 Implement the Tri-Park Master Plan	Lead: Community Services Support: Planning, Transportation, Economic Development	$$$	No	No	Long-term	PP
3.2.1 Work with KCLS to ensure that plans for the future of Main Renton Library building remains in public use.	Lead: Economic Development Support: Community Services, Planning	$	Yes	No	On-going	
4.1.1 Implement a property maintenance ordinance in the residential areas of the City Center	Lead: Development Services, Planning Support: Community Services, City Attorney	$-$$	Yes	Residents, Neighborhood Groups	Short-term	RMC
4.1.2 Develop self-help guides to assist property owners with maintenance.	Lead: Planning, Development Services Support: Community Services	$-$$	No	Residents, Neighborhood Groups	Short-term	
4.1.3 Pursue the possibility of establishing a bank-operated low-interest loan program to help initiate building improvements.	Lead: Economic Development Support: Planning, Community Services	$$$	No	Banks, Businesses, Property owners	Short-term	
4.2.1 Consider rezoning the intact, single-family area of the South Renton neighborhood.	Lead: Planning Support: Community Services	$	Yes	Residents, Businesses, Property owners	Short-term	RMC
4.3.1 Protect edges of single-family areas by improving design standards for the transition areas between zones.	See 1.1.1					
4.4.1 Initiate a street tree planting program in the residential neighborhoods.	Lead: Community Services Support: Planning	$$	No	Residents, Neighborhood Groups	Mid-term	

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
4.4.2 Implement the City's Urban Forestry Plan	Lead: Community Services Support: Planning	$-$$$	No	General public, Businesses, Property owners	Mid-term	UFP
4.5.1 Perform a needs assessment for public amenities in each neighborhood	Lead: Community Services Support: Planning, Fire & Emergency Management, Economic Development	$$	No	Residents, Neighborhood Groups	Mid-term	
4.6.1 Incorporate residential streetscape improvements in the urban design standards for the public realm (Discussed in 1.1.2).	Lead: Planning Support: Transportation, Community Services, Utilities, Economic Development, Fire & Emergency Services	$$	No	Residents, Neighborhood Groups	Mid-term	RMC
4.7.1 Sign and enforce truck routes	Lead: Police Support: Transportation, Fire & Emergency Services	$	Yes	No	On-going	RMC
4.7.2 Continue to improve truck routing in the City Center	Lead: Police; Support: Fire & Emergency Services, Economic Development, Transportation	$	Yes	No	On-going	RMC
4.7.3 Implement traffic awareness strategies on residential streets	See 6.10.1					
4.8.1 Continue to work with the Renton School District to ensure the City Center is adequately served by school facilities	Lead: Planning, Renton School District	NA	Yes	Renton School District to engage public	On-going	
4.8.2 Continue to provide the full range of human services to meet the needs of all members of the community	Lead: Human Services Support: Planning	$ - $$$	No	Human Services Committee	On-going	
4.8.3 Ensure universal design techniques are utilized throughout the City Center.	Lead: Planning	$ - $$$	No	NA	On-going	
4.8.4 Continue to support and promote a diverse population in the City Center.	Lead: Executive Support: All Departments	$ - $$$	Yes	NA	On-going	

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
Transportation						
5.1.1 Continue to coordinate with WSDOT to ensure through-traffic uses I-405	Lead: Transportation Support: Economic Development, City Council, Mayor	$$	Yes	No	Long-term	
5.2.1 Prepare a study to evaluate alternatives for SR 900 through Renton.	Lead: Transportation Support: Planning, Economic Development	$$	No	Other Public Agencies, Residents, Businesses, Property owners	Long-term	TIP
5.2.2 Implement initial improvements to support re-designating SR 900 through Renton	Lead: Transportation Support: Planning, Economic Development	$$$$	No	Other Public Agencies, Residents, Businesses, Property owners	Long-term	TIP
5.3.1 Study potential impacts and alternatives for changing truck route designation on Park Ave N.	Lead: Transportation Support: Police, Economic Development	$$	Yes	Businesses, Property owners, Truck users	Short-term	TIP
5.4.1 Continue working with an inter-agency work group to define and evaluate the Rapid Ride F-Line bus service.	Lead: Transportation Support: Planning	$	Yes	No	Short-term	TIP; unfunded
5.4.2 Explore the City's transit options and establish a preferred strategy/ option for BRT, LRT and other transit strategies for the City, especially possible extension north from Downtown Renton	Lead: Transportation Support: Planning, Community Services	$$$-$$$$	No	General public, Residents, Businesses, Property owners	Mid-term	
5.5.1 Explore financial feasibility and operational needs for a water taxi service, facility needs in Renton, and possible routes.	Lead: Economic Development Support: Transportation, Planning, Community Services	$$	No	General public, Property owners, KC Metro, Private operators	Mid-term	
5.5.2 Implement recommendations for a Renton water taxi	Lead: Economic Development Support: Transportation, Planning, Legal, Community Services	$$$$	No	General public, Residents, Businesses, Property owners	Mid-term	
5.6.1 Conduct a feasibility study to determine necessity for and choose a location for a potential parking garage in the north end of the City Center to support transit, water taxi, and other transportation needs	Lead: Transportation Support: Planning, Community Services	$$$$	No	Other Public Agencies, Residents, Businesses, Property owners	Long-term	

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
5.6.2 Work with Sound Transit and King County Metro to fund, design, and construct the parking garage	Lead: Transportation Support: City Council, Finance, Planning, Economic Development	$$$$	No	General Public, Other Public Agencies,	Long-term	
6.1.1 Conduct a detailed design study for Park Ave N.	Lead: Transportation Support: Planning, Community Services, Economic Development	$$-$$$	No	General Public, Residents, Businesses, Property owners	Mid-term,	
6.1.2 Implement design for Park Ave N	Lead: Transportation Support: Economic Development, Planning, Finance	$$$$	No	General Public, Residents, Businesses, Property owners	Long-term	
6.2.1 Conduct a feasibility study exploring the financial feasibility and operational needs for a streetcar along Park Avenue N with potential expansion in the future	Lead: Transportation Support: Planning, Economic Development	$$	No	General public, Residents, Businesses, Property owners,	Long-term	
6.2.2 Implement the recommendations from the streetcar feasibility study	Lead: Transportation Support: Planning, Legal, Administration, Economic Development	$$$$	No	General public	Long-term	
6.3.1 Develop preliminary design concepts and implementation strategy for Park Ave N extension	Lead: Transportation Support: Economic Development, Planning, Community Services	$$$$	No	Property owners, Potential developers	Short-term	In Six-Year TIP
6.4.1 Develop study to define recommended circulation plan with I-405 widening improvements in place	Lead: Transportation Support: Planning	$$$$	No	Other Public Agencies, Residents, Businesses, Property owners	Long-term	
6.5.1 Conduct detailed traffic and circulation analyses for each one-way corridor/ couplet and select preferred action	Lead: Transportation Support: Economic Development, Community Services, Planning	$$$$	No	General Public, Residents, Businesses, Property owners	Phased	
6.6.1 Conduct operations and safety evaluation to define recommendations for each key intersection	Lead: Transportation Support: Planning, Economic Development	$$$$	No	General Public, Residents, Businesses, Property owners	Short-term	
6.6.2 Design, fund and construct intersection improvements	Lead: Transportation Support: Economic Development	$$$$	No	General public, Residents, Businesses, Property owners	Following 6.6.1 for each location	

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
6.7.1 Conduct design, operations and safety evaluations to define recommendations for Civic Node	Lead: Transportation Support: Community Services, Economic Development	$$$$	No	General public, Residents, Businesses, Property owners	Mid-term	
6.7.2 Design, fund and construct intersection improvements at Civic Node	Lead: Transportation, Economic Development Support: Community Services	$$$$	No	General public, Residents, Businesses, Property owners	Following 6.7.1 for each location	
6.8.1 Conduct analyses of operations, safety, and non-motorized needs evaluation to define recommendations for Rainier Ave N	Lead: Transportation	$$	No	General public, Residents, Businesses, Property owners	Short to mid-term	
6.8.2 Design, fund and construct improvements on Rainier Ave N	Lead: Transportation, Economic Development	$$$$	Yes	General public, Residents, Businesses, Property owners	Following 6.8.1	TIP
6.9.1 Complete analyses and document recommended concept for improvements for S/SW 7th Street between Rainier Avenue S and Talbot Road S	Lead: Transportation Support: Community Services, Planning, King County Metro	$$	Yes	Residents, Businesses, Property owners	Short to mid-term	In current TIP
6.9.2 Design, fund and construct improvements on S/SW 7th Street between Rainier Avenue S and Talbot Road S	Lead: Transportation Support: Planning, King County Metro, Economic Development	$$$$	No	Residents, Businesses, Property owners	Mid-term, following 6.9.1	TIP
6.10.1 Develop a City-wide traffic awareness program.	Lead: Transportation; Support: Fire & Emergency Services	$$	Yes	General public, Residents	On-going	
6.11.1 Establish priority for bicycle improvements consistent with the Trails and Bicycle Master Plan within City Center subarea	Lead: Transportation Support: Planning, Community Services	$	Yes	General public	Short term	TIP

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
Parks, Open Space, and Recreation						
7.1.1 Continue to work with BNSF, King County, the Port of Seattle, and The Boeing Company to ensure the BNSF corridor is preserved and eventually converted to a rail and trail corridor	Lead: Community Services, Transportation Support: Planning, Economic Development	$$$	No	Other public agency	On-going, Long-term	
7.1.2 Continue to work with the Port of Seattle and King County on providing rail and trail access in the northern area of the City Center, near Coulon Park and Lake Washington Blvd	Lead: Community Services, Transportation Support: Planning, Economic Development	$$$	No	Other public agency	Mid-term	
7.1.3 Create a conceptual plan and implement a streetscape design for a trail on Houser Way from Burnett to I-405	Lead: Community Services Support: Planning, Economic Development, Transportation	$$$	No	Residents, Businesses, Property owners	Short-term	PP
7.1.4 Implement the City's Trails and Bicycle Master Plan	See plan for details					
7.2.1 Continue to work with key property owners (The Boeing Company) to pursue opportunities to provide a trail connection between Coulon Park and the Cedar River Trail.	Lead: Community Services Support: Transportation, Planning, Economic Development	$$$$	No	Key Property owners	Long-term	PP
8.1.1 Create a plan for the Cedar River and the Lake Washington shorelines that balances the goals of ecological restoration with public access and community development.	Lead: Surface Water, Community Services Support: Planning, Economic Development	$$	No	General public, Residents, Businesses, Property owners	Mid- to long-term	PP
8.2.1 Improve Cedar River Trail with additional access points, lights, public art, and amenities.	Lead: Community Services Support: Planning, Public Works	$$$	No	General public, Residents,	Mid-term	PP
8.2.2 Create a plan to expand the trail to the opposite side of the river.	Lead: Community Services Support: Planning	$$$$	No	General public	Long-term	PP
8.3.1 Complete an initial conceptual plan for a greenway/ promenade between the Cedar River and N 1st Street.	Lead: Community Services Support: Planning, Transportation	$	No	None in this initial phase	Short-term	PP
8.3.2 Consider zoning changes to properties to allow for small-scale retail and concessions as a part of the promenade.	Lead: Planning	$		Residents, Businesses, Property owners	Mid-term	RMC

Strategy	Who	$	Are resources currently available?	Key Stakeholders	Time-frame	Other related plans
8.3.3 Complete a detailed design and implementation strategy for the greenway/ promenade based on the conceptual design	Lead: Community Services, Planning Support: Transportation	$$$	No	General public, Residents, Businesses, Property owners	Mid-term	PP
8.4.1 Initiate a plan to study the feasibility of extending Burnett Linear Park from S 5th Street to Houser Way	Lead: Community Services Support: Transportation, Planning, Economic Development	$$	No	Residents, Businesses, Property owners	Mid-term	PP
8.4.2 Create a conceptual plan to connect Burnett Linear Park north to the Cedar River	Lead: Community Services Support: Economic Development, Planning	$$$	No	Residents, Neighborhood Groups, Businesses, Property owners	Mid-term	PP

Conclusion

The past two decades have seen dramatic changes in Renton's City Center. The City's commitment to the Downtown and new growth in other parts of the City Center make it one of the liveliest and well-balanced urban centers in south King County. These accomplishments leave Renton poised to address future challenges and opportunities, which promise to be just as dramatic as those of the past 20 years. This community plan is a modest first step toward a more in-depth effort that will require significant engagement between the City and its partners in the business community and the neighborhoods, among others, which will help Renton achieve its vision.

In order to implement the vision of this community plan, the City and community should focus on the following four elements:

- Creating a vibrant Downtown.
- Protecting and enhancing the residential neighborhoods.
- Connecting activities and attractions within the City Center.
- Taking advantage of the emerging opportunities related to regional transportation.

Within these four elements is a broad spectrum of activities that the City and its partners can initiate. All of the implementation strategies set forth in this plan are important, but focusing on these four concepts will have the greatest transformational impact on the City Center.

Creating a Vibrant Downtown

Focusing energy Downtown and creating a place where people want to spend time will help make the rest of the City Center a more attractive place where people want to live, work, learn, and play. As discussed in this plan, the City should focus on the following actions for Downtown:

- Establishing an LID or BID (or other funding mechanism) for Downtown businesses for physical improvements, parking strategies, security, community events, and marketing programs
- Improve safety
- Expand wayfinding program
- Support events that draw people to Downtown such as the Farmers Market, the arts, Holiday Lights, and IKEA Renton River Days. Add additional activities at the Renton Pavilion Event Center

Enhancing Residential Neighborhoods

The residential neighborhoods in the City Center should continue to be supported and enhanced to ensure there is a strong, stable residential population in the City Center. The following neighborhood improvement actions and programs should be pursued:

- Initiate traffic awareness program
- Initiate a tree planting program
- Implement small-scale street and park improvements
- Provide assistance programs for home improvements and establishment of a maintenance ordinance
- Expand block watch program
- Update development regulations

Connecting the City Center

Currently, the City Center is not well-connected, making it difficult to get from one place to another to enjoy the amenities in the City Center. Improving connectivity and access in the City Center will be critical to make it a more vibrant and livable area, including pedestrian, bike, transit, and vehicular improvements. The improvements on Park Avenue North, including a potential streetcar, will be critical to improve connectivity in the City Center.

Transportation Plan

Transportation is a keystone issue to the success of this community plan, including enhancing regional access, serving local activities, or mitigating congestion and traffic safety impacts. Implementation of the transportation actions, in particular, is complicated because they are often dependent upon the activities of other agencies and organizations such as WSDOT, Sound Transit, major employers, and BNSF. It is also complicated by the fact that actions by these agencies all impact each other in different ways. The City should undertake the City Center transportation plans that prepare it to engage other agencies and organizations as they undertake their actions. Such plans may include:

- Comprehensive study of how changes to I-405 interchanges, SR-900, and the one-way streets would work together.
- Exploration of highway designation and arterial improvement options, including alternative truck routes
- Evaluation of preferred BRT and LRT routes
- Parking and access strategies, including evaluation of parking structure options for the northern part of the City Center

Addressing the City Center's complex transportation challenges is the keystone of a sound redevelopment strategy. A multi-modal perspective, as already initiated with the Transit Center, is critical.

- Evaluation of internal circulation options including reconfiguration of one-way streets and addressing circulation around the Main/Park/Bronson node
- Identification of preferred BNSF track configuration
- Implications of future land use changes, especially redevelopment of large industrial sites
- Recommendations on the interface between travel modes (i.e. between Sound Transit and a streetcar or between bicyclists and King County Metro)
- Discussion of a water taxi and incorporation of existing feasibility studies Identification of other intersection and roadway improvements

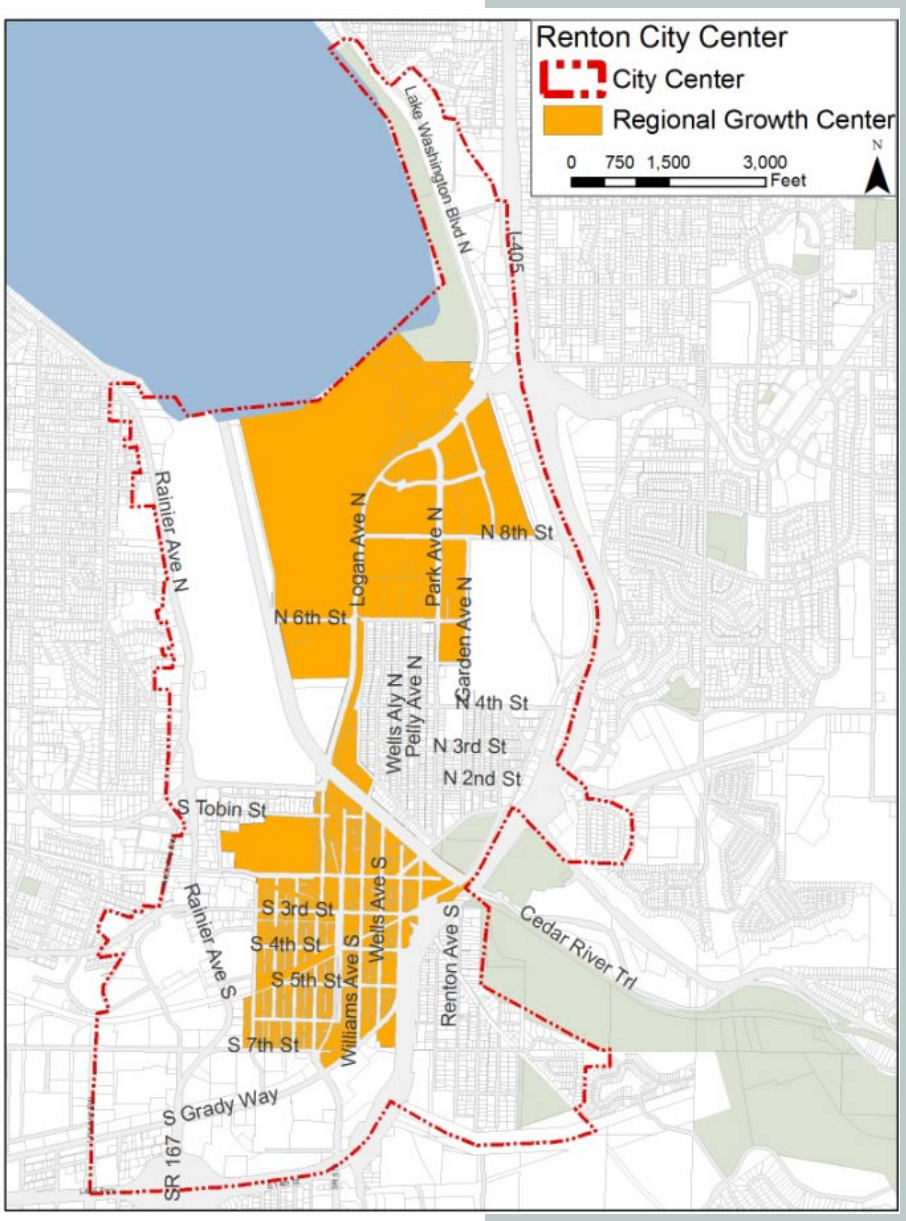
Oversight and Stewardship

Implementing this plan will be an on-going process that will take the vigilance of City staff, residents, property owners, employers, and employees. Formally designating a body to oversee this plan will be an important factor in ensuring implementation. The body should be empowered to have oversight of the implementation, including monitoring and evaluating the progress of implementation. The body should be made up of key community stakeholders. If these key stakeholders are successful at implementing the steps laid out in this community plan, the City Center will be a vibrant, attractive place to live, to work, and to enjoy.

The recommended form of oversight is a Community Plan Stewardship Committee (Committee) that consists of residents, small business owners, large business representatives, property owners, social service organizations and non-profit groups, and at-large community members. The Committee will meet a few times a year to review the progress of implementation of the plan. The main responsibility of the Committee will be to prioritize the strategies within the plan and to ensure the City takes action on these priorities. Based on these priorities, the Committee will make recommendations to City departments on their annual work plans, budget allocations, Capital Improvement Program, and Transportation Improvement Program. The Committee will make formal recommendations on the key work items and related budgets to the City Council once a year.

PSRC Certification and Consistency

A portion of the City Center is a designated regional growth center (see map below). As part of the mandatory certification and consistency review of designated centers, the City is obligated to address and respond to the Centers evaluation and criteria as shown in Appendix B.



Appendix A:
Public Participation Results

- Community Meetings
    - July 29, 2009 – North Downtown Renton Neighborhood
    - August 12, 2009 – South Downtown Renton Neighborhood
- Business Stakeholder Meetings
    - September 2, 2009 and September 18, 2009
- Public Open Houses
    - October 17, 2009 at Renton High School
    - November 12, 2009 at Renton History Museum

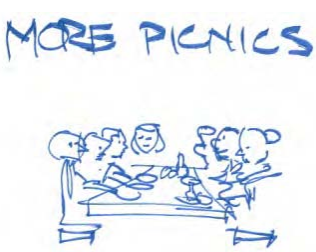
North Downtown Renton

Neighborhood Picnic Interview Results

July 29, 2009

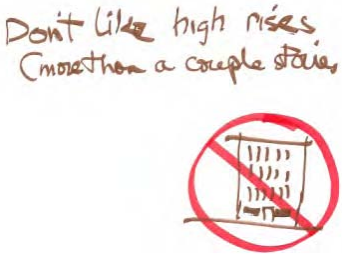
The following goals, objectives, ideas, and comments are a summary of input during the July 29 picnic interviews. *(Subject to community review)*

Neighborhood Quality and Character



A. Maintain the North Renton Neighborhood's social cohesiveness, quality of life, and identity.

- A.1 Promote locally owned businesses.
- A.2 Enhance views of the neighborhood from the highway.
- A.3 Encourage "active living" homes that fit the neighborhood scale.
- A.4 Hold more picnics.
- A.5 Plant appropriate street trees.



B. Retain North Renton's small scale, generally single-family character.

- B.1 Restrict buildings over two stories to arterial streets.
- B.2 Allow accessory dwelling units and detached accessory dwelling units on appropriate lots.
- B.3 Take steps to fix up and retain single-family homes.

Safety, Security, and Maintenance

C. Ensure pedestrian safety.

- C.1 Provide better street lighting and lighting along the riverwalk.
- C.2 Keep parks safe. Address homelessness in parks.
- C.3 Prevent fights and rowdy behavior near bars.
- C.4 Control dogs being walked (maybe institute a muzzle ordinance).

D. Prevent housing stock deterioration and illegal behavior.

- D.1 Enforce the code for boarding houses.
- D.2 Fix up abandoned houses and ensure absentee landlords

maintain their properties.

Land Use and Code Enforcement

E. Ensure that land use regulations are enforced to produce pedestrian-oriented mixed-use development as envisioned in the North Renton Plan.

E.1 "The Landing" should have been more pedestrian friendly.

E.2 Tighten variance requirements.

E.3 Establish zoning for Park Avenue (up to 8th or 10th Street on the north). Emphasize commercial/residential mixed-use with height restrictions.

E.4 Prohibit drive-throughs.

E.5 Require places for children in large developments like "The Landing."

E.6 Encourage local services (such as a grocery store).

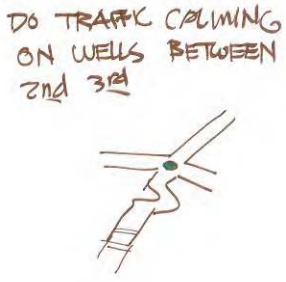
Transportation

F. Calm traffic in the residential neighborhood.

F.1 One-way streets.

F.1.a Remove one-way streets (2 comments).

F.1.b Keep one-way streets (2 comments).



F.2 Add traffic-calming measures.

F.2.a Try chicanes, like on Genesee near Rainier Avenue, on Wells between Second and Third Streets.

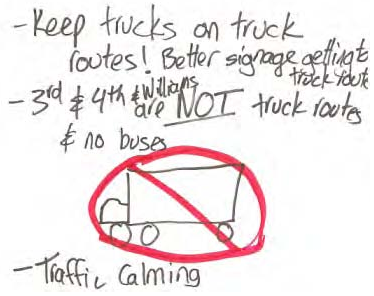
F.2.b Calm Williams.

F.2.c Provide crosswalks at Third and Fourth Streets.

F.2.d Slow traffic on Pelly between Third and Fourth Streets.

F.2.e Remove traffic calming device at Fourth and Garden. Would rather go straight through.

F.2.f Lights and traffic calming on Riverside Drive.



F.3 Keep trucks out of North Renton with better signage. Third, Fourth, and Williams are not truck routes.

F.4 Provide better directional signage.

Parks, Recreation, and Natural Resources

G. Improve parks and recreation facilities and programs.

G.1 Connect the river to Coulon Park (Shoreline Trail) (3 comments).

G.2 New dog park is good, but water access would be nice.

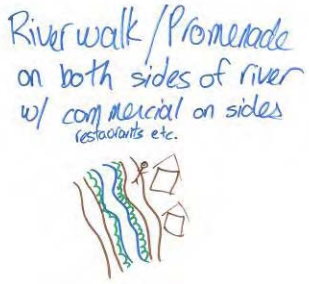
G.3 An interactive water fountain in City Center (downtown).

G.4. A marina (public or private) with a restaurant on the water.

G.5 Desired park improvements are:

- G.5.a Bigger swings.
- G.5.b More ice cream trucks.
- G.5.c More bike lanes and trails.
- G.5.d More recycle bins in public areas.

G.6 Construct a waterfront promenade on both sides of the river.

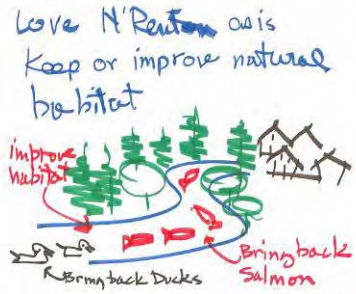


G.7 Public should be able to use the stadium during the day.

H. Improve the natural habitat, especially along the Cedar River.

H.1 The area between The Landing and North Renton could be a park/wildlife refuge area.

H.2 Naturalize the river and save wildlife (3 comments).



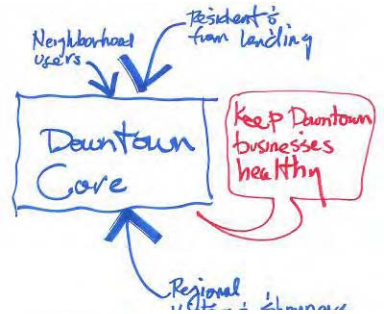
RENTON CITY CENTER

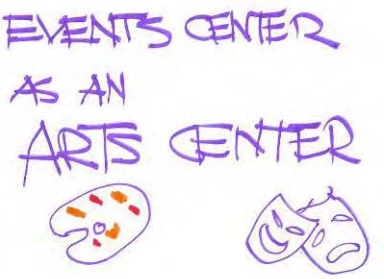
South Downtown Neighborhood Meeting Results

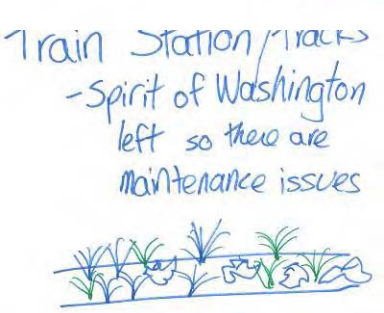
August 12, 2009

The following goals, objectives, ideas, and comments are a summary of input during the July 29 picnic interviews.

1. Improve Downtown's economic vitality and civic identity.
    - Attract business from local neighborhoods, The Landing, and the region to keep businesses healthy.
        - Improve advertising.
        - Look at other successful cities.
        - Find friends to implement programs.
    - Add amenities and businesses to Downtown.
        - Add more bike racks and landscaping.
        - Add a quality grocery.
        - Improve wayfinding (maps and signs).
        - Make Tobin Street commercial.
        - Open the Farmers Market twice a week.
    - Leverage the Events Center.
        - Allow/promote more events.
        - Make terms more flexible.
2. Reduce crime in City Center.
    - Establish a strategic approach to community policing.
    - Create a better community to reduce crime.
3. Improve the perception and appearance of City Center.
    - Add cleanup programs.
    - Require property maintenance by absentee landlords.
    - Change the perception of City Center.
        - Survey residents to identify perceptions and issues.
        - Initiate an integrated campaign to change conditions *and* the perception of conditions.
    - Maintain the train tracks.
4. Improve communication between the City and its citizens.

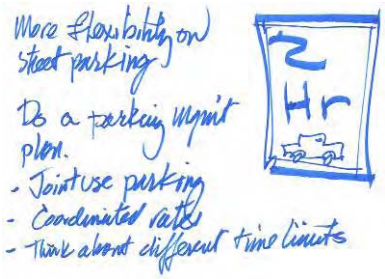


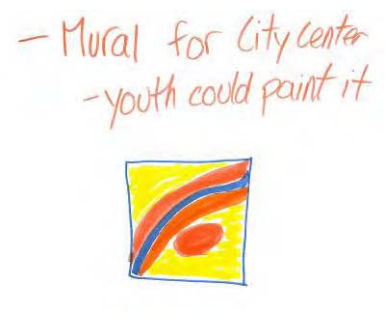




- Identify what needs to be done to improve City Center and then educate people on how to accomplish that.
- Establish a more accessible City/community calendar of events.

5. Add neighborhood programs and improvements to increase livability.
   - Enlarge the organic farming program to include education.
   - Develop a community center in South Renton. (This could be in the Post Office, if it closes.)
   - Build an elementary and middle school in City Center to serve families with children.
   - Add educational programs to teach green technologies.
   - Establish a P-Patch in South Renton.
   - Initiate a self-help tree planting program.
6. Monitor and, if necessary, improve the environmental quality.
   - Check on air quality, especially near the Transit Center and congested areas.
   - Switch to cleaner buses if necessary.
7. Improve transportation and access in the short and long term.
   - Improve the street network.
     - Establish a north-south boulevard on Logan, Burnett, and Talbot.
     - Establish a new exit off Talbot.
     - Connect SR 515 to Logan, then to Sunset.
   - Initiate a parking management plan; explore:
     - Joint-use parking.
     - Coordinated rates.
     - Different time limits.
     - Greater flexibility.
   - Add more marked bike paths.
   - Establish trolley from The Landing to the Loop.
   - Address the bottleneck between The Landing and City Center.





- Explore transit options on the railroad tracks.

8. Explore creative ideas.

   - Open the mine as a visitor destination.
   - Create a mural program for City Center (youth artists?).

9. Focus on connections in the City Center.

   - Create physical connections between the different areas in City Center.
   - Create social connections.
   - The South Renton Neighborhood Association is called the “South Renton Connection.”

RENTON CITY CENTER COMMUNITY PLAN

Downtown Business Workshop Notes

September 2, 2009

Summary of Key Issues Discussed:

- Downtown's perception is critical – it appears to be improving.
- Marketing – keep at it, constantly re-evaluate. Work at attracting artist.
- Activities – keep existing and provide more activities to draw more people into downtown.
- Concentration of active storefronts – work to fill in dead spots downtown to create a critical mass of energy and interest.
- Types of businesses/uses downtown are critical.
- Façade improvements and property maintenance are key to downtown's image and character.
- More housing and office uses downtown will support more and better retail.

Good Things About the City Center:

- Piazza is great.
- Movie nights are good.
- Farmers market adds vitality. Add more events.
- Historic buildings.
- Walkability.
- Pockets of energy, which should be further concentrated and expanded.
- Cedar River/River walk.
- Restaurants are good, a key draw.
- Seahawks have helped – in terms of Renton's reputation and some spill-over business downtown.
    - Parking at Landing
    - Players eating out downtown
    - Players participating locally
- Improving residential areas:
    - Merrill Gardens/residential area: Welcome gift bags, coupons, maps, etc.
    - Residents walk to river, transit center, market, neighborhood.
    - There have been no complaints from Merrill Gardens pedestrians.

- Transit access is good – continue and enhance.
- Downtown's location and accessibility.

Things That Need Improvement:

- Pedestrian/auto safety problems:
  - 3rd and Burnett: Pedestrian experience/safety is terrible; unsafe and enforcement (lights) is lacking; candidate for "all walk."
  - Post office exit is a problem.
  - Pedestrian was hit at Burnett/2nd/Burnett Place. Should be better marked?
- Poor property maintenance and dirty streets, ever expanding blackberry patches
- Could use more offices in the downtown core
  - Not as many lunch folks; midday foot traffic is minimal.
  - Many businesses come here for lower costs.
- Negative things:
  - Salvation Army Thrift Store: There is garbage in the parking lot, especially over the weekend.
  - Downtown lacks energy. There is no draw in the evening.
  - Need an anchor/draw.
- Downtown has an urban feeling, but it is missing amenities.
- Lacks a niche to make it special.
- Other areas are more concentrated. Downtown is spread out. It's a big area.
- Owners with vision and long-term commitment are needed.

Key Concerns for Business Community:

- "Perception" of crime at transit center
  - Not everyone agrees that crime is a problem there – but all acknowledge that the center's perception by some as a dangerous area is a challenge.
- Street lights are a safety concern.
- Some businesses should not be in downtown.
  - Transit center?
  - Telephone company?
- Cheap comes with expectation that are not necessarily good – need to raise the bar.

Suggestions & Considerations:

- Need a place that draws artists.

- Many compared Renton to Georgetown, Greenwood, and Columbia City – thinking that Renton is next in line considering housing costs, historic downtown, location..
- Costs tie into this.
- Feed off artist energy.

- Need activities to draw people in.
  - Loss of the dinner train is a challenge.
  - Need more events or former events brought back.
  - Poker, an art walk, or a car show would equal foot traffic and be good, a great big improvement.
  - City support of the farmers market is good. (More energy.)
- More and better way finding:
  - Posters/kiosks that show you are here, location of restaurants, shops, etc.
- More residential development is key:
  - Considering the loading/unloading needs for residential.
  - Currently, delivery and moving trucks block alleyways; not good for deliveries.
- Enhance the connection to The Landing: Consider small buses to The Landing and a dedicated pedestrian route.
- E-letter: Expand to all Renton Valley businesses.
- Transit Center suggestions:
  - Publicize the transit center as the way to come and shop.
  - Create a critical mass around the Town Center.
- Cultural corridor: Create/build on existing (artists-in-residence, IKEA Performing Arts, etc.).
  - Coordinate more at performance.
- Improve downtown's image and walkability:
  - Would like a consistent streetscape in the long term.
  - Main shopping area is at S. 3rd and Wells.
  - Pedestrian-friendly storefronts.
  - What draws people in, which businesses?
  - Office use is good, but how to present to the pedestrian experience?
  - Consistent look in downtown.
  - Some buildings are not so good – need façade improvements.
- Market the downtown better:
  - Create the image that downtown is good/fun/vital.
  - People are not marketing themselves.
  - Curve card Ø know at what offering.

    - Image change: The Landing, not necessarily “ahead of the curve.”
    - Has not changed number of customers or profile.
    - Identify why people come. It needs to be an experience.
- The City could offer incentives to put up weather protection over sidewalks.
- Businesses hours on main streets - should be open during the day (40 hours per week).
- More business diversity:
    - Yogurt and cupcakes are good.
    - A drugstore would be nice.
- Promote building improvements: If improvements are made, rents can be raised (recent building improvements prove this).
- Upzone downtown? Lynnwood, for example allows for 20+ story buildings – but is that a good idea?
- Conversion of one-way streets to two ways?
    - Better signing of one-way streets.
    - Two-way would decrease traffic flow.
    - Volume is good; unsure at reroutes.
    - Bottleneck at 405; may defer [??!]

Other Related Topics

- What makes other similar areas (Old Bellevue/Madison) successful?
    - Home ownership ratio
    - Demographics.
    - Living in downtown is good.
    - Buildings need TLC = Ø occupied.
    - Businesses need niche market.
    - Businesses must be pedestrian-friendly.
    - Foot traffic.
    - Attractive streetscape
- Shopping habits have changed.
- Parking is not an issue; there is plenty.
- Downtown is a different experience.
- Need key businesses to balance departures.

Comments emailed from Jolene Bernard:

There is amazing work being done in the heart of our city to help people in need. Our downtown non-profits are providing clothing and school supplies for parents who can barely afford to put food on the table, mentors and counseling for kids whose childhoods are stolen by abuse and neglect, bridges to help diverse neighbors find common ground, and many, many more vital services.

As downtown Renton charts its future, I would love to see increased visibility of this work. Every business—old and new—should know what's going on down the street and should be kept up-to-date on opportunities to volunteer, promote, and support this work. Much of this responsibility lies with the non-profits working more closely to promote themselves and show how our services complement each other at places like the farmers market and block parties. Perhaps we could do a joint marketing piece that shows the continuum of services.

There are many ways that the city can increase our visibility, too (and forgive me if I'm mentioning something you're already doing—I'm still learning about that). For example:

- Remind people in tax notices to give back to non-profits because the government can only do so much
- Include volunteering information with new business licenses
- Publish an events calendar of the local fundraising scene
- Remind non-profits to send volunteering and board opportunities to post on the city website
- Make our economic statistics more prominent—the number of people in town who work for them, our purchasing power, etc.

Our community is only as strong as our ability to work together to solve problems. The mix of businesses and non-profits in downtown Renton gives us a unique chance to do better.

RENTON CITY CENTER

Business Leaders Meeting Notes

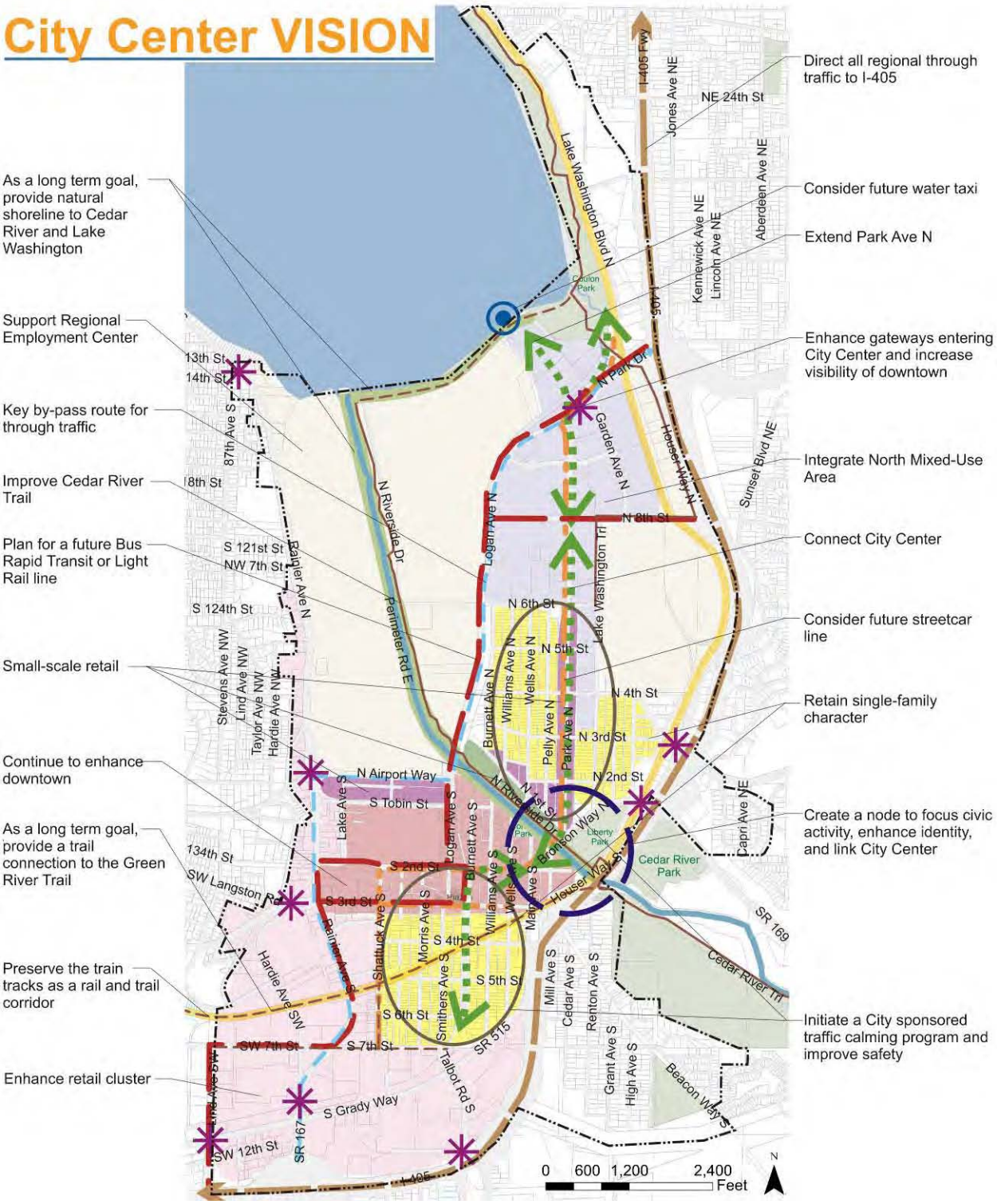
September 18, 2009

- Positive items:
  - The City is good to work with.
  - Like the people in Renton.
- Would like a "vision" for how the city will look:
  - A good example is Boeing's fence and landscaping.
    - Cohesive landscaping, lights.
    - Visual identity.
  - Covington mandated a certain "look."
  - Bellevue has a "persona," identity.
- The Landing has improved the quality of life for Boeing employees.
- Trying to get to The Landing is too difficult; it is a maze. Could use good signage, way-finding.
  - Change one-way streets to make it easy to navigate City Center.
  - Roads are not user-friendly.
  - Redmond has signage.
  - The Park and Logan dead-end reduces connectivity and is unsightly.
- Crime: Need safety for people to invest in the city.
- Employee access/connectivity is important for Paccar and Boeing.
- Traffic flow is important.
  - Link to light rail and other transit in the region.
  - Need direct routes.
- Identify key employers and assess their needs:
  - Parking, transportation, etc.
  - Perception is important in recruiting employees and businesses.
  - Promote the city. [Alex: The City has been doing some promotion, TV ads.]
- Should the City focus on transit connections to:
  - Bellevue?
  - The airport?
  - Seattle?
  - Internal connections?

- The City should:
  - Connect to Bellevue and Seattle.
  - Start with internal connections?
  - Get people to the businesses!
- One-way streets were laid out to manage Boeing traffic. This could be changed, but many people like one-ways; many people do not like one-ways.
- Parking is an issue.
  - Some people think it is an issue.
  - Some people think it is NOT an issue.
- Need to advertise parking (signage).
- Need to connect commercial nodes with good corridors and way-finding.
- Who are the customers for City Center? We should do a study so we can then serve those customers with transit, etc.
  - Auto retailers.
  - Think the market is better from Seattle. Should connect to Seattle with transit.
  - Rarely get people from Bellevue, except Cadillac and GM dealers.
  - McLendon's pulls from smaller areas more.
- Need to introduce people to Renton to change their perception.
  - Very little traffic congestion compared to Seattle, Bellevue, etc.
  - The City did a promotion on the Training Camp.
- A lot of employees come from outside Renton. Transportation and traffic are key issues.
- Unique features:
  - The airfield.
  - The river running through City Center.
  - Could the city have a water taxi?
- Relationship with neighborhoods:
  - Paccar sometimes has noise and traffic complaints due to trucks, but it tries to work with the community.
  - Boeing sometimes has noise complaints.
  - These are challenges, but they want to be good corporate citizens and address complaints.
  - Well-designated truck routes would help.
- Form an auto association.
- One-ways are a problem.
- Location is right in the center of EVERYTHING.

- The City is business-friendly, which is SO important. Businesses welcomed with open arms.
- Interim surface parking would help. It could eventually be redeveloped.
- The downtown parking problem is more one of perception.
- There is a traffic difference between south and north Renton. Coming into Renton from the south is BAD.
  - Grady and Rainier have bad traffic.
  - The north end is not as bad.
- The new interchange and new Rainier design should help with congestion. Use the same design for other City Center streets: same lights, landscaping, etc.
- What are the plans for land use?
- Areas within City Center need a clear identity:
  - Where is the entertainment district?
  - Where is the shopping district?
- The education system needs improvement.
- Land use designation and zoning are fantastic. Likes that it will not change.
- Need to reach out to Puget Sound Energy. Need to make sure can have high-tech.
- An Event Center would be great!
- Renton has done well with parks and open space, but access and connectivity need to be better.
- Pedestrian and bicycle links need to be improved.
- The train tracks were never purchased, so Burlington Northern still owns them.

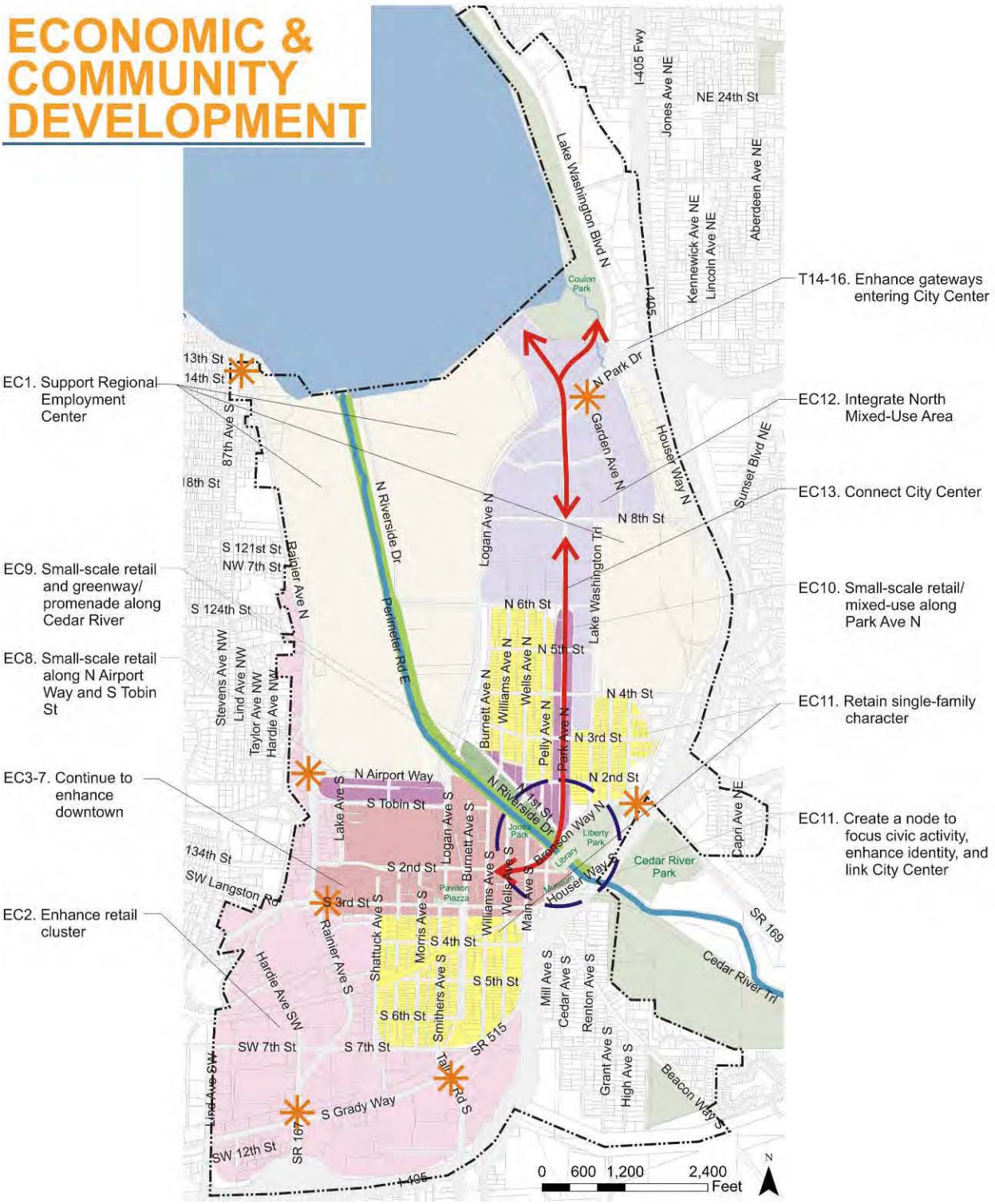
City Center VISION



Results of City Center Vision Priority Dot Exercise

Support the Regional Employment Center by improving regional transportation access, providing for employees' needs, and providing necessary utilities	● ●
Enhance the Regional Retail Cluster	● ● ●
Continue to enhance Downtown	● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ● ●
Provide additional space for small-scale, local retail	● ●
Retain single-family character of residential areas	● ● ●
Integrate North Mixed-Use Area	●
Initiate a City-sponsored traffic calming program and improve safety (and perception of safety)	● ● ● ● ● ● ●
Enhance gateways entering City Center, improve visibility of downtown, and implement a wayfinding system	● ●
Create a node to focus civic facilities, enhance identity, and connect City Center	● ● ● ● ● ● ● ● ●
Pursue possibility of future water taxi	● ●
Connect City Center with pedestrian, bike, transit, and streetscape improvements on Park Ave N	● ● ● ● ●
Focus arterial traffic on Logan	● ●
Work with WSDOT to direct regional through-traffic to I-405	●
Consider potential route for future BRT/LRT line	● ● ● ● ● ●
Consider future streetcar line	● ● ● ● ●
Proposed Trail (including long term goal of connecting Coulon Park to Cedar River and connecting the Cedar River Trail to Green River Trail)	● ●
Preserve train tracks as rail and trail corridor	● ● ● ● ● ● ● ●
In the long term, enhance natural environment on the shoreline of Lake Washington and the Cedar River	●

ECONOMIC & COMMUNITY DEVELOPMENT



Proposed Improvements:
ECONOMIC & COMMUNITY DEVELOPMENT

Support the Regional Employment Center

EC1. Support the regional employment center by improving regional transportation access, providing for employees' and employers' needs, and providing necessary utilities and infrastructure.

Enhance the Regional Retail Cluster

EC2. Enhance the regional retail cluster by:

- Improving identity, appearance, and circulation
- Consolidating and coordinating uses
- Enhancing and coordinating auto delearships with more consistent landscaping and explore coordinated marketing with signage standards

Continue to Enhance Downtown

EC3. Address crime and maintenance issues
EC4. Institute building improvement incentives
EC5. Fix up and reuse railroad right-of-way
EC6. Create a Business Improvement District to organize for joint marketing, parking, fix-up, and streetscape improvements
EC7. Better utilize the event center (more activities)

Enhance and provide additional space for small-scale, local retail

EC8. South Tobin Street
EC9. On North side of Riverside Drive and N 1st St, a greenway/promenade with small-scale retail oriented toward the Cedar River
EC10. Park Avenue North connecting The Landing to Downtown

Retain single-family character of residential areas in City Center

EC11. Protect and enhance single-family residential neighborhoods to ensure these areas can help support the economic development of City Center. (See also Neighborhoods N4-6).

Integrate North Mixed-Use Area

EC12. Integrate and coalesce the North Mixed-Use Area (including the Landing) to ensure it develops into a cohesive, connected area.

Connect City Center

EC13. Connect Downtown, The Landing, and Coulon Park with pedestrian, bike, transit, and streetscape connections in an "amenity spine" that unifies and expands the identity of all three areas and City Center as a whole.

Enhance gateways entering City Center

T14. Provide more attractive entries into City Center with signage and gateway features.
T15. Improve downtown's visibility from outside the City Center
T16. Complete wayfinding system through signage and maps

Create a node to focus civic facilities, enhance identity, and connect City Center

EC14. Coordinate Liberty Park, the Library, the Renton History Museum, and Cedar River as a key node for City Center. The node should highlight and make visible this concentration of civic activities and emphasize that this is a critical crossroads connecting north and south City Center.
T24. Improve streets, intersections, and wayfinding at this node to enhance multimodal circulation at this critical crossroads.

City Center Community Plan

Economic and Community Development

Comment Form – RESULTS

% of total responses

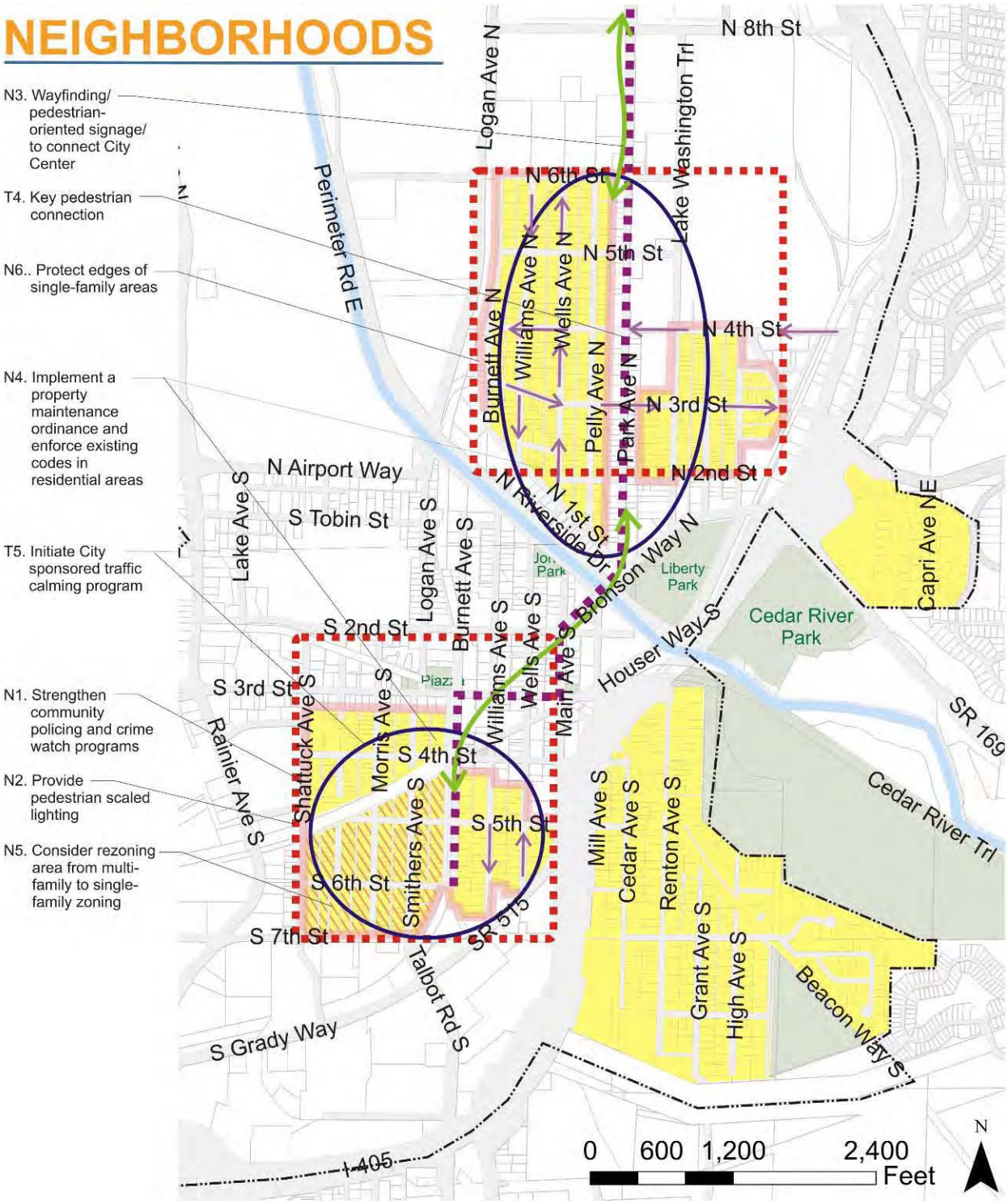
		Great idea!	Okay	Bad idea	Not sure
EC1	Support the regional employment center by improving regional transportation access, serving employees' and employers' needs, and providing necessary utilities and infrastructure	61%	33%	0	6%
EC2	Enhance the regional retail cluster by: • Improving identity, appearance, and circulation • Consolidating and coordinating uses • Enhancing and coordinating auto dealerships with more consistent landscaping and exploring coordinated marketing with signage standards	68%	21%	0	11%
EC3	Address crime and maintenance issues in downtown	91%	9%	0	0
EC4	Institute building improvement incentives in downtown	95%	5%	0	0
EC5	Fix up and reuse railroad right-of-way	80%	15%	0	5%
EC6	Create a Business Improvement District (BID) in downtown to organize for joint marketing, parking, property improvements, and streetscape improvements	82%	12%	0	6%
EC7	Better utilize the event center (more activities)	70%	20%	5%	5%
EC8	Enhance and provide space for small-scale, local retail on South Tobin Street	37%	26%	32%	5%
EC9	Enhance and provide space for small-scale, local retail on the north side of 1st St with a greenway/ promenade south of N 1st St	42%	32%	5%	21%
EC10	Enhance and provide space for small-scale, mixed-use, local retail on Park Avenue North connecting The Landing to Downtown.	62%	29%	10%	0
EC11	Protect and enhance single-family residential neighborhoods to ensure these areas can help support the economic development of City Center (See also Neighborhoods N4-6).	75%	15%	5%	5%

		Great idea!	Okay	Bad idea	Not sure
EC12	Integrate and coalesce the North Mixed-Use Area (including the Landing) to ensure it develops into a cohesive, connected area.	70%	20%	0	10%
EC13	Connect Downtown, The Landing, and Coulon Park with pedestrian, bike, transit, and streetscape connections in an "amenity spine" that unifies and expands the identity of all three areas and City Center as a whole.	91%	9%	0	0
EC14	Coordinate Liberty Park, the Library, the Renton History Museum, and the Cedar River as a key node for City Center. The node should highlight and make visible this conecentration of civic activities and emphasize that this is a critical crossroads connecting north and south City Center.	81%	13%	6%	0

Other ideas we may have missed:

- Number EC2: Yes, auto dealerships are an eyesore.
- Number EC6: (Marked "Not Sure.") Chamber
- Number EC11: Follow through.
- Number EC11: We need to keep the historical feel.
- Number EC14: Nice idea, but these four items don't create a critical crossroads.
- No bad ideas in the bunch!
- Put something in place to get the DTR landlords to be more involved.
- I think the Event Center was a lost opportunity to have built a larger piazza. We did not need another meeting place; we have enough already.
- Provide incentives that encourage preservation of historic and near-historic buildings to ensure Renton's streetscape has a distinctive character.
- Better utilize public art to enhance the streetscape.
- How can the theatres work together to create more energy and synergy?
- A round-about would be a great idea here!

NEIGHBORHOODS



Proposed Improvements:
NEIGHBORHOODS

Note: This element includes proposals from transportation and parks and open space. To evaluate proposals that do not begin with 'N', see the comment forms for transportation or parks and open space.

Improve safety (and perception of safety) in residential areas and Downtown

N1. Strengthen community policing and neighborhood crime watch programs

N2. Improve pedestrian scaled lighting

Improve the connections within City Center

N3. Incorporate pedestrian-oriented signage/ wayfinding to better connect areas within City Center

T4. Improve Park Ave N as a key pedestrian connection between Coulon Park, The Landing, North Renton Community, Downtown, and South Renton Community with sidewalks, landscaping, and other amenities

Traffic calming and streetscape improvements

T5. Implement the City's traffic calming program on residential streets and improve residential streetscapes with landscaping, street trees, sidewalks, etc.

T13. Evaluate necessity and benefits of the one-way streets within City Center and consider redesigning to two-way streets for better circulation and access.

Retain single-family character of residential areas in City Center

N4. Implement a property maintenance ordinance to ensure the housing stock is maintained and codes are enforcement in residential areas

N5. Consider rezoning South Renton neighborhood to single family zoning to ensure single-family neighborhood remains intact.

N6. Establish measures (such as setbacks, buffers, landscape screening, height restrictions, etc.)to protect edges of single-family areas from adjacent development.

City Center Community Plan

Neighborhoods

Comment Form - RESULTS

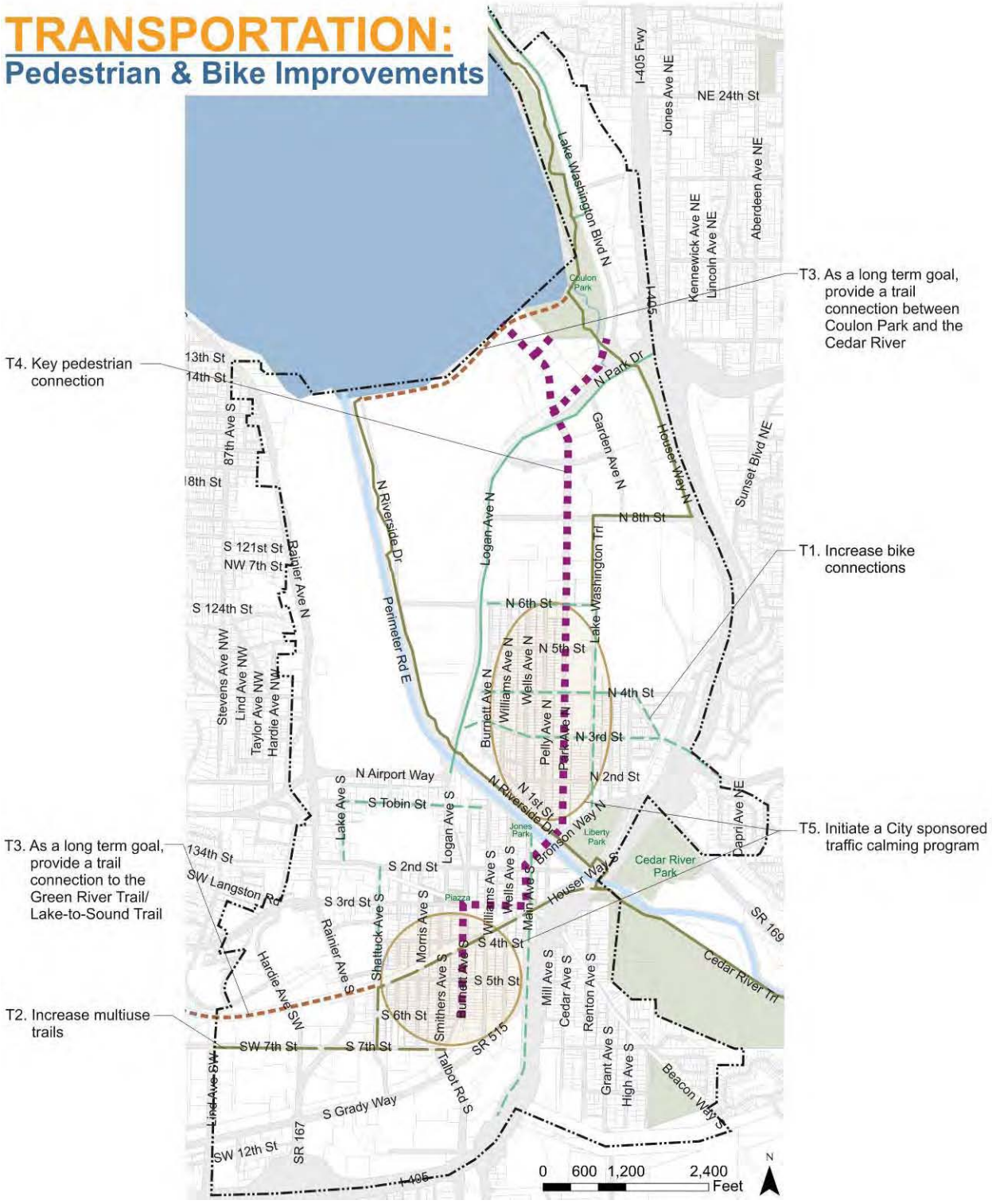
		% of total responses			
		Great Idea!	**Okay**	**Bad Idea**	**Not Sure**
N1	Strengthen community policing and neighborhood crime watch programs to improve the overall safety (and perception of safety) in the neighborhoods and City Center as a whole	78%	22%	0	0
N2	Improve pedestrian scaled lighting	72%	28%	0	0
N3	Incorporate pedestrian-oriented signage/ wayfinding to better connect areas within City Center	61%	33%	0	6%
N4	Implement a property maintenance ordinance to ensure the housing stock is maintained and codes are enforcement in residential areas	65%	29%	0	6%
N5	Consider rezoning the intact, single-family area of the South Renton neighborhood to single-family zoning to ensure the single-family neighborhood remains intact.	61%	17%	6%	17%
N6	Establish measures (such as setbacks, buffers, landscape screening, height restrictions, etc.) to protect edges of single-family areas from adjacent development	65%	29%	6%	0

Other ideas we may have missed:

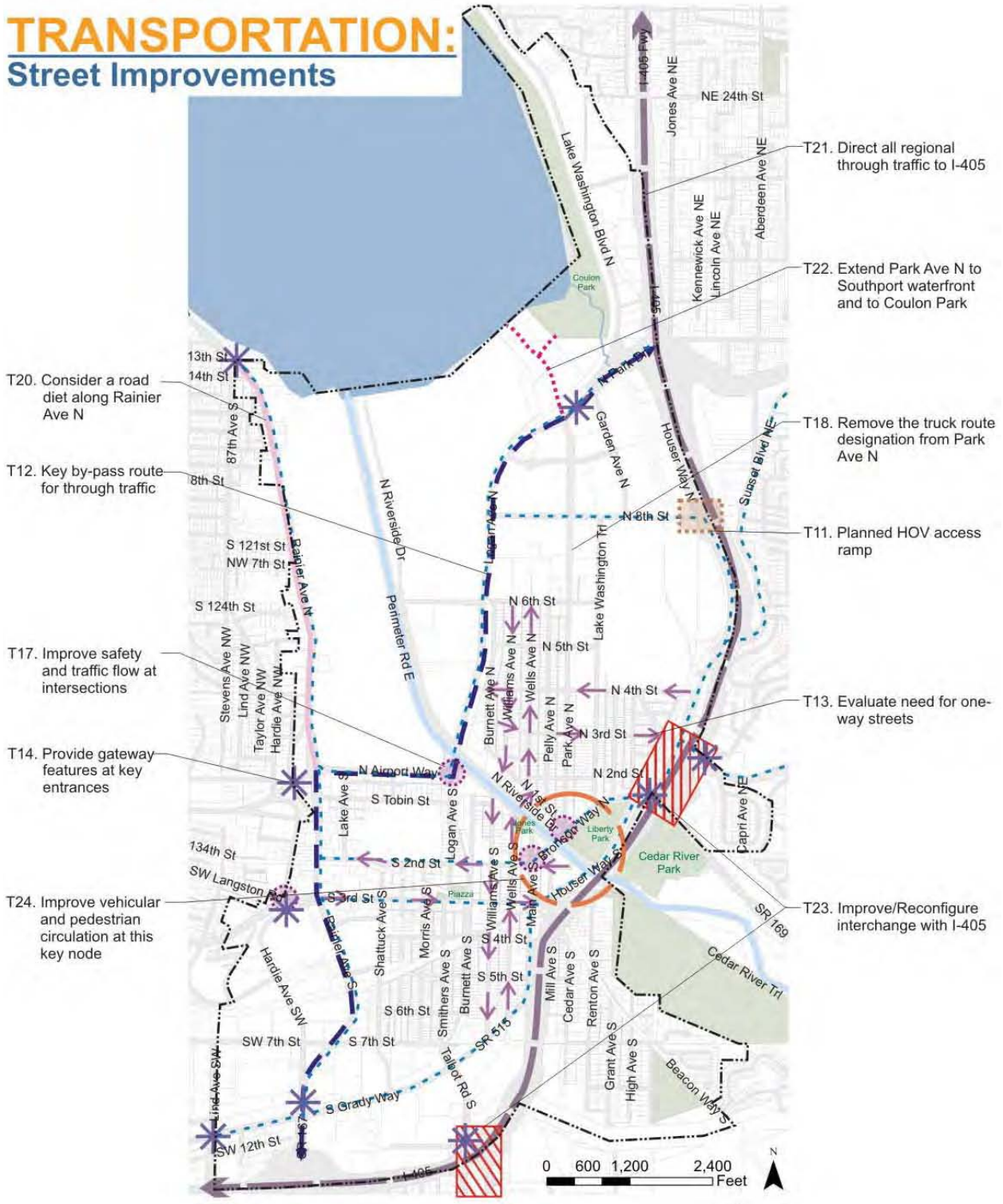
- Number N1: Already exists, but is very important!
- Number N1: Already in place.
- Number N6: Incorporate art or sculptures in rock barriers.
- Connect The Landing with downtown sector.
- Revoke the 24-hour limit to street parking.
- Lights on Cedar River Trail.
- Implement a trolley between downtown and The Landing.
- Slow traffic by wqy of traffic circles and other methods.
- Add round-abouts to increase flow and wayfinding.

- I’m concerned that by restricting multi-family zoning, it may decrease some of the socio-economic diversity that adds a lot of character and vibrancy to our neighborhoods.
- Purchase rental properties, convert to single-family (remove, re-build, or remodel), and sell to new single families using CDBG funds to encourage single-family ownership.
- Another parking garage on the City property across from the museum.
- Method of transportation between The Landing and downtown—trolley (like the SLUT)!

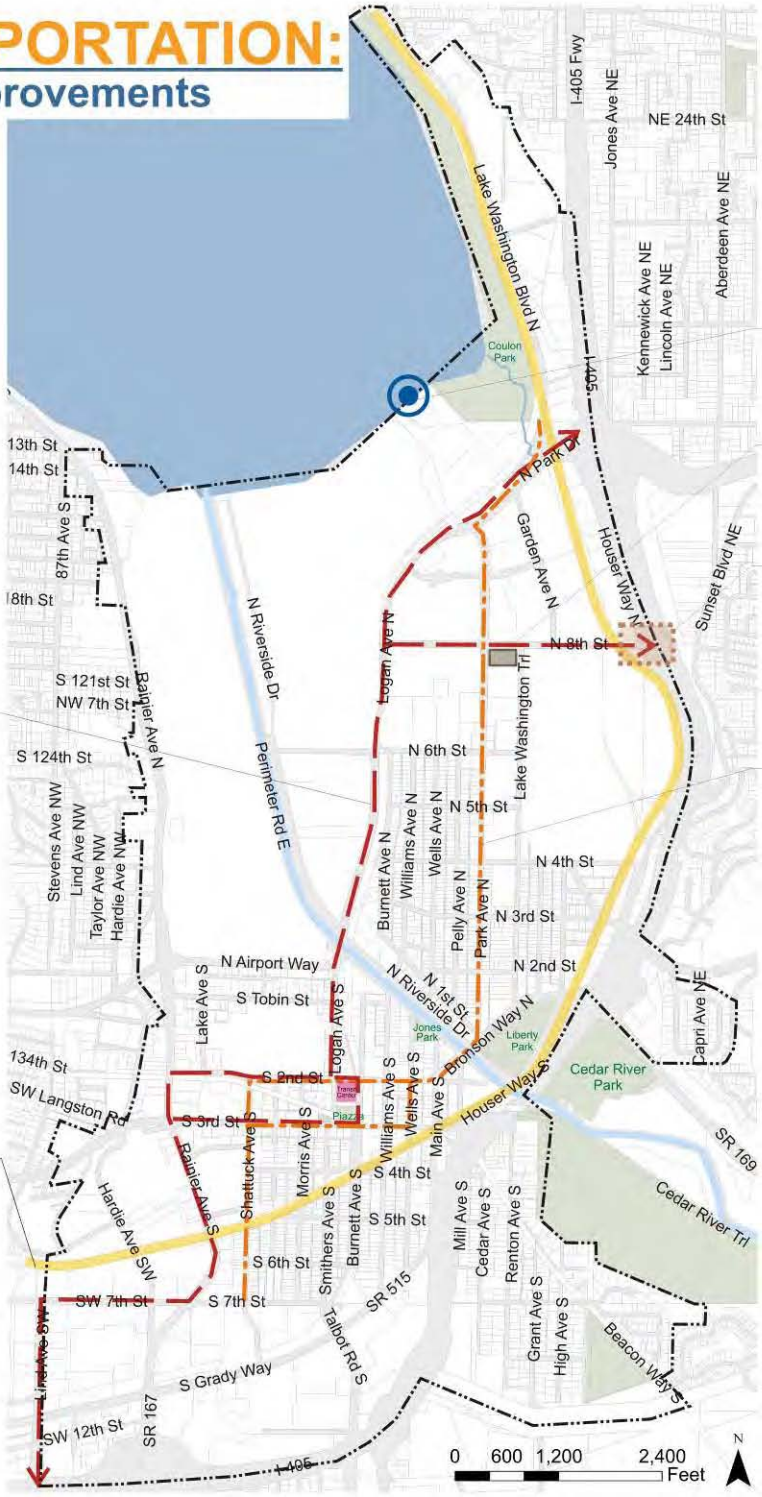
TRANSPORTATION:
Pedestrian & Bike Improvements



TRANSPORTATION:
Street Improvements



TRANSPORTATION:
Transit Improvements



T6. Identify a preferred route for a future Bus Rapid Transit or Light Rail line

T8. Preserve the train tracks as a rail and trail corridor

T9. Consider future water taxi

T10. Potential future parking garage

T11. Planned HOV access ramp

T7. Consider future streetcar line and identify potential route

Proposed Improvements: TRANSPORTATION

Pedestrian and Bicycle Improvements

Existing bike lane

Proposed bike lane

T1. Increase bike connections within City Center and to existing recreational facilities, according to the City's Trails and Bicycle Master Plan

Existing Trail

Proposed Trail

T2. Increase multiuse trails within City Center according to the City's Trails and Bicycle Master Plan.

T3. As a long term goal, provide a connection between the Cedar River and Coulon Park and to the Green River Trail and the Lake-to-Sound Trail

Key pedestrian connection

T4. Improve this route as a key pedestrian connection between Coulon Park, The Landing, North Renton, Downtown, and South Renton with sidewalks, landscaping, wayfinding, and other amenities.

Traffic calming and streetscape improvements

T5. Initiate a City sponsored traffic calming program on residential streets and improve residential streetscapes with landscaping, street trees, sidewalks, etc.

Transit Improvements

Identify preferred route for future BRT/LRT line

T6. Work with all appropriate agencies and departments to identify a preferred route for a future Bus Rapid Transit and/or Light Rail line to best serve City Center

Consider future streetcar line and identify appropriate route

T7. Consider a streetcar line along Park Ave N connecting Coulon Park, The Landing, Downtown, and the Transit Center.

Preserve train tracks as rail and trail corridor

T8. Preserve and maintain the train tracks as a rail and trail corridor that could include a future transit line and a future multiuse trail.

Pursue possibility of future water taxi

T9. Pursue possibility of a future water taxi to connect Renton to east Lake Washington cities such as Bellevue, Kirkland, and/or Seattle.

Consider building a public parking garage

T10. Consider building a public parking garage in coordination with Sound Transit that could be used as a park and ride facility for future BRT/LRT and for commercial uses in north Center City.

Take advantage of HOV access ramp

T11. Take advantage of planned HOV access ramp at N 8th St to provide access for future BRT and carpools

Proposed Improvements:
TRANSPORTATION

Street Improvements

Focus arterial traffic on Logan

T12. Designate Logan as a principal arterial (or as State Route) for through traffic within City Center.

Evaluate need for one-way streets

T13. Evaluate necessity and benefits of the one-way streets within City Center and consider redesigning to two-way streets for better circulation and access.

Enhance gateways entering City Center

T14. Provide more attractive entries into City Center with signage and gateway features.
T15. Improve visibility of downtown, The Landing, and the Riverfront from outside the City Center
T16. Complete wayfinding system through signage and maps

Improve intersection

T17. Improve vehicular and pedestrian safety, connectivity, and traffic flow at the intersection

Existing truck routes

T18. Remove the truck route designation from Park Ave N and N 6th St.
T19. Sign and enforce truck routes to keep trucks off residential streets

Consider a road diet on Rainier Ave N

T20. Reduce the right-of-way dedicated to vehicular traffic and add bike lanes on Rainier Ave N from the City Limits south to N Airport Way.

Regional through-traffic

T21. Support WSDOT efforts to encourage all regional through-traffic to take I-405 to keep traffic out of City Center

Extend Park Ave N

T22. Extend Park Ave N to the waterfront to better connect to Southport, future development, potential future water taxi terminal, and Coulon Park.

Improve/Re-configure interchange

T23. Work with WSDOT to improve and reconfigure interchanges with I-405.

Improve vehicular and pedestrian circulation at this key node

T24. Improve streets, intersections, and wayfinding at this node to enhance multimodal circulation at this critical crossroads.

City Center Community Plan

Transportation

Comment Form – RESULTS

% of total responses

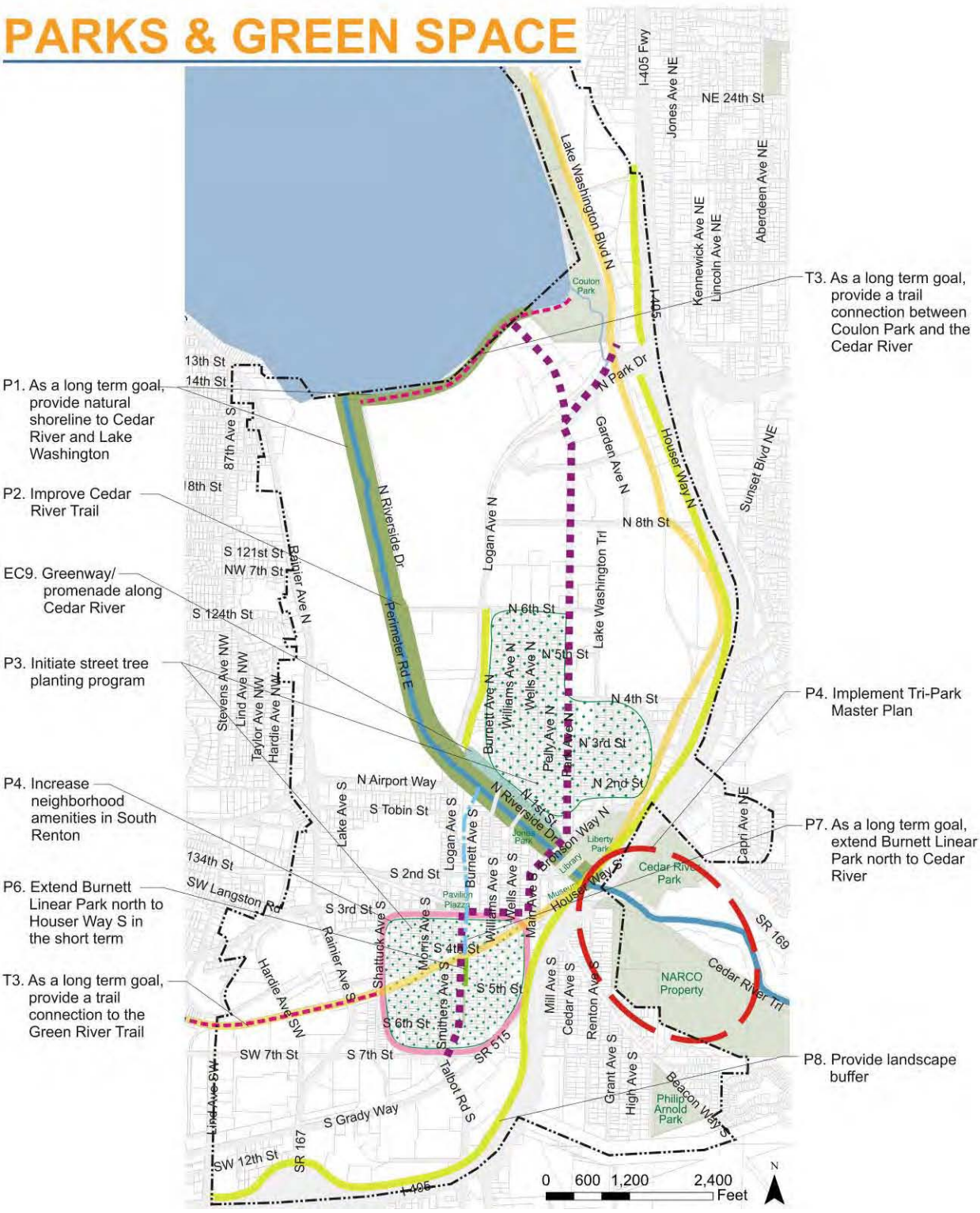
		Great Idea!	Okay	Bad Idea	Not Sure
T1	Increase bike connections within City Center and to existing recreational facilities, according to the City's Trails and Bicycle Master Plan	89%	11%	0	0
T2	Increase multiuse trails within City Center according to the City's Trails and Bicycle Master Plan.	83%	17%	0	0
T3	As a long term goal, provide connections between 1) Cedar River and Coulon Park and 2) Cedar River to the Green River Trail	95%	5%	0	0
T4	Improve Park Ave N as a key pedestrian connection between Coulon Park, The Landing North Renton, Downtown, and South Renton with sidewalks, landscaping, wayfinding, and other amenities.	68%	21%	5%	5%
T5	Initiate a City sponsored traffic calming program on residential streets and improve residential streetscapes with landscaping, street trees, sidewalks, etc.	68%	26%	0	5%
T6	Work with appropriate agencies and departments to identify a preferred route for a future Bus Rapid Transit and/or Light Rail line that would best serve City Center	78%	22%	0	0
T7	Consider a streetcar line along Park Ave N connecting Coulon Park, The Landing, Downtown, and the Transit Center	39%	44%	11%	6%
T8	Preserve and maintain the train tracks as a rail and trail corridor that could include a future transit line and a future multiuse trail.	88%	12%	0	0
T9	Pursue possibility of a future water taxi to connect Renton to east Lake Washington cities such as Bellevue, Kirkland, or Seattle.	28%	44%	17%	11%
T10	Consider building a public parking garage in coordination with Sound Transit that could be used as a park and ride facility for future BRT/LRT and for commercial uses in north Center City.	32%	53%	5%	11%

		Great Idea!	Okay	Bad Idea	Not Sure
T11	Take advantage of planned HOV access ramp at N 8th St to provide access for future BRT and carpools.	33%	61%	0	6%
T12	Designate Logan as a principal arterial (or State Route) for through traffic within the City Center.	58%	21%	11%	11%
T13	Evaluate necessity and benefits of the one-way streets within City Center and consider redesigning to two-way streets for better circulation and access.	53%	16%	21%	11%
T14	Provide more attractive entries into City Center with signage and gateway features.	69%	31%	0	0
T15	Improve visibility of downtown, The Landing, and the Riverfront from outside the City Center	69%	15%	8%	8%
T16	Complete wayfinding system through signage and maps	69%	31%	0	0
T17	Improve vehicular and pedestrian safety, connectivity, and traffic flow at the intersections	77%	23%	0	0
T18	Remove the truck route designation from Park Ave N and N 6th St.	54%	15%	8%	23%
T19	Sign and enforce truck routes to keep trucks off residential streets	46%	46%	0	8%
T20	Reduce the right-of-way dedicated to vehicular traffic and add bike lanes on Rainier Ave N between S 13th St and N Airport Way (road diet)	46%	15%	23%	15%
T21	Support WSDOT efforts to encourage all regional through-traffic to I-405 to reduce congestion in City Center	69%	15%	8%	8%
T22	Extend Park Ave N to the waterfront to connect to Southport, future development, potential future water taxi terminal, and Coulon Park.	54%	38%	0	8%
T23	Work with WSDOT to improve and reconfigure interchanges with I-405	62%	23%	8%	8%
T24	Improve streets, intersections, and wayfinding at this node (Bronson Way N, Park Ave N, N 1st St, N Riverside Dr, Houser Way S) to enhance multimodal circulation at this critical crossroads	77%	15%	0	8%

Other ideas we may have missed:

- Number T5: Traffic circles!
- Number T6: But keep historical neighborhood intact.
- Number T7: English double-decker bus.
- Number T9: Too expensive!
- Number T21: Is this a problem?
- Number T24: Round-about, baby!
- Develop a trolley that goes from downtown to VMC (Seahawks).
- Utilize the existing rail track for light rail transport between Renton and Bellevue and Kirkland.
- North Riverside Drive to G Coulon. Keep bike and roads separate.
- One-ways keep traffic moving. Less traffic is less business visibility downtown. Then we end up like Kent's downtown: small businesses.
- More traffic circles; round-abouts on Bronson.
- Keep semis and busses off S. 3rd Street—too loud.
- Traffic calming on S. Tobin Street to slow down through-traffic from Rainier to Logan.

PARKS & GREEN SPACE



Proposed Improvements:
PARKS & GREEN SPACE

Enhance natural environment

P1. As a long term goal, provide a natural shoreline to Cedar River and Lake Washington shorelines.
P2. Improve Cedar River Trail with additional access trails, lights and amenities and as a long term goal, expand the trail to the opposite (left) bank.

Initiate a street tree planting program

P3. Initiate a street tree planting program in the residential neighborhoods to increase canopy cover, improve the streetscapes, and promote community building.

Implement Tri-Park Master Plan

P4. Unify Liberty Park, Cedar River Park, and the Narco Property area with better circulation, wayfinding, and coordinated amenities. Design a gateway that highlights the concentration of civic activities and establishes City Center's image.

Increase neighborhood amenities in South Renton

P5. Increase the amount of neighborhood amenities in South Renton, including neighborhood gardens, green spaces, and other family services.

Extend Burnett Linear Park

P6. In the near term, extend Burnett Linear Park north to Houser Way S where there is currently parking lots.

P7. In the long term, extend Burnett Linear Park north to the Cedar River with green space and pedestrian amenities.

Provide landscape buffer

P8. Provide landscape buffers along I-405 and along Logan Ave N

Key pedestrian connection

T3. As a long term goal, complete critical trail links to connect the Cedar River Trail and Coulon Park and to connect downtown to the Green River Trail.

T4. Improve Park Ave N as a key pedestrian connection between Coulon Park, The Landing and Downtown with sidewalks, landscaping, and other amenities.

Preserve train tracks as rail/trail corridor

T8. Preserve and maintain the train tracks as a rail/trail corridor that could include a future transit line and a future multiuse trail. Clean-up tracks and improve landscaping.

Greenway/Promenade

EC9. On North side of Riverside Drive, provide a greenway/promenade with small-scale retail oriented toward the Cedar River

City Center Community Plan

Parks and Green Space

Comment Form - RESULTS

		% of total responses			
		Great Idea!	**Okay**	**Bad Idea**	**Not Sure**
P1	As a long term goal, provide a natural shoreline on the Cedar River and Lake Washington shorelines.	67%	21%	0	13%
P2	Improve the Cedar River Trail with additional access trails, lights and amenities and as a long term goal, expand the trail to the opposite (left) bank.	69%	23%	0	8%
P3	Initiate a street tree planting program in the residential neighborhoods to increase canopy cover, improve the streetscapes, and promote community building.	80%	20%	0	0
P4	Implement the Tri-Park Master Plan. Unify Liberty Park, Cedar River Park, and the NARCO Property area with better circulation, wayfinding, and coordinated amenities.	73%	23%	0	4%
P5	Increase the amount of neighborhood amenities in South Renton, including neighborhood gardens, green spaces, and family services.	56%	40%	0	4%
P6	In the near term, extend Burnett Linear Park north to Houser Way S where there are currently parking lots	28%	52%	20%	0
P7	In the long term, extend Burnett Linear Park north to the Cedar River with green space and pedestrian amenities	46%	38%	17%	0
P8	Provide landscape buffers along I-405 and along Logan Ave N	64%	36%	0	0

Other ideas we may have missed:

- Number P1: As long as we can connect Cedar River Park/Trail with Coulon. Very important—move on it!
- Number P1: Shoreline management is very frustrating to me because so much is landscaped away from the natural.

- Number P2: Include a wood-chipped trail next to paved portion for low-impact running/walking. Eugene, OR, implemented this in a few places, and it was well received.
- Number P3: Trees that will be big, like the ones at Burett Park.
- Number P3: I was planning on planting my own. This should be wonderful.
- Number P4: And Jones Park.
- Number P5: Biggest need is elementary/middle schools and community center.
- Number P5: Focus community/family services on what all community members share, like a community center, not just for one socio-economic class, like the poor, as that may cause divides between classes. Focus on bringing together and instilling community pride.
- Number P5: Create planter boxes on sidewalk grass stretches as option for community gardening.
- Number P6: Possibly remove half of parking that isn't used. But the Red House and VFW heavily use the parking.
- Number P6: (Marked as "Okay.") Except I really appreciate the parking for access to the businesses.
- Number P6: Those parking lots are not an eyesore because they have trees and shrubs. I think without them, the Red House and the Whistle Stop may suffer. It will be difficult to access it. It also eases congestion for the neighbors.
- I really want to see more consolidated areas for ballfields, specifically, baseball.
- New City Hall.
- Tie bike trail and walking trail from Grucky(?) to The Landing.
- Keep bike and walking trails separate from the road for all ages.
- Looks like we have our work cut out for us!
- Good ideas. Finances would be the main barrier, as I see it. Thanks.
- Renton badly needs to improve bike routes across the city, particularly from downtown to the interurban trail (near Southcenter).
- Dog park!
- Keep up the good work! Keeping us green will help the overall natural feel of the area.
- Soccer fields.
- Connect Coulon to Cedar River Trail.
- It'd be great to have a survey of historic trees. Love the idea of more tree planting!
- Purchase the old PACCAR foundry property and convert it to a ballfield facility.

Appendix B:
PSRC Reporting Tool – Center Plans

REPORTING TOOL – CENTER PLANS

This reporting tool is for *growth centers* and *manufacturing industrial centers*. It is designed to assist jurisdictions in developing, updating, or amending their center plans. It provides the key expectations for center plans for regional centers (beyond the general requirements for comprehensive plans), which are based on the criteria established by PSRC's Executive Board for designating centers. Additional detail is provided in the Plan Review Manual Appendix E-4: Center Plans.

GROWTH CENTERS: In the first space below, please provide a **brief description** of what materials are being submitted. Then proceed with completing the **two parts** of the reporting tool itself:

Part I - Checklist: This lists out key provisions that should be addressed in a center plan.

Part II- Submittal Form Questions: Brief responses that explain how the center plan being submitted addresses VISION 2040.

DESCRIPTION OF SUBMITTED MATERIALS

Explain the nature of the center plan materials being submitted for review, including the date adopted. For example, is this a full update, partial revision, or a set of annual amendments?

EXPLAIN HERE:

Using the checklist below, please indicate the VISION 2040 provisions that the center plan addresses. If there are certain VISION 2040 issues that are not addressed in the center plan, please provide an explanation of these in PART II of the reporting tool (questions).

PART I: GROWTH CENTER CHECKLIST

Center Plan Concept (or "Vision")

- ✓ Include a vision for the center. This should include a commitment to human scale urban form ☐
- ✓ Include an overview of the relationship of the center plan to the city's comprehensive plan, as well as VISION 2040 and countywide planning policies
- ✓ Include a market analysis of the center's development potential

PART I: GROWTH CENTER CHECKLIST

Environment

- ✓ Identify and develop provision to protect critical/environmentally sensitive areas
- ✓ Describe parks and open space, including public spaces and civic places
- ✓ Include policies and programs for innovative treatment of stormwater and drainage
- ✓ Include strategies and programs to reduce air pollution and greenhouse gas emissions

☐

Land Use

- ✓ Demonstrate defined boundaries and shape for the center (boundaries should be compact and easily walkable. This suggests a roughly uniform shape of about 1 mile. Boundaries should not be elongated or gerrymandered)
- ✓ Establish residential and employment growth targets that accommodate a significant share of the jurisdiction's growth, as well as residential densities and building intensities with capacity to accommodate these levels of growth (note that targets are aspirational and state the minimum number of residents or jobs that a jurisdiction must be zoned to accommodate and will strive to absorb by the planning horizon year. Targets are distinct from zoned development capacity)
- ✓ Describe the mix, distribution and location of uses (such as residential, commercial, civic, public)
- ✓ Include design standards for pedestrian-friendly, transit-oriented development and other transit-supportive planning that orients land uses around transit

☐

Housing

- ✓ State total existing and projected housing units
- ✓ Include provisions for a variety of housing types that addresses density standards, affordable housing, and special housing needs
- ✓ Include implementation strategies and monitoring programs for addressing housing targets and goals

☐

Economy

- ✓ Describe the economic and residential role of the center within the city and the region
- ✓ Describe key sectors and industry clusters in the center

☐

Public Services

- ✓ Describe existing and planned capital facilities, as well as their financing (such as sewer, water, gas, electric, telecommunications). Explain strategies to ensure facilities are provided consistent with targeted growth

☐

PART I: GROWTH CENTER CHECKLIST

Transportation

Transportation 2040 physical design guidelines ☐

- ✓ Encourage a mix of complementary land uses
- ✓ Encourage compact growth by addressing density and by linking neighborhoods, connect streets, sidewalks and trails
- ✓ Integrate activity areas with surrounding neighborhoods
- ✓ Locate public/semipublic uses near stations
- ✓ Design for pedestrians and bicyclists
- ✓ Provide usable open spaces
- ✓ Manage the supply of parking
- ✓ Promote on-street parking
- ✓ Reduce/mitigate parking effects

Additional Transportation Issues ☐

- ✓ Develop an integrated multimodal transportation network, including pedestrian and bicycle facilities, as well as linkages to adjacent neighborhoods and districts
- ✓ Include detailed design criteria that advances transit-supportive land uses
- ✓ Address relationships to regional high-capacity transit (including bus rapid transit, commuter rail, light rail, and express bus) and local transit by working with transit agencies
- ✓ Include provisions for full standards for streets and urban roadways that serve all users, including pedestrians, bicyclists, transit, vehicles, and – where appropriate – freight (see "complete streets" description in VISION 2040)
- ✓ Include provisions context-sensitive design of transportation facilities
- ✓ Include provisions for environmentally friendly street ("green street") treatments
- ✓ Tailor level-of-service standards and concurrency provisions for the center to encourage transit
- ✓ Include a parking management strategy
- ✓ Develop mode-split goals

In the spaces provided below, please describe provisions in the ***growth center*** plan with brief summaries. (You may supplement your summary descriptions with citations or references to specific policies.) If there are certain VISION 2040 issues that are not addressed by the center plan, please explain why. For an example of a completed reporting tool, please see PSRC's Plan Review Manual.

Note: For a new center plan or full center plan update, please fill out each section. For amendments, only complete those fields which relate to topics addressed in the amendments.

PART II: GROWTH CENTER QUESTIONS

Sustainability

(MPP-En-1 through 25; MPP-DP-43 through 47; MPP-PS-1, 3, 7, 8, 12, 13, 19, 20, 24)

Explain the vision for the center and how the plan promotes sustainability. Explain the following:

- Using system approaches to planning for the environment
- Describe parks and open space, including public spaces and civic places
- Wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater)
- Human health and well-being

EXPLAIN HERE:

Growth and Development

(MPP-DP-1 through 13, 33-42; MPP-H-1 through 9; MPP-Ec-16-20)

Explain how the center plan takes steps to guide residential and job growth. Explain the following:

- Identify residential and employment planning targets, as well as residential densities and building intensities
- Planning for and achieving housing production (including affordable housing)
- Design standards for pedestrian-friendly, transit-oriented development
- Economic and residential role of the center in the city and region

EXPLAIN HERE:

Transportation Provisions

(MPP-DP-40, 43, 54 through 56; MPP-H-6; MPP-Ec-6; MPP-T-1 through 33; DP-Action-18)

Explain how the plan addresses the following physical design guidelines established in Transportation 2040 – the region's long-range transportation plan:

- Encourage a mix of complementary land uses
- Encourage compact growth by addressing density and by linking neighborhoods, connect streets, sidewalks and trails
- Integrate activity areas with surrounding neighborhoods
- Locate public/semipublic uses near stations
- Design for pedestrians and bicyclists
- Promote the benefits of on-street parking
- Provide usable open spaces
- Manage the supply of parking
- Reduce/mitigate parking effects

EXPLAIN HERE:

PART II: GROWTH CENTER QUESTIONS

Explain how the plan address these additional transportation issues:

- Mode-split goals for the center
- Multimodal transportation network, including pedestrian and bicycle facilities, and linkages to adjacent neighborhoods and districts
- Address regional high-capacity transit
- Provisions for context-sensitive design of transportation facilities, as well as full standards for urban facilities to serve all user groups ("complete streets") and environmentally friendly street design ("green streets")
- Tailor level-of-service standards and concurrency provisions for the center to encourage transit
- Parking management strategy

EXPLAIN HERE:

Other Topics

Explain any other provisions in the center plan of regional interest or significance, as well as any unique topics or issues.

EXPLAIN HERE:

MANUFACTURING INDUSTRIAL CENTERS: In the first space below, please provide a **brief description** of what materials are being submitted. Then proceed with completing the **two parts** of the reporting tool itself:

Part I - Checklist: This lists out key provisions that should be addressed in a center plan.

Part II- Submittal Form Questions: Brief responses that explain how the center plan being submitted addresses VISION 2040.

DESCRIPTION OF SUBMITTED MATERIALS

Explain the nature of the center plan materials being submitted for review, including the date adopted. For example, is this a full update, partial revision, or a set of annual amendments?

EXPLAIN HERE:

Using the checklist below, please indicate the VISION 2040 provisions that the center plan addresses. If there are certain VISION 2040 issues that are not addressed in the center plan, please provide an explanation of these in PART II of the reporting tool (questions).

PART I: MANUFACTURING INDUSTRIAL CENTER CHECKLIST

Center Plan Concept (or "Vision")

- ✓ Include a vision for the center. This should include a commitment to preservation of an urban industrial land base ☐
- ✓ Include an overview of the relationship of the center plan to the city's comprehensive plan, as well as VISION 2040 and countywide planning policies
- ✓ Include a market analysis of the center's development potential

Environment

- ✓ Identify and develop provision to protect critical/environmentally sensitive areas ☐
- ✓ Include policies and programs for innovative treatment of stormwater and drainage *(related to Public Services)*
- ✓ Include strategies and programs to reduce air pollution and greenhouse gas emissions

PART I: MANUFACTURING INDUSTRIAL CENTER CHECKLIST

Land Use

- ✓ Demonstrate and explain the defined boundaries and shape for the center
- ✓ Establish employment growth targets that accommodate a significant share of the jurisdiction's manufacturing/industrial employment growth, and demonstrate capacity to accommodate these levels of growth (note that targets are aspirational and state the minimum number of jobs that a jurisdiction must be zoned to accommodate and will strive to absorb by the planning horizon year. Targets are distinct from zoned development capacity)
- ✓ Describe the percentage of planned land use and zoning in the center for industrial and manufacturing uses
- ✓ Describe strategies to avoid land uses that are incompatible with manufacturing, industrial uses, such as large retail uses, high concentrations of housing, or non-related office uses (other than as an accessory use)
- ✓ Include design standards that help mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas

☐

Economy

- ✓ Describe the economic role of the center within the city and the region
- ✓ Describe strategies to support or maintain manufacturing industrial industries (i.e., workforce, apprenticeships, land value policies, parcel aggregation, etc.)
- ✓ Describe key sectors and industry clusters in the center

☐

Public Services

- ✓ Describe local capital plans for infrastructure, as well as their financing (such as sewer, water, gas, electric, telecommunications). Explain strategies to ensure facilities are provided consistent with targeted growth

☐

Transportation

- ✓ Describe the transportation networks to and within the manufacturing industrial center, and plans to identify and address deficiencies
- ✓ Describe strategies that address freight movement, including local and regional distribution
- ✓ Describe strategies that address freight movement and employee commuting (such as by encouraging modes such as fixed-route and high-capacity transit, rail, trucking facilities, or waterway, as appropriate)
- ✓ Address relationships to regional high-capacity transit (including bus rapid transit, commuter rail, light rail, and express bus) and local transit by working with transit agencies
- ✓ Develop mode split goals

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In the spaces provided below, please describe provisions in the ***manufacturing industrial center*** plan with brief summaries. (You may supplement your summary descriptions with citations or references to specific policies.) If there are certain VISION 2040 issues that are not addressed by the center plan, please explain why.

Note: For a new center plan or full center plan update, please fill out each section. For amendments, only complete those fields which relate to topics addressed in the amendments.

PART II: MANUFACTURING INDUSTRIAL CENTER QUESTIONS

Development and Preservation of Industrial Lands

(MPP-DP-8-10, 53; MPP-Ec-3, 4, 19)

Explain how the center plan helps preserve the manufacturing industrial land base. Explain the following:

- Adopted growth targets for the center
- Plans and strategies to protect these lands from encroachment by incompatible uses and development, both in the center and on adjacent lands
- The percentage of planned land use and zoning in the center for industrial and manufacturing uses
- Design standards that help mitigate aesthetic and other impacts of manufacturing and industrial activities both within the center and on adjacent areas
- Economic role: Programs to support export-oriented basic goods and services, industry clusters, and ports

EXPLAIN HERE:

Sustainability

(MPP-Ec-7, 15; MPP-En-1 through 25; MPP-PS-1, 3, 7, 8, 12, 13)

Explain the vision for the center and how the plan promotes sustainability. Explain the following:

- Environmentally- and socially-responsible economic development practices
- Use of system approaches to planning for the environment
- Wise use of services and resources (including conserving water and energy, reducing waste, treating stormwater)
- Addresses human health and well-being

EXPLAIN HERE:

PART II: MANUFACTURING INDUSTRIAL CENTER QUESTIONS

Transportation

(MPP Ec-6, 18; MPP-T-1-8, 12, 13, 14, 17-19; 20-22, 27, 30)

Explain how the plan addresses the distinctive needs of manufacturing industrial employment, including:

- Design, construct, and operate facilities to serve all users, including employees, while accommodating the efficient movement of freight, goods, and services within and between centers
- Maintain and improve the existing multimodal freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility
- Mode-split goals for the center
- Address regional high-capacity transit service

EXPLAIN HERE:

Other Topics

Explain any other provisions in the center plan of regional interest or significance, as well as any unique topics or issues.

EXPLAIN HERE: