

DRAFT RECOMMENDED ALTERNATIVE

RENTON DOWNTOWN CIVIC CORE VISION AND ACTION PLAN

CITY OF RENTON

PREPARED BY:



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Table of Contents

Introduction2

Community Generated Solutions2

Vision for the Renton Civic Core and Downtown3

Implementation Framework4

 Sustain

 Activate

 Create

Recommended Alternative Maps9

 Level of Intervention

 Downtown Transit // Mid-Term Routing

 Downtown Transit // Long-Term Routing

 Parks and Open Space

 Urban Form + Opportunities

 Street Types + Parking Access

 Bicycle Access + the Arts Trail

Recommended Alternative Street Sections16

 Burnett Between 2nd and 3rd

 Burnett Between 3rd and 4th

 Burnett Between 4th and 5th

 3rd Street // 2nd Street

 William and Wells Avenue // Logan Avenue

Transit Recommendations21

 Short-Term Actions

 Mid/Long-Term Actions

Parking Management Strategies21

Public Facilities Management22

Placemaking and Programming22

Design and Development Strategies23

 Quick Wins

 Short-Term Actions

 Mid/Long-Term Actions

Next Steps27



View from the Piazza



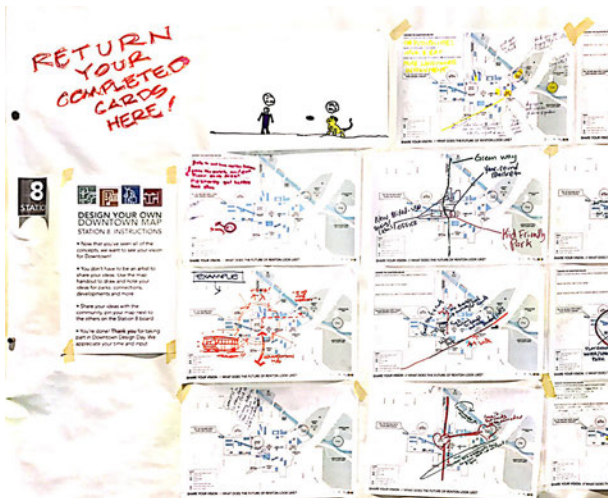
Downtown Renton transit

2

Vision for the Renton Civic Core and Downtown



Public Kick-Off Meeting



Design Day Maps



Downtown Design Day Open-House

spaces to create a more cohesive street front and generate more activity. Specific uses should be encouraged that attract more residents and visitors- drawing more businesses, including a community market space, modern work spaces, mixed-use and affordable housing and active ground floors. Public spaces should be designed and programmed for year-round and all ages activities, creating places that are more inviting, playful and functional. Specific refinements should include redesigning the Piazza with amenities and programs for kids, teens and adults, connecting North and South Burnett Linear Parks, and renovating the parking garage ground floor. Green infrastructure along with better-connected trails and public spaces should tie spaces together. To sustain long-term investment, a strong network of public and private partners should be assembled.

Extensive public discussions around the future of the Civic Core and Downtown led to the Draft Vision and the Design and Development Strategies identified below. From the initial opportunities and constraints analysis at the public kickoff, to the three concept evaluations at Design Day, each element of the planning process has focused on identifying the major desires and needs for how Civic Core and Downtown function. The Civic Core and Downtown is poised to become both a destination for current residents and a desirable location for new businesses, residents and visitors to the area. It's a place where creativity, making connections, and innovation flourish.

The future Civic Core and Downtown has special attractions, making it a desirable place to be. Community members want an around-the-clock Civic Core with year-round activities and nightlife, places to live, work and eat, while showcasing its rich history, great public spaces, art and cultural attractions.

Design and Development Strategies organize the recommendations and priorities for actions and specific projects (**page 23**).



Design Day Mood Board

The Civic Core and Downtown are places where people of all ages and abilities live, work, shop, recreate and gather, connected by art and public spaces that encourage investment and creativity.



Developing a vibrant community

Design and Development Strategies

1. Improve urban design to encourage strolling and increase visual interest
2. Provide active and engaging public spaces
3. Create safe, green and attractive streets
4. Support small businesses and downtown living
5. Increase economic activity and business attraction
6. Integrate art into the Civic Core and Downtown

Implementation Framework

Existing spaces within the Civic Core and Downtown are not created equally nor do they have the same amenities available. Various levels of intervention will be needed (**Figure 1.1, page 9**), depending on location, and are organized into three themes: **Sustain**, **Activate** and **Create**. Sustain requires the least amount of intervention while Activate and Create may require extensive public and private investment over time to reach the desired result.

Additional maps and illustrations (**Figures 1.2 through 1.14**) identify how this implementation framework translates to potential projects and actions.

SUSTAIN

Streets like S. 3rd Street east of Burnett Avenue S. and several of the major downtown streets like Williams and Wells Avenues S. are already functioning well. This level of intervention focuses on supporting and improving upon what's happening now. Interventions could include:

- Focusing on storefront improvements such as removing mirrored glass to increase visibility, repainting and restoring facades;
- Increasing the number of awnings and/or continuous tree canopy to shelter pedestrians from the elements and improve the pedestrian experience. Worn awnings should be replaced, if possible;
- Increasing seating either on the sidewalk or through parklets;



Awnings and tree canopies provide shelter



Temporary pop-up uses revitalize alleys and vacant lots



Lighting and art installations help to attract pedestrians

- Using small off-street parking lots for temporary uses, such as food trucks, pop-up retail, or seating;
 - Adding temporary edge treatments, such as landscaping or art installations on vacant lots;
 - Where applicable, incorporating alleys and alley entrances into the streetscape environment by using gateway elements, murals, lighting, or other features to attract pedestrian interest; and
- Though there is limited infill potential on many of these streets, blending new buildings with surrounding uses to the greatest degree practicable.
- Implementation:** Primarily private investment with support from the City through storefront improvement grants, flexibility in how vacant areas and parking lots are used for temporary/pop up uses, and streetscape improvements.

ACTIVATE

Streets such as Morris Avenue S. and S. 3rd Street west of Burnett Avenue S. have good bones in the form of older buildings and functional sidewalks, but many buildings need facade improvements and large vacant lots reduce the visual appeal of these streets. At this level of intervention, streets and adjacent development need a higher level of redevelopment or renovation. Potential interventions could include:

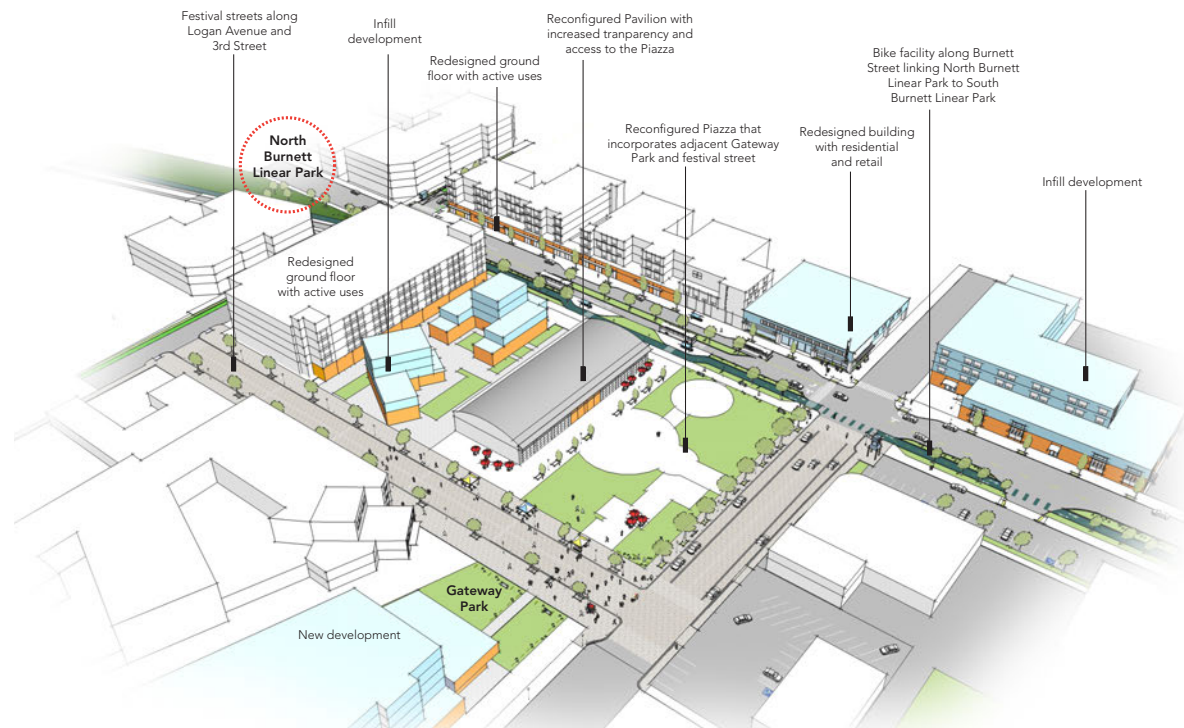
- Any of the **Sustain** interventions.

- Focusing infill development that improves the street environment. Existing development standards permit taller buildings, such as the recent 2nd and Main mixed-use building that will add needed housing units. New buildings should integrate with the surrounding built environment, using similar materials at least for the first two floors where pedestrians interact with the building facade. This includes use of brick or material meant to convey permanence or that match some of downtown's most prominent buildings;
- Encouraging renovation of existing buildings to increase the percentage of windows on the primary facade;
- Creating a festival street along Logan Avenue S. between S. 2nd Street and S. 3rd Street and along S. 3rd Street between Logan Avenue S. and Burnett Avenue S.; and
- Considering the existing Transit Street (**see Figures 1.2-1.3, page 10-11**) as an infill and gathering opportunity after transit is moved to other locations;

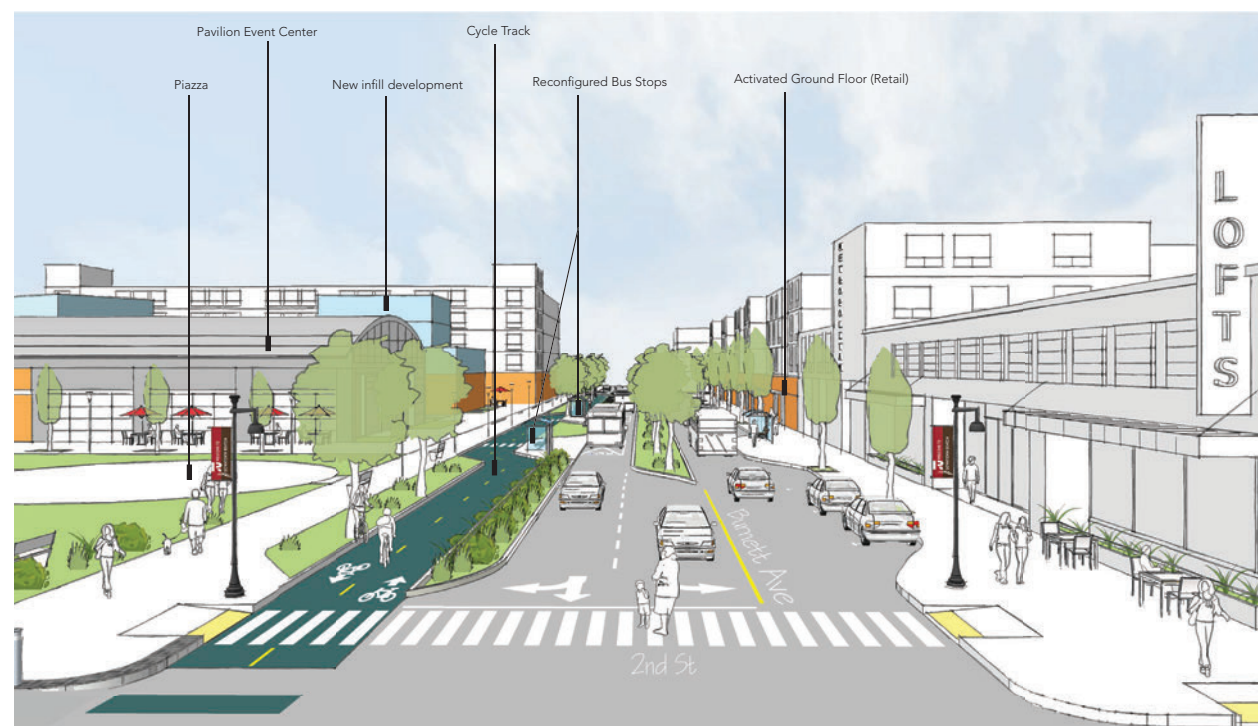
Implementation: A combination of public and private investment, particularly public investment in streetscape and utilities. Redeveloping some City controlled sites, such as the former Big 5 Sporting Goods site and Transit Street will require City support, potentially through infrastructure investment or developer selection.



The addition of a protected cycle track is just one of the potential streetscape improvements to Burnett Ave. S., shown in this north east facing view at the intersection with S. 3rd Street



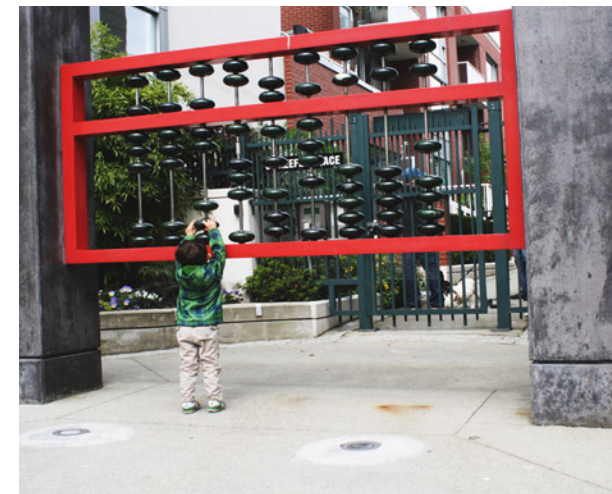
Conceptual aerial rendering of Civic Core and Downtown renovations



Conceptual view of proposed changes on Burnett Ave. between 2nd and 3rd, facing north



Improvements in pedestrian and cyclist safety



Interactive art features



Wayfinding and branding elements

CREATE

This level of intervention requires the greatest effort and builds on the recommendations for all other intervention types. S. 2nd Street, for example, has an extensive amount of vacant land with potential for redevelopment, low pedestrian interest and high traffic volumes. While the eventual two-way conversion of the roadway could improve pedestrian conditions, specific actions will need to occur to improve overall conditions. There are also several public investments proposed for parks and urban trails, including linking Burnett Linear Parks, the Piazza and the Pavilion, that can energize and catalyze development in the Civic Core and Downtown. Potential interventions could include:

- Interventions identified in the **Sustain** and **Activate** categories.
- Making strategic moves such as linking the two Burnett linear Parks along Burnett Avenue S. (**see Figure 1.4, page 12**), focusing on converting existing parking on the ground floor of the apartment building (east side of the street) to retail space will improve the street and pedestrian environment;
- Focusing on street design and the pedestrian experience. This could include upgraded streetscapes, improved branding and wayfinding, and traffic calming to make it safer for pedestrians to cross;
- Improving sewer/water infrastructure, as needed, to reduce the burden on developers or landowners to develop property;

- Improving urban form. Blending new buildings into their surroundings, using similar materials for the first two stories, providing pedestrian interest and increasing visibility with a high percentage of glass and primary entrances facing the street (not off-street parking);
- Incorporating transit service and stops into the urban form at the street, including extended bulb-outs that place the shelter closer to the street, minimizing encroachment into the pedestrian walking area;
- Actively marketing City-owned properties or assisting landowners and developers specializing in mixed-use. Efforts should be focused on locations near where significant public investments are proposed, such as the Burnett Avenue S./S. 2nd Street area. This could include public/private partnerships or other development incentives; and
- Considering lot consolidation, where possible. Many existing parcels are too small to attract developers, are oddly shaped, or

have other infrastructure challenges. There are several parcels along S. 2nd Street (or other areas beyond what is currently shown), for example, that could be consolidated to be more attractive to developers.

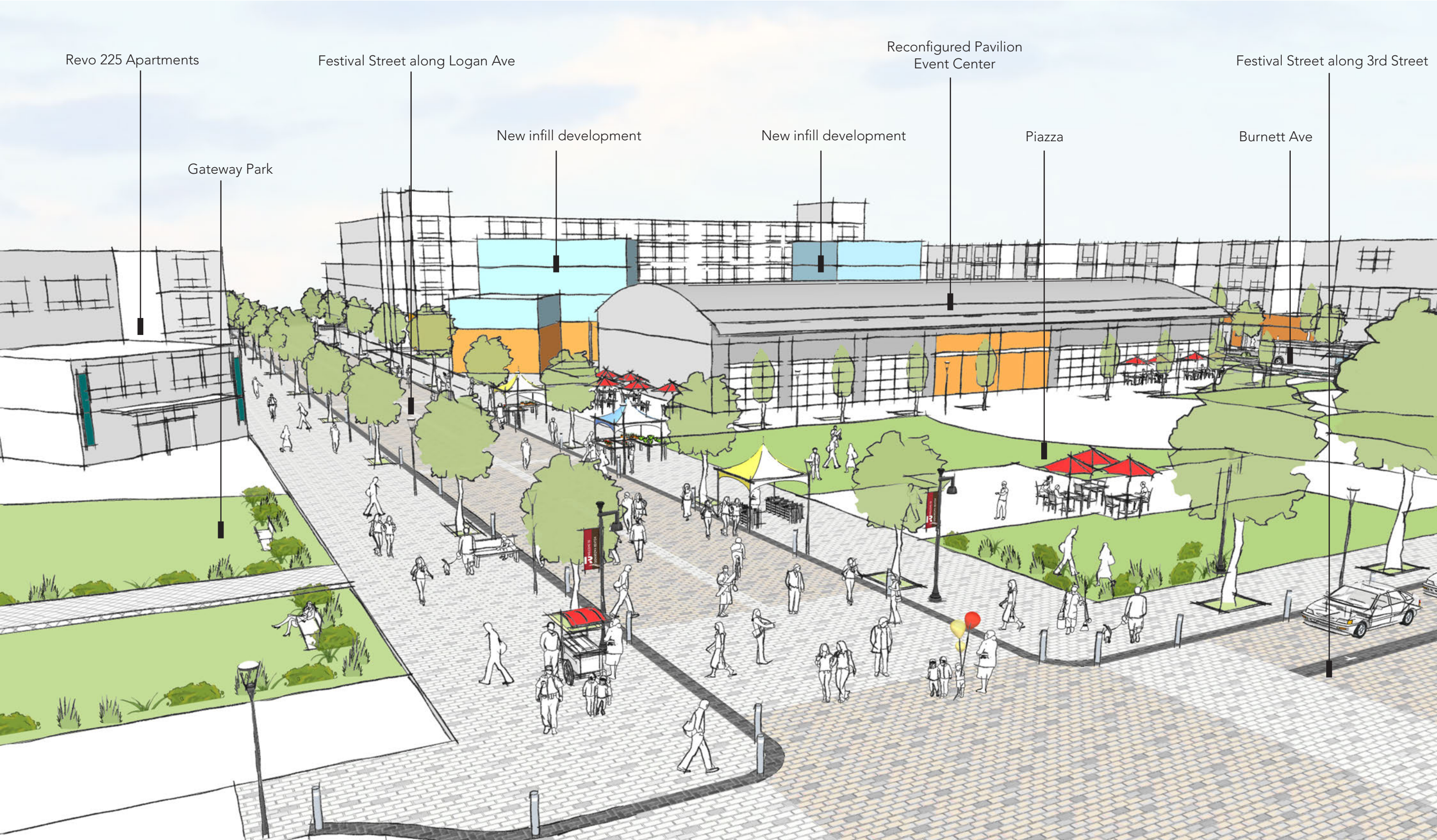
Implementation: Areas with this designation will require a higher level of public intervention and focused design management to create the walkable environment Renton residents and businesses envision. Implementation will require a combination of public and private investment, focused strategic and ongoing outreach to existing landowners, developers and existing businesses. Unlike Sustain and Activate, areas where public investment is helpful but not necessarily essential, Create areas will likely require a high degree of public investment in streetscape, utilities, marketing, and development assistance.



Pedestrian scale improvements



Mixed use development



Conceptual rendering of festival street along Logan Ave. facing the Pavilion

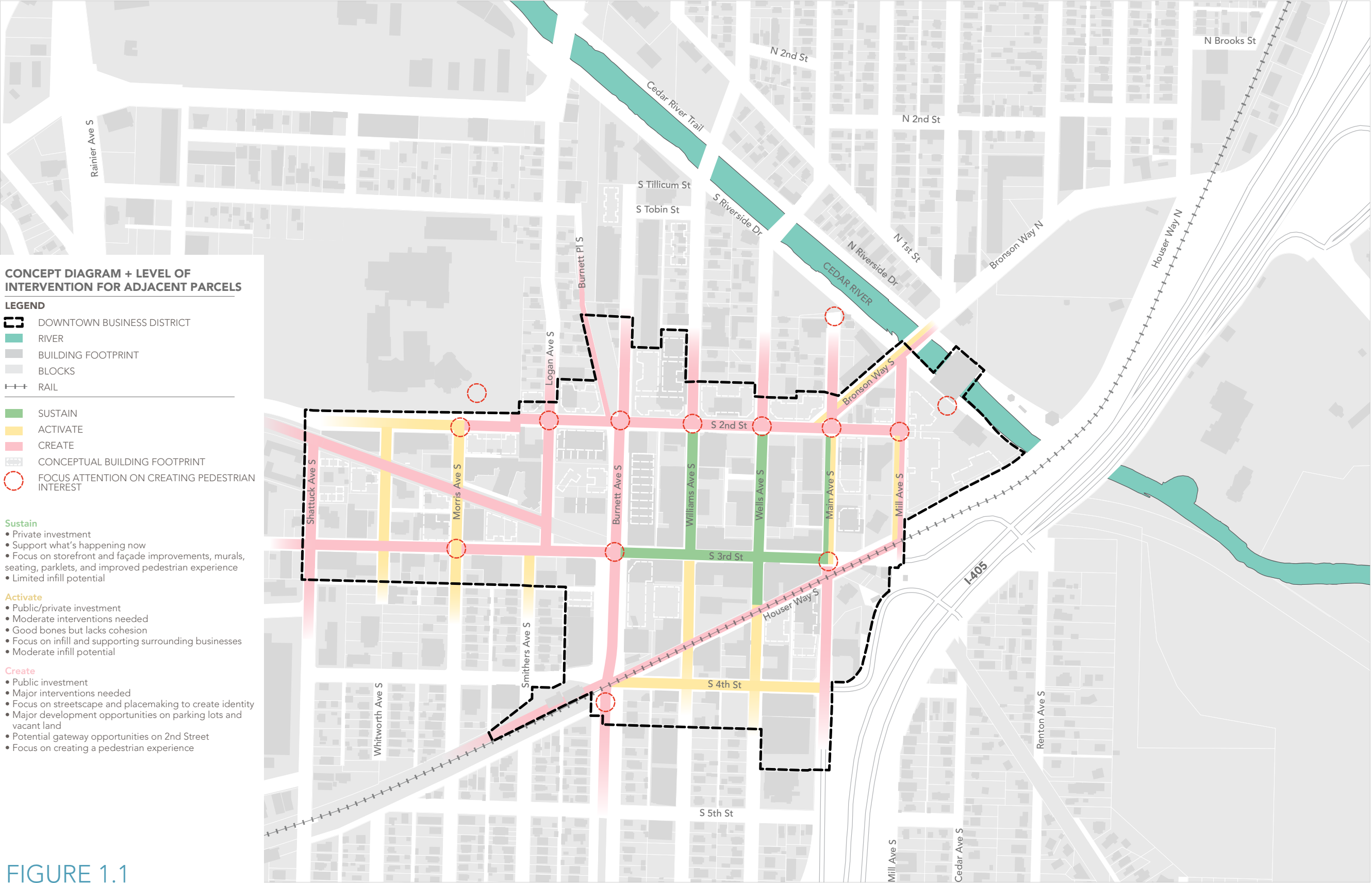
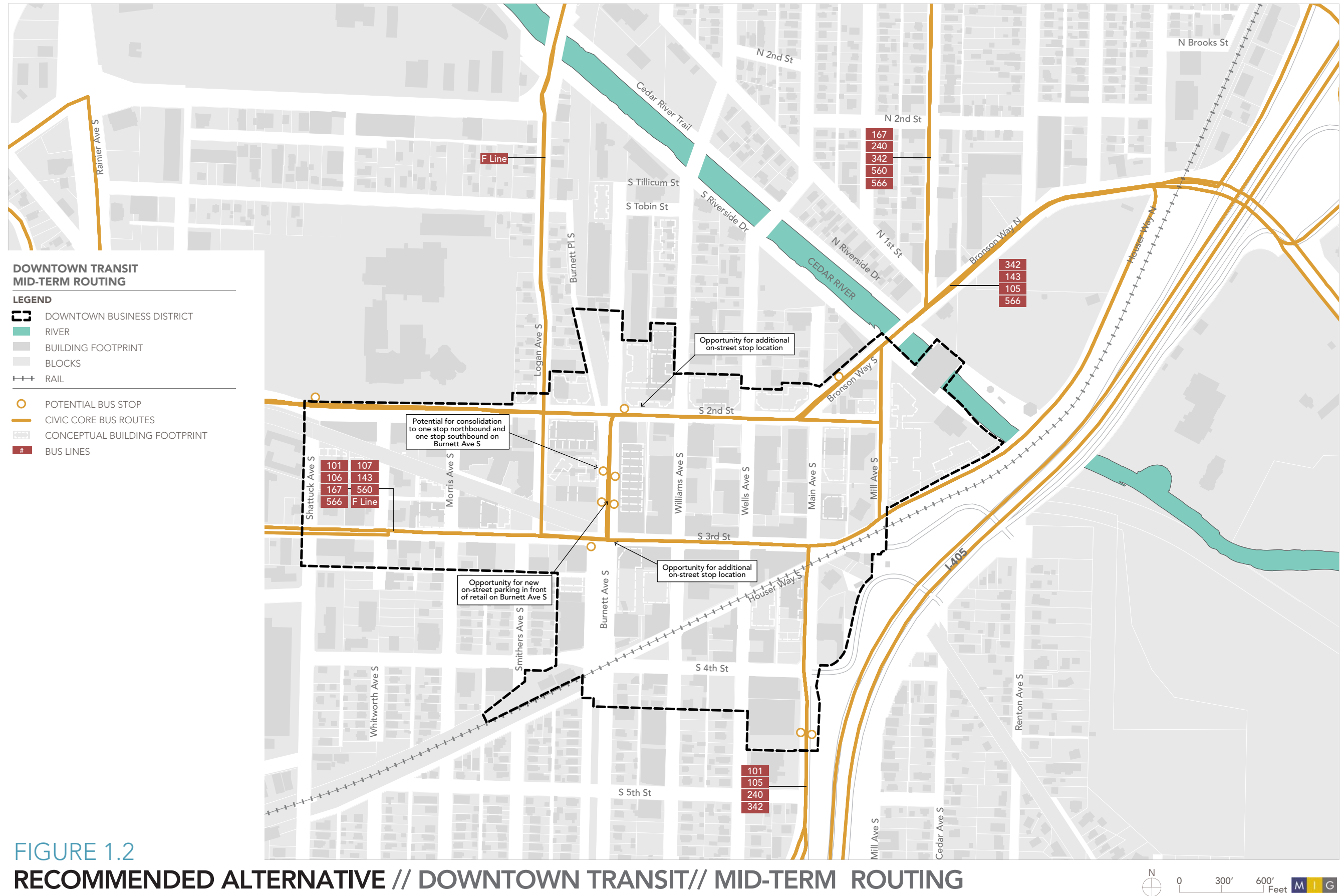


FIGURE 1.1
RECOMMENDED ALTERNATIVE // LEVEL OF INTERVENTION





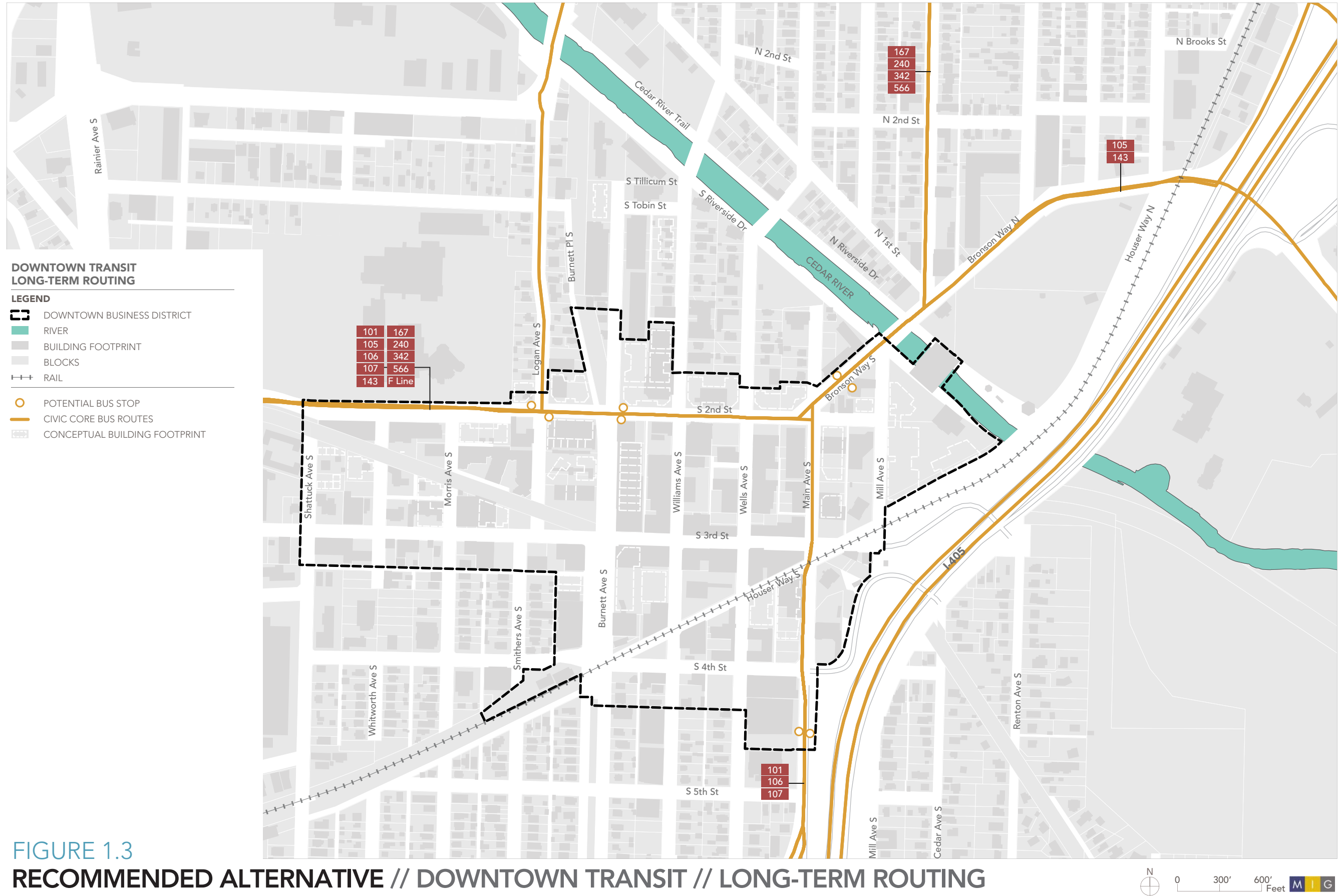
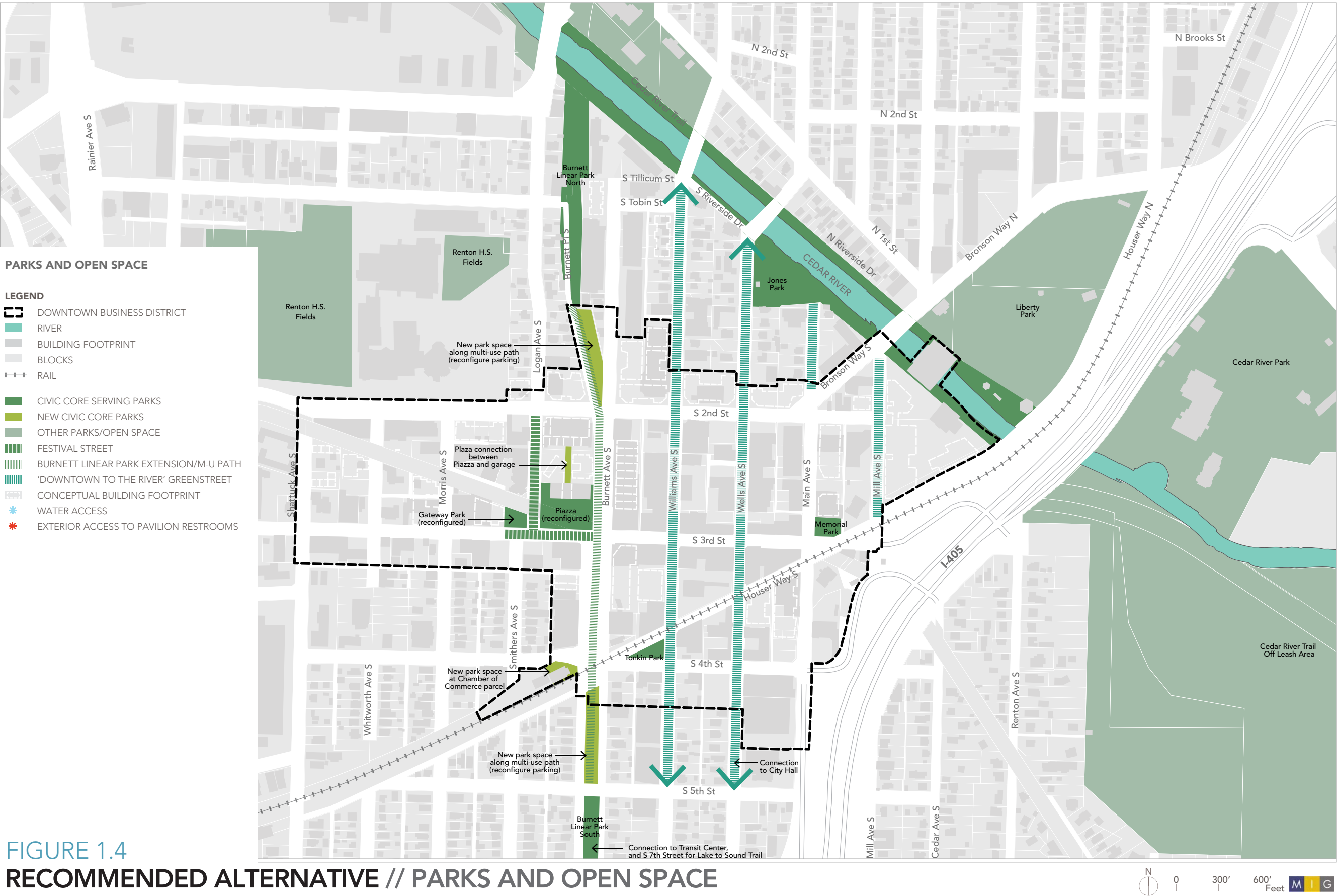
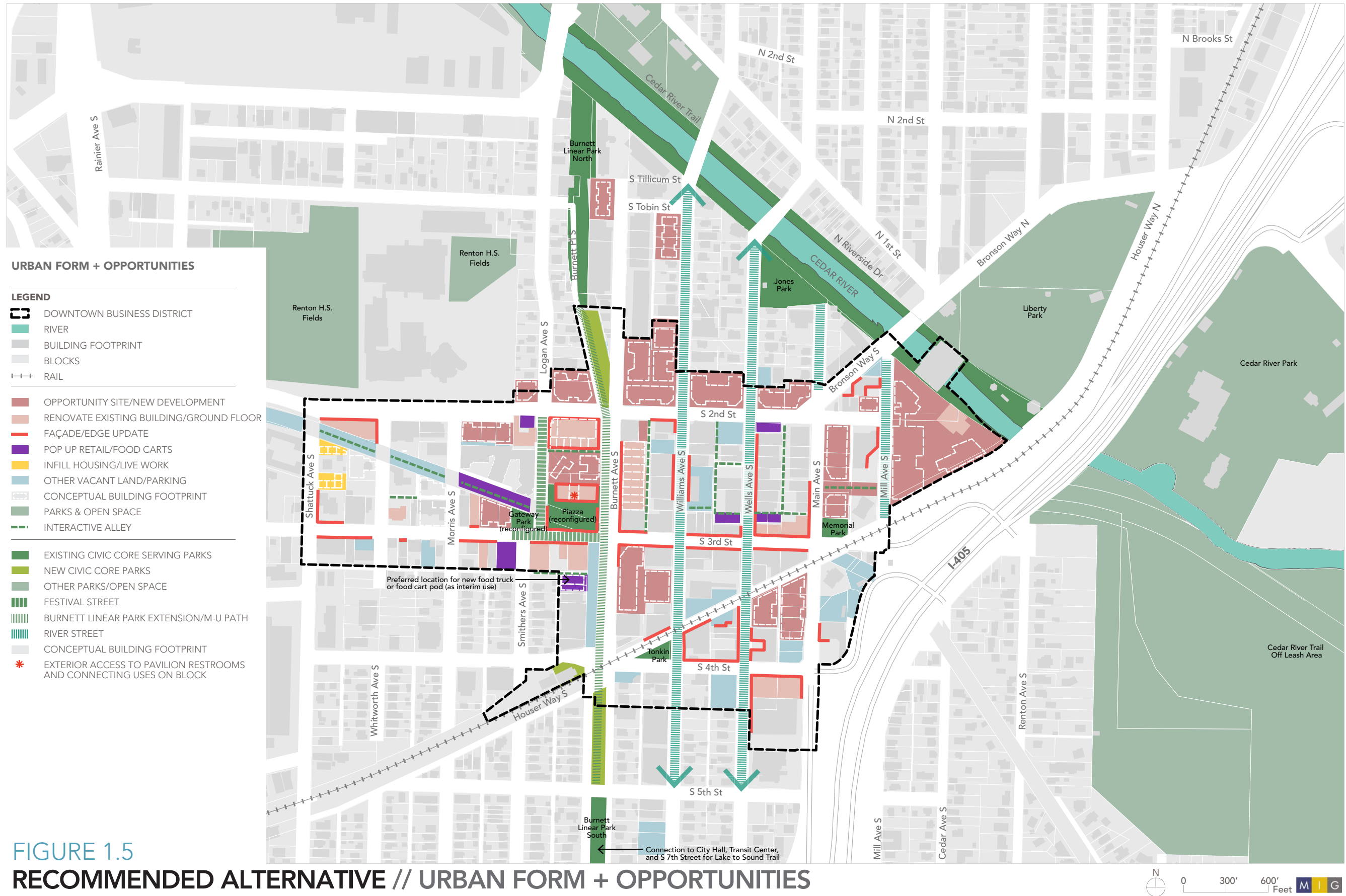


FIGURE 1.3
RECOMMENDED ALTERNATIVE // DOWNTOWN TRANSIT // LONG-TERM ROUTING





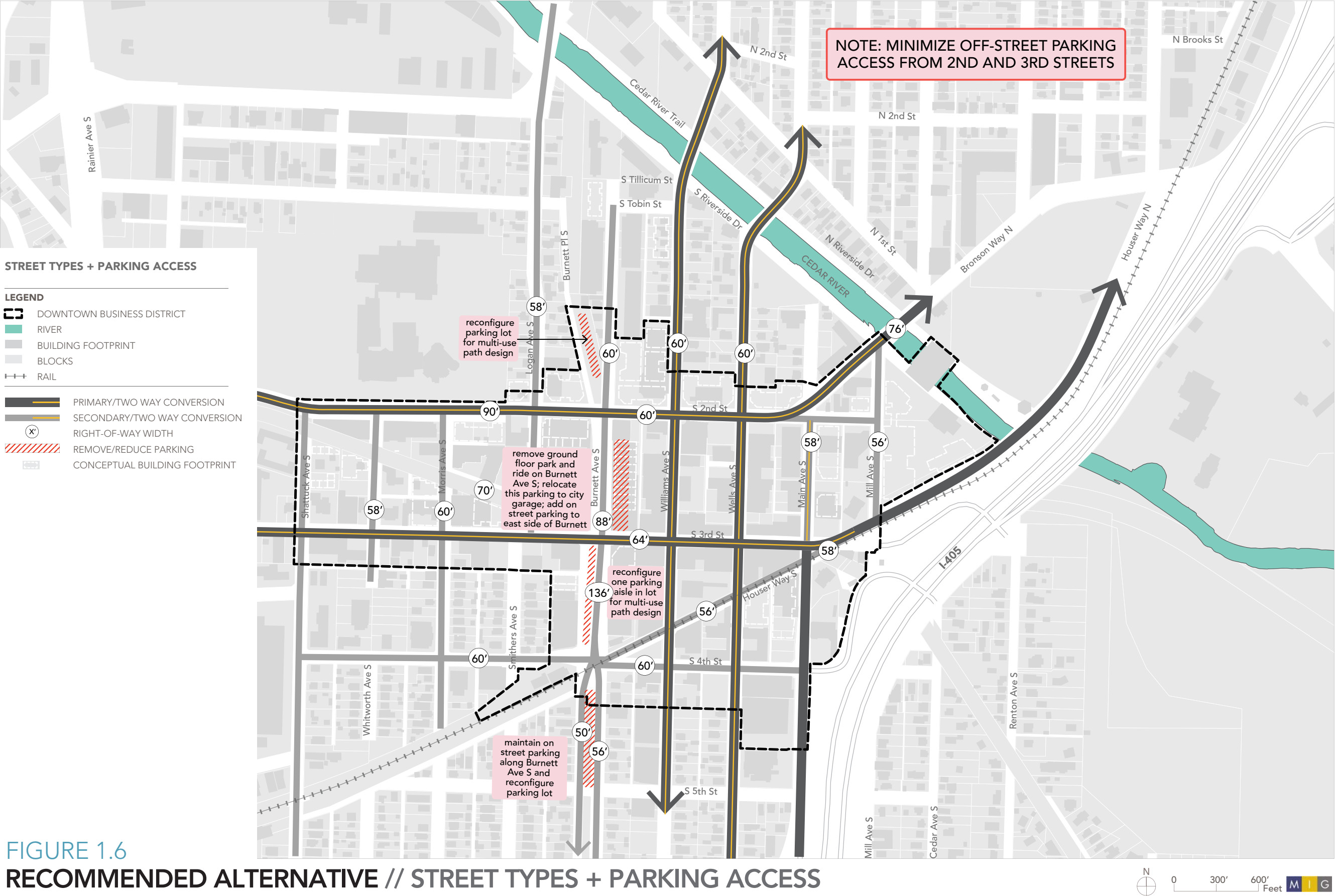


FIGURE 1.6
RECOMMENDED ALTERNATIVE // STREET TYPES + PARKING ACCESS

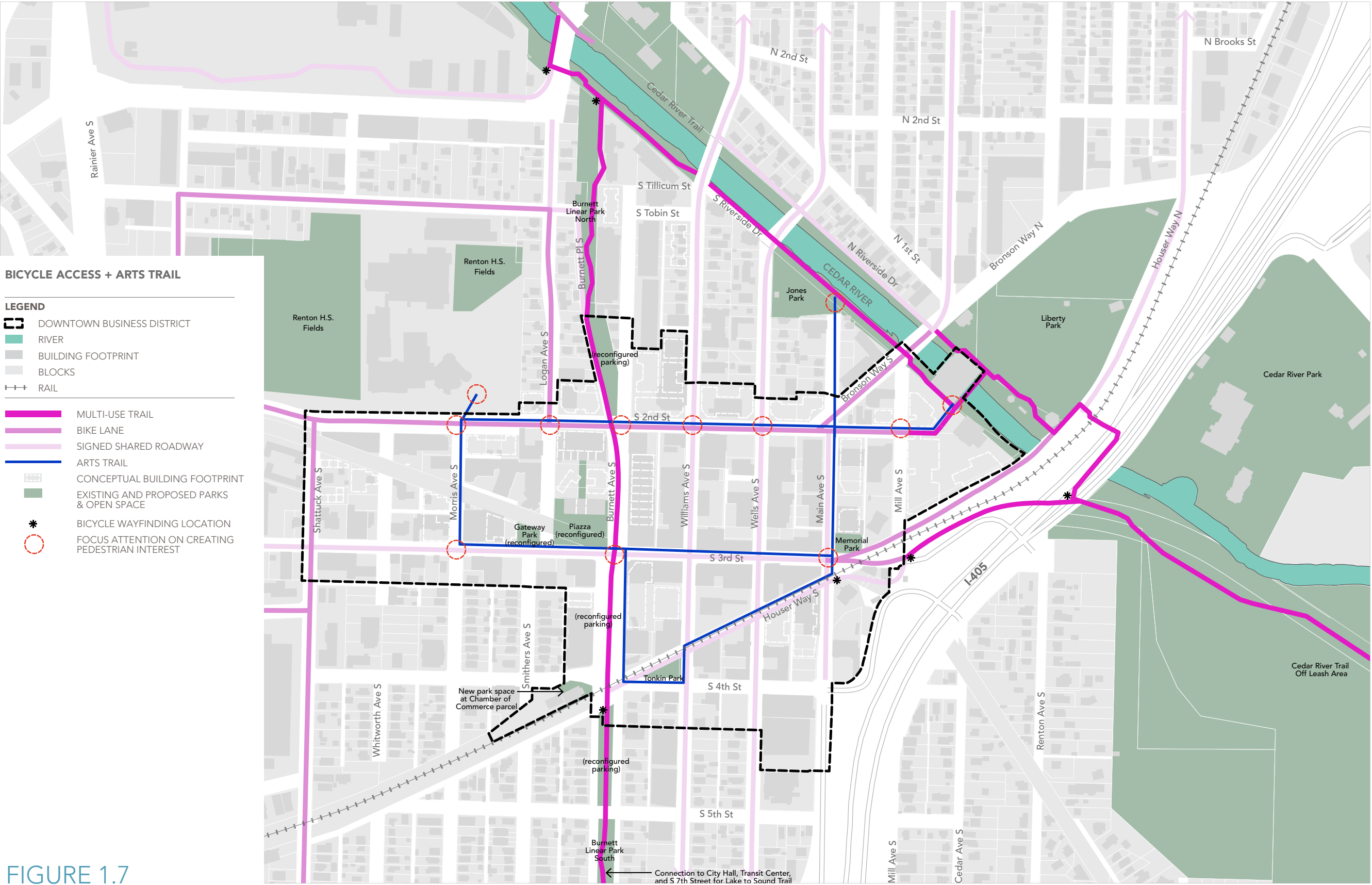
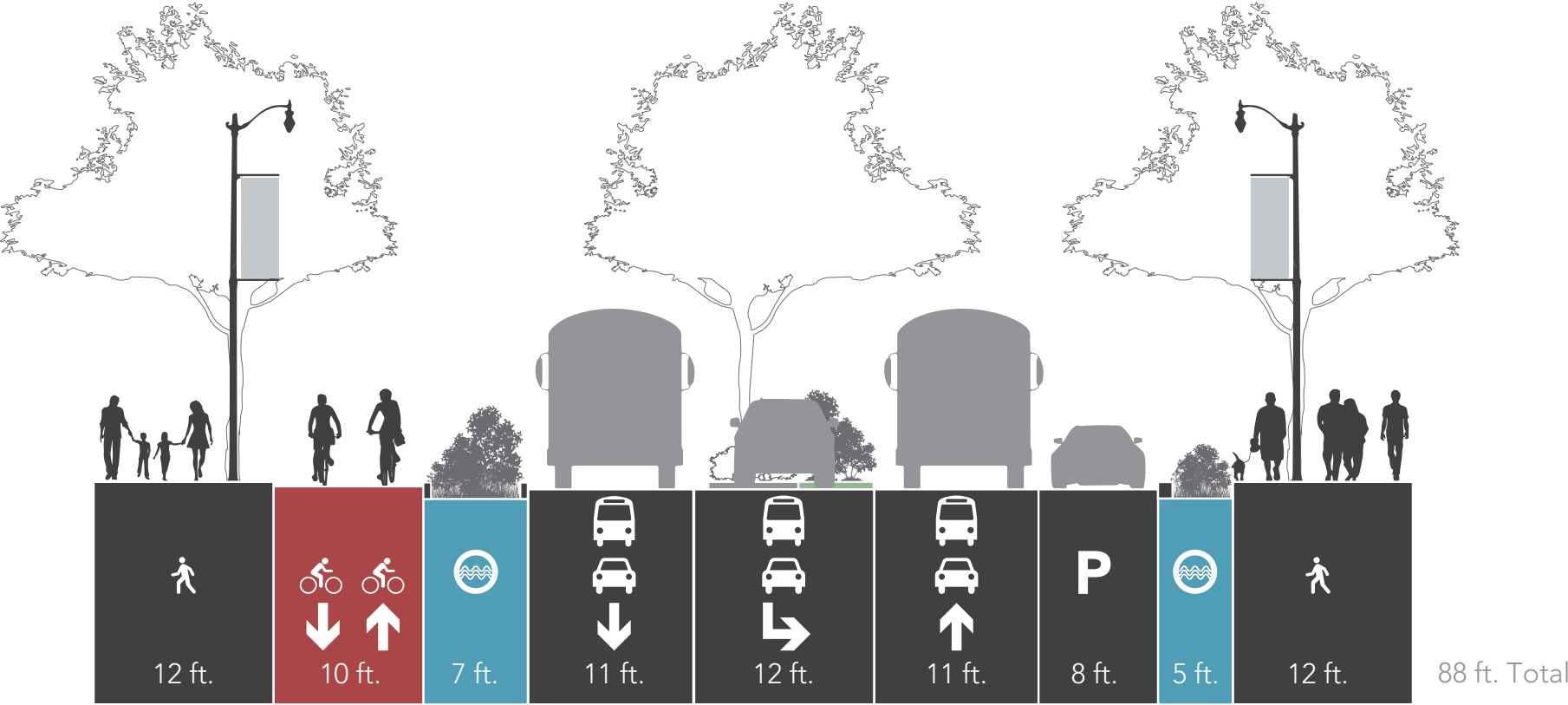


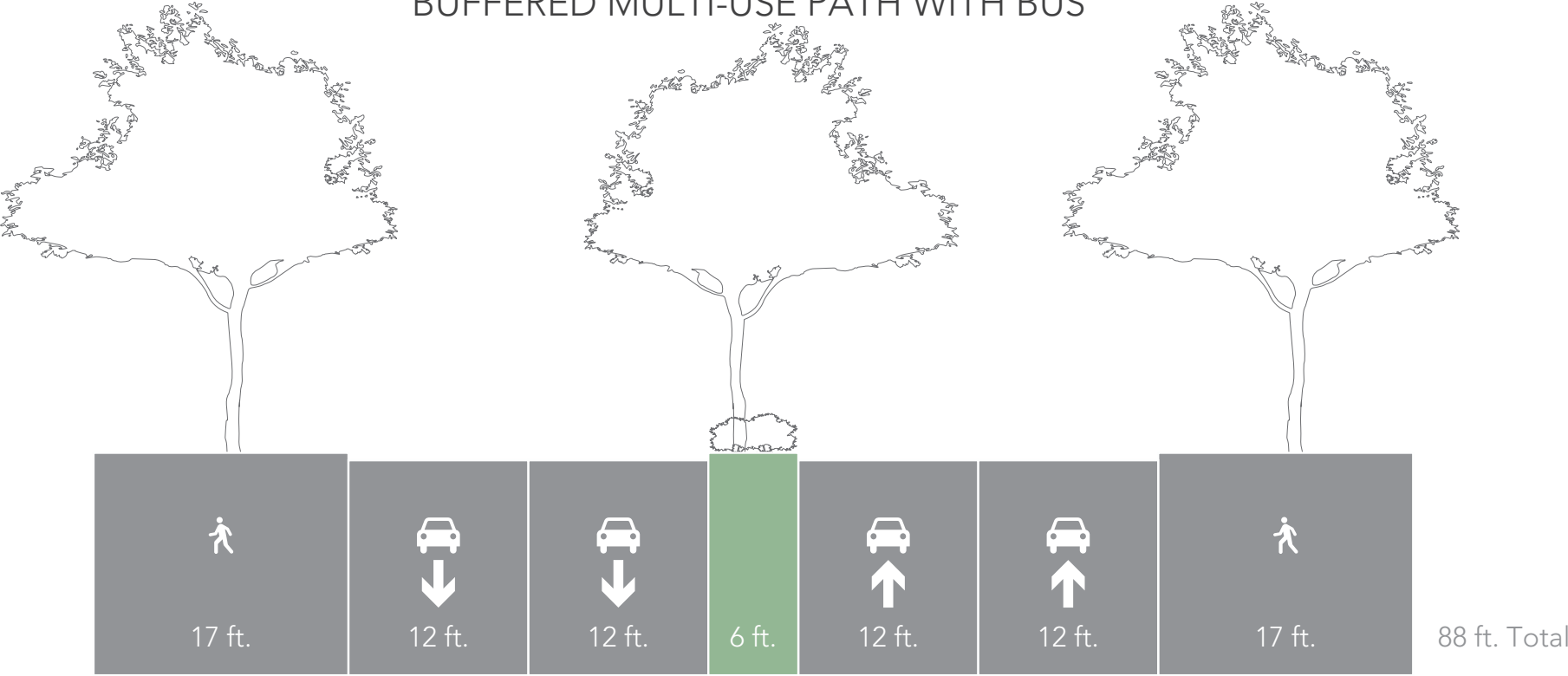
FIGURE 1.7
RECOMMENDED ALTERNATIVE // BICYCLE ACCESS + ARTS TRAIL



BURNETT BETWEEN 2ND AND 3RD



BUFFERED MULTI-USE PATH WITH BUS



EXISTING

SECTION LEGEND

- SIDEWALK
- BIKEWAY
- TRANSIT ROUTE
- VEHICULAR LANE
- ON STREET PARKING
- STORMWATER PLANTER



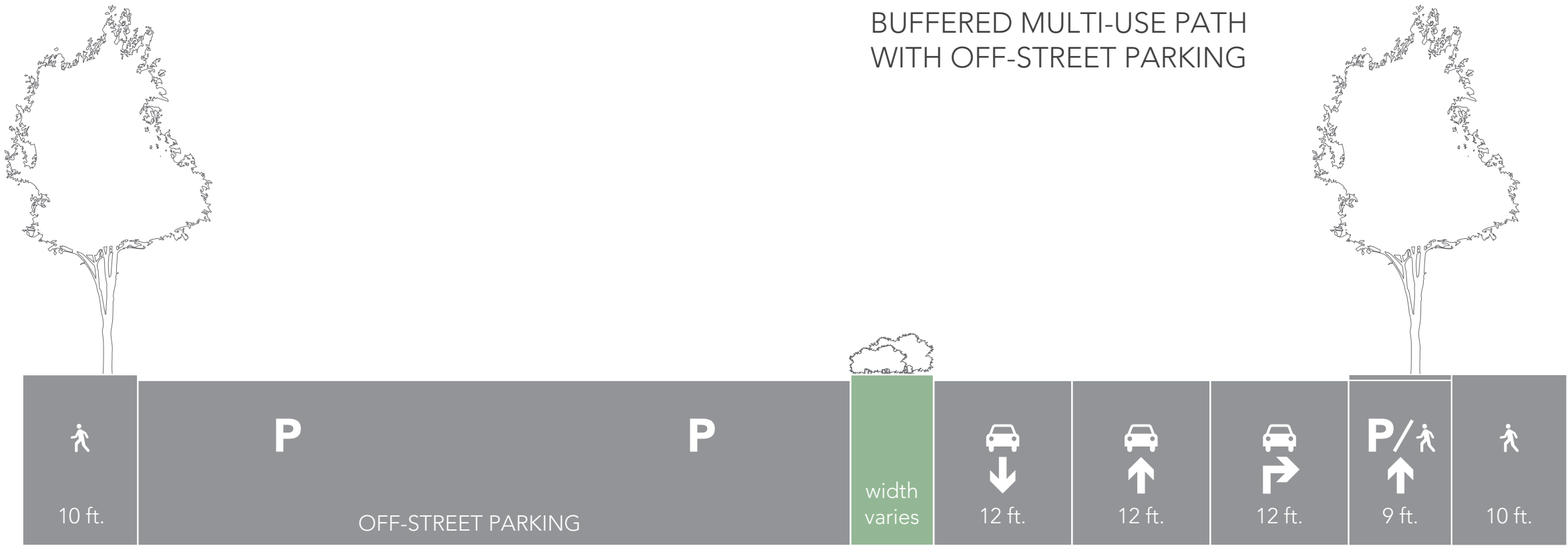
FIGURE 1.8



BURNETT BETWEEN 3RD AND 4TH



BUFFERED MULTI-USE PATH WITH OFF-STREET PARKING

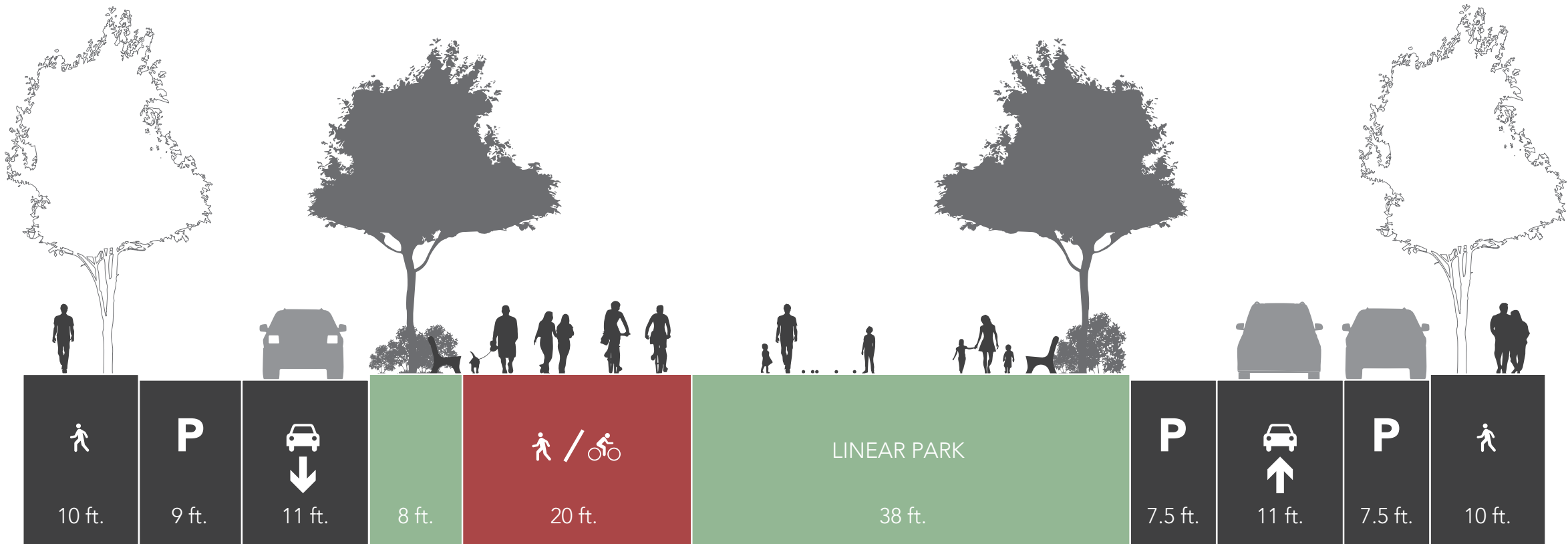


EXISTING

FIGURE 1.9



BURNETT BETWEEN 4TH AND 5TH



BUFFERED MULTI-USE PATH AND LINEAR PARK WITH BURNETT SPLIT

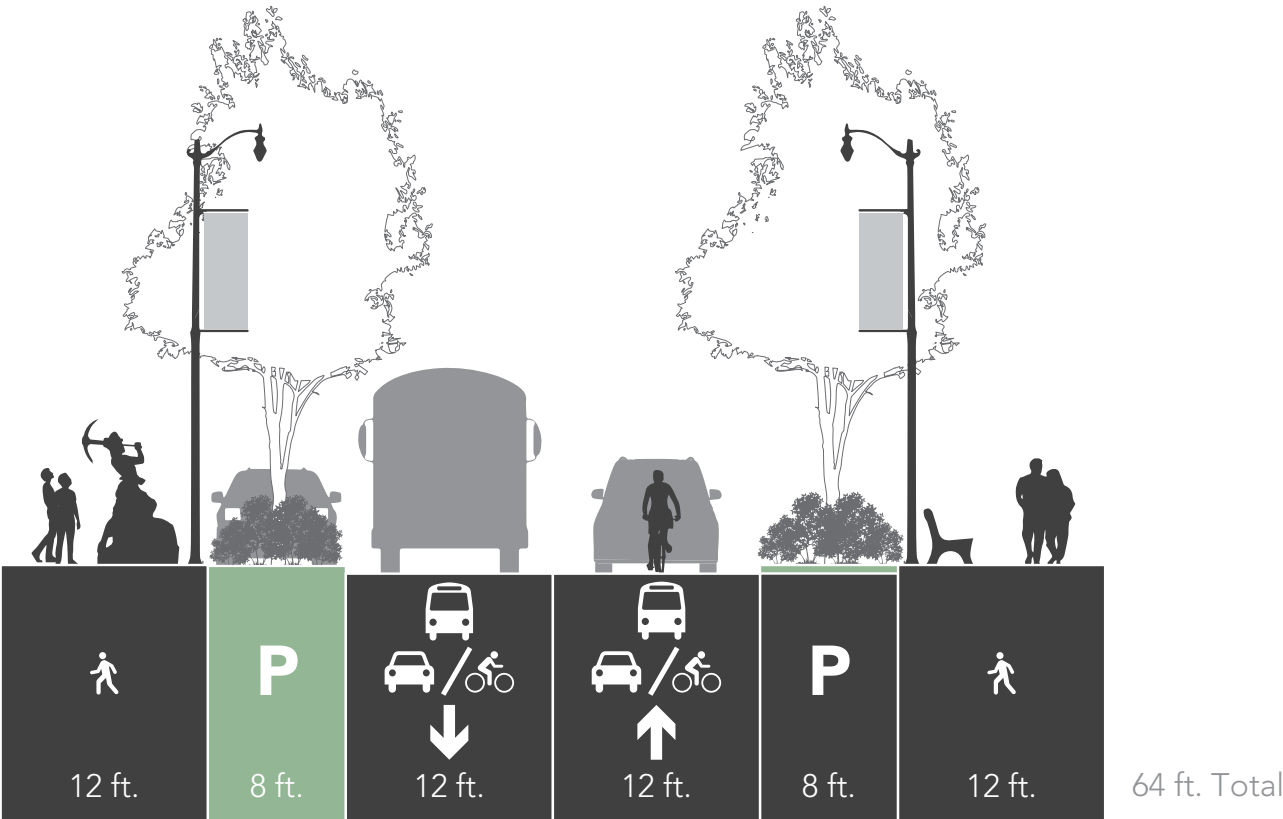


EXISTING

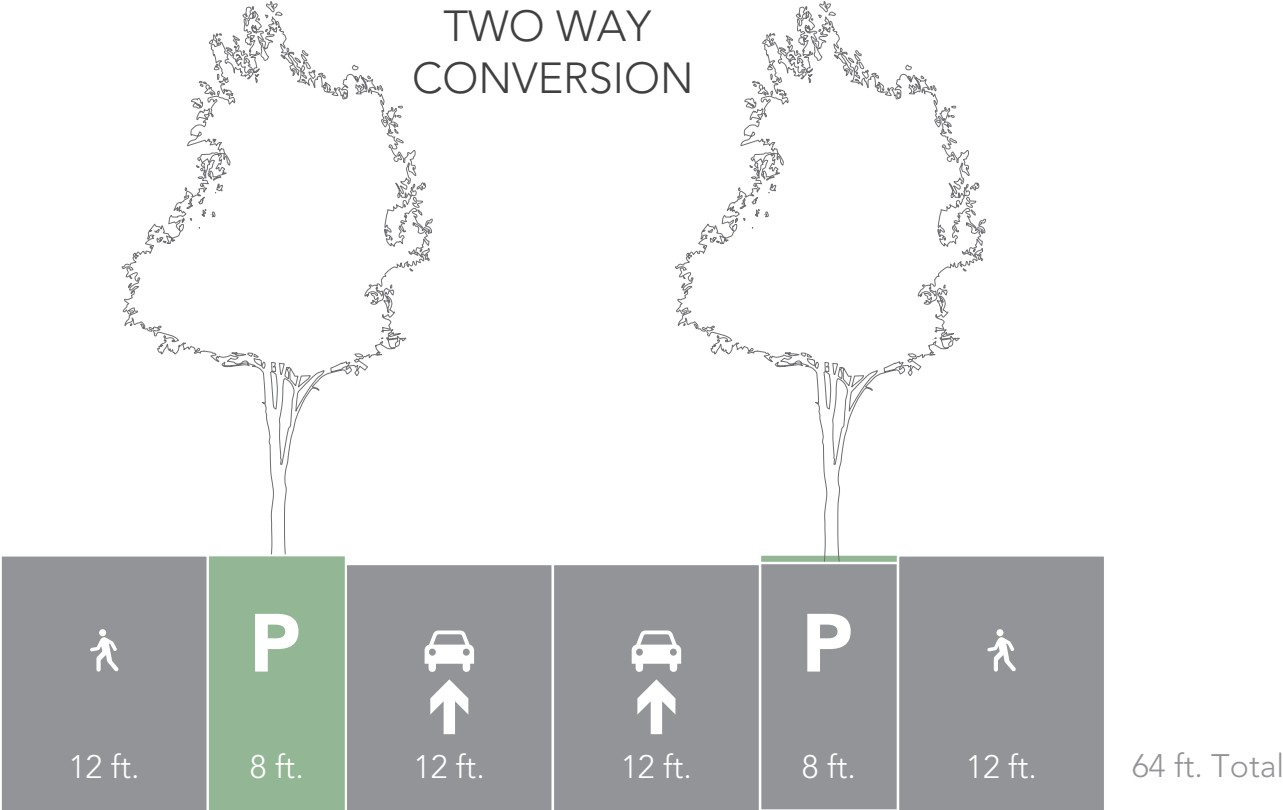
FIGURE 1.10



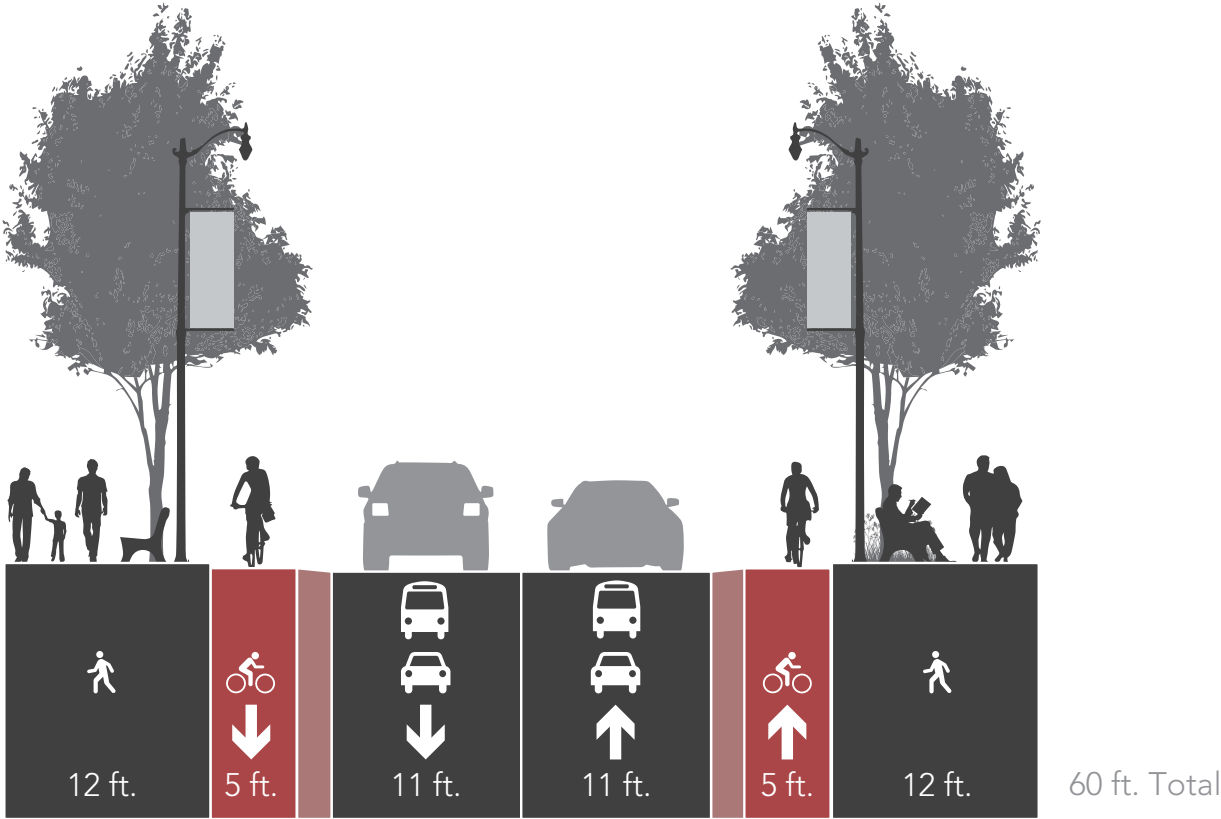
3RD STREET



TWO WAY CONVERSION



2ND STREET



TWO WAY CONVERSION WITH CYCLE TRACK

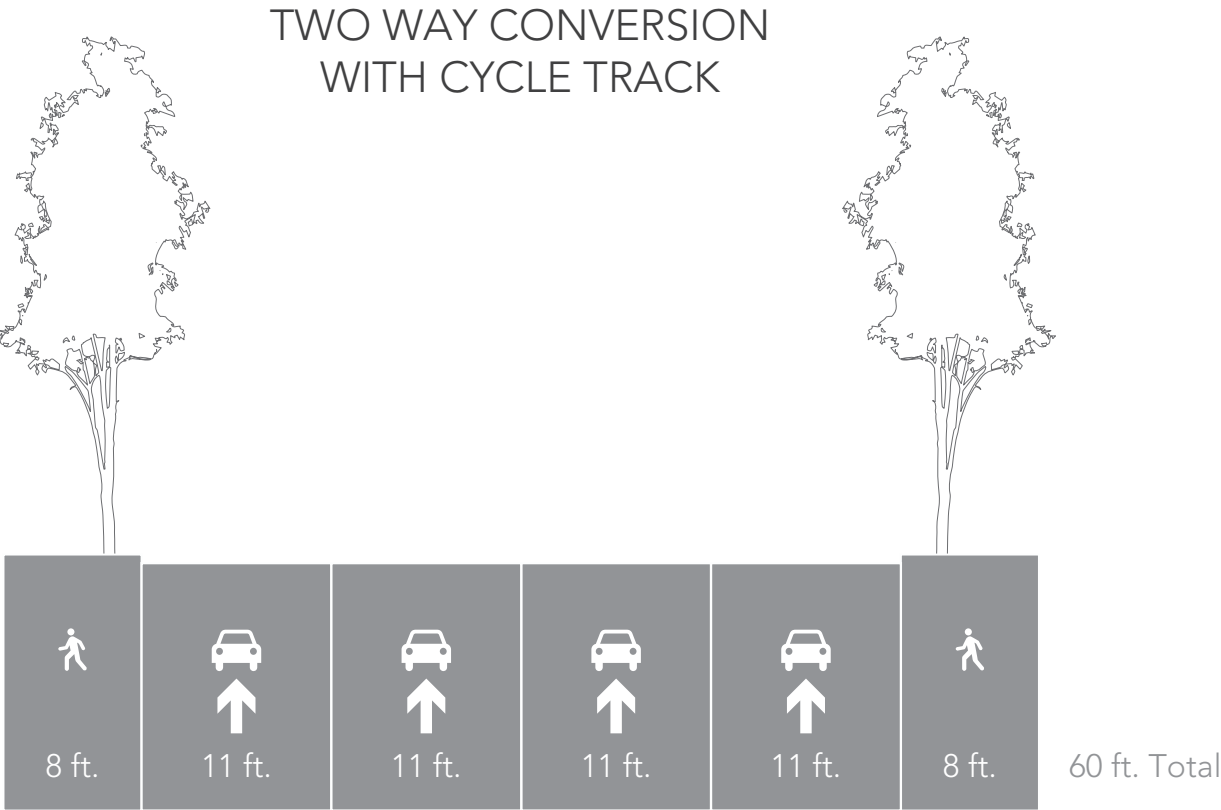
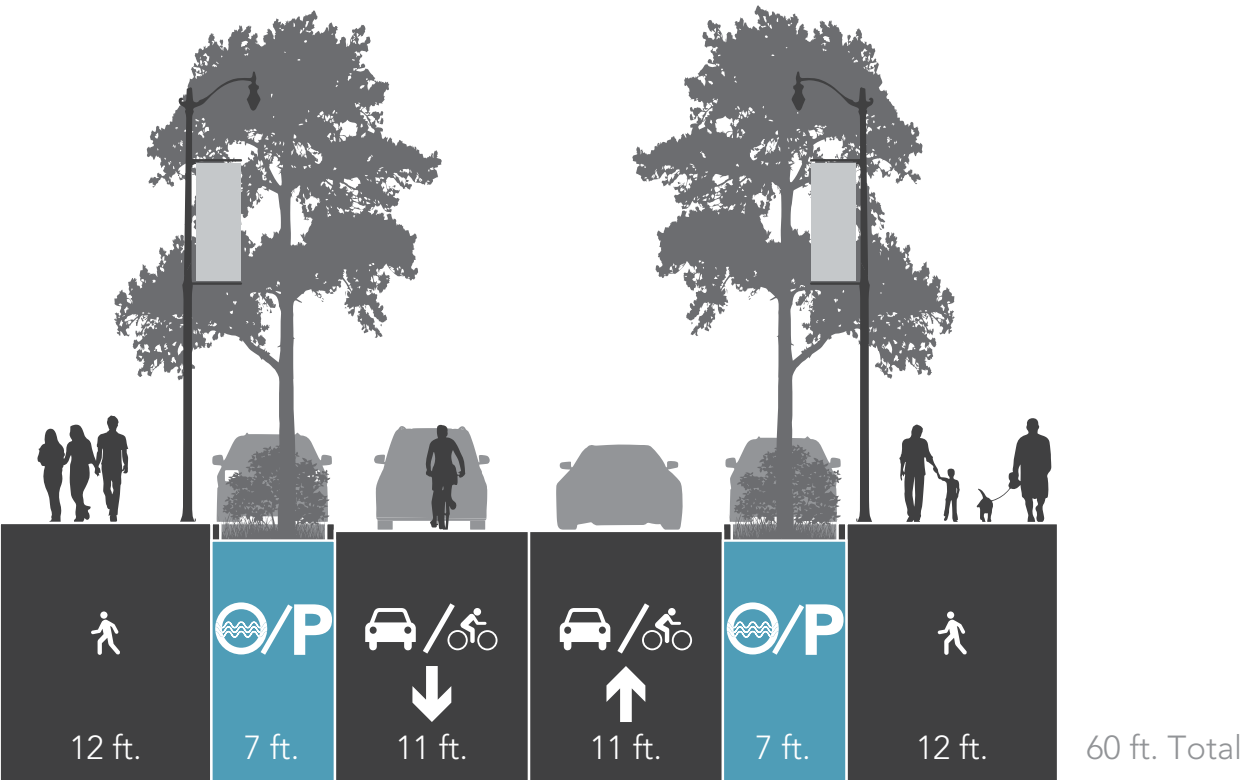


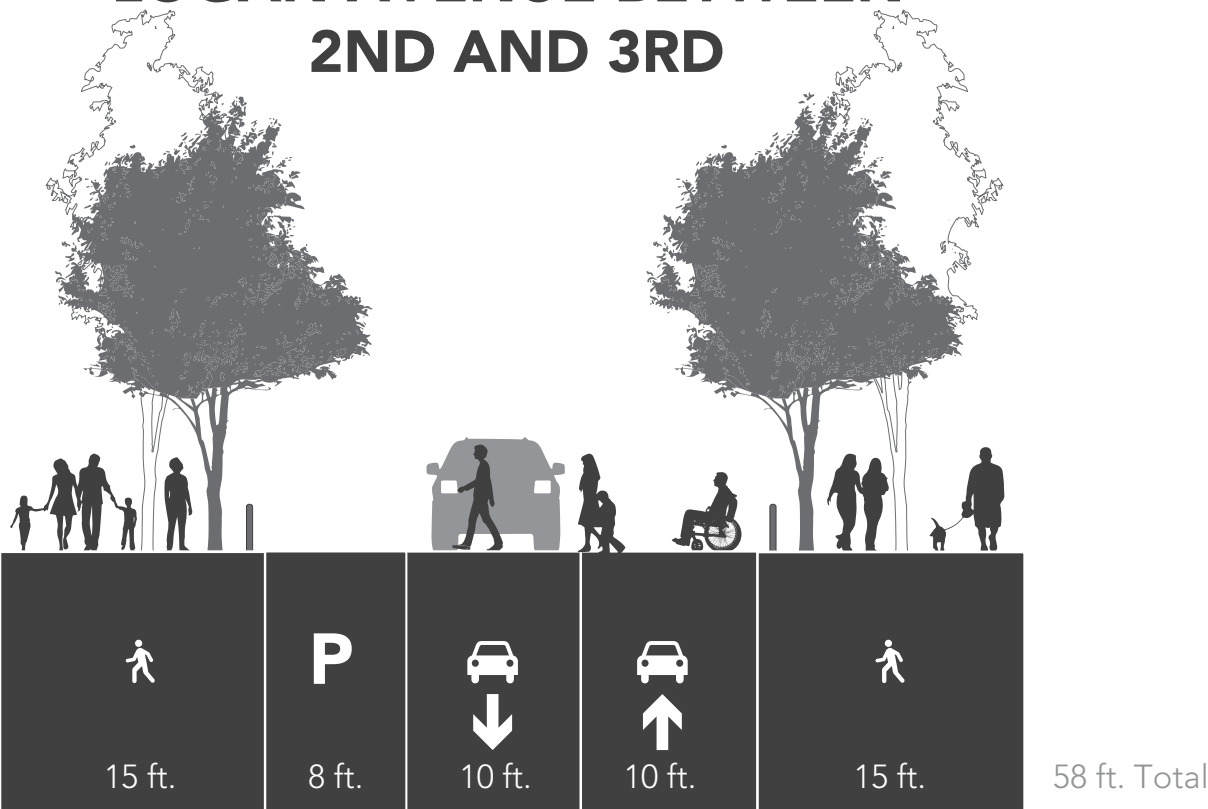
FIGURE 1.11 EXISTING ONE WAY

FIGURE 1.12

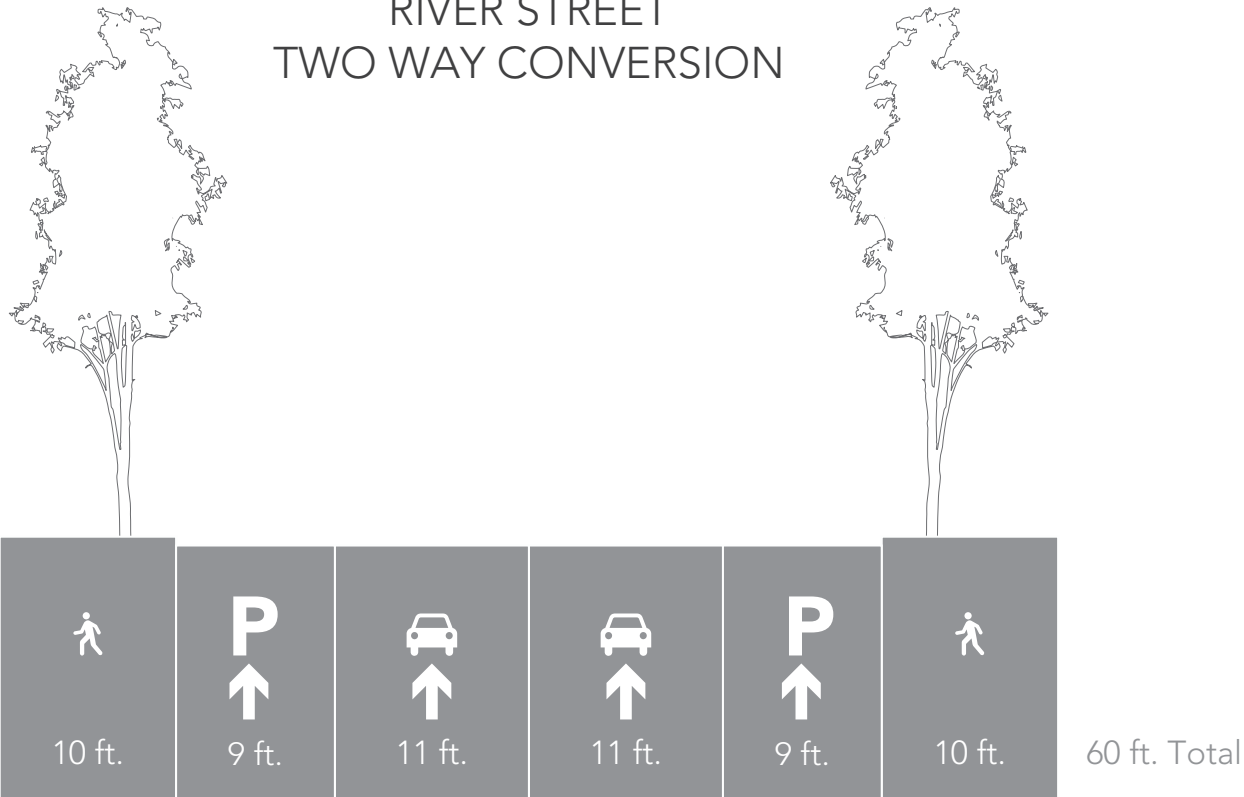
WILLIAMS // WELLS AVENUE



LOGAN AVENUE BETWEEN 2ND AND 3RD



RIVER STREET TWO WAY CONVERSION



CURBLESS PEDESTRIAN PROMENADE WITH TREE GRATES

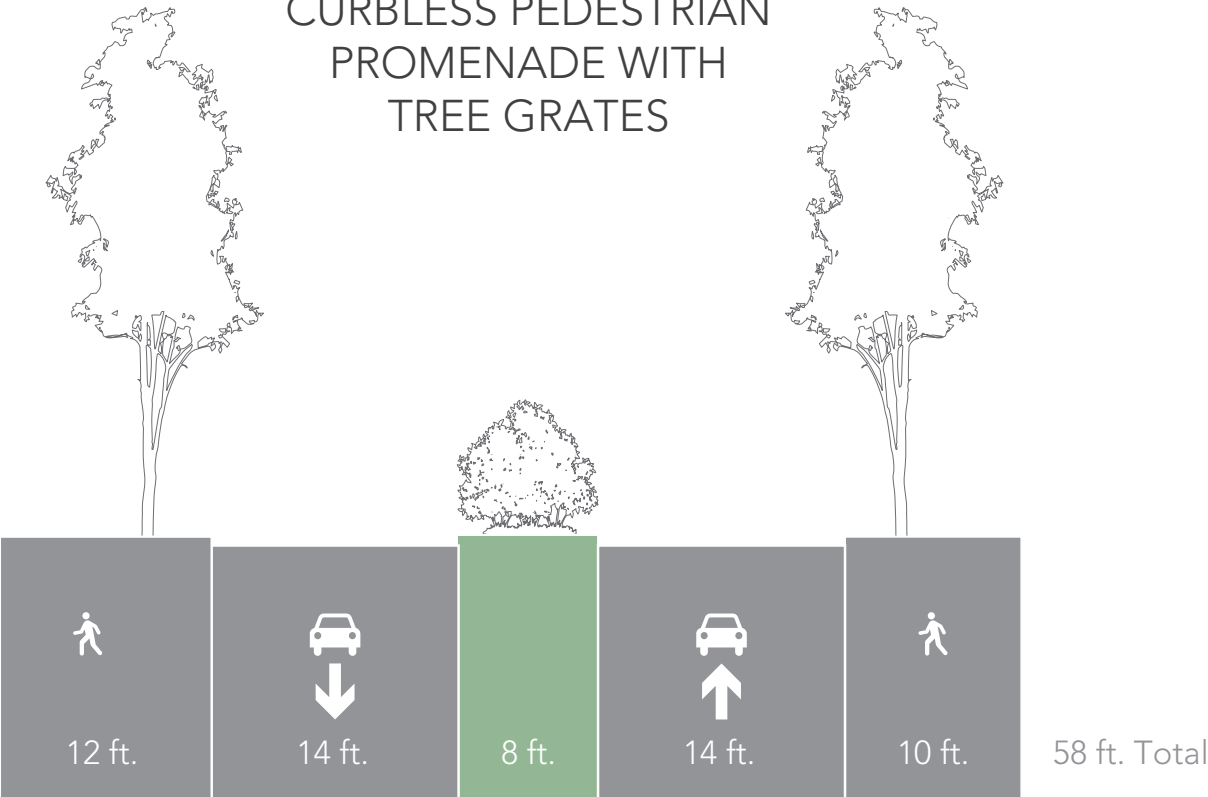


FIGURE 1.13

EXISTING

EXISTING

FIGURE 1.14

Transit

A primary focus of the transit recommendations is to restructure transit operations to open the area to additional uses and opportunities while ensuring the same or better level of transit service in the area. As the area continues to grow and new regional transit investments are completed (such as I-405 BRT and new RapidRide routes), transit will take on a larger role to provide access into and throughout Downtown Renton. The Recommended Alternative for transit includes a mid-term and long-term implementation phase (**Figures 1.2 and 1.3**) that leverages improvements to the underlying roadway network.

SHORT-TERM ACTIONS

- **Layover:** Move bus layover currently at the Renton Transit Center to new on-street spaces in areas west of Downtown Renton and/or to on-street spaces along Shattuck Ave S. adjacent to the South Renton Transit Center. This will require some capital and operations investment to allow for additional deadhead hours to reach the new layover locations.
- **Stop locations and route alignment:** Restructure route alignments to utilize new on-street stops on S. 3rd Street and S. 2nd Street and to use consolidated stops on Burnett Avenue S. Close the transit access road and only use Logan Avenue S. for F line westbound routing. Move the existing RapidRide shelters currently on the transit access road to Burnett Avenue S. Future RapidRide routes 240 and 169 would leverage the newly located shelter locations.
- **Accessibility and coverage:** This still ensures the same or better level of transit

service into the Civic Core and Downtown as today and provides the same or an expanded coverage of transit in the area. Additionally, transfers are still centrally located along S. 2nd Street, Burnett Avenue S., and S. 3rd Street, ensuring transfer walk-distances are mostly close to or better than today's transfer distances.

MID/LONG-TERM ACTIONS

- **Layover:** A majority of bus layover can be accommodated with the new South Renton Transit Center constructed for I-405 BRT. Using this area for layover will require the same additional deadhead hours as the mid-term implementation to reach the South Renton Transit Center layover locations.
- **Stop locations and route alignment:** In the next five years, S. 2nd Street and S. 3rd Street will be converted to two-way operations from their current one-way configuration. This will allow for new transit routing to better align service within Downtown Renton. Transit will be prioritized on S. 2nd Street and would no longer use Burnett Avenue S. or S. 3rd Street and would include additional stops along S. 2nd Street to accommodate the expected transit volumes and the new eastbound routing.
- **Accessibility and coverage:** This long-term implementation provides the same or better level of transit service into the Civic Core and Downtown as today by consolidating transit along S. 2nd Street to potentially provide more transit priority and streamlining operations and transfers by locating all stops along one street.

Parking Management Strategies

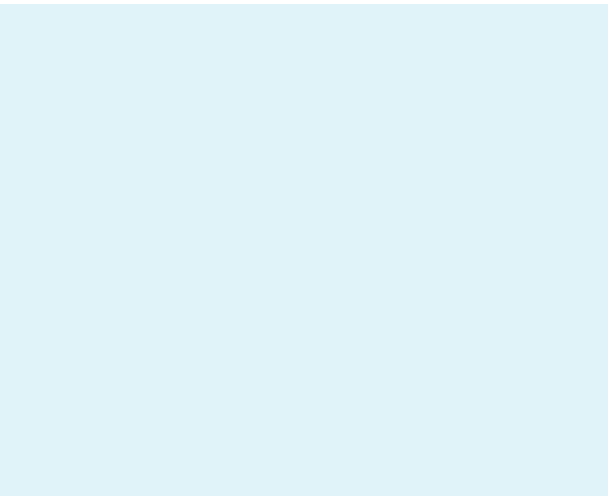
Content coming soon...

Public Facilities Management

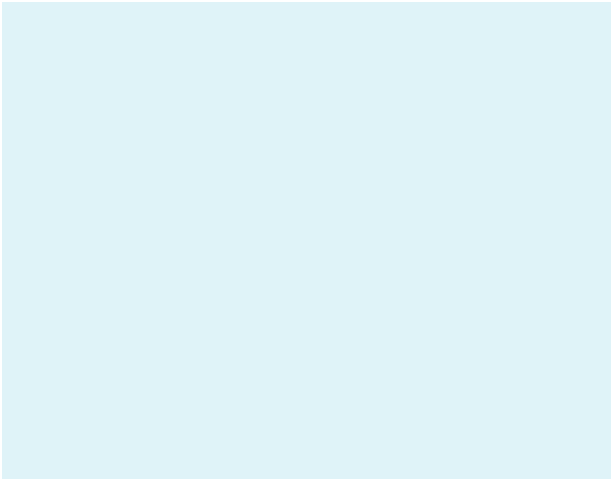
Content coming soon...

Placemaking and Programming

Content coming soon...



Caption place holder



Caption place holder



Wayfinding and placemaking through art

Design and Development Strategies

The Recommended Alternative includes a broad spectrum of potential improvements, many of which were identified through the public involvement process. The **Design and Development Strategies (DDS)** focus on increasing economic viability, improving pedestrian walkability and visual interest, increasing the diversity of land uses, and creating an environment that encourages active living for all age levels and physical abilities, establishing the Civic Core and Downtown as the true center of Renton.

While some projects or programs can be implemented today, others will need time and money to implement to some degree. Transformation of the Civic Core and Downtown is already occurring with the addition of new businesses and an increased community interest in the area. This plan must support what is already happening and create new opportunities for new and existing businesses, as well as existing and future Renton residents. Quick wins (note: not all Design and Development Strategies have quick wins) are projects or actions that can be implemented now or with limited money. Other strategies and actions are broken into

short-term actions (within five years) and mid/long term actions (five to ten years).

DDS 1: Improve Urban Design to Encourage Strolling and Increase Visual Interest

There are several urban form interventions and potential opportunities, from short-term and immediate actions to longer-term catalytic development and infrastructure projects (see **Figure 1.5, page 13**). This strategy provides the foundation for transforming the urban form of Civic Core and Downtown (see also DDS 4 and DDS 5 for economic development strategies related to buildings and urban form). Potential actions include:

QUICK WINS

- Implement the wayfinding recommendations identified for Civic Core and Downtown to improve bicycle connections from the regional system.



Increasing visual interest through paving patterns and art



Improvements to urban form

SHORT-TERM ACTIONS

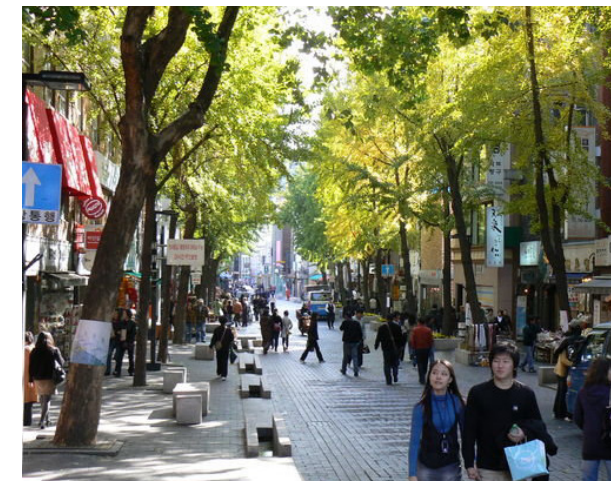
- Redesign the Piazza to incorporate Gateway Park, the future festival streets along Logan Avenue S. and S. 3rd Street, and the Burnett Linear Park connector.
- Create a festival street environment along Logan Avenue S. between S. 2nd and S. 3rd Streets, and along S. 3rd Street between Logan Avenue S. and Burnett Avenue S. that closes the street to traffic for events such as a street art or food festivals. The Logan segment would be closed on a regular basis to events like the Farmers Market while S. 3rd Street would be closed more intermittently for larger events.
- Redesign the Pavilion to provide transparency and access from the Piazza north to a redeveloped Transit Street and improved downtown parking garage. The Pavilion could be partitioned to allow for everyday active uses such as a year-round food hall/ marketplace, and/or small-scale services on the west side of the building, tied to a redesigned Piazza that adds covered seating. Changes to the Pavilion

would also include providing outside access to public restrooms in the Pavilion or public restroom access in a new building fronting Logan Avenue S. on the existing Transit Street.

- Redesign the ground floor of the City Center Parking Garage to permit incubator or small-scale retail spaces. Depending on space needs, the ground floor could also be converted to a commercial kitchen where spaces can be leased to small scale businesses. The Farmers Market also desires



Simple art installations enhance pedestrian experiences



Festival street environment



Large windows and the entrance facing the street

prep and storage space that could be accommodated in these redesigned spaces.

MID/LONG TERM ACTIONS

- Convert ground floor parking in the apartment building along the east side of Burnett Avenue S. to locally serving retail space to ensure the success of the street.
- Consolidate off-street parking access to the greatest degree practical. Focus parking access onto side streets or single driveways. Currently, there are several access points to off-street parking from the Civic Core and Downtown town streets. Consider reducing the number of curb cuts along major streets, including River Streets, to improve pedestrian safety and increase store frontage. For new buildings, parking should be to the back of buildings with primary entrances facing the major street.
- Create “River Streets” that provide linear connections across downtown to the Cedar River and park spaces, with educational features and interactive spaces that improve understanding of urban water quality and the role that the City plays in the larger watershed.
- Connect the Burnett Linear Parks with a new linear park connection.

DDS 2: Provide Active and Engaging Public Spaces

Parks, trails and open space are an important component of an active and playful Civic Core and Downtown. It's essential that as residential and mixed-use development increases in Civic Core and Downtown,



Year round food hall and marketplace



Spaces for temporary galleries and incubator spaces



Riparian inspired elements along a River Street

residents have well designed places to gather, exercise, play, build community and be part of the urban experience. The Recommended Alternative for parks and open space (**Figure 1.4**) includes both traditional park spaces and experiential environments that incorporate placemaking, children's activities, and spaces for small gatherings and large civic events. Potential actions include:

QUICK WINS

- Provide a shared bike/car travel lane along Houser Way S. to connect Main Avenue S. and Burnett Avenue S.
- Identify year-round programming opportunities for the Piazza and Burnett Linear Parks. This could also include strategies to integrate programming recommendations for the Piazza with the proposed Pavilion modifications.
- Promote and program new park and trail connections through wayfinding and adjacent park activities.

SHORT-TERM ACTIONS

- Re-master plan the Piazza to provide a more efficient and effective use of space. The Piazza is the central public space in the Civic Core and should be seamlessly integrated into other public spaces such as the proposed festival street, Gateway Park, and the Burnett Linear Park connection. Include more active uses that support an urban play and stroll environment with improved access, updated materials and furnishings, and improved sight lines. Several meeting



An environment that incorporates placemaking and play



The Piazza has potential for more effective use of space



Spaces to play and build community

attendees suggested an interactive water feature, open space for events such as the Farmers Market, covered seating for year-round uses, and better access to potential new services within the Pavilion.

- Acquire and develop an extension of Burnett Linear Park North from S. 2nd Street to the existing Burnett Linear North Park boundary. Include a small area for food carts or other temporary businesses.
- Increase green space along the existing railroad right-of-way where the Chamber of Commerce is currently located. This could include decorative plantings, art, or other features that improve its location as a southern gateway into the Civic Core and Downtown.
- Renovate Tonkin Park to provide a gathering place to watch Boeing jet fuselages pass through downtown. This could include bleacher style seating or other amenities, better use of the stage area and street frontages.

MID/LONG TERM ACTIONS



Interactive water features

- Incorporate Gateway Park into the future development on the adjacent former Big 5 Sporting Goods parcel. Gateway Park can serve both as a plaza element of a new building to increase usage and visibility, as well as create a better connection to the Logan Ave S. festival street and Piazza areas.
- Connect the Cedar River to Grady Way near City Hall by linking the north and south Burnett Linear Parks with a new linear park and multi-modal trail. The new connection would provide dedicated bicycle and pedestrian connections, green street treatments, and linear park facilities that provide shade and recreation amenities. Burnett Linear Park should incorporate art, distinctive branding and finishes to showcase it as a critical element of the Civic Core and Downtown parks system.
- Improve water access to the Cedar River at Main Avenue S.

DDS 3: Create Safe, Green and Attractive Streets

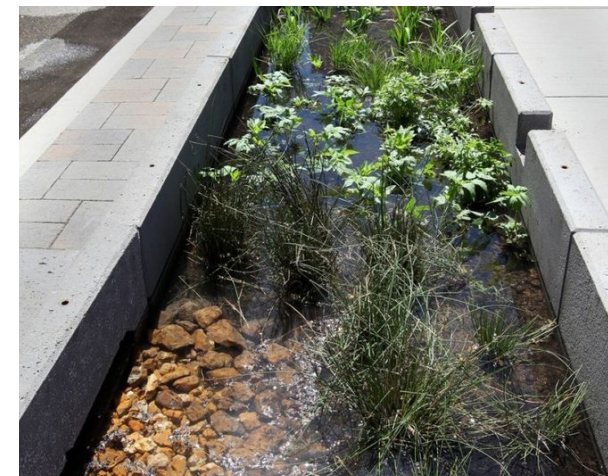


Downtown linear park

The City of Renton is already planning on implementing a series of bold moves to improve circulation and access with Civic Core and Downtown. **Figure 1.6** illustrates these changes, which include converting one-way streets to two-way (Williams, Wells, and Main Avenues S., and S. 2nd and 3rd Streets). Primary Streets are the major connectors for vehicles, transit, pedestrians and cyclists in the area that connect to the larger multimodal grid, as opposed to Secondary Streets, which provide essential connections, but may carry less traffic or have limited connections outside of Civic Core and Downtown. While the roadway reconfigurations will occur over several years, these changes will have a dramatic and positive effect on the area.

While roadway design is an essential element of creating an active Civic Core and Downtown, off-street access for parking and back of business services and deliveries is also essential. Future improvements must also prioritize the creation of a highly walkable, urban environment.

Bicycle and pedestrian access is important for getting around as well as to provide access



Street features show the City's relationship to the river

from surrounding areas without having to drive and park. Several of the recommendations are already included in the existing City of Renton Trails and Bicycle Plan (2009), although there are some changes to that plan proposed in the Recommended Alternative. Potential actions include:

QUICK WINS

- Increase the urban tree canopy along Primary Streets using appropriate street trees for urban areas. Street trees can provide placemaking elements, reduce urban heat island effects, and soften the streetscape. Depending on location, existing awnings may limit street trees to corners or spaces in between awnings. Where street trees are not feasible, consider planters or other low vegetation.
- Implement the Downtown Streetscape Design Standards and Guidelines. The City of Renton recently adopted these standard for Downtown. Recommendations and standards from this plan should be used for general elements and streetscape improvements.



Bicycle improvements include a protected cycle track

- Provide sharrows (shared bike/car lane) on slower speed streets such as Williams and Wells Avenues S., Houser Way S. and S. 3rd Street. Houser Way S. may require traffic flow modifications for a portion of the street where it changes direction between Burnett Avenue S. and Williams Avenue S.

SHORT-TERM ACTIONS

- Consider mid-block crossings at key locations. For north/south streets, long block lengths may require mid-block crossings, particularly for Williams and Wells Avenues S. where improvements to the alley system will draw increased pedestrian activity. Mid-block crossings can also calm traffic, creating a safer pedestrian environment.
- Increase lighting on streets, particularly west of Burnett Avenue S. using standards and recommendations from the recently adopted Downtown Streetscape Standards and Design Guidelines. Minimize the use of cobra head lighting or other high intensity, but low visual quality lighting features.

MID/LONG TERM ACTIONS

- Incorporate modern stormwater facilities into new streets. Green streets are now basic elements for many communities, but if not designed correctly they can limit access to on-street parking and can even be dangerous if the design does not consider visual or textural queues to alert a pedestrian of the facility's location. Green street treatments should focus on accessibility and function, and meet NACTO best practices for street design and stormwater (<https://nacto.org/publication/urban-street-stormwater-guide>).

- Provide dedicated bicycle lanes on S. 2nd Street, Main Avenue S. and Bronson Way S. This creates dedicated bicycle access through downtown and a direct east/west connection from the Cedar River.

Provide a dedicated two-way cycle track between the Burnett Linear Parks. This connection becomes a critical north/south connection that integrates parks to the Civic Core and Downtown, Cedar River, and City Hall (see concept image, page 6).



Curb extensions calm traffic and improve safety



Stormwater features

- Improve trail connections to the Cedar River. The existing road network on the east side of downtown is challenging for pedestrians and cyclists to access the Cedar River from S. Main Street. Providing a direct connection from S. Main Street across Houser Way S. would benefit those trying to access downtown from the south.

DDS 4: Support Small Businesses and Downtown Living

NOTE: Retail retention and economic development strategies are currently being developed that will expand recommendations for this strategy. It will be included as part of the Draft Plan in November 2017.

QUICK WINS

- Identify temporary uses for vacant land: Creative use of existing space, either through repurposing existing parking lots or through temporary "pop-up uses" in the Pavilion. This could include pop-up parks, art installations and edge treatments, food trucks, and temporary retail spaces.



Alley improvements

- Allow food trucks immediately adjacent to buildings on off-street parking areas. There are several opportunity sites that could accommodate a small number of food trucks. While these are often considered temporary uses, they generate revenue for the landowner until the property is developed. They also create opportunities for complementary uses, such as adjacency to businesses where food can be brought into the establishment (tasting rooms, for example, that do not sell food but partner with adjacent food trucks).

- Encourage parklets in downtown. Locating parklets in key locations provides additional café seating options.

SHORT-TERM ACTIONS

- Improve pedestrian alley access and usability. Improve front and back of buildings where alleys are present. This includes wayfinding, paving, lighting, and consolidating and/or screening garbage, and "back of business" materials.

- Additional actions to come

MID/LONG-TERM ACTIONS

- Additional actions to come

DDS 5: Increase Economic Activity and Business Attraction

NOTE: Retail retention and economic development strategies are currently being developed and will be included as part of the Draft Plan in November 2017.

QUICK WINS

- Provide incentives and/or grants to improve storefront appearances. This could include paint, flower pots, awnings, removing mirrored glass, and adding parklets. Focus should be on specific areas, such as along S. 3rd Street, with active businesses and good foot traffic. This could also include adding neon signs, once common in Downtown Renton, to increase the visibility of the historic features of the area.

- Additional actions to come

SHORT-TERM ACTIONS

- Develop a marketing campaign for publicly-owned development parcels. Where feasible, consolidate smaller lots to be more attractive to potential developers.

- Additional actions to come

MID/LONG-TERM ACTIONS

- Additional actions to come

DDS 6: Integrate Art into Civic Core and Downtown

The Arts Trail blends placemaking through art installations along key roadways to increase strolling between various locations. **Figure 1.7** shows the proposed bicycle network and Arts Trail route.

QUICK WINS

- Coordinate with local landowners to permit artists to use existing vacant storefronts for studios on a temporary basis.

SHORT-TERM ACTIONS

- Create an Arts Trail using art and interactive elements in key locations in Civic Core and Downtown. As part of the Arts Trail, develop information that can be downloaded to identify the route, information on the art, and connections to nearby businesses.

- Incorporate art into park amenities that connect to the Arts Trail, including the IKEA Performing Arts Center and the Renton Library.

MID/LONG-TERM ACTIONS

- Additional actions to come

Next Steps

The project team will take the input on the Recommended Alternative from the advisory groups, the Planning Commission and City Council, and the final public work session on October 11, 2017 in order to develop a Draft Renton Civic Core and Downtown Vision and Action Plan. The Plan will be reviewed and updated throughout Fall 2017, with adoption planned by the end of the year.

