

RENTON DOWNTOWN CIVIC CORE VISION AND ACTION PLAN
(ADOPTED JANUARY 8, 2018)



CITY OF RENTON



PREPARED BY: MIG
JANUARY 2018

Acknowledgments

A special “thank you” to all who participated in this planning process. We appreciate your comments and support.

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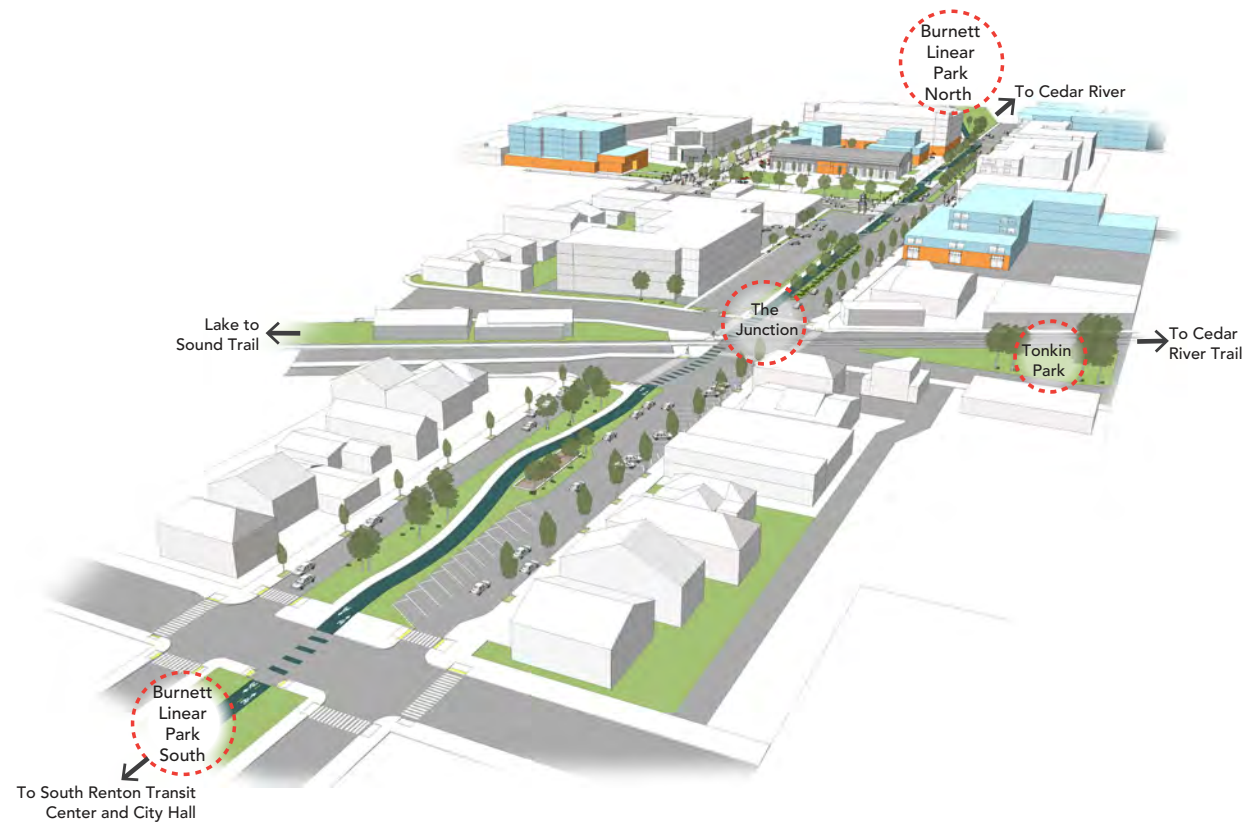
Executive Summary

Introduction and Context

The Renton Downtown Civic Core Vision and Action Plan (Plan) began as a request from the City of Renton Mayor and City Council to address plans to relocate transit layovers (where buses park and wait until service continues) to a new station at Rainier Avenue S. and S. Grady Way. This focused question about an important location in the Civic Core expanded into a much broader conversation about not only the future possibilities of the Transit Street, but about Downtown public spaces, streets, connections to the Cedar River and trails, and increasing the attractiveness for new business activity in the entire Civic Core and Downtown area.

The Plan provides specific actions that takes advantage of the future possibilities and opportunities for Renton's Downtown. Some of which include:

- Assessing and re-imagining public spaces like the Piazza and Pavilion, and connecting those spaces through an expanded regional trail system to local destinations.
- Building upon the emerging restaurant and retail clusters that can support the significant population growth predicted for the area.
- Celebrating the racial diversity of Renton as an opportunity to become a cultural center.

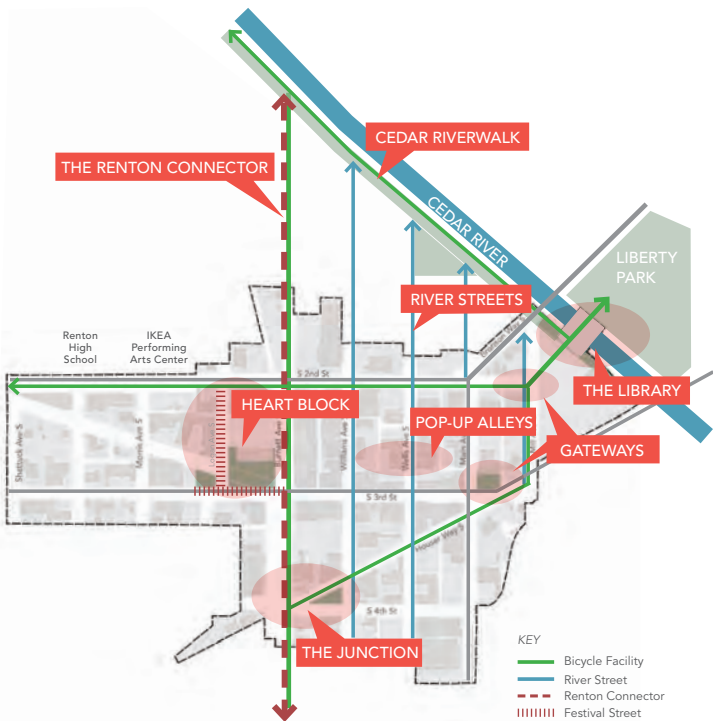


Conceptual view of the Renton Connector (looking north) that integrates the North and South Burnett Linear Parks to the Civic Core and Downtown, Cedar River, and City Hall.

Vision and Plan Framework

The Plan is based on extensive community input using a range of interactive in-person and online events. Residents and businesses were clear in their desire for an attractive and economically diverse Civic Core and Downtown. The Plan envisions the Civic Core and Downtown as a place to ride a bike, catch the bus, get a bite to eat and see a show.

Achieving the vision will require leadership from residents, businesses, schools, non-profits and community organizations, and the City of Renton. Most important is providing the energy and creativity to make the Civic Core and Downtown the true heart of Renton. It should showcase the city's rich history, include great public spaces, art and cultural attractions, and offer year-round activities and nightlife.



The Plan identifies actions for the public spaces and destinations in the Civic Core and Downtown Renton.



Plan Framework Diagram

Organizing Themes

Existing spaces within the Civic Core and Downtown are not created equally, nor do they have the same amenities available. Different levels of intervention will be needed to achieve the community's vision. These interventions have been organized into three themes: **Sustain**, **Activate** and **Create**. Sustain requires the least amount of intervention, while Activate and Create may require extensive public and/or private investment over time to reach the desired result. Images and block faces are color-coded to show the level of intervention.

Focus on supporting and improving upon what is happening now:

Sustain

- Remove mirrored glass and other storefront improvements.
- Increase shelter for pedestrians from the elements, such as awnings and trees.
- Provide seating, food carts, and pop-up retail.
- Activate the alleys.

Focus on redevelopment that creates a better pedestrian environment:

Activate

- Renovate existing buildings, adding windows, if appropriate.
- Develop the Former Big 5 site, Transit Street and the existing Bank of America sites.
- Develop public spaces to encourage more pedestrian activity.

Focus on actions to improve overall conditions, including publicly-funded projects that improve existing deficiencies and catalyze development potential:

Create

- Improve parks and urban trails like the Piazza and Renton Connector.
- Upgrade streetscapes to improve the pedestrian experience.
- Upgrade infrastructure and assist in consolidating small lots to attract developers.



Fresh paint improves visual interest



Increase seating on the sidewalk



Improve urban trails and parks



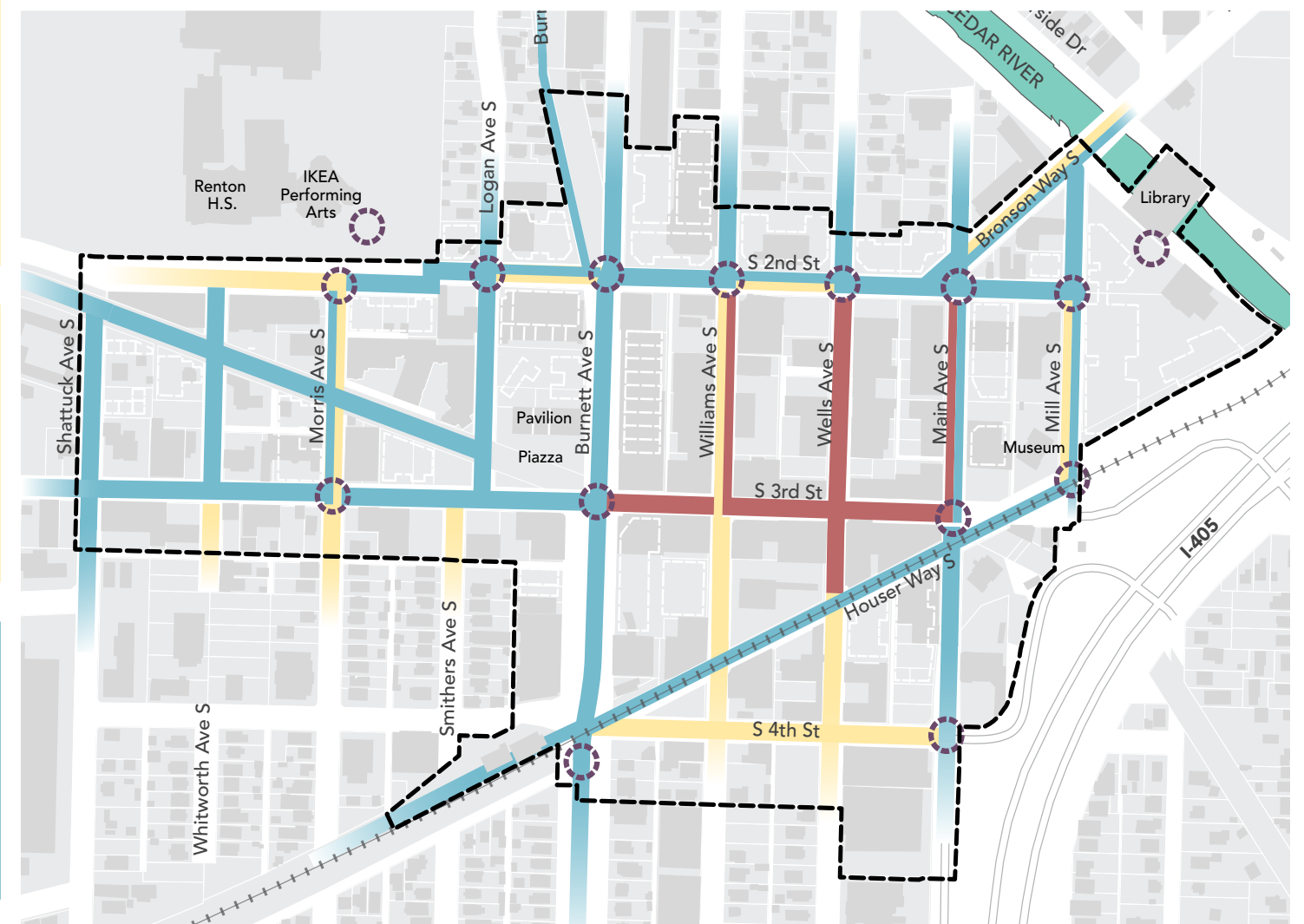
Interactive art features



Streets designed to host festivals/events



Streetscapes designed to improve pedestrian and biking experiences



Design and Development Strategies

Design and Development Strategies (DDS) identify specific actions necessary to meet the project vision and organizing themes, focusing on increasing economic viability, improving pedestrian walkability and visual interest, and increasing the diversity of land uses. Strategies are also phased. **Quick Wins** are projects or actions that can be implemented now and/or with limited financial resources. Other strategies and actions are broken into **Short-Term Actions** (within five years) and **Mid/Long-Term Actions** (five to 10 years).

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

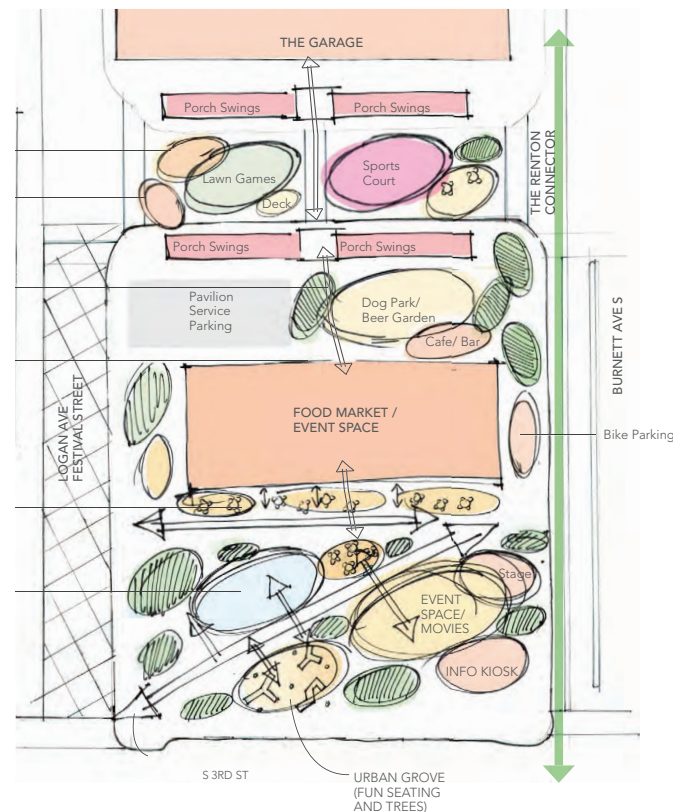
Actions for DDS 1 are focused on improving visual interest and developing easy to understand travel patterns through the Civic Core and Downtown. Specific actions include signage and wayfinding, facade improvements, and establishing a food cart pod.

DDS 2: Provide Active and Engaging Public Spaces

Each public space described below includes strategies to achieve the desired vision and design for the site. Many strategies are Quick Wins that can happen quickly.

THE PAVILION becomes a year-round market/food hall while continuing to serve as an event space with regular programmed activities. It is redesigned with exterior access to restrooms and becomes an important gathering space.

THE PIAZZA is redesigned as a more flexible event space for performances and cultural activities, including play opportunities for kids.



Potential programming concept for the Pavilion and Piazza



Pop-up spaces in the Backyard

THE BACKYARD is a pop-up plaza space on the former Transit Street with a dog park/ cafe, picnic tables and porch swings under the existing transit shelters. Eventually, it will be redeveloped with mixed-use buildings.

THE CITY CENTER PARKING GARAGE is retrofitted with ground floor retail and is well used for parking.

THE FESTIVAL STREET is where the Farmers Market and public events happen. When not used for events, it would be open to vehicles.

THE RENTON CONNECTOR is a new multimodal "art" greenway and signature element that ties many of the Plan elements together as it connects the Cedar River to City Hall.

THE JUNCTION connects Tonkin Park, the Renton Connector and the Chamber of Commerce property into an explorable district with restaurants, bars, and art.

THE GATEWAYS become important entry nodes to Downtown where S. 2nd and S. 3rd Streets intersect with Main Avenue S.

THE LIBRARY is leveraged by improving connectivity and wayfinding between the Library and other destinations in the Civic Core and Downtown.

POP-UP ALLEYS AND STOREFRONTS are used for seating, small-scale incubator spaces for cultural events, small-scale retail, art, music, outdoor movies and eateries.

THE CEDAR RIVERWALK becomes a major attraction for residents with better connections from the Civic Core and Downtown.



Tonkin Park as part of the Junction



The Renton Connector as an important connection



Pop-up alleys become important public spaces

DDS 3: Integrate Art into the Civic Core and Downtown

Art is one of the most important elements of the Plan and should represent the community, celebrating and incorporating the diversity of voices that make up Renton. Art should occur at a variety of scales, variations in design, and tell multiple stories. Strategies focus on engaging local schools and arts organizations to create opportunities for artists and developing an Arts Trail in the Civic Core and Downtown.

DDS 4: Create Safe, Green and Attractive Streets

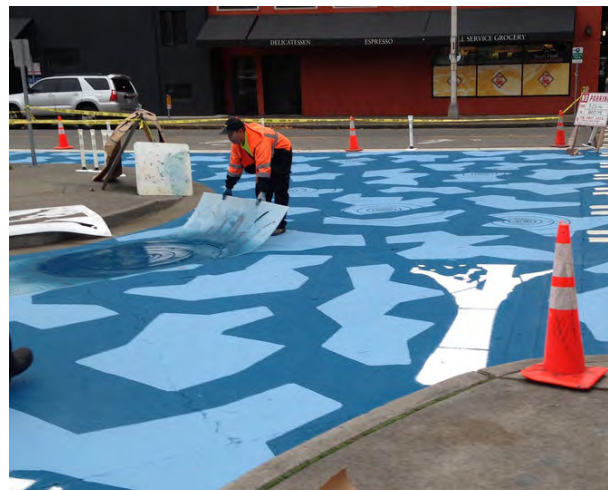
Safe and attractive streets improve mobility for everyone. Future improvements must prioritize the creation of a highly walkable, urban environment that increases economic activity and creates a distinct street environment. Designing "River Streets" that connect the Civic Core and Downtown to the Cedar River, and providing bicycle and pedestrian access from surrounding areas, means people will not always have to drive and park. Several of the recommendations will be included in the updated City of Renton Trails and Bicycle Master Plan, currently in development. Strategies focus on street design and overcoming safety perceptions in some areas.

DDS 5: Support Small Businesses and Downtown Living

Increasing the attractiveness and desirability of the area will attract more businesses and residents. These can be provided either in permanent locations or as pop-ups. Strategies include focusing on redeveloping the Former Big 5 site, creating marketing packages, and incentivizing housing development.



Art along an Arts Trail



Intersection painting to increase visual interest



Pop-up alleys become important public spaces

DDS 6: Increase Economic Activity and Business Attraction

Flexibility is key to increasing economic development activities, focused specifically on food service and drinking establishments, particularly fast casual dining. Vibrant retail today can take many forms, including food trucks, shipping containers, pop-up shops and exhibits, kiosks, and special events and activities. Strategies focus on business outreach and attraction, improving street life in front of businesses, and marketing the Civic Core and Downtown to potential businesses.

Transit

While transit routing may change in the future, the level of service is expected to remain the same or better than what currently exists in the Civic Core and Downtown. Restructuring routes will address the gaps in transit stop amenities such as shelters, lighting, and signage and open up the Transit Street for new development. Short-term strategies include relocating layovers outside of the area, and restructuring Transit Route 101 that provides express service to and from Downtown Seattle. Longer term strategies include routing changes as streets convert to two-way traffic.

Parking Management

According to a 2017 parking audit completed for the project, parking usage varies depending on location. Most on-street spaces have two-hour time limits, while the City Center Parking Garage is free for up to two hours, but is mostly vacant except for the park-and-ride spaces. Parking strategies focus on better managing of on-street parking,

improving lighting and safety features, and changing on-street time limits to encourage use of the City Center Parking Garage.

Public Facilities

Public facilities include City-owned assets within the Civic Core and Downtown and should be managed comprehensively to optimize each facility's use, whether it is a developed site or a vacant parcel. The City of Renton is already developing a citywide Strategic Facilities Plan that will identify best uses for publicly-owned facilities. Related to the Civic Core and Downtown, those findings will inform this Plan. Other strategies include recommendations for soliciting a developer for the Transit Street, consolidating park-and-ride spaces and providing 24-hour security in the City Center Parking Garage, and restructuring the Pavilion's lease agreement to provide the City of Renton more flexibility in how it is used and maintained.

Organizational Strategies

Identifying new opportunities and partnerships is an important element of the Plan that will improve how existing organizations can maximize their resources and support their constituents. Strengthening the Renton Downtown Partnership by merging with other related organizations like Piazza Renton would help leverage funding and visibility. Hiring staff, coordinating with the City of Renton, and actively pursuing its own funding sources through Washington's Main Street Program will improve the Renton Downtown Partnership's ability to develop a coordinated marketing program and increase the visibility of the Civic Core and Downtown.

Other Sections

In addition to the sections listed previously, the Plan also includes the following:

- **Implementation matrix** summarizes the strategies and actions identified in the Plan, and identifies responsible parties and costs, where applicable;
- **Street sections** illustrate the proposed changes to specific streets that are needed to implement the Plan vision; and
- **Wayfinding** presents a hierarchy of signs that will be placed in the Civic Core and Downtown, as well as other locations, to direct people and provide navigational assistance within the area.



Wayfinding and directional signage help get people to Renton Downtown and Civic Core destinations



Introduction

What should the Civic Core and Downtown become? How should we get around and what experiences create great public spaces? How should it grow? How well do the Civic Core and Downtown represent the diversity of Renton and provide opportunities for new and emerging businesses? These are some of the questions residents and businesses, students, non-profits and churches, and other civic organizations have been asking. The Renton Downtown Civic Core Vision and Action Plan (Plan) is the culmination of these discussions, providing focused actions and strategies and providing a path to creating a Civic Core and Downtown that the community desires.

This document is organized into the following sections:

- **Community Generated Solutions** provide a summary of the public engagement process and the results of those discussions. The Plan is based on the extensive community input provided since the start of the planning process in early 2017;
- **Vision for the Civic Core and Downtown** are the essential elements of an active and engaging Civic Core and Downtown. The Vision is the foundation of the Plan;
- **Organizing Themes** identify the potential level of intervention needed by location to achieve the Plan Vision;
- **Design and Development Strategies** identify specific projects and actions that address the challenges identified in the Civic Core and Downtown. The Design and Development Strategies include urban

design and public space programming, incorporating the arts into the urban form, focusing on active and engaging streets, small business attraction, and increased economic development activity;

- **Transit Strategies** identify the proposed interim and long-term changes for transit while considering how other projects, such as two-way street conversions, will impact future bus routing;
- **Parking Management Strategies** recommend how to manage on-street and off-street public parking;
- **Public Facilities Management and Organizational Strategies** address use of the City Center Parking Garage and other publicly-owned assets such as the Renton Pavilion Event Center and the Piazza. Organizational strategies identify ways to enhance existing Downtown Renton organizations, offer recommendations for restructuring where needed, and introduce new organizations where gaps exist;
- **Implementation** summarizes the strategies and actions identified in the Plan, and identifies responsible parties and costs, where applicable;
- **Street Sections** illustrate the proposed changes to specific streets that are needed to implement the Plan Vision; and
- **Wayfinding** presents a hierarchy of signs that will be placed in the Civic Core and Downtown, as well as other locations, to direct people and provide navigational assistance within the area.



Existing conditions in the Civic Core and Downtown

Context

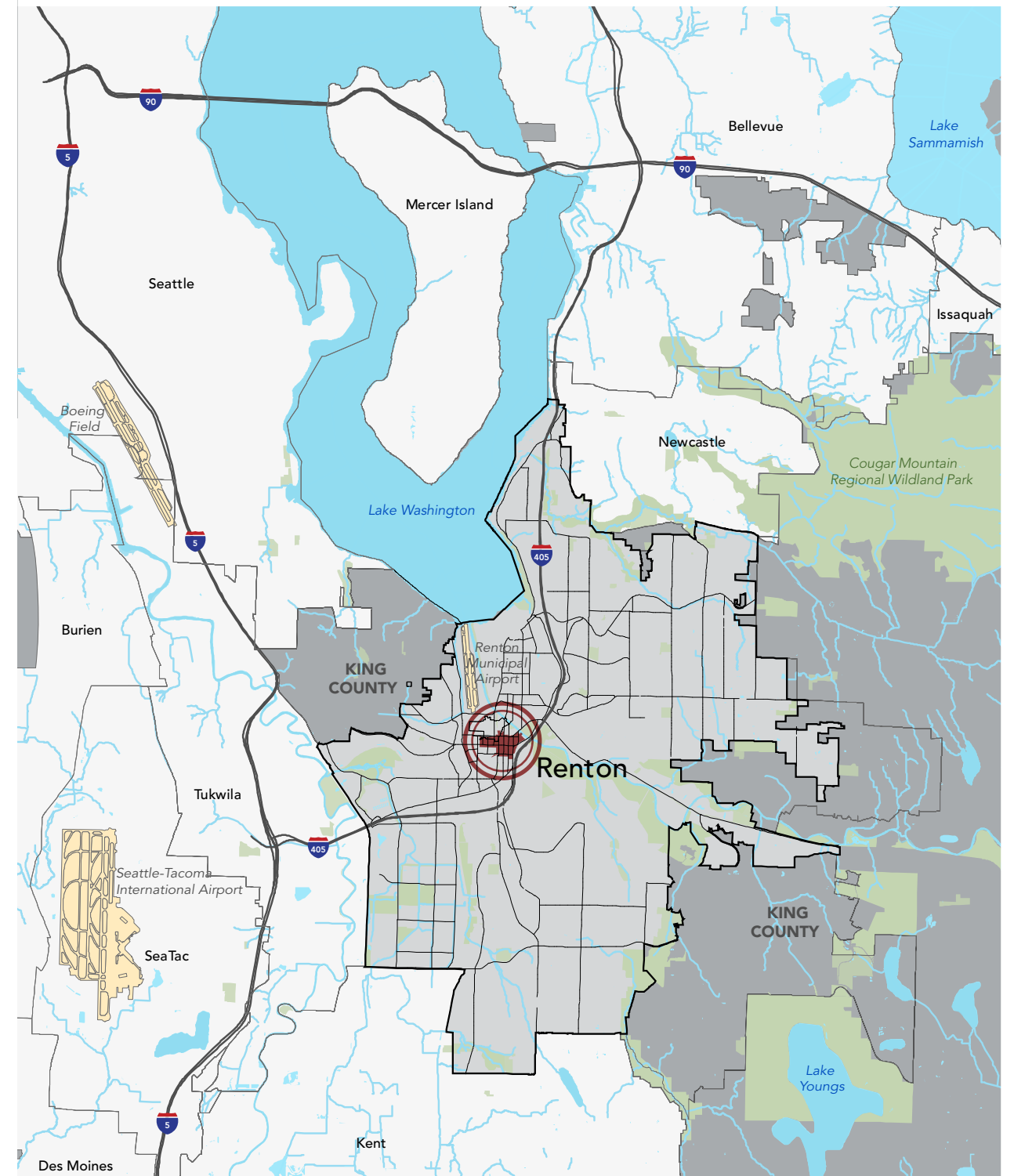
In the late 1990s and early 2000s, the City acquired property within the Civic Core area to revitalize Downtown with higher density mixed-use development supported by public amenities. Several multistory residential projects with street level retail space were developed around a city-owned block with key civic facilities, including a transit center, parking garage, event center, and central park/public plaza. Immediately to the south, other City-owned property along Burnett Avenue S. was repurposed with a clocktower plaza and public parking lot. In the decade since completion of these improvements, the area has struggled with issues such as long-term retail space vacancies, safety perceptions, over-use of curb space for idling buses, and underutilization of many of the civic facilities.

In early 2016, the City of Renton Mayor and City Council requested that City staff begin work on developing a visionary master plan for the Civic Core and Downtown area to address plans to relocate transit layovers to a new station at Rainier Avenue S. and S. Grady Way. Reconfiguring the existing transit layovers provided the perfect opportunity to talk with the Renton community about the future of the Civic Core and Downtown.

As part of the Plan development, the community discussed what strengths and opportunities exist today, and how change should occur over time. Supporting existing businesses, building spaces for families, and creating opportunities for new businesses that reflect the racial and cultural diversity of Renton were all central themes of the discussion.

The Civic Core and Downtown are in the ideal position to grow as true community hubs. The Piazza and the Pavilion are public investments that can be built upon and designed to be better public spaces. Regional trails connect the Civic Core and Downtown to local destinations, and emerging restaurant and retail clusters create opportunities to further cultivate special places through strategic investments. The area's location and demographics also highlight several opportunities:

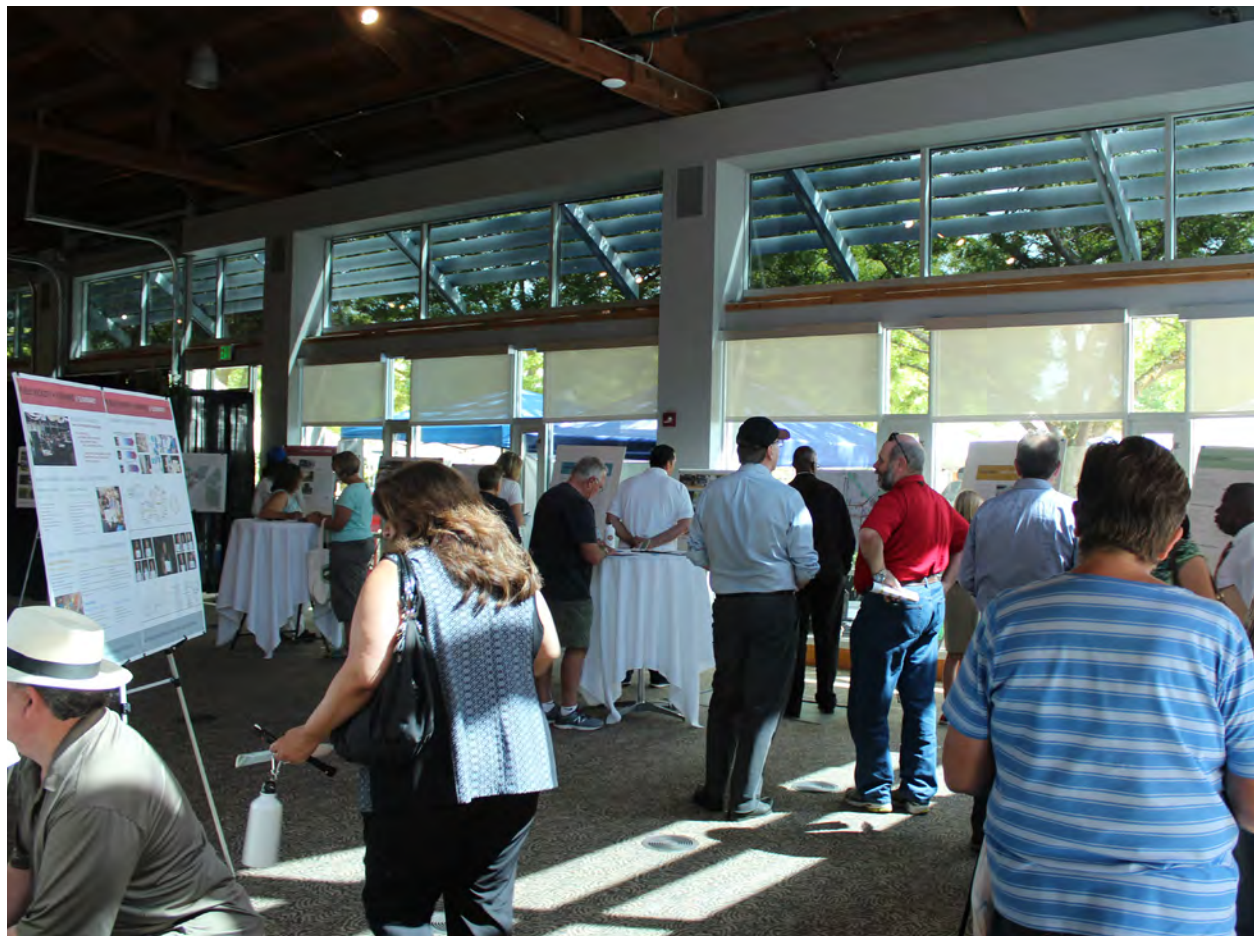
- **The Civic Core and Downtown are close to Seattle-Tacoma International Airport (SeaTac Airport) and major transportation corridors.** Plus, access to employment, natural amenities, and the regional trail system make it an attractive location to live.
- **Regional planning studies predict significant growth in the area.** Some of that is likely to include housing options in and near the Civic Core and Downtown.
- **Renton is a diverse community.** This is an opportunity for the Civic Core and Downtown to become a key cultural center.
- **Downtowns attract younger people and baby boomers.** Renton's population is young and is well-positioned to capitalize on its younger population.
- **Renton is affordable.** As the more urbanized parts of the Seattle metropolitan area continue to grow and home values and rental costs increase, residents will look to other areas in the region that offer similar urban amenities. Renton can capitalize on this market, given its proximate location to Seattle.



The Civic Core and Downtown (in red, above), provide many opportunities. Renton is exceptionally well-located in the southern Seattle Metropolitan area. Close proximity to SeaTac Airport, major transportation corridors, employment, and recreation opportunities makes it an attractive place to live and work. The area's housing is also more affordable than other locations in the area, which benefits families and young professionals.

- **Focusing on priorities that strengthen the Civic Core and Downtown:** The Civic Core and Downtown can overcome obstacles and leverage strengths by prioritizing a set of specific actions. The downtown area should maximize the use of underused or vacant spaces to create a more cohesive street front and generate more activity. Specific uses should be encouraged that attract more residents and visitors, draw 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, accessible, playful, and functional. Specific refinements should include redesigning the Piazza with amenities and programs for kids, teens, and adults, connecting Burnett Linear Parks North and South, renovating the City Center Parking Garage ground floor, and adding public restrooms. 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.



Downtown Design Day Open-House (June 6, 2017)

What would an indoor public market look like in the Civic Core?

On October 11, 2017, the City hosted the third and final public event for the project to present the recommended alternative for the Civic Core and Downtown and create a fun and entertaining space to dine, play, and think about the future. Working with local vendors and business owners, the City helped to transform the Pavilion into an indoor market, complete with food, drinks, boutique retail, an indoor play area, and live music. For the second half of the event the project team presented the recommended alternative, leading event participants through a real-time electronic polling exercise to test design elements using example images from other cities. Based on polling results, there was general agreement on the majority of design elements, specifically:

- Providing an excellent pedestrian experience and creating a stronger connection to the Cedar River, including integration of green storm water facilities, and connecting Burnett Linear Parks North and South.
- Prioritizing economic development with active and round-the-clock ground floor spaces and public areas, temporary or creative use of vacant or underused spaces, and businesses or small-scale retail shops.
- Improving public safety and the design and function of public spaces through better lighting, parklets, integrated sidewalk or street art, and play for all ages.



Downtown Design Priorities Workshop (October 11, 2017)



Vision

Organizing Themes

Strategies

Vision

Vision for the Civic Core and Downtown

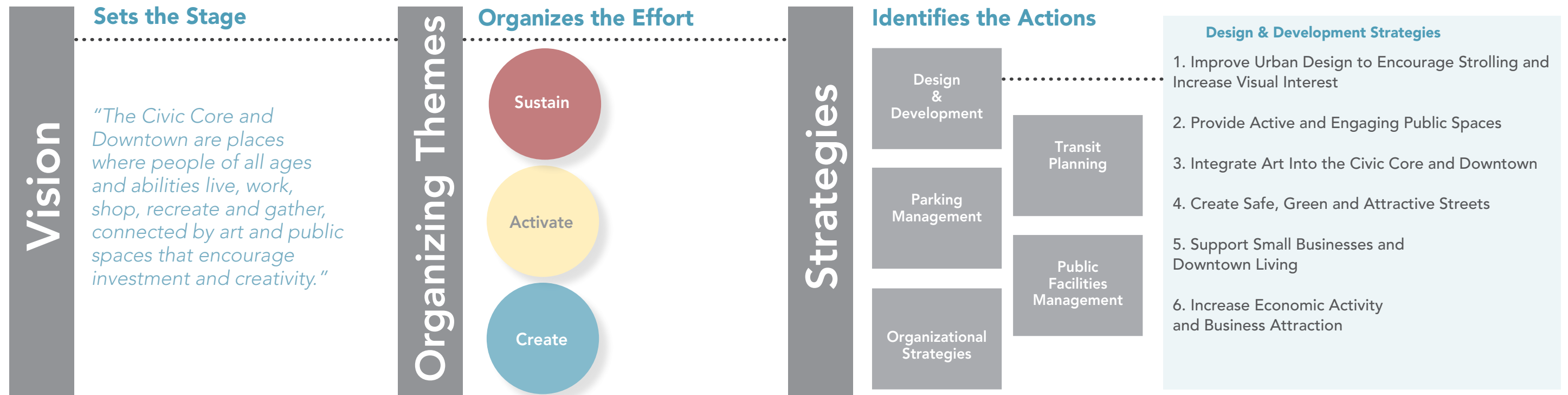
Renton residents and businesses have been clear that they desire great places and quick action in the Civic Core and Downtown, requiring a plan and vision that is more than just a list of actions. The path forward must address existing challenges and support the best parts of the Civic Core and Downtown that already work well.

Today, popular events like the Farmers Market make the Civic Core and Downtown a destination, but it can be more. Inspiring public spaces, safe and welcoming streets, and bustling storefronts are all part of the community's vision for a more desirable place for residents and businesses.

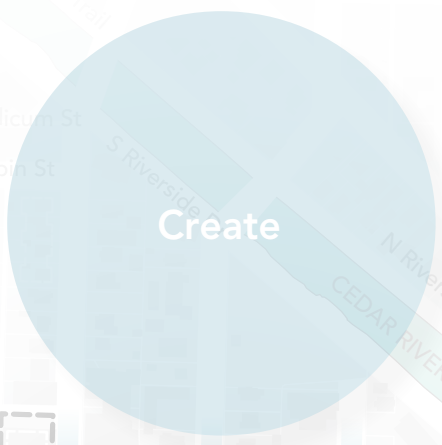
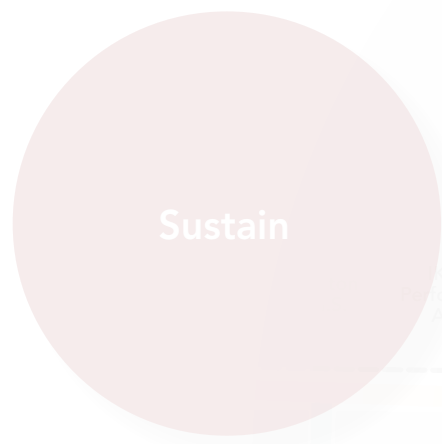
Each step of the planning process has focused on creating a community-focused plan. Discussions have been extensive and collaborative, beginning at the Public Kickoff Workshop with a lively discussion of community values, collaborating on potential design elements during Design Day, and real-time polling on recommendations and a pop-up food hall at the final Design Priorities Workshop. This input is the basis for the Civic Core and Downtown, organized by levels of intervention and specific strategies and actions for design and development, parking management, transit planning, organization, and public facilities management.

The future Civic Core and Downtown is a place to ride a bike, catch the bus, get a bite to eat and see a show. Businesses, non-profits, schools and community organizations interact in a way that generates creativity and sustains social support services, allows people to make connections with one another on the street, and fosters innovation by encouraging new voices and ideas. The future Civic Core and Downtown offers opportunities for all ages and abilities and is a fun and welcoming place for families. As the heart of Renton, it showcases the city's rich history, with great public spaces, art and cultural attractions, and offers year-

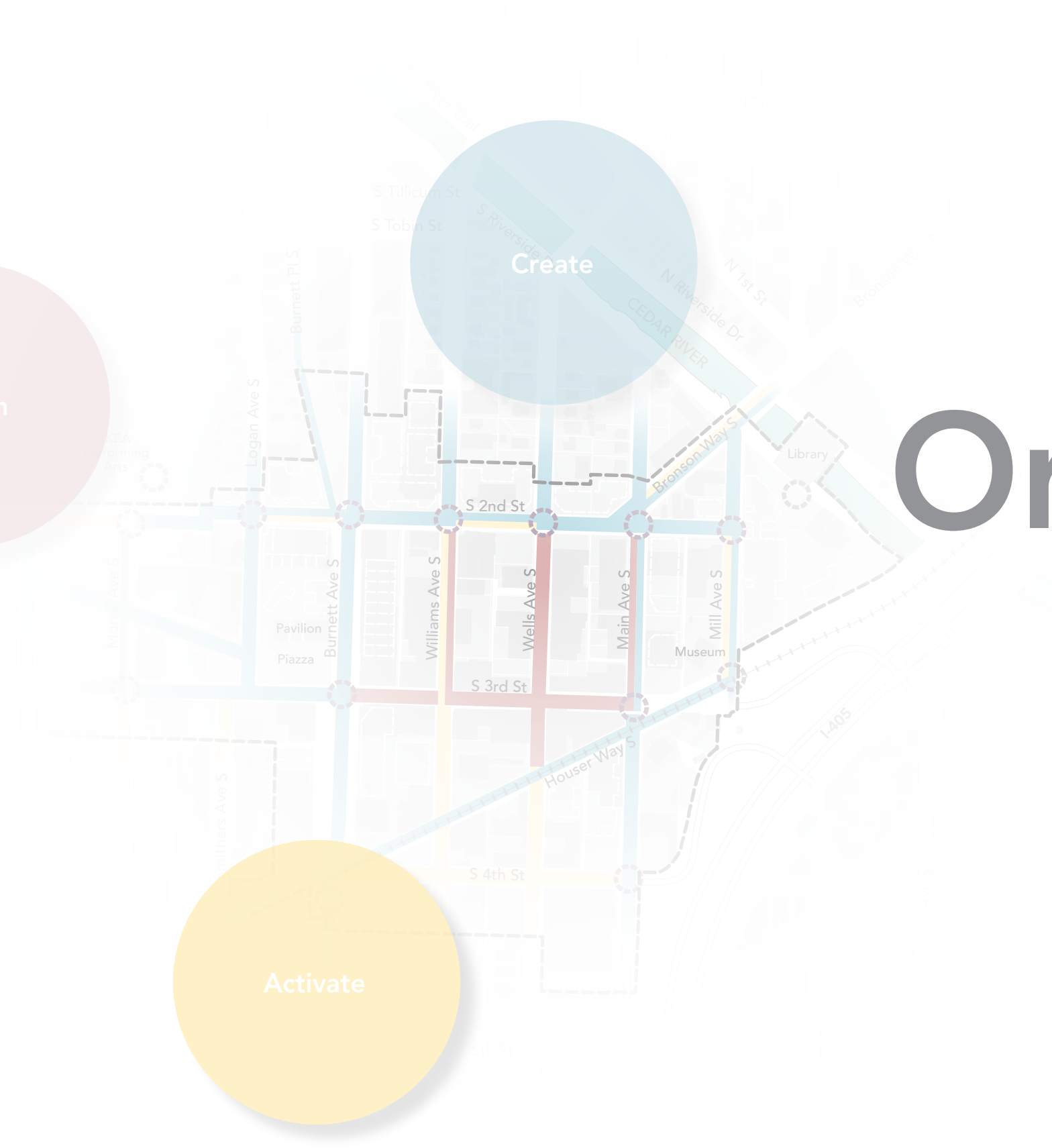
round activities and nightlife. The future Civic Core and Downtown is energetic and exciting, with places to live, work, and enjoy all the conveniences of urban living.



Plan Framework Diagram



Organizing Themes



Organizing Themes

Existing spaces within the Civic Core and Downtown are not created equally nor do they have the same amenities available. Different levels of intervention will be needed to achieve the community's vision and vary depending on location (**Figure 1.1**). These interventions have been 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.

SUSTAIN

The Civic Core and Downtown have many businesses, although there are also several vacant storefronts. Interventions in areas identified as Sustain should focus on supporting and improving upon what's happening now, including:

- 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;
- Using small off-street parking lots for temporary uses, such as food trucks, pop-up retail, or seating;
- Adding 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
- 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.



Lighting and art installations help to attract pedestrians



Increase seating on the sidewalk



Fresh paint improves visual interest and contrast

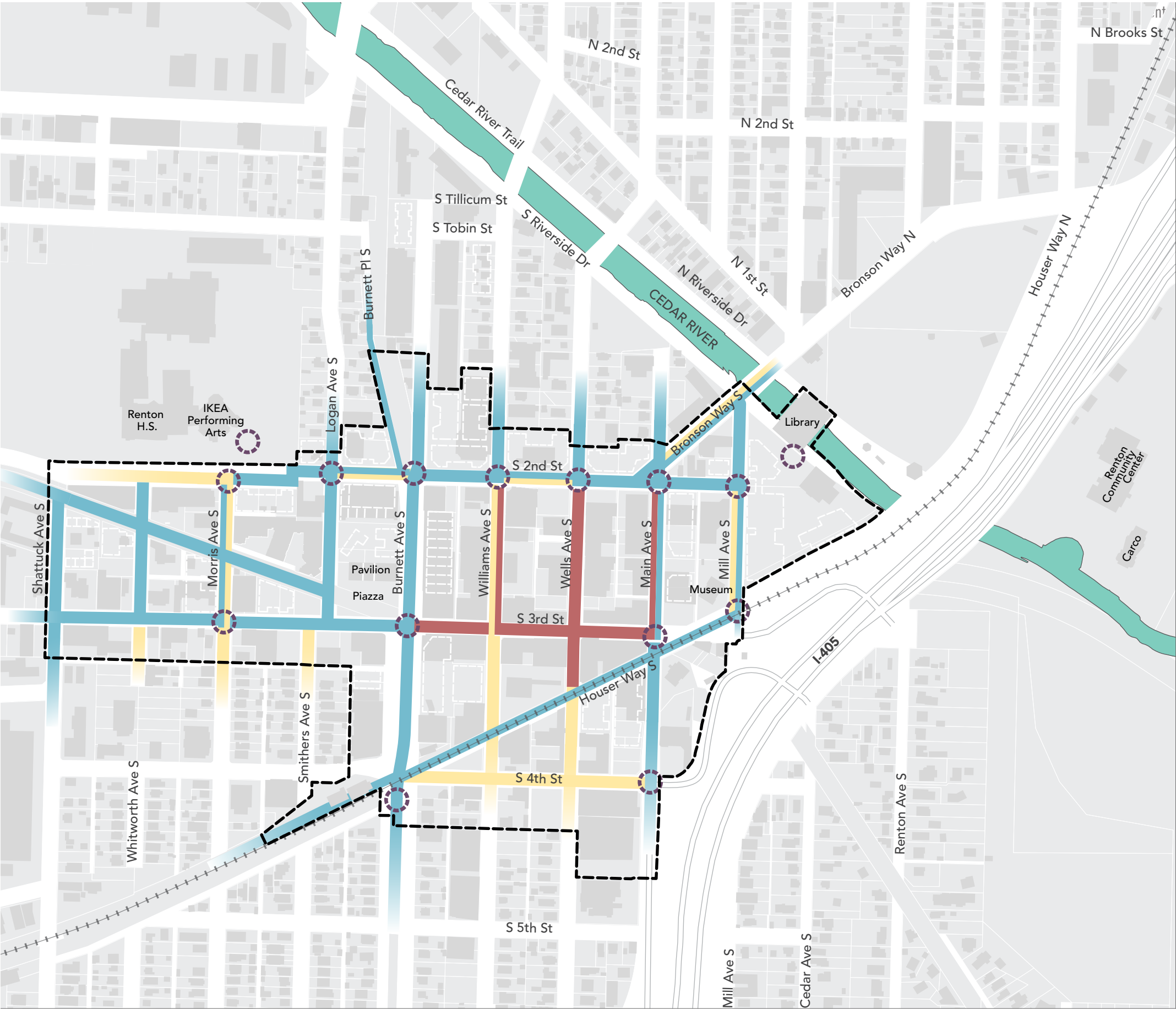


Awnings provide shelter and a pleasant experience



Temporary pop-up uses revitalize vacant lots and alleys

CONCEPT DIAGRAM + LEVEL OF INTERVENTION FOR ADJACENT PARCELS



ACTIVATE

Activate areas have good bones with older buildings and functional sidewalks, but many buildings need facade improvements and large vacant lots reduce the visual appeal of these areas. Locations identified as Activate need a higher level of redevelopment or renovation than **Sustain** locations. Potential interventions could include:

- Any of the **Sustain** interventions;
- Focusing infill development that improves the street environment. New buildings should complement 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;
- 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;
- Focusing on development (or redevelopment) of the Former Big 5, Transit Street and the existing Bank of America sites; and
- Developing public spaces to encourage more pedestrian activity.

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



Interactive art features



Wayfinding and branding elements



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

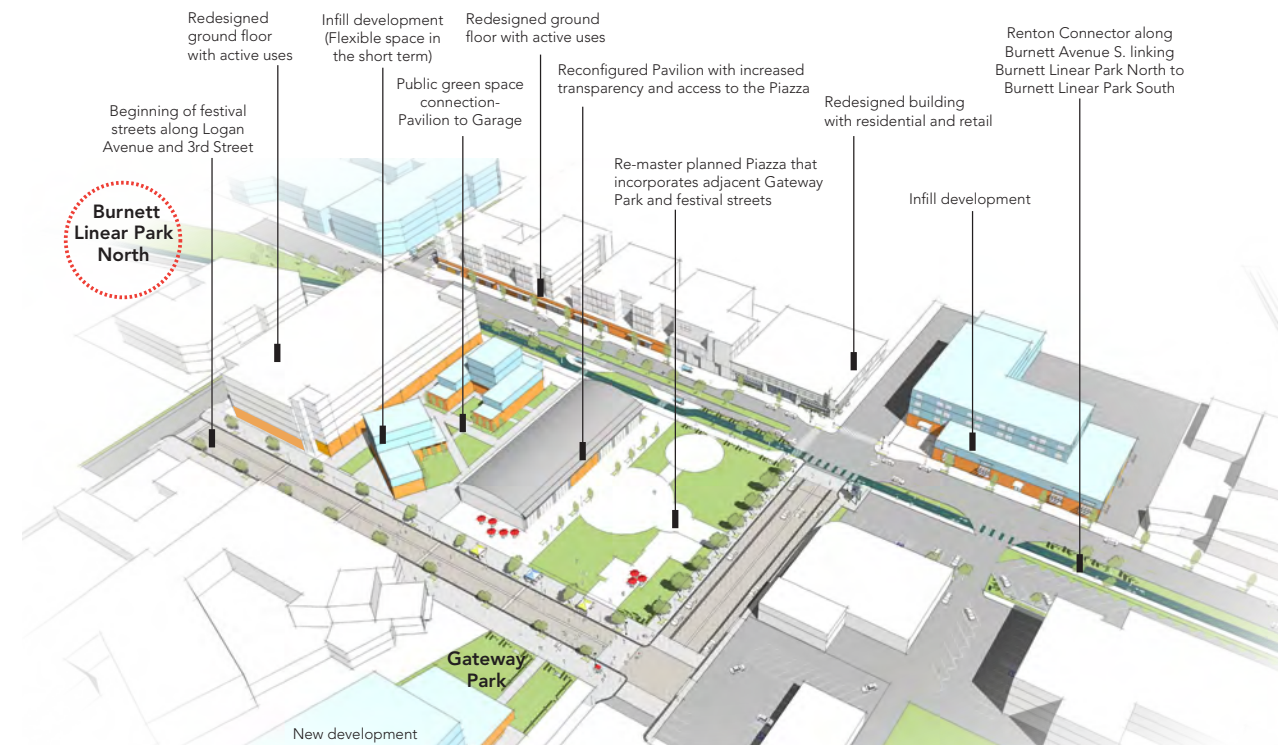
CREATE

Areas identified as **Create** will require the greatest effort and funding. Many parcels along S. 2nd Street, for example, are either vacant or underdeveloped with surface parking or small building footprints and could be redeveloped. Focused actions will need to occur in Create areas to improve overall conditions, including publicly funded projects that can improve existing deficiencies and create catalytic potential for future development. Potential interventions to spur activity could include:

- Interventions identified in the **Sustain** and **Activate** categories;
- Making public investments proposed for parks and urban trails like the Renton Connector to energize and catalyze development in the Civic Core and Downtown;
- Improving the use of existing ground floor spaces and changes in streetscape design to create a more engaging pedestrian environment, including repurposing the park-and-ride spaces of the Metropolitan Apartments as ground floor retail;
- Focusing on street design and the pedestrian experience. This could include upgraded streetscapes, a festival street on Logan Avenue S. and S. 3rd Street, improved branding and wayfinding, and traffic calming to make it safer for pedestrians to cross;
- Improving sewer/water and stormwater infrastructure, as needed, to reduce the burden on developers or landowners to develop property;

- Re-master planning the Piazza and Gateway Parks to enhance use, functionality, and safety;
- Actively marketing City-owned properties, like the Transit Street, and assisting landowners and developers specializing in mixed-use. Efforts should be focused on locations near where significant public investments are proposed. 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.

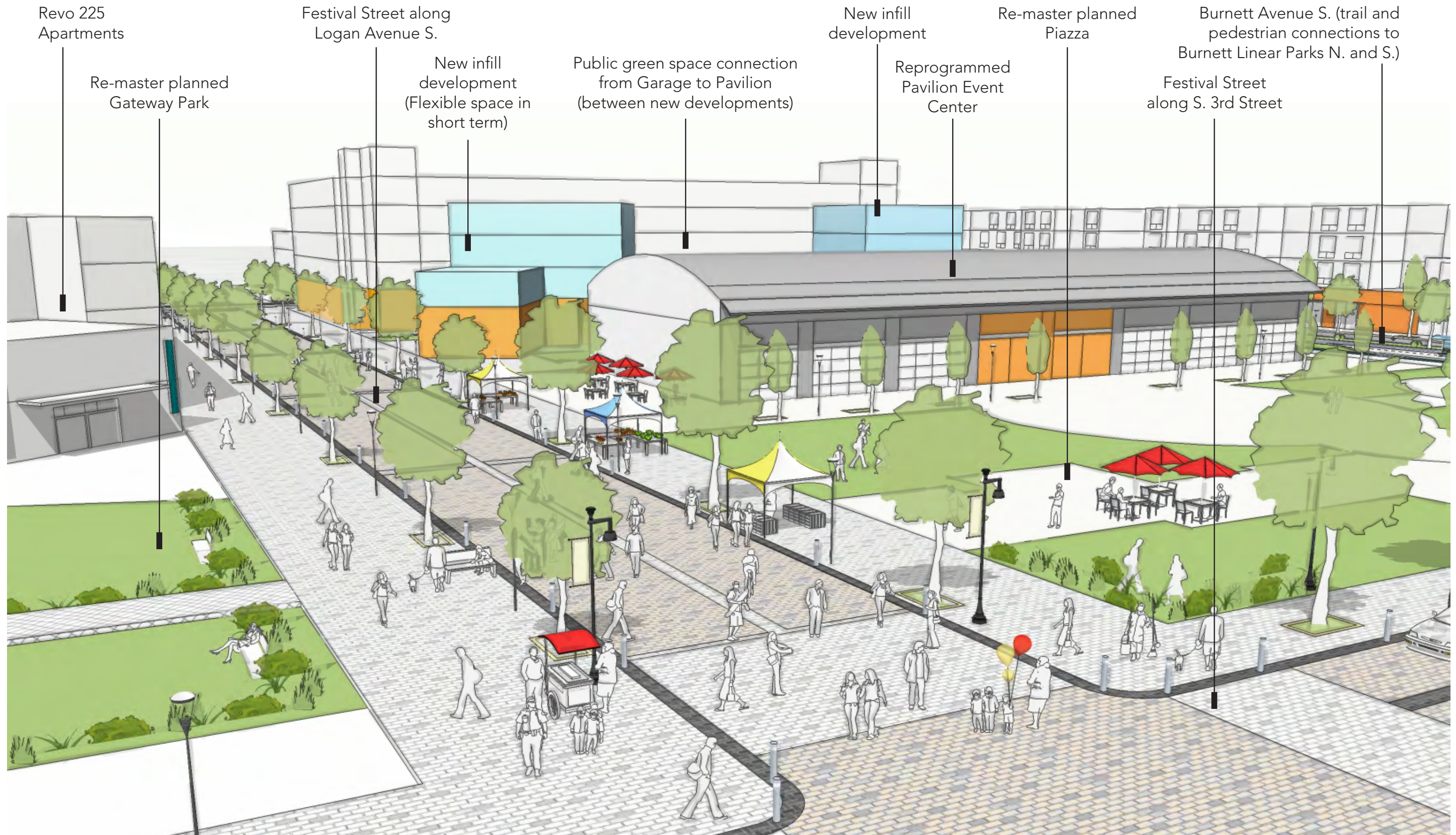
Implementation: Areas designated as **Create** will require a higher level of public intervention and focused design management to create the walkable environment Renton residents and businesses envision. Implementation will require a combination of public and private investment, focused strategic and ongoing outreach to existing landowners, businesses, and developers. 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, parks and trails development, utilities, marketing, and development assistance.



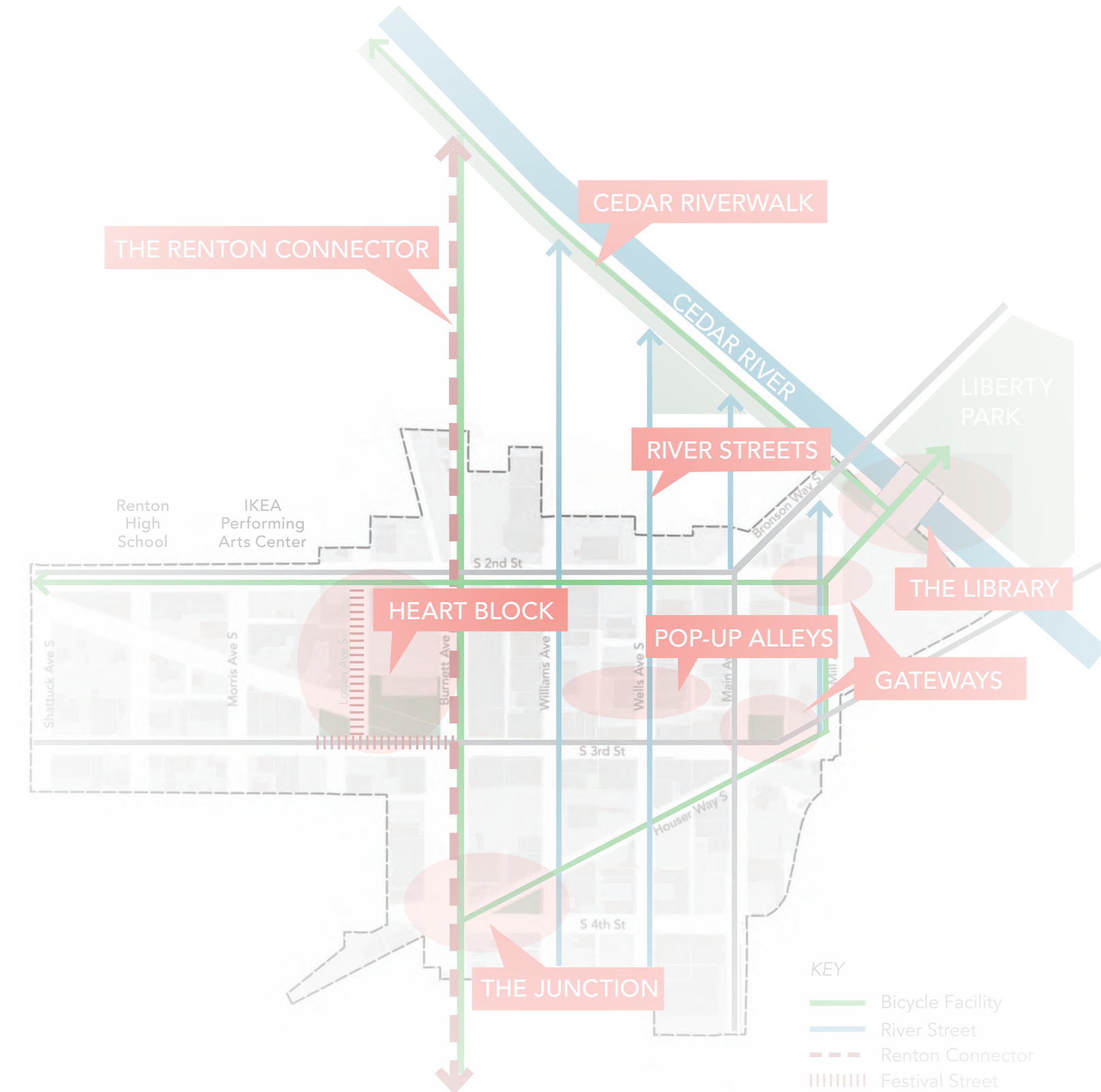
Conceptual aerial rendering of the Civic Core renovations



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



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



Strategies

Design and Development Strategies

Design and Development Strategies (DDS) identify specific actions necessary to meet the project Vision and organizational themes with the focus on increasing economic viability, improving pedestrian walkability and visual interest, and increasing the diversity of land uses. The Civic Core and Downtown should be 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. Opportunities in the Civic Core and Downtown are shown on **Figure 1.2**.

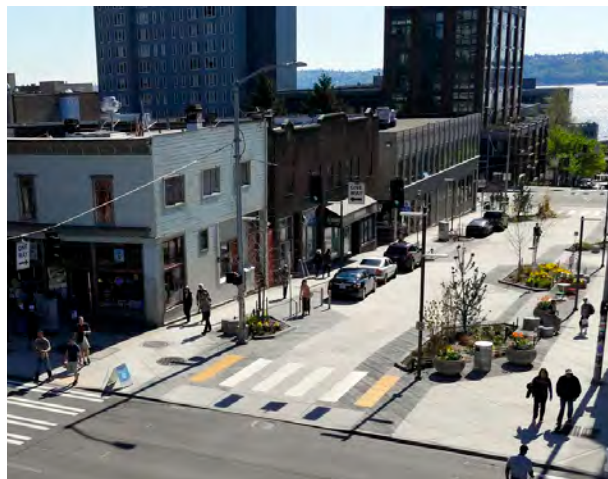
While some projects or programs can be started today, others will need time and money to implement. Transformation of the Civic Core and Downtown is already occurring with the addition of new businesses and an increased community interest in the area. These strategies must support what is already happening

by creating new economic development opportunities and attracting new residents.

Quick Wins are projects or actions that can be implemented now and/or with limited financial resources. Other strategies and actions are broken into **Short-Term Actions** (within five years) and **Mid/Long-Term Actions** (five to ten years).



Increasing visual interest using paving patterns and art



Street designed to host festivals and events



Festival street environment

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

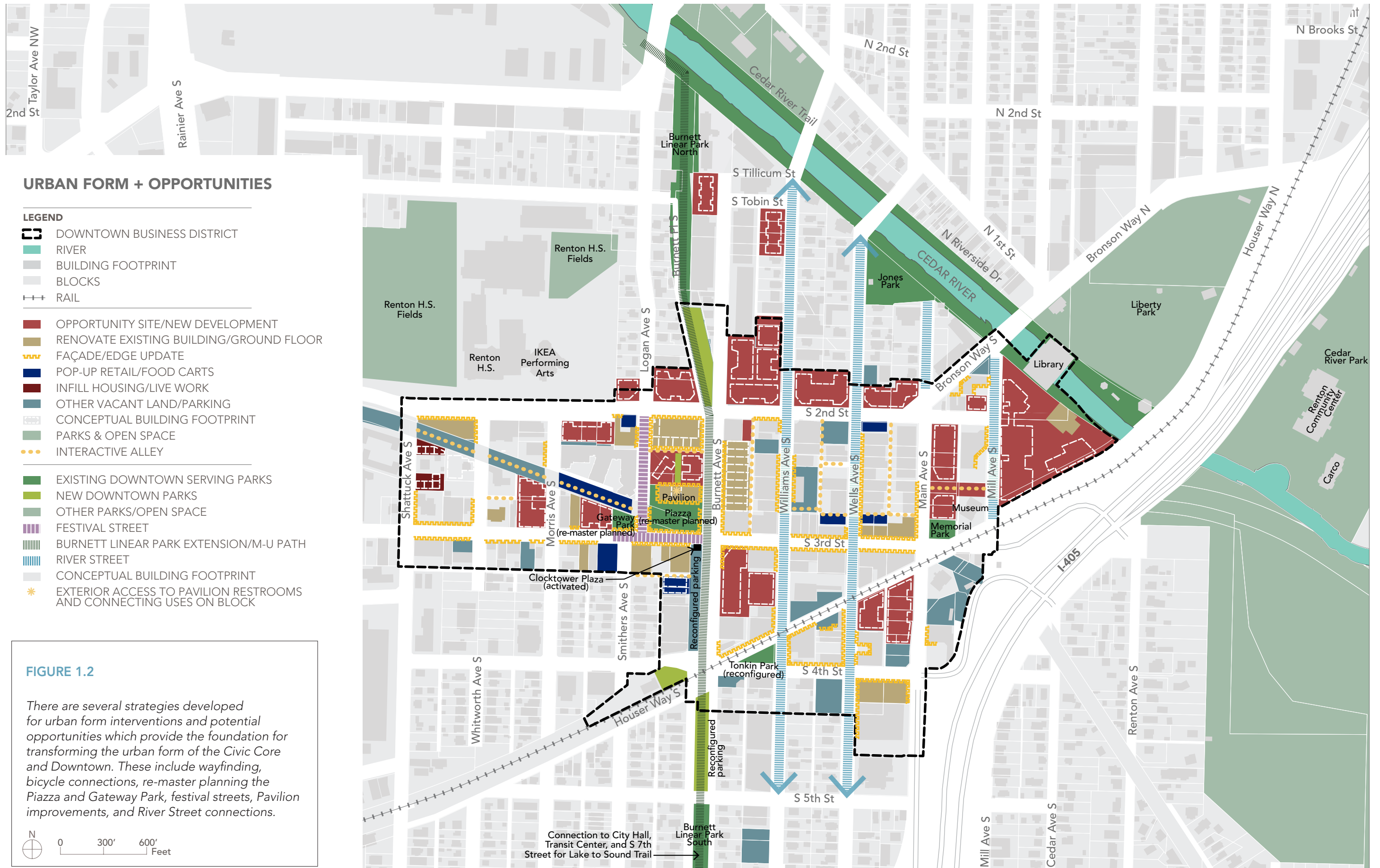
The Civic Core and Downtown already have a good sidewalk network built on the historic grid street pattern. Improving the urban design of the area to encourage more walking will require specific actions. Actions for DDS 1 are focused on building form and developing easy to understand travel patterns through the Civic Core and Downtown.

QUICK WINS

- DDS 1.1** Implement pedestrian- and vehicle-scale wayfinding recommendations contained in this plan.
- DDS 1.2** Using **Figure 1.2** as a starting point for potential façade improvement locations, coordinate with businesses and landowners to publicize the existing façade improvement program and recommend how the program could assist businesses and property values.
- DDS 1.3** Identify walls or facades that could incorporate murals or other unique storefront art (see also DDS 3 for arts-related recommendations).
- DDS 1.4** Prohibit window screens or murals that block or reduce window or door transparency.
- DDS 1.5** Develop a pilot program to allow a food cart pod to be located in the Civic Core and Downtown where trucks or trailers would be permitted to stay for more than one day.

SHORT-TERM ACTIONS

- DDS 1.6** Implement the complete wayfinding recommendations identified for the Civic Core and Downtown.
- DDS 1.7** Implement the adopted Downtown Streetscape Design Standards and Guidelines.
- DDS 1.8** Consider reductions or deferrals of permit fees for adaptive reuse of buildings.
- DDS 1.9** Provide reductions in fees for developments that create affordable housing in the Civic Core and Downtown. "Affordable" shall be defined by the City.
- DDS 1.10** Provide height bonuses above the existing 95-foot height (consistent with the Renton Municipal Code and FAA height regulations in effect at the time of project approval) if the developer provides affordable housing, contributes to parks or public amenities funding, or constructs a public amenity within the Civic Core and Downtown.
- DDS 1.11** Consider developing a sign permitting process that would allow rooftop signs. Traditional billboards or electronic reader signs should not be permitted.
- DDS 1.12** Encourage blade signs where multiple tenants occupy a single building; materials should be metal or wood (applied or painted letters/graphics are acceptable).



For individual businesses, painted signs on buildings should also be encouraged.

DDS 1.13 Scale signs appropriately to the building context (i.e. signs should fit on the flat face of awnings or in the clerestory above entrances).

DDS 1.14 Illuminate signs by discreet lighting technologies (e.g. rear uplighting, exposed tube neon, or projected light); illuminated awning signs are discouraged where used to mitigate otherwise opaque windows or inactive facades).

MID/LONG-TERM ACTIONS

DDS 1.15 When reconstructing streets, consolidate off-street parking access to the greatest degree practical. Focus parking access onto alleys or single driveways. Minimize off street parking in front or to the sides of buildings along S. 2nd Street, S. 3rd Street, Williams Avenue S., Wells Avenue S., and Main Avenue S.



Simple art installations enhance pedestrian experiences



Discreet lighting technologies such as neon lighting should be encouraged



Large windows and the entrance should face the street



Covered seating makes it possible to be outside year-round.



An environment that incorporates placemaking and play



Well-designed blade signs where multiple tenants are located



Wayfinding and placemaking through well-designed paths and trails



Historically-inspired signs painted directly on building facades



Appropriately scaled signs on building facades

DDS 2: Provide Active and Engaging Public Spaces

Parks, trails and open space are important components of an active and playful Civic Core and Downtown. It is essential that as residential and mixed-use development increases in the Civic Core and Downtown, residents have well designed places to gather, exercise, play, build community and be part of the urban experience. The plan for parks and open space (**Figure 1.3**) includes both traditional park spaces and experiential environments that incorporate placemaking, children's activities, and spaces for small gatherings and large civic events. This plan incorporates an additional 1.25 acres of park area with the addition of the Renton Connector and Burnett Linear Parks North and South expansions. There are also programming recommendations for existing facilities that use redesigned park spaces more efficiently and effectively.

Transforming public spaces in the Civic Core and Downtown will require programming, placemaking and activation strategies. While some of the recommendations will require longer-term investments, many of the strategies can be started immediately with minimal costs to jumpstart the process and transform the Civic Core and Downtown Renton's public spaces into fun and lively destinations, ultimately creating a more vibrant and welcoming Civic Core and Downtown. Additional public input will also be necessary during the design phases of each major project and coordination with local nonprofits, churches and other community organizations will be essential to ensure that the public spaces are designed to meet the needs of the diverse Renton community.

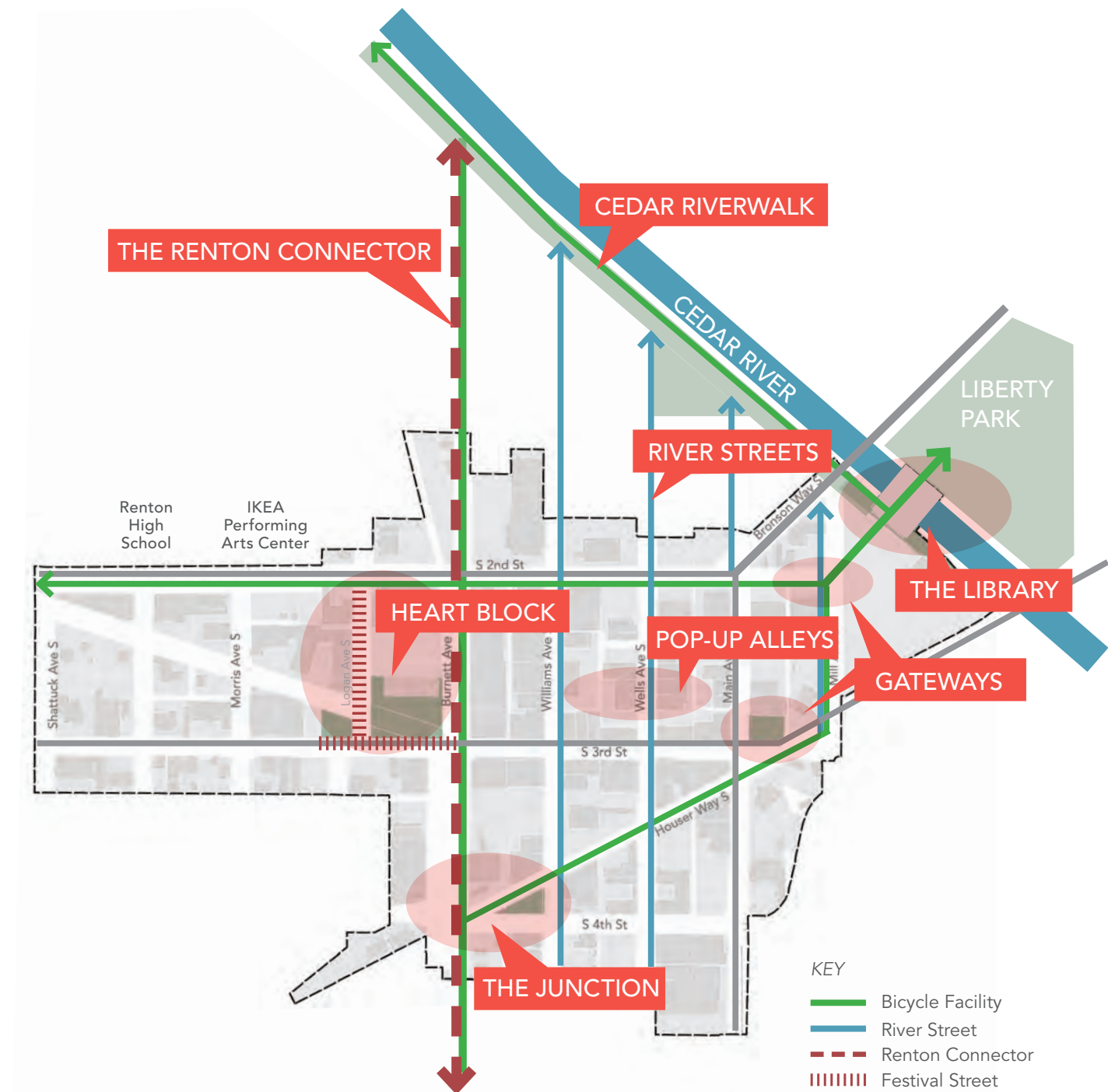
The Heart Block is the central civic meeting space in the Civic Core and Downtown and includes several public spaces. The Heart Block includes the Pavilion, Piazza and Gateway Park, the Backyard (existing Transit Street), the City Center Parking Garage, and the Festival Street (Logan Avenue S. is the primary festival street, while S. 3rd Street is a secondary location). The vision for each component of the Heart Block is described below along with strategies for each location, as applicable.



Provide spaces to play and build community



Create spaces that can be both internal and external



Map of key public spaces and destinations in the Civic Core and Downtown Renton

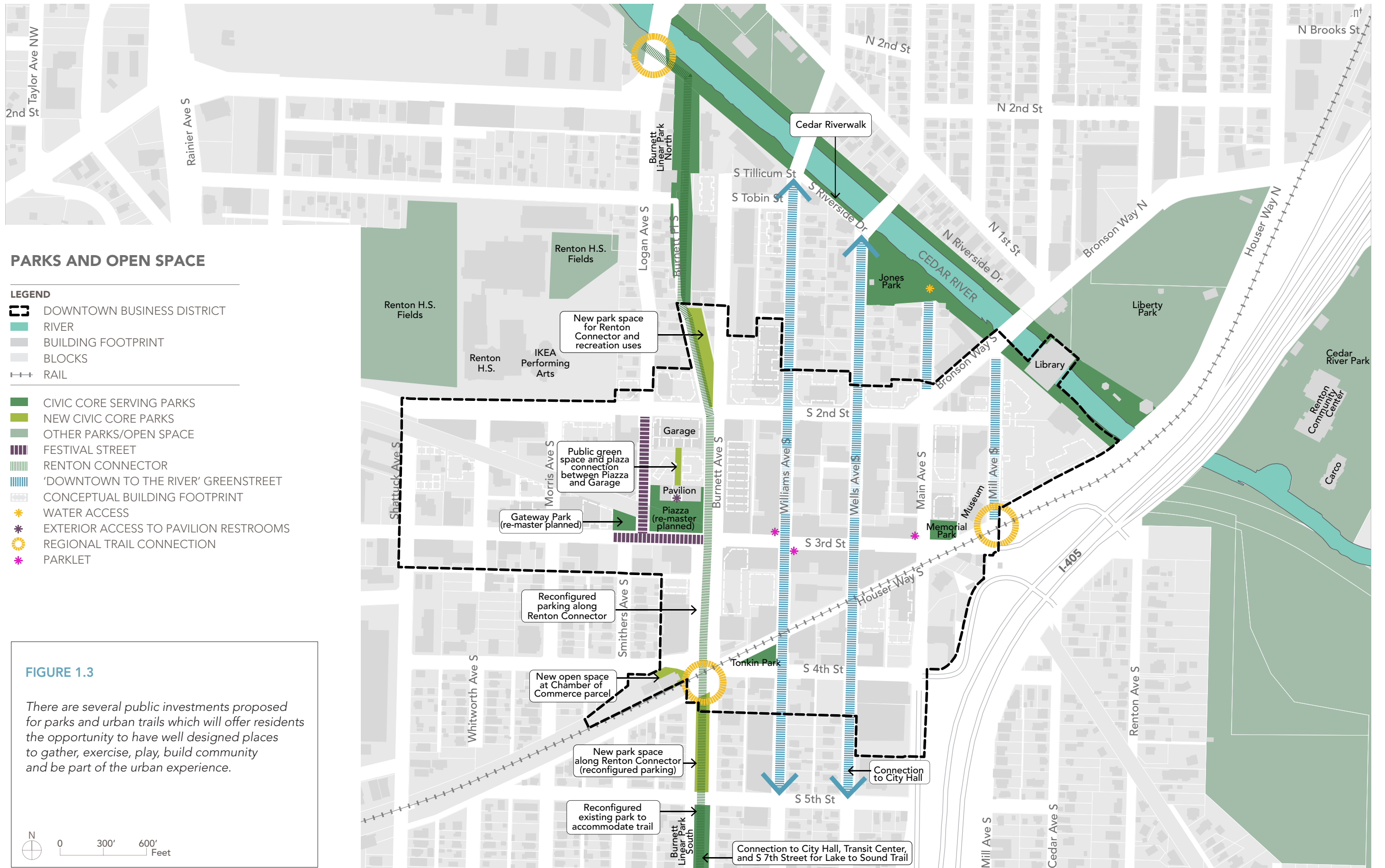


TABLE 1: FUTURE PROGRAMMING POTENTIAL IN DOWNTOWN RENTON'S PUBLIC SPACES

	The Pavilion	The Piazza	The Backyard	The City Center Parking Garage	The Festival Street	The Renton Connector	The Junction	The Gateways	The Library	Pop-up Alleys and Storefronts	The Cedar Riverwalk	The River Streets
EVENT PROGRAMS (MUSIC, FARMERS MARKET)	●	●	●	●	●	●	○	●	●	●	○	○
FOOD AND DRINKS	●	●	●	○	●	○	●	○	○	●	●	○
FLEXIBLE SEATING/ PICNIC TABLES	●	●	●	○	●	●	●	○	●	●	●	○
SPORTS/ GAMES	○	●	●	●	●	○	○	●	●	●	●	○
PLAY FEATURES	●	●	●	●	○	●	○	○	●	○	●	○
DOG FRIENDLY ACTIVITIES	○	●	●	○	●	●	○	○	●	○	●	●
NIGHT-TIME ACTIVITIES	●	●	●	●	●	○	●	○	●	●	●	○
PUBLIC ART	○	●	●	●	●	●	○	○	●	●	●	○
BIKE FACILITIES	●	●	●	●	○	●	●	○	●	○	●	○
FOOD TRUCKS	○	○	●	○	●	○	●	○	○	●	○	○
OUTDOOR EXERCISE	○	○	●	●	○	●	●	○	●	○	●	●
BEER GARDEN	●	○	●	○	○	○	●	○	○	●	○	○
GREEN SPACE/ NATURAL FEATURES	○	●	○	○	●	●	●	●	●	○	●	●
OUTDOOR MOVIES	○	○	●	○	○	○	○	○	○	●	○	○

○ - NOT RECOMMENDED ● - RECOMMENDED FOR FUTURE PROGRAMMING



Year round food hall and marketplace in the Pavilion



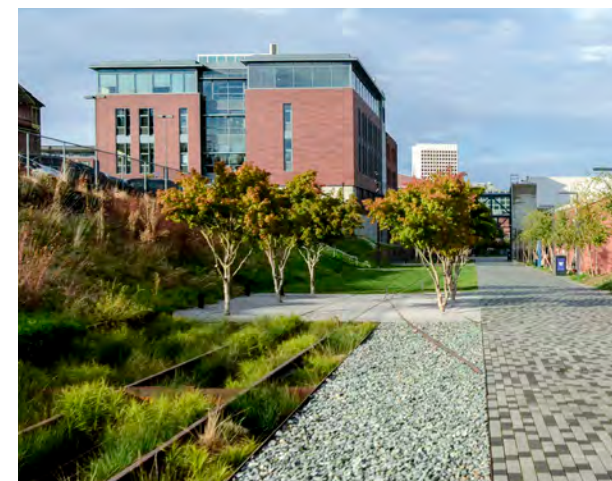
Flexible seating in the Piazza



Spaces for temporary galleries and incubator spaces in the City Center Parking Garage



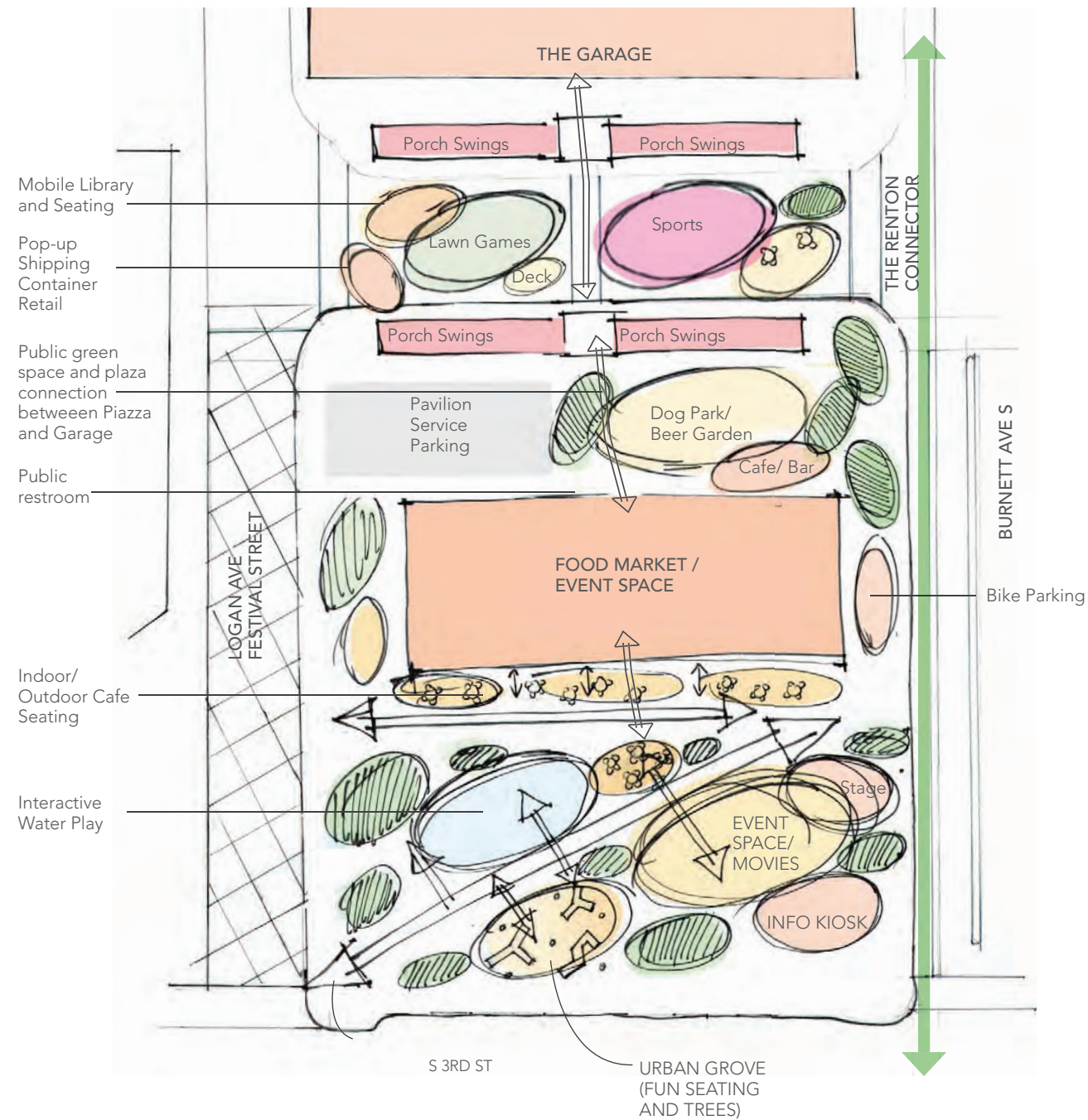
Mobile library with seating in the Piazza



Riparian inspired elements along a River Street



Interactive water features in the Piazza



Map showing potential programming for the Heart Block

THE PAVILION

The Pavilion becomes a year-round market/ food hall while continuing to serve as an event space with regular programmed activities. While the Pavilion currently hosts many private events, converting part of the building into a public market/food hall with a café, children spaces, a dog-friendly café (tied to a small dog park in the Backyard), and a beer garden encourages activity when events are not occurring. The Pavilion could also be marketed to host more year-round public events, such as cultural events like the Multicultural Festival and Octoberfest, that would draw families to the Civic Core and Downtown. During nice weather, using both the Pavilion and surrounding public spaces together boosts visibility and the local economy during the summer months. Events could also be moved indoors during inclement weather.

SHORT-TERM ACTIONS

- DDS 2.1** Use the Pavilion's garage doors to create an indoor/outdoor space during warmer months with picnic tables and flexible seating.
- DDS 2.2** Plan year-round cultural events such as Octoberfest and musical performances.
- DDS 2.3** Develop a marketing plan for the Pavilion and surrounding venues like the Backyard and Piazza.
- DDS 2.4** Provide outside access to public restrooms in the Pavilion.

- DDS 2.5** Redesign the Pavilion to provide transparency and access from the Piazza north to the redesigned Transit Street (either as a temporary pop-up or fully redeveloped space) and improved City Center Parking Garage. A portion of the Pavilion could be partitioned to allow for everyday active uses such as a year-round public market/food hall and/or small-scale services on the west side of the building, tied to a redesigned Piazza that adds covered seating.

MID/LONG-TERM ACTIONS

- DDS 2.6** Plan and implement capital improvements for the Pavilion and those that increase interaction between the Piazza and the Pavilion.

THE PIAZZA

The Piazza is redesigned to be a more flexible event space for performances and cultural activities. The Farmers Market could continue to operate in The Piazza (as well as on Logan Avenue S.). The redesign would include a new interactive water feature, a children's play area or climbing structure, flexible cafe seating and games to activate this prominent Civic Core space, and a new information kiosk to explore the Civic Core and Downtown.

QUICK WINS

DDS 2.7 Provide games such as ping pong, chess boards, and bean-bag toss.

SHORT-TERM ACTIONS

DDS 2.8 Coordinate marketing efforts with the Pavilion to increase the number of indoor/outdoor events.

DDS 2.9 Increase event programming to include daily performances, food trucks along Logan Avenue S. and S. 3rd Street, and nighttime events such as outdoor movies.

DDS 2.10 Re-master plan the Piazza to incorporate Gateway Park, the future festival street along Logan Avenue S. and S. 3rd Street, and the Renton Connector. Master planning should include restrooms. The future development of the Former Big 5 site should relate to the redesigned Piazza.

DDS 2.11 Complete the reconstruction of the Piazza.



Pop-up games



Creative seating



Interactive water feature and seating

THE BACKYARD

The existing Transit Street and the parking area behind the Pavilion are transformed into the Backyard, a pop-up plaza space with a dog park/cafe, picnic tables and whimsical porch swing seating under the existing transit shelters. The Backyard is an ongoing pop-up retail experience, but also ties into interests of high school students who have said they would come to the Civic Core and Downtown if there was youth-focused programming. The Backyard could also include a mobile library and bleacher style seating. In the long-term, the Backyard is redeveloped as a mixed-use development.

SHORT-TERM ACTIONS

DDS 2.12 Upon relocating transit operations from the Transit Street, test a temporary pop-up plaza concept with simple materials and paint that includes miniature golf or a beach themed event and dog park.

DDS 2.13 Add seating next to existing café stand. Remove bars on the windows that make it uninviting.

MID/LONG-TERM ACTIONS

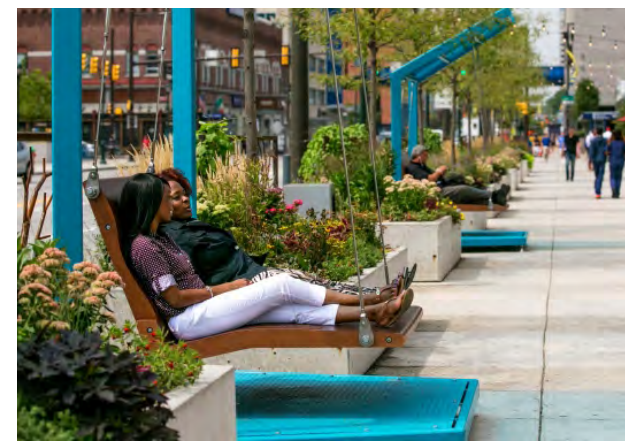
DDS 2.14 Attract a developer through a Request for Proposals process to redevelop the Backyard as a mixed-use development. This development should include public plazas, programming, and direct connections between the City Center Parking Garage and the Pavilion.



Pop-up play activities



Places to sit and hang out



Potential swings under the transit stops



Existing Transit Street



Temporary pop-up seating



Dog-friendly cafe



"The Backyard," temporary pop-up plaza options on the Transit Street

THE CITY CENTER PARKING GARAGE

The City Center Parking Garage is retrofitted to provide active spaces (in addition to parking). The roof deck provides some of the best views in the Civic Core and Downtown and could be retrofitted for public events, urban play like mini-golf, or outdoor yoga sessions. Ground floor uses could be retrofitted to provide spaces for small-scale retail and incubator spaces or after-school programming. Vertical elements could include a rock climbing wall. The focus on incubator and youth activities reflects the desire to have multi-generation activities in the area and create a connection to Renton High School.

QUICK WINS

DDS 2.15 Market and program uses of the rooftop for seasonal activities.



Rock climbing on a parking structure

SHORT-TERM ACTIONS

DDS 2.16 Relocate the Police station to another location.

DDS 2.17 Remove mirrored glass on ground floor spaces to increase visibility.

DDS 2.18 Add lighting to the area to increase safety for evening events.

MID/LONG-TERM ACTIONS

DDS 2.19 Retrofit ground floor spaces for small-scale retail that will spill out onto the Backyard or into new mixed-use development. Depending on space needs, the ground floor could also be converted to a commercial kitchen where spaces can be leased to small-scale businesses or Farmers Market businesses.



Pop-up yoga on the roof

THE FESTIVAL STREET

Logan Avenue S. becomes a closeable, curbless festival street that hosts the weekly Farmers Market, food trucks and community events. When not used for events, Logan Avenue S. would be open to vehicles. While Logan Avenue S. would be the primary festival street closed most often, S. 3rd Street between Burnett Avenue S. and Logan Avenue S. would also be designed as a festival street and closed periodically for larger events.

QUICK WINS

DDS 2.20 Close Logan Avenue S. south of the Transit Street to cars for community events like the Farmers Market prior to the festival street redesign.

SHORT-TERM ACTIONS

DDS 2.21 Remove the center median to improve pedestrian access across the street when it is closed for events.

DDS 2.22 Organize an annual food truck festival or Taste of Renton event.

DDS 2.23 Organize regular music performances, dances or outdoor movies in the street.

DDS 2.24 Design and construct a curbless festival street along Logan Avenue S. between S. 2nd and S. 3rd Streets, and along S. 3rd Street between Logan Avenue S. and Burnett Avenue S.



Temporary food carts



Streets closed for events

THE RENTON CONNECTOR

The Renton Connector, a new greenway envisioned along Burnett Avenue S., creates a signature Civic Core and Downtown green spine and regional trail connection between the Cedar River Trail, Lake to Sound Trail, Lake Washington Loop Trail, and the Eastside Rail Corridor for pedestrians and cyclists between the Cedar River, City Hall, and the South Renton Transit Center to the south. The new greenway extends the existing Burnett Linear Parks (North and South) into the Civic Core, cleanses stormwater runoff, and provides a healthy 'green spine' that will catalyze new family-friendly development in the Civic Core and Downtown. Several key elements include:

- Providing a multi-use path and protected bicycle lane for cyclists and pedestrians separated from the roadway that connects with the Lake to Sound and Cedar River Trails and regional transit connections.
- Incorporating green stormwater planters to filter stormwater runoff before it reaches the Cedar River.
- Planting street trees to increase tree canopy coverage in the Civic Core and Downtown.
- Providing opportunities to incorporate art, play spaces, and resting areas along the connector.
- Reconfiguring parking between S. 3rd and S. 4th Streets, keeping the existing space count.

- Reconfiguring the public parking area between S. 4th and S. 5th Streets into a buffered multi-use path and bocce ball court, with parking being relocated onto both sides of Burnett Avenue S. Overall, approximately 25 spaces may be lost from the public parking area. Capacity to accommodate lost parking is available either in the City Center Parking Garage or elsewhere on surrounding streets.

QUICK WINS

- DDS 2.25** Work with local artists to develop a plan for art installations (temporary and permanent) along the future Renton Connector alignment. Art should be relocatable if it is installed prior to the Renton Connector construction.

SHORT-TERM ACTIONS

- DDS 2.26** Acquire property and develop an extension of Burnett Linear Park North from S. 2nd Street to the existing Burnett Linear Park North boundary. Include a small area for food carts or other temporary businesses.

- DDS 2.27** Design the Renton Connector as a phased project. Phasing should include specific actions that can be undertaken as soon as possible, including converting the existing parking spaces between S. 3rd and S. 4th Streets to accommodate the multi-use path, versus longer-term, more expensive components that may take time to secure funding resources.

- DDS 2.28** Implement a preliminary design phase of the Renton Connector that can be accommodated with existing revenue.

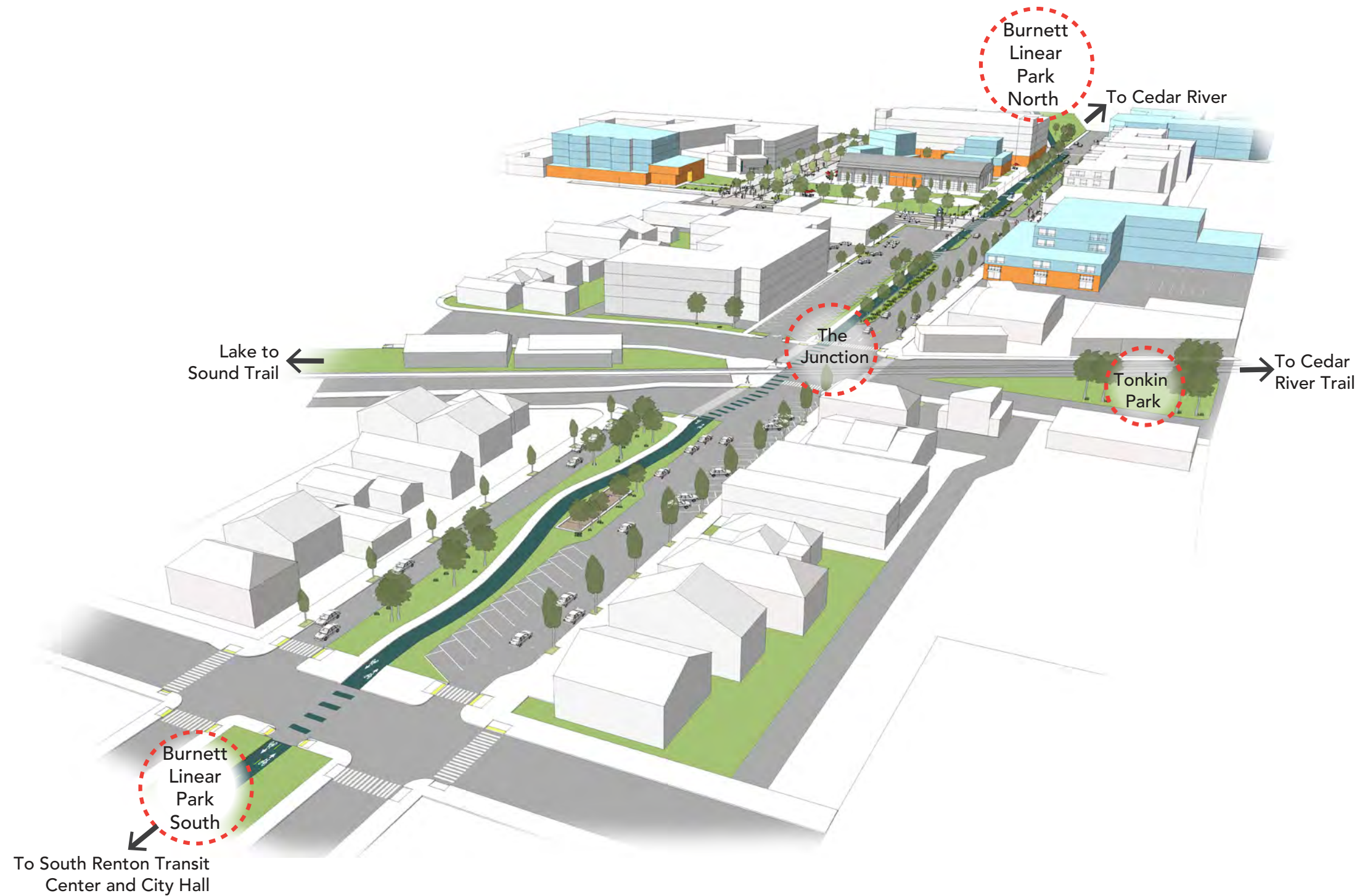
- DDS 2.29** Develop parks masterplans for the area from S. Grady Way to S. 5th Street (Burnett Linear Park S.) and from S. 2nd Street to the Cedar River (Burnett Linear Park N.).

MID/LONG-TERM ACTIONS

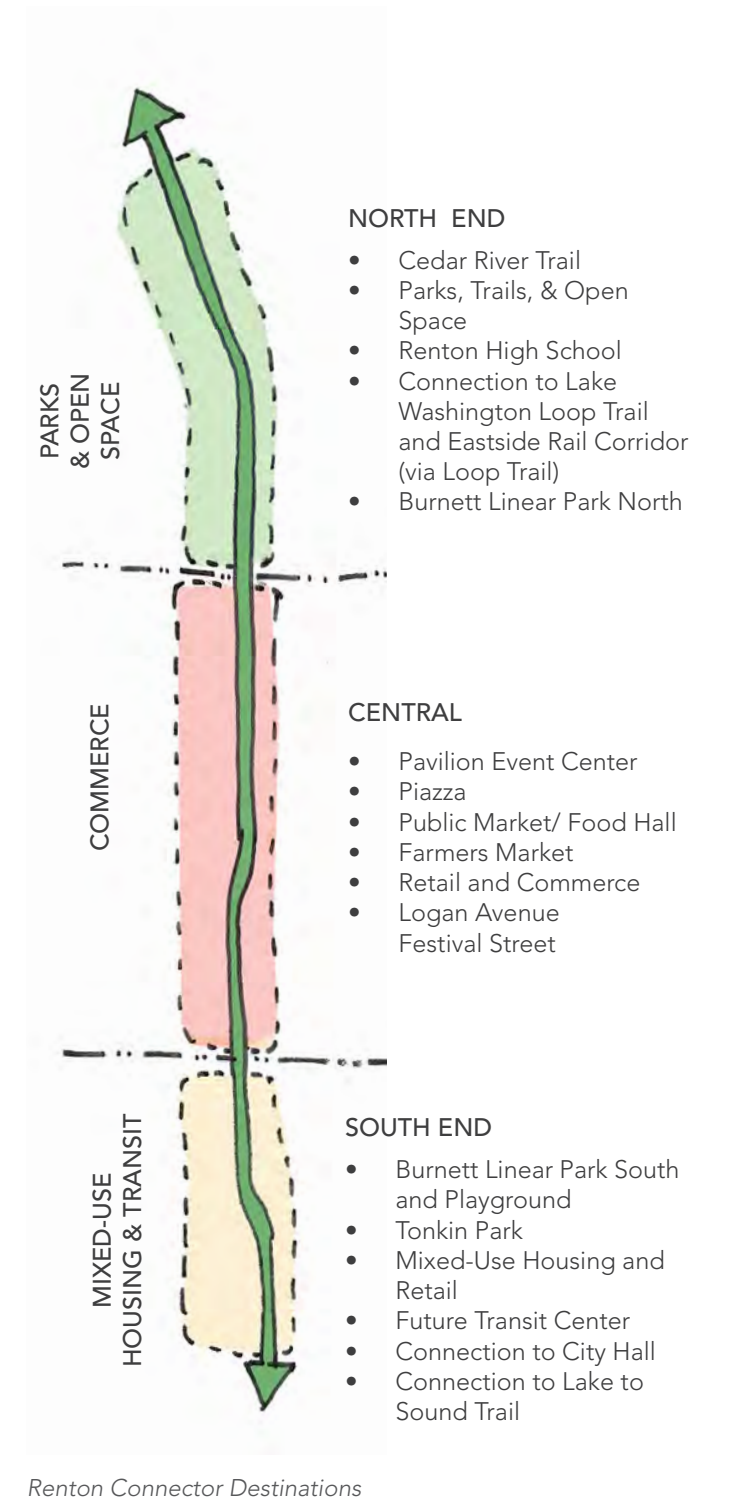
- DDS 2.30** Construct the major elements of the Renton Connector. The design should incorporate art, distinctive branding, wayfinding and finishes to showcase it as a critical element of the Civic Core and Downtown parks system.



Simulation of the Renton Connector between S. 3rd and S. 4th Streets



Conceptual view of the Renton Connector (looking north) that integrates the North and South Burnett Linear Parks to the Civic Core and Downtown, Cedar River, and City Hall



Renton Connector Destinations

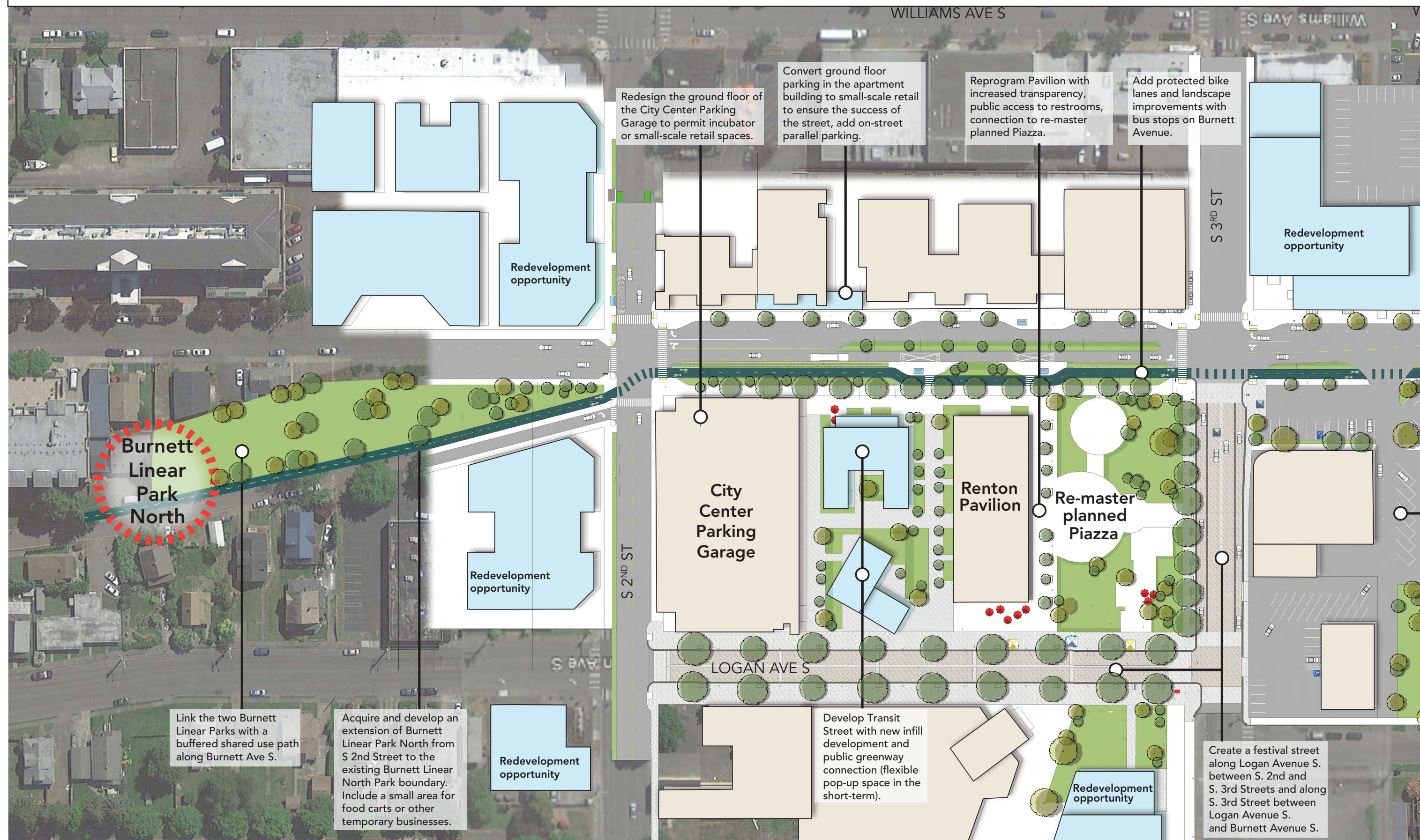


FIGURE 1.4 Plan view showing the Renton Connector that integrates Burnett Linear Parks (North and South) to the Civic Core and Downtown, Cedar River, and City Hall



THE JUNCTION

The Junction connects Tonkin Park, the Renton Connector and the Chamber of Commerce property into an explorable district with restaurants, bars, and art along Burnett Avenue S., Houser Way S. and S. 4th Street. The Junction includes improved intersection crossings to Tonkin Park across Burnett Avenue S. and S. 4th Street to improve safety and walkability. The Junction is also an important connection to the regional trail system along Houser Way S. that will connect the Cedar River Trail, the Lake to Sound Trail, and the Eastside Rail Corridor. Tonkin Park becomes an urban picnic grove under the existing mature canopy trees with dramatic lighting to under light them at night. An elevated deck allows visitors to sit and observe airplane fuselages traveling through the Civic Core and Downtown to the Boeing factory.

QUICK WINS

DDS 2.31 Activate area with pop-up retail and art to create a more engaging and walkable district.

SHORT-TERM ACTIONS

DDS 2.32 Enhance furniture elements in Tonkin Park (e.g. elevated deck to sit and observe passing fuselages).

DDS 2.33 Improve lighting and pedestrian crossings at intersections.

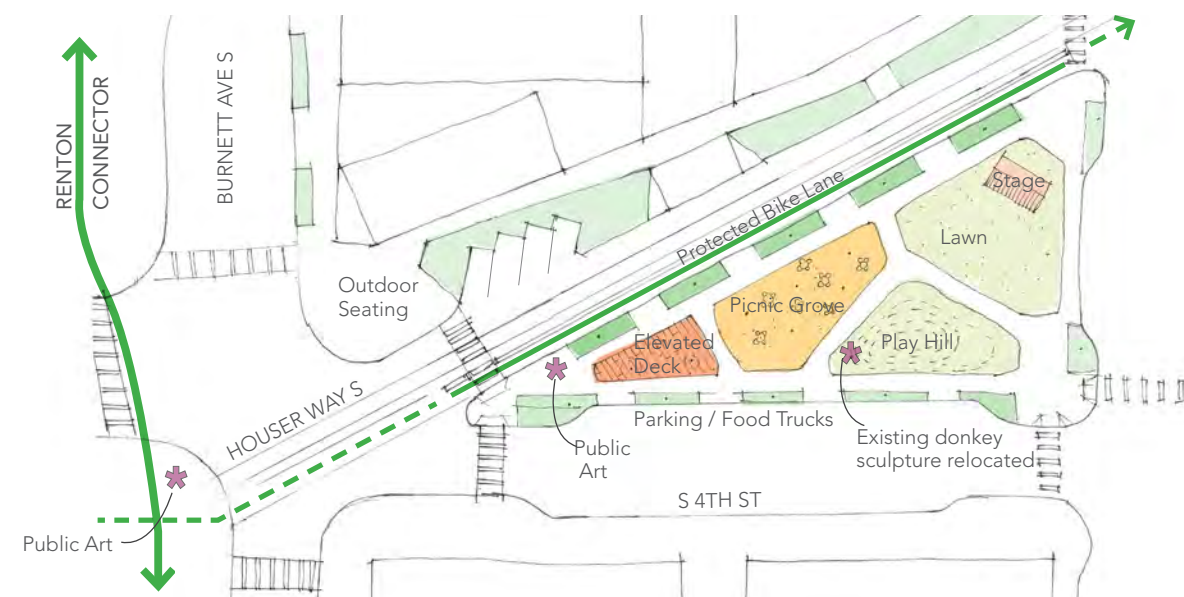
MID/LONG-TERM ACTIONS

DDS 2.34 Construct the design and placemaking recommendations for Tonkin Park along with green space and art in the vicinity of the Chamber of Commerce.

DDS 2.35 Implement the regional trail recommendation in the updated Renton Trails and Bicycle Master Plan along Houser Way S.



Existing conditions at Tonkin Park
(Brick structure removed and replaced by elevated deck for viewing passing airplane fuselages as shown in the simulation below)



Proposed programming changes at Tonkin Park



Simulation showing potential improvements at Tonkin Park

THE GATEWAYS

The gateways are important entry nodes to Downtown where S. 2nd and S. 3rd Streets intersect with Main Avenue S., particularly at S. 3rd Street where Veterans Memorial Park is located. Improving the pedestrian environment with wayfinding and art will enhance both intersections, including improvements for connecting pedestrians and cyclists from the Cedar River Trail to the Civic Core and Downtown, the Junction and the Renton Connector.

QUICK WINS

DDS 2.36 Improve wayfinding to destinations from Veterans Memorial Park and the Renton History Museum, particularly for the future bicycle connection on Houser Way S.

DDS 2.37 Activate vacant adjacent storefronts with art or pop-up retail uses.

SHORT-TERM ACTIONS

DDS 2.38 Add art in the plaza or on adjacent corner in the vicinity of the S. 2nd Street "Downtown" gateway as part of the Arts Trail.

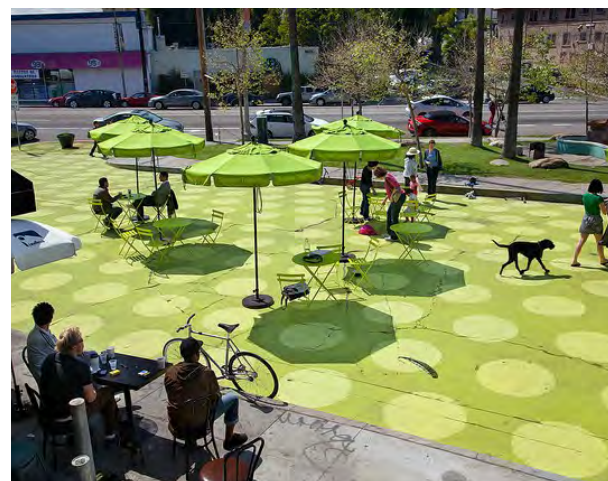
DDS 2.39 Paint the intersection at Main Avenue S. and S. 3rd Street.



Bulb outs to improve pedestrian safety



Intersection painting to increase visual interest



THE LIBRARY

The Library is already an iconic space and big draw for the area. This asset should be leveraged by improving connectivity and wayfinding between the Library and other destinations in the Civic Core and Downtown.

QUICK WINS

DDS 2.40 Create a temporary reading room with Library materials with movable chairs in the Pavilion and Piazza during summer events.

SHORT-TERM ACTIONS

DDS 2.41 Incorporate pedestrian scale wayfinding to direct bicyclists and pedestrians to the Civic Core and Downtown and the regional trail system from the Library.



The Library acts as a community hub and draws many users



POP-UP ALLEYS AND STOREFRONTS

Alleys should be better incorporated into the Civic Core and Downtown, using these spaces for seating, small-scale incubator spaces for cultural events, small-scale retail, art, music, outdoor movies and eateries.

Empty storefronts can also be converted into small scale temporary art galleries, show historic artifacts or information on the area's rich history, or as retail spaces until sites are leased more permanently.

QUICK WINS

DDS 2.42 Identify vacant storefronts with willing building owners to locate pop-up retail or craft uses with local retailers or craft industrial uses and artisan makers.

SHORT-TERM ACTIONS

DDS 2.43 Coordinate with the Renton History Museum to develop temporary installations for vacant storefronts.



Alley between Main Avenue S. and Wells Avenue S.



Pop-up programming



Simulation of potential programming in the alley

DDS 2.44 Consolidate garbage and recycling into central, screened locations.

DDS 2.45 Through the Renton Downtown Partnership and coordination with local businesses, create patio seating for temporary food carts in the alley between S. 2nd and S. 3rd Streets from Main Avenue S. to Wells Avenue S.

DDS 2.46 Develop an alley programming plan that identifies specific recommendations for use, businesses coordination and ongoing management. This should include an improvement plan for lighting and paving.

MID/LONG-TERM ACTIONS

DDS 2.47 Improve backs of buildings where alleys are present.

THE CEDAR RIVERWALK

The Cedar Riverwalk becomes a major draw to attract residents and visitors to experience the Civic Core and Downtown.

Better connections to the Cedar River should include enhanced trails and multi-modal access from the Civic Core and Downtown and developing more recreational opportunities along the Cedar River, while also protecting salmon habitat. This includes jogging paths, and the potential for river viewing platforms, water access for kayaks and paddle boards, and expanded food and picnic areas along the greenspace.

QUICK WINS

DDS 2.48 Add pedestrian scale wayfinding to improve connectivity from the Civic Core and Downtown to the Cedar River.

SHORT-TERM ACTIONS

DDS 2.49 Add interpretive signage that describes the area's history and natural resources along the Cedar River.

MID/LONG-TERM ACTIONS

DDS 2.50 Improve visual and physical water access to the Cedar River at Main Avenue S.



Increase accessibility to the water with easy pedestrian access, viewing, and connected trails



Wayfinding and directional signage help get people to recreational opportunities

DDS 3: Integrate Art into the Civic Core and Downtown

The community engagement process results indicated that art should be one of the most important elements in the Civic Core and Downtown. Art can play several roles, adding whimsy and excitement on the street and focused, curated installations that create a destination and attraction. Art in the Civic Core and Downtown should also represent the community, celebrating and incorporating the diversity of voices that make up Renton. Art should occur at a variety of scales, variations in design, and tell multiple stories.

For those reasons, creating art in and for the area should include as many voices as possible, from the well-established Renton Municipal Arts Commission to school-age children.

QUICK WINS

- DDS 3.1** Through local churches and nonprofits, develop a citywide outreach plan to encourage representation in art activities from the diverse racial, cultural and ethnic groups residing in Renton.
- DDS 3.2** Coordinate with the Renton Municipal Arts Commission and local property owners to provide free or low-cost space in vacant buildings for artist and gallery space.
- DDS 3.3** Create an “art gallery” in the alleys. These spaces would be open to all artists to create art on alley walls. While this strategy could be part

of a larger alley activation program described in DDS 2, it could also be an organizing event for painters, muralists and spray-paint artists.

- DDS 3.4** Incorporate the recommendations of the 2010 City of Renton Arts and Culture Master Plan in the Civic Core and Downtown, as applicable.
- DDS 3.5** Incorporate art into the grounds of facilities such as the IKEA Performing Arts Center and the Renton Library, among others.
- DDS 3.6** Develop a mural program that integrates local arts and community-based organizations to create art that tells the past and current story of Renton.
- DDS 3.7** Develop a performing arts program with a list of musicians to perform at local events throughout the year. This strategy could also be part of the larger programming of events identified for the Heart Block.



Art in alleys

SHORT-TERM ACTIONS

- DDS 3.8** Assign or hire an Arts Coordinator part-time for visual and performing arts.
- DDS 3.9** Work with the local performing arts venues in Renton to create small theatrical events that can be set in the Civic Core and Downtown. This could include local or traveling artists.
- DDS 3.10** Engage the Renton School District and the Renton Municipal Arts Commission to collaborate on a Downtown Arts Studio. The art studio could be in a vacant space in the Civic Core or Downtown and would connect local students with practicing artists to learn about the business of art while also creating original work.
- DDS 3.11** Create an “Arts Trail”(See Figure 1.4) using art and interactive elements in key locations in the Civic Core and Downtown and along the Cedar River. The Arts Trail would consist of a series of existing and new art pieces, placed on streets or in parks. Each piece of art should have a brief description of the artist and piece of art. As part of the Arts Trail, develop information that can be downloaded to identify the Arts Trail route, information on the art, and connections to nearby businesses.

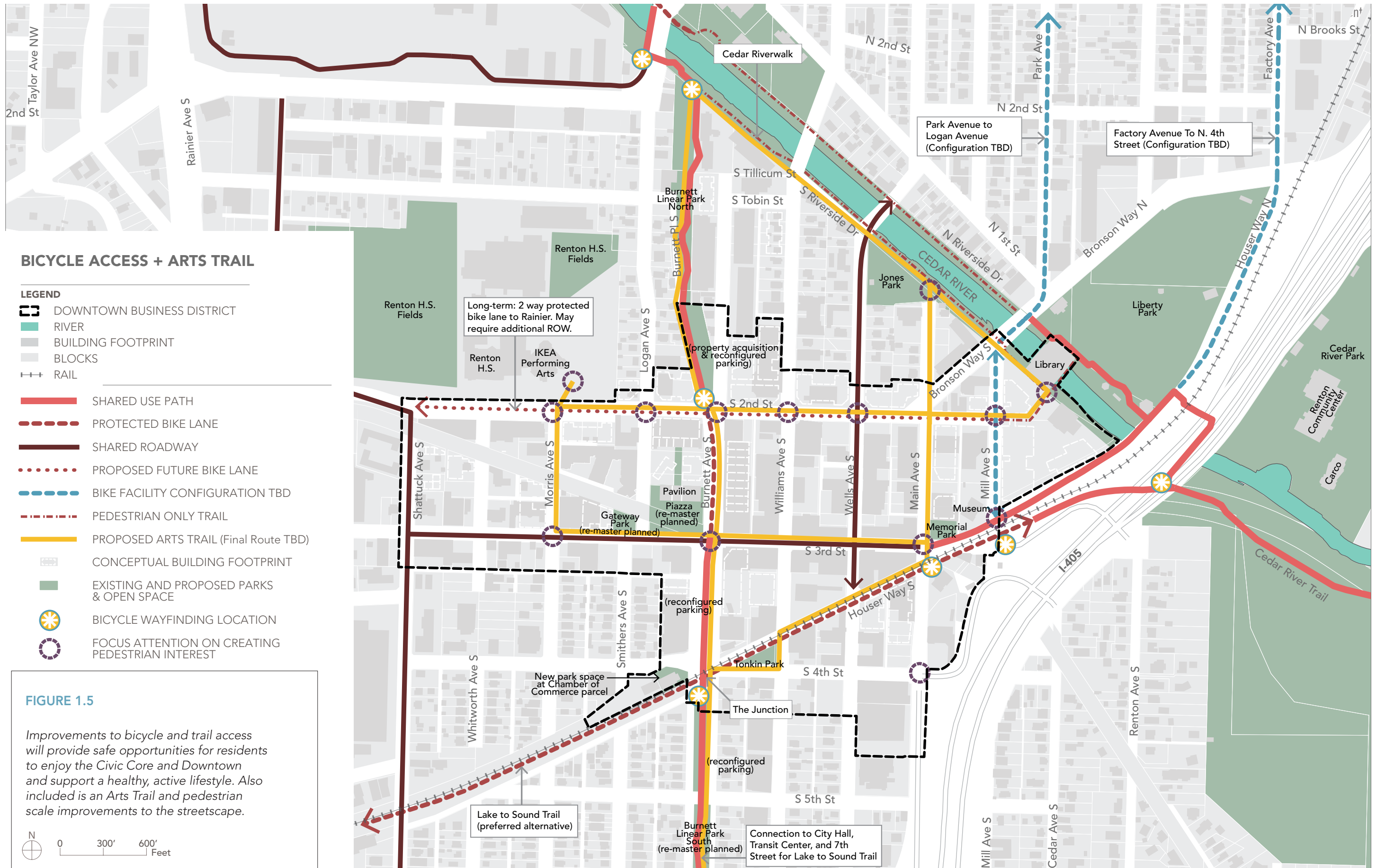
- DDS 3.12** Hold an art competition that can be distributed locally and regionally to develop art for the Arts Trail. As part of the competition, organize an arts festival that showcases the pieces and draws attention to the Civic Core and Downtown.

MID/LONG-TERM ACTIONS

- DDS 3.13** Create a non-profit gallery space that provides opportunities to showcase art. Space could be shared with the Downtown Arts Studio (DDS 3.10), but should eventually have a separate display space.



Art along a trail route



DDS 4: Create Safe, Green and Attractive Streets

The City of Renton is already planning to implement a series of bold moves to improve circulation and access within the Civic Core and Downtown. **Figure 1.5** illustrates these changes, which include converting one-way streets to two-way (Williams and Wells Avenues S., and S. 2nd and S. 3rd Streets). While the roadway reconfigurations will occur over several years, these changes will have a dramatic and positive effect on the area. 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 the Civic Core and Downtown.

While roadway design is an important 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 prioritize the creation of a highly walkable, urban environment. Bicycle and pedestrian access is important for getting around as well as to provide access from surrounding areas without having to drive and park. Several of the recommendations will be included in the updated City of Renton Trails and Bicycle Master Plan, currently in development. (See **Figure 1.4**).

QUICK WINS

- DDS 4.1** Add pedestrian and vehicular wayfinding signage to direct pedestrians to attractions in the Civic Core and Downtown.
- DDS 4.2** Construct and install the information kiosk and pedestrian-focused wayfinding recommendations identified in this Plan.
- DDS 4.3** Increase the urban tree canopy either by replacing missing trees in existing tree grates or adding tree grates along primary streets, using appropriate street trees for urban areas. 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.

SHORT-TERM ACTIONS

- DDS 4.4** Implement the adopted Downtown Streetscape Design Standards and Guidelines. Recommendations and standards from this plan should be used for general elements and streetscape improvements.
- DDS 4.5** Construct mid-block crossings at key locations along north/south streets, particularly for Williams and Wells Avenues S. where improvements to the alley system will draw increased pedestrian activity.
- DDS 4.6** Implement the two-way conversions of Williams and Wells Avenues S., and S. 2nd and S. 3rd Streets.

MID/LONG-TERM ACTIONS

- DDS 4.7** Increase lighting on streets, particularly west of Burnett Avenue S., using the adopted Downtown Streetscape Design Standards and Guidelines for streetlight design. Minimize the use of cobra head lighting or other high intensity, but low visual quality lighting features.
- DDS 4.8** Create three north/south “River Streets” (see page 36) to provide linear connections across from the Civic Core and Downtown to the Cedar River and park spaces, with educational features and interactive spaces that improve the understanding of urban water quality and the role the City plays in the larger watershed. River Streets, unlike other streets in the Civic Core and Downtown, include interpretive signage and a planting palette that reflects the ecology of the Cedar River, incorporates stormwater treatment as a celebrated element, educational and interpretive signage about green stormwater infrastructure and the Cedar River ecosystem, and a consistent and complementary street tree canopy and curb bulbs that calm traffic and create a safer street for pedestrians.
- DDS 4.9** Incorporate modern stormwater facilities into reconstructed streets. Green street treatments should focus on accessibility, function, ease of maintenance, and meet the National Association of City Transportation Officials (NACTO)

best practices for street design and stormwater (<https://nacto.org/publication/urban-street-stormwater-guide>).

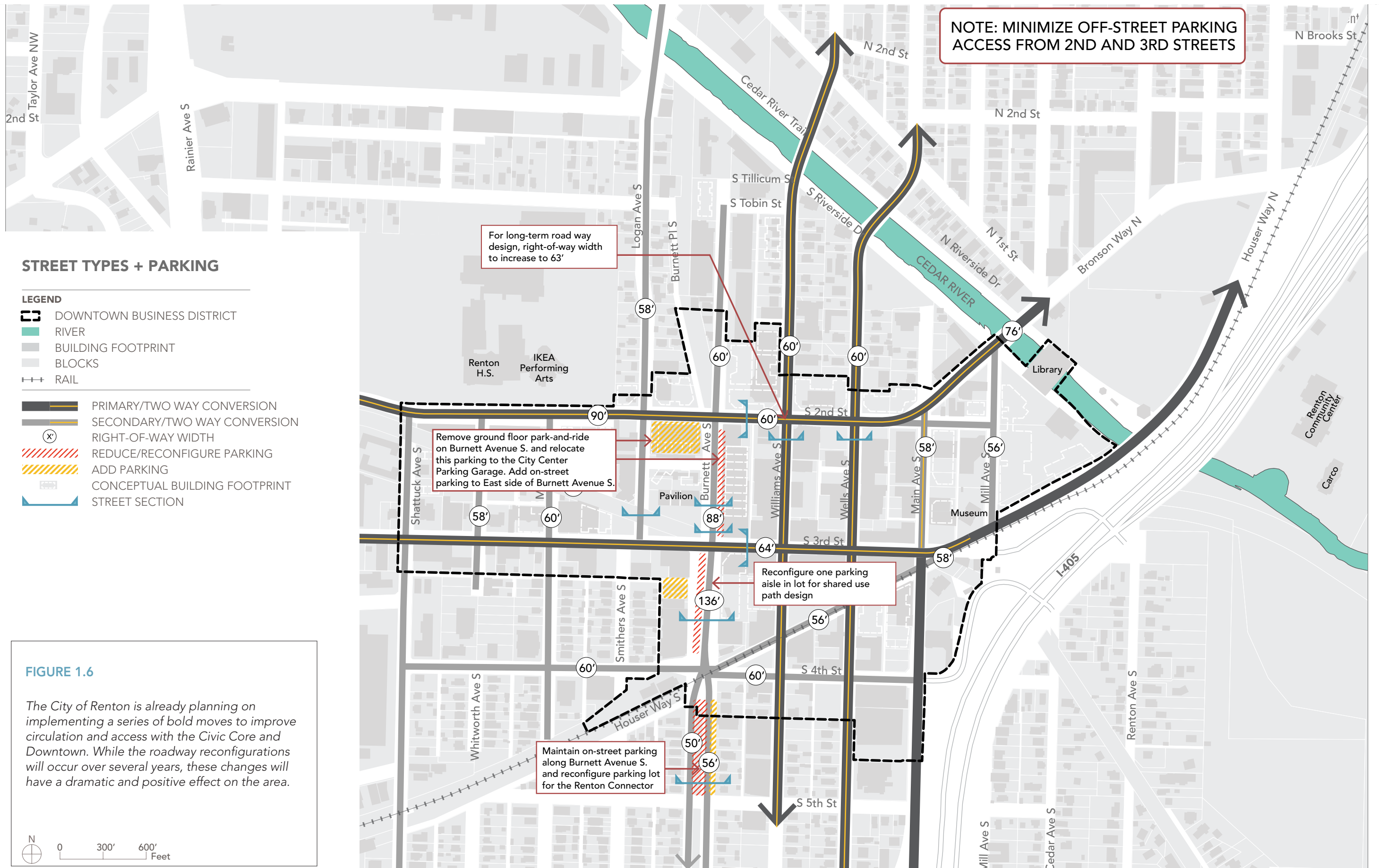
- DDS 4.10** Provide bicycle facilities and regional trail connections as illustrated on **Figure 1.4**.

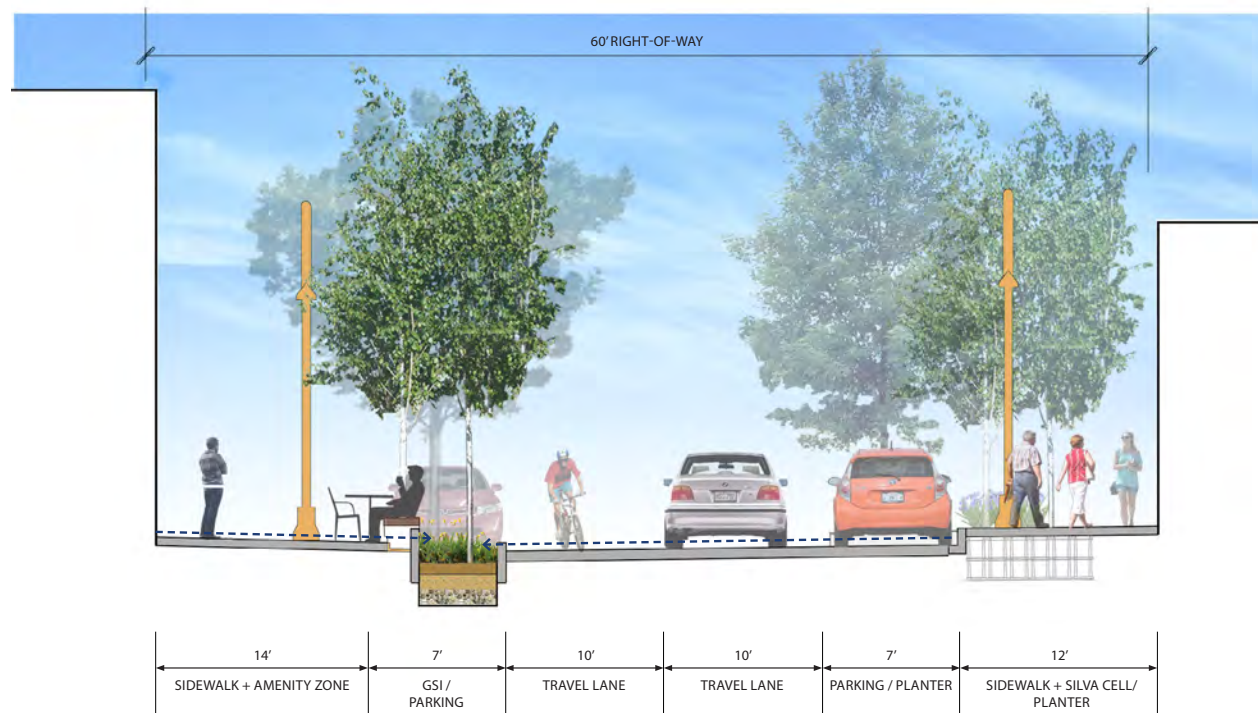
DDS 5: Support Small Businesses and Downtown Living

More people are moving to the Civic Core and Downtown and new businesses are locating in previously vacant storefronts. To meet the increased needs of new residents and increase the attractiveness and desirability of the area, more amenities such as food, recreation and programmed opportunities will be needed. These can be provided either in permanent locations or as pop-ups. Existing and new park space should provide a variety of programming opportunities, both passive and active programmed events.

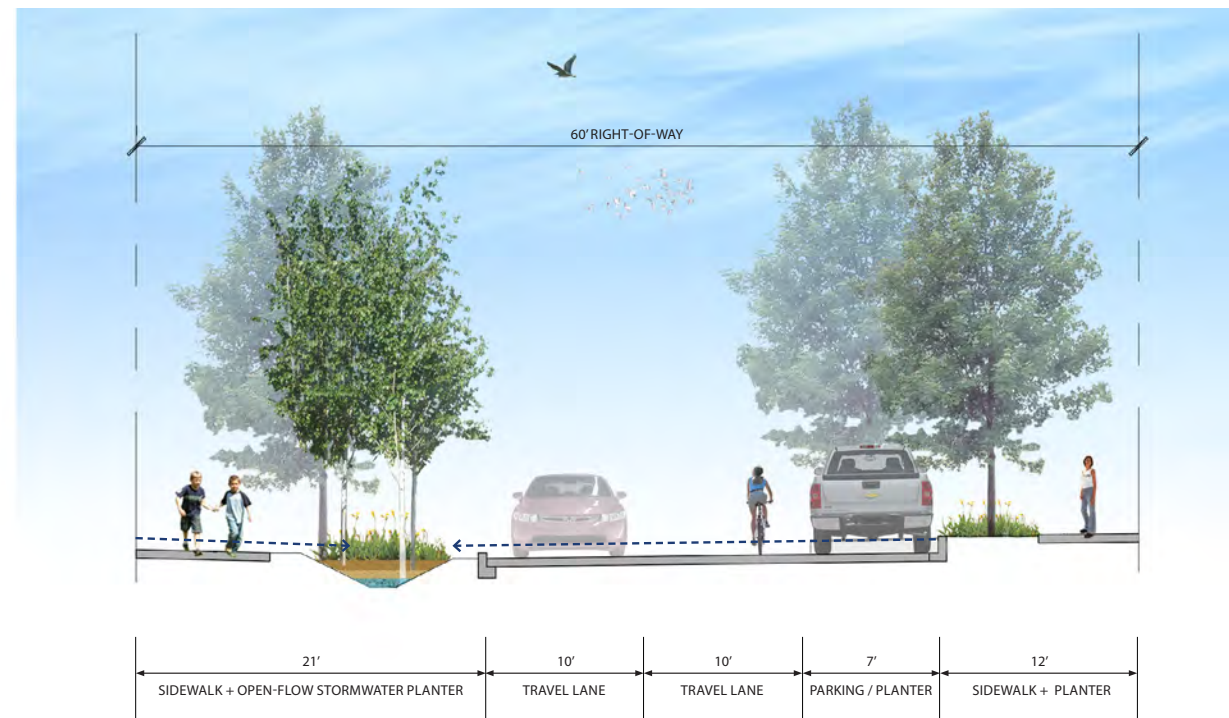
QUICK WINS

- DDS 5.1** Revise existing City Code to permit food trucks closer to adjacent buildings on off-street parking areas. Focus first on areas with active nearby businesses and residences, such as the alley between S. 2nd and S. 3rd Streets from Main Avenue S. to Wells Avenue S. and in the vacant property near the corner of Burnett Avenue S. and S. 3rd Street.





Street section illustrating conceptual River Street along Wells Avenue between S. 2nd Street and S. 3rd Street



Street section illustrating conceptual River Street along Wells Avenue between S. 2nd Street and Cedar River

DDS 5.2 Create a marketing package that provides incentives for those attending events at the IKEA Performing Arts Center, Carco Theatre, Renton Civic Theatre, and the Pavilion to patronize the Civic Core and Downtown businesses and restaurants. The marketing package could incorporate existing marketing materials for individual venues and should also include recommendations for joint marketing of existing facilities.

marketing. Focus on using City-owned properties for housing or mixed-use development.

MID/LONG-TERM ACTIONS

DDS 5.7 Develop a Downtown Housing Incentives Program, encouraging development of mixed-income and mixed-use housing within the Civic Core and Downtown.

DDS 6: Increase Economic Activity and Business Attraction

Increasing economic activity in the Civic Core and Downtown should focus on increasing the attractiveness of buildings through existing programs, such as the City's facade improvement program, while also adding new incentives or programs that can further bolster the Civic Core and Downtown's emerging business and restaurant district.

Economic development should prioritize food service and drinking establishments in the Civic Core and Downtown, particularly fast casual dining. Where food and beverage tenants made up about five percent of total space in retail centers nationwide about a decade ago, that number is forecast to reach 20 to 25 percent by 2025. A diverse mix of restaurants and bars are core amenities that attract workers and residents, spurring economic development. However, restaurant businesses can be extremely sensitive to disruptions in the regulatory environment, so ensuring that the Civic Core and Downtown are "restaurant-friendly" is critical. Focus on regional food and retail, not national chains to generate more local revenue. Local restaurants

SHORT-TERM ACTIONS

DDS 5.3 Increase the number of parklets.

DDS 5.4 Attract a developer through an Request for Proposal process to redevelop the Former Big 5 site (first priority for development) as a catalyst for increasing housing and retail options. Incorporate Gateway Park into the development as a plaza element. Consider professional office uses especially combined with housing.

DDS 5.5 Promote the adaptive reuse of older Downtown buildings for makerspace and craft industrial uses. Identify existing properties that may be suited for small-scale manufacturers which can draw foot traffic and help fill retail spaces that are difficult to lease or are vacant.

DDS 5.6 Develop a housing investment strategy (see example in Appendix) that identifies, at minimum, housing needs, targets, funding tools, and

recirculate an average of 79 percent of their revenue locally, compared to 30 percent for the chain eateries. This means a much larger share of the money spent at a locally owned restaurant stays in the local economy, supporting a variety of other businesses and jobs. Across both sectors, this translates into about 2.6 times as many local jobs created when spending is directed to independent businesses instead of chains.

Flexibility is key to increasing economic development activities. Vibrant retail today can take many forms, including food trucks, shipping containers, pop-up shops and exhibits, kiosks, and special events and activities. These are also typically low-cost options that provide entrepreneurs easier access to a market while the retail environment in the Civic Core and Downtown is in its early stages of development. Ensure that regulations allow for these new retail innovations. Food trucks will be critical to this effort as will revised City regulations, and local restaurant owner education. Infrastructure needs are often minimal (only needing electricity and water) to accommodate these uses.

Part of this effort should also include upgrading existing sewer, water, and stormwater as part of the City's current infrastructure improvement projects. Generally, with the infrastructure investment already planned by the City, identified opportunity areas will have adequate service, except where noted below with specific implementation actions.

QUICK WINS

- DDS 6.1** Focus facade improvement funds on specific areas, such as along S. 3rd Street, with active businesses and good foot traffic.
- DDS 6.2** Create a sign incentive program that encourages the use of historic-themed signs such as neon, once common in Downtown Renton, to increase the visibility of the historic features of the area.
- DDS 6.3** Promote sidewalk dining and/or parklets (identified as "streateries" in the adopted Downtown Streetscape Design Standards and Guidelines) through the Renton Downtown Partnership. The Renton Downtown Partnership, coordinating with the City, should be responsible for marketing and educating existing and future restaurant owners about the benefits of parklets and/or sidewalk dining.

SHORT-TERM ACTIONS

- DDS 6.4** Develop a marketing and developer attraction campaign for publicly-owned development parcels in the Civic Core and Downtown.
- DDS 6.5** Coordinate with local landowners to assist with consolidating smaller lots to be more attractive to potential developers. This could include identifying specific regulatory needs and identification of infrastructure improvements that may be needed to redevelop the property.

- DDS 6.6** Hire a private retail broker to market the Civic Core and Downtown spaces to prospective tenants.
- DDS 6.7** Use and market development incentives such as permit fee reductions; systems development charges waivers; tax credit programs; accelerated/streamlined review process; pre-application meetings; and eliminated/reduced minimum parking requirements for new development to generate short-term investment.
- DDS 6.8** Develop a retail master plan, which includes both a vision and a detailed assessment of food service and retail needs in the Civic Core and Downtown. The assessment should include focus groups, administrative interviews, a competitive context analysis, surveys, a demand analysis, market research, and a preliminary analysis of the plan's financial feasibility. The retail master plan should identify and develop a program for pick up and drop off zones, deliveries, trash collection and removal. Such a plan would make it easier for tenants to operate, including pop-ups. The master plan would establish a logical retail district with distinct boundaries and prioritize improvements to spark desired retail sector growth.

- DDS 6.9** Initiate a demonstration block program in Downtown on S. 3rd Street that prioritizes planned actions into a concentrated one- or two-block district to create a critical mass of investment that creates a visible impact and builds market momentum.

MID/LONG-TERM ACTIONS

- DDS 6.10** Increase targeted private investment by encouraging infill of underutilized lots or remodeling existing structures, specifically high visibility locations such as the Bank of America site.
- DDS 6.11** As part of the current infrastructure planning process, ensure there is adequate sewer, water, and stormwater capacity for future development in the Civic Core, particularly the Former Big 5, Transit Street and Bank of America sites.

NOTE: See DDS 2.14 for future development of the Transit Street.



Parklets and sidewalk dining

Transit Strategies

A primary focus of the transit strategies is to restructure transit operations to activate the Civic Core and Downtown while ensuring the same or better level of transit service in the area and address current gaps in transit stop amenities such as shelters, lighting, and signage. 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 in providing access into and throughout the Civic Core and Downtown. The plan for transit includes short-term and long-term implementation phases (**Figures 1.6 and 1.7**) that leverages improvements to the underlying roadway network.

QUICK WINS

- TS 1** Restructure Transit Route 101 to start and end at the South Renton Park & Ride while serving the Downtown Renton area on its way to and from Downtown Seattle.

SHORT-TERM ACTIONS

- TS 2** Move bus layover currently on the Transit Street and Burnett Avenue S. to new on-street spaces west of the Civic Core and Downtown, and to on-street spaces along Shattuck Avenue S. and/or to the South Renton Park & Ride (See Appendix). This will require coordination with King County Metro to identify appropriate capital, operation, and funding constraints and requirements as relocation of the layover will require an investment in additional layover hours and possible facility

investments such as additional comfort stations, sidewalks, and/or paving to accommodate new layover locations. The coordination process with King County Metro can begin immediately upon adoption of the Plan.

- TS 3** Restructure route alignments to use new on-street stops on S. 3rd Street, S. 2nd Street and consolidated stops on Burnett Avenue S. Close the Transit Street and only use Logan Avenue S. for F line westbound routing. Closure of the Transit Street will require close coordination with King County Metro and possible coordination with the Federal Transit Administration and Federal Highway Administration to identify the appropriate operational and capital implications of the modification.

- TS 4** Establish minimum design standards for all stops within the Civic Core and Downtown to include amenities such as covered shelters, informational signage, litter receptacles, seating, and lighting. While King County Metro standards stipulate a minimum ridership level to warrant a shelter, the City of Renton may partner with King County Metro to fill in the gaps and ensure shelter coverage and amenities at all of the Civic Core and Downtown transit stops.

- TS 5** Ensure the same or better level of transit service in Downtown Renton. Evaluate transfer walk

distances under revised routing to ensure riders can still make existing transfers between routes, although the easiest transfer may occur in areas not in the Civic Core and Downtown for some routes.

MID/LONG-TERM ACTIONS

- TS 6** Consolidate bus layover at the new South Renton Transit Center constructed for I-405 BRT. Using this area for layover will require the same layover hours as the short-term recommendations to reach the South Renton Transit Center.
- TS 7** Identify opportunities to coordinate stop locations and future development in the Civic Core and Downtown to better serve the area. This may include moving the current stop at Main Avenue S. and S. 4th Street to be closer to destinations in the Civic Core and Downtown.

FUTURE CONSIDERATIONS

In the future, S. 2nd Street and S. 3rd Street will be converted to two-way operations from their current one-way configuration. Additionally, the Plan identifies a two-way protected bicycle lane on S. 2nd Street as a long-term action that may require additional right-of-way. Many alternatives are available to efficiently route transit through the Civic Core and Downtown with the conversion of two-way operations including:

1. One-way alignment of routes with all trips using westbound S. 2nd Street

and eastbound S. 3rd Street. No use of Burnett Avenue S. for transit.

2. One-way alignment of routes with all trips using the new eastbound capacity on S. 2nd Street and westbound S. 3rd Street. No use of Burnett Avenue S. for transit.

3. Two-way operations on both S. 2nd Street and S. 3rd Street with some routes using S. 2nd Street and other routes using S. 3rd Street. No use of Burnett Avenue S. for transit.

4. Mix of one-way and two-way operations on S. 2nd Street and S. 3rd Street with the continued use of Burnett Avenue S.

5. Removing transit from Burnett Avenue S. would limit delays from turning and would improve the speed and reliability of transit through the Civic Core and Downtown. However, with split operations on S. 2nd Street and S. 3rd Street, this would likely create longer transfer distances between routes. Depending on where route alignments intersect in the future, better transfer opportunities between routes may exist at the new South Renton Transit Center or at points north or east of Downtown Renton.

This long-term implementation provides the same or better level of transit service into the Civic Core and Downtown as today and offers the potential to construct transit priority treatments along S. 2nd Street and portions of S. 3rd Street using queue jumps, signal priority, and off-board fare payment at stop locations.

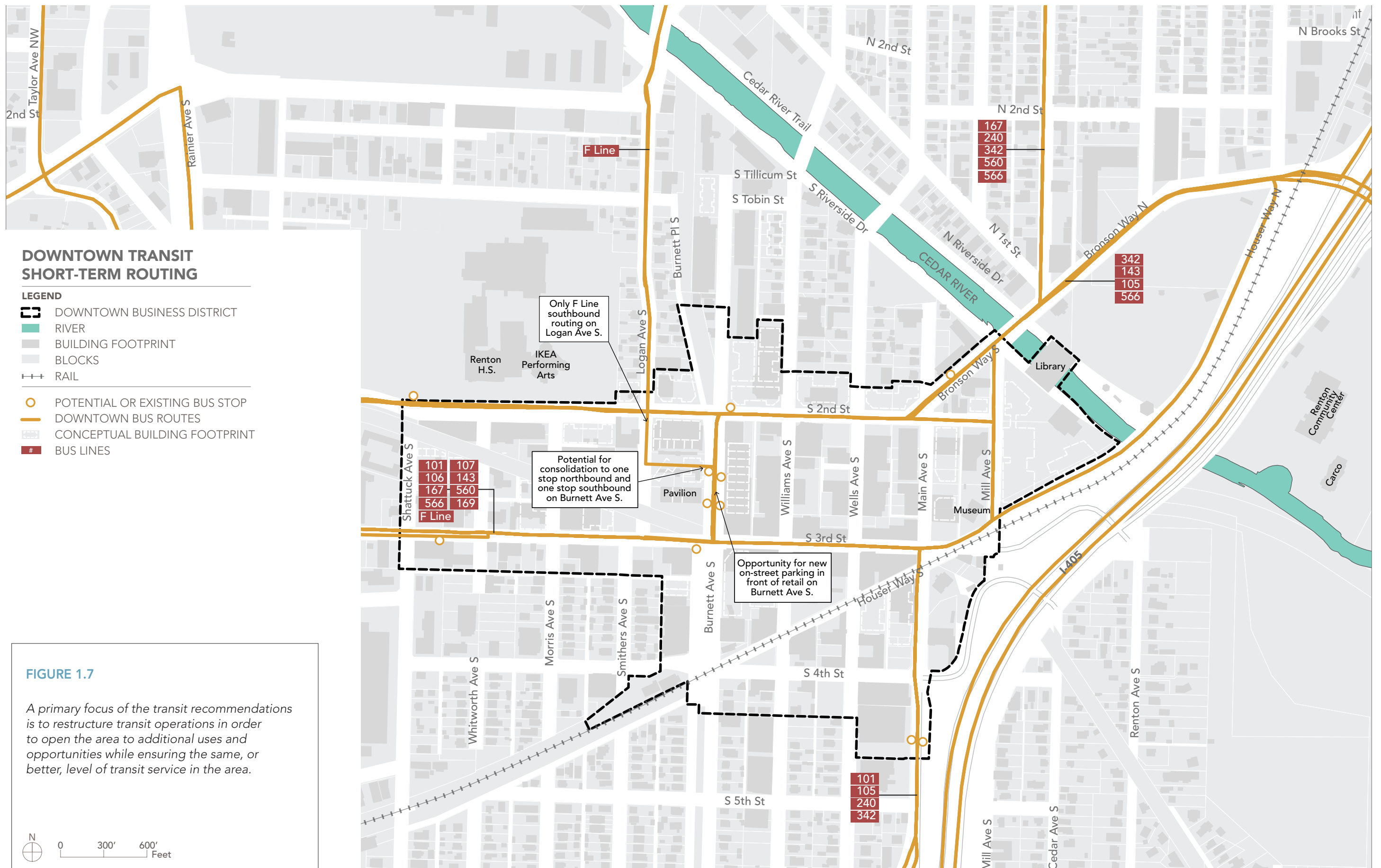
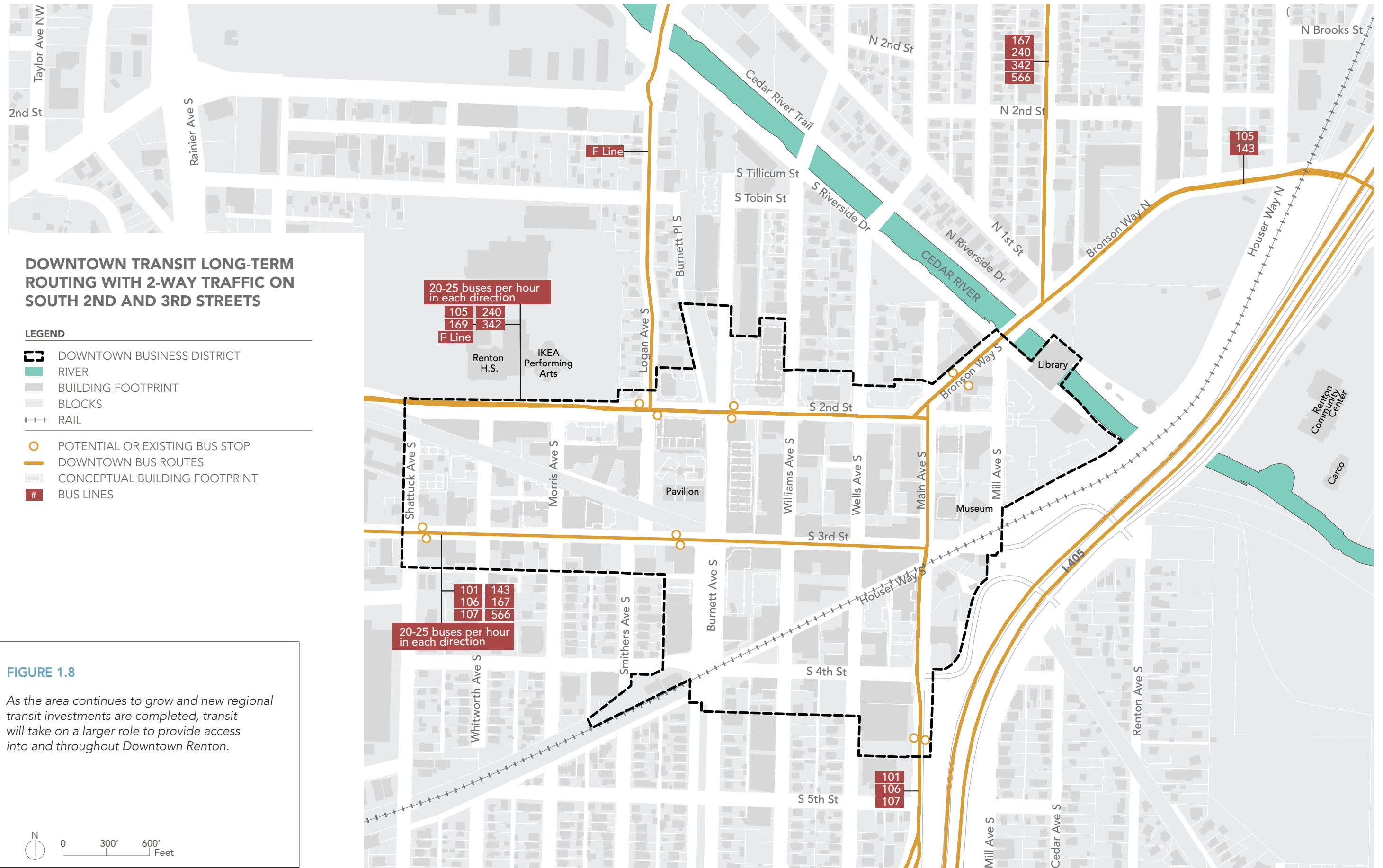


FIGURE 1.7

A primary focus of the transit recommendations is to restructure transit operations in order to open the area to additional uses and opportunities while ensuring the same, or better, level of transit service in the area.





Parking Management Strategies

Effective parking management in the Civic Core and Downtown will provide improved access to businesses and activities. Parking management strategies are based on a parking audit conducted in early 2017 that included data collection, parking code review, and discussions with parking enforcement to provide a clear indication of current parking use and capacity in the Civic Core and Downtown. Existing supply is illustrated on **Figure 1.8**. Utilization during the peak time (5:00 pm to 6:00 pm) is shown on **Figure 1.9** and includes:

- 350 on-street spaces
- 320 public off-street surface spaces
- 562 public garage spaces (150 are reserved for park & ride use)

Most on-street spaces have two-hour time limits from 8:00 am to 6:00 pm. The off-street lots limit parking to a maximum of between two and eight hours from 8:00 am to 6:00 pm. The City Center Parking Garage is free for up to two hours, with additional time priced at two dollars for every two hours.

Key findings from the parking audit include:

- The City Center Parking Garage has substantial excess capacity, with only 10-20% of current non-park & ride spaces being used throughout the day.
- On-street spaces are more utilized within the core of Downtown, particularly along S. 3rd Street, Williams Avenue S., Wells Avenue S., and S. 4th Street, with over 85% utilization during the midday and PM periods.

- Lower parking turnover occurs after 4:00 pm as vehicles can stay in the same space after 6:00 pm until 8:00 am the next day.
- On-street spaces are less utilized west of Burnett Avenue S., with many blocks having less than 70% utilization.
- Off-street surface lots are well-used, particularly from 3:00 pm to 6:00 pm, with over 85% utilization during that time.
- In general, motorists adhered to the parking time limits, however some were observed moving their vehicles to a new block to park.
- There is confusion in the City Center Parking Garage because a ticket is required even if the patron is parking for less than two hours (which is free).
- While the municipal code restricts someone from moving a vehicle to park on the same block to avoid the two-hour limit, it is not clear in the code whether someone can park on the same block on the same day (such as parking in the morning on a block and parking in the evening on the same block). This leads to confusion for residents, business patrons, employees, and parking enforcement.

- As development continues in the Civic Core and Downtown, there will be an increase in freight loading/unloading and passenger drop-off activity with additional residents and businesses. This increased activity may require converting some parking spaces to loading/unloading zones.

Implementing a comprehensive parking management strategy will involve many trials and steps to identify a preferred solution.



Figure 1.9 On-street Parking Restrictions and Off-street Parking Availability by Location

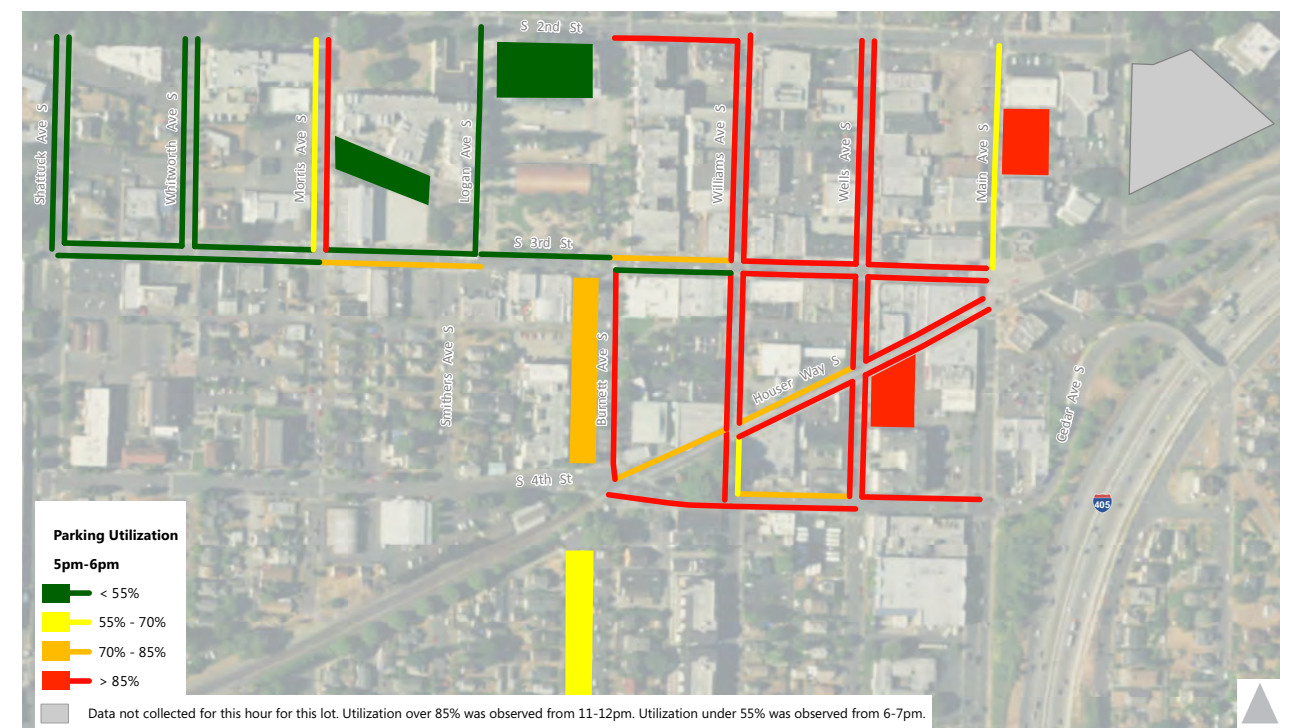


Figure 1.10 On-Street and Off-Street Parking Demand (5pm-6pm)

Trials should last at least three months to provide enough time for patrons to understand the shift in parking strategy and for the City to effectively measure the implications to utilization and supply.

QUICK WINS

PS 1 Provide pedestrian and vehicular wayfinding signage and improved marketing that directs both motorists and pedestrians to the location of available parking in the City Center Parking Garage or other off-street lots. Post on-street signage and other notifications to inform residents and businesses of the new strategies and the availability of alternative parking supply.

SHORT-TERM ACTIONS

PS 2 Improve streetscape connections with better lighting to/from the City Center Parking Garage and under-utilized off-street lots.

PS 3 Extend the free parking time from two to four hours in the City Center Parking Garage. This would enable more “park once, shop twice” activity by extending the free time. It may also lower demand of highly utilized surface lots. However, extending free parking time may lower potential revenue and may not generate additional users if other strategies are not implemented. Evaluate parking demand and revenue change three months after implementation to adjust this strategy, as needed.

PS 4 Change on-street and off-street time limits: Shorten parking maximums to 90 minutes for on-street spaces and two hours for off-street lots and extend the time limit for on-street and off-street spaces to 8:00 pm to increase parking turnover during the peak time at night and potentially increase parking usage in the City Center Parking Garage for people that need to park for longer than the on-street time limits. Parking management could be handled by City staff or contracted through a private company, similar to how Redmond and Tacoma, WA manage parking. Evaluate parking demand and enforcement feasibility three months after implementation to adjust strategy as needed.

PS 5 Revise the parking code. Parking code updates should add clarity to how parking is enforced, both for patrons and enforcement officers. Certain parking code elements may still require some interpretation for enforcement.

PS 6 Increase enforcement. This could improve parking turnover with vehicles more likely to park within the time limits. It may require additional resources for staffing and parking enforcement vehicles.

PS 7 Implement employee parking programs through reduced monthly pricing or other means to increase the use of the City Center Parking Garage. That strategy uses excess capacity within the garage and opens closer on-street and off-street spaces to patrons.

PS 8 Identify potential parking spaces for short-term (up to 15 minute) time limits to allow for freight and goods delivery and passenger pick-up and drop-off.

MID/LONG-TERM ACTIONS

PS 9 Install parking meters that can control multiple spaces on a block and charge hourly rates for on-street parking. Hourly charges would be higher than the hourly charge in the City Center Parking Garage and would help increase parking turnover. This would also increase parking revenue that can be invested in wayfinding and streetscape improvements.

PS 10 Remove or reduce the minimum parking standard for residential development within the Civic Center and Downtown Zone. Other options include in-lieu fees that may support other parking management strategies as a substitute for building additional parking with development. This strategy would reduce the cost of construction and potentially increases the number of residential units that may be built.

PS 11 Evaluate the feasibility of enacting parking agreements with new development to use excess space at the City Center Parking Garage. A parking management program can track residential parking demand in

the garage to adjust development standards as needed to ensure sufficient parking for other needs such as business patrons, employee parking, and park & ride users (if this remains a priority in the future).

Public Facilities Management Strategies

Public facilities strategies leverage city-owned assets to enhance the Civic Core and Downtown. While the City of Renton owns several Civic Core and Downtown properties, there is an overarching need for a comprehensive approach to maintain and utilize all facilities and properties. The following strategies identify the optimal role for each facility, improvements or changes that would allow for this optimization, and programming recommendations for key vacant opportunity sites.

SHORT-TERM ACTIONS

PF 1 Complete the Strategic Facilities Plan (SFP) that is currently underway. The City's facilities, owned or leased, have a long-term impact on the City's ability to deliver its mission and vision to its constituents. The SFP should include the location, capability, utilization, and condition of all City-owned or leased assets to ensure that the goals of the City's public facilities are aligned with the City's strategic objectives. The plan should demonstrate that each facility supports the City's core vision and that the recommendations will yield the highest value to the community. The plan should apply to all City real estate assets, not just those in the Civic Core and Downtown, and include: a summary of the asset's existing conditions and current and future needs; and an action plan for investment, including dispositions, repositioning, acquisition, consolidation or joint use, and public-private partnerships, among others.

PF 2 Include 24-hour City Center Parking Garage security patrols and cleanups using police patrols or a private security service. This should ultimately be funded through a parking and business improvement area (PBIA). The City should enhance existing police patrols in the short-term.

PF 3 Restructure the Pavilion lease agreement as a management contract. The Pavilion is currently operated under a lease structure that has some elements of a typical tenant lease (full tenant control of the space such as in a retail lease) but with some features that are more like a management contract (e.g., City retains preferential rights for public events). A more common model is for the City to solicit an events center manager that gives the City full control of the building itself, with a professional events manager responsible for day-to-day management, event coordination, and promotion. This allows the City the flexibility to retain the building's primary function as an events center while reapportioning the western section as a public market/food hall.

A management contract would include performance standards such as revenue and utilization targets. It could include an incentive pay structure to ensure the Pavilion is filled with frequent and high-quality events and to reduce the City's risk that revenues fall short of expenses. For the public market/food hall, the City would lease space directly to food service tenants, and optionally hire

an experienced food hall operator to manage and oversee operations per the City's overall direction. Other elements of a management contract would include:

- City having responsibility for tenant improvements and capital improvements. In conventional tenant/ landlord lease structures, the landlord typically makes improvements to the structure, which usually includes everything that would stay in the structure if the tenant were to move on, such as light fixtures; heating, ventilation, and air conditioning (HVAC) system; and heavy kitchen appliances (e.g., dishwashers). This helps align the manager's activities with their core strengths (promotion and organization), while leaving the City in charge of long-term asset improvements.
- Expanded list of approved caterers so customers have a wider choice for events, improving the Pavilion's marketability.

MID/LONG-TERM ACTIONS

PF 4 Convert the King County Metro Park and Ride parking spaces in the Metropolitan Place Apartments to active retail space. While the existing lease agreement between King County Metro and Metropolitan Place is valid until 2030, the opportunity should be timed so that active retail space can be created on Burnett Avenue S. in conjunction with the relocation of

the layover on the Transit Street and creation of the Renton Connector. This would require a renegotiation of the agreement that may relocate the park-and-ride spaces to the City Center Parking Garage, allowing Metropolitan Place to repurpose the ground floor park-and-ride spaces. The City could support this transaction by helping broker the negotiations and assisting with the design and cost estimations of the converted space.

PF 5 Plan and implement capital improvements to the Pavilion. Regardless of the uses, the structure requires improvements to its HVAC system, lighting, bathrooms, and audio/visual components. Consult the current tenant to help develop a comprehensive list of required or desired improvements. An exterior entrance to restroom facilities should be considered.

PF 6 Solicit a developer and redevelop the Transit Street once the transit layover functions move to the South Renton Park-and-Ride. This requires its own planning process prior to soliciting a developer. Begin with a conceptual planning study and market analysis to understand what is feasible. As part of that process, develop core program criteria for the site, including physical and visual connection to and between the City Center Parking Garage, the Pavilion and Piazza (e.g., active public spaces, retail, or housing). Finally, solicit a developer through a request for qualifications (RFQ) process. Other nearby improvements may occur

simultaneously to minimize disruption (e.g. the Renton Connector). While most new development will not require incentives for the project to be feasible, the marketing packet may include any available incentives and tools, such as:

1. Favorable land sale pricing, permitted in the State of Washington if the development is proven to benefit the public interest.
2. Impact fee waivers. The City of Renton currently waives fees for new “for sale” multifamily housing projects (greater than 30 units) within the Civic Core and Downtown, but not for rental properties. The City may want to look at whether extending the fee waiver program to Downtown for rental housing.
3. Tiered impact fees. The impact of compact urban developments on utilities and other infrastructure is generally lower. The City’s impact fees could therefore be tiered to reflect the lower impact of a downtown environment. This would require a new rate study.



King County Metro Park-and-Ride parking spaces in the Metropolitan Place Apartments



City Center Parking Garage with King County Metro Park-and-Ride spaces on top levels

Organizational Strategies

Improving organizational capacity and function will help the existing Civic Core and Downtown organizations achieve the Plan's goals by providing new opportunities and partnerships. Identification of where partnerships or consolidation are recommended could enhance the coordination and missions of existing organizations. Recommendations for specific media and target audiences with the goal of developing a coordinated marketing program, are provided below.

SHORT-TERM ACTIONS

OS 1 Strengthen the Renton Downtown Partnership (See Appendix for examples).

OS 1.1 Merge with other relevant organizations, hiring salaried staff as possible and increasing funding. A dedicated, well-funded, and efficient downtown organization helps promote the Civic Core and Downtown Vision and encourage new businesses to locate in Downtown. The Renton Downtown Partnership should be strengthened and merged with other organizations, such as Piazza Renton, to leverage existing relationships, local knowledge, and familiarity with Downtown. The Renton Downtown Partnership’s recent designation as a 501(c)(3) organization allows it access to additional grant sources (see OS 1.2). A PBIA would ideally fund the organization. The Renton Downtown Partnership should be directly responsible for:

1. Target marketing and social media to tell the story of the Civic Core and Downtown.
2. Transition primary special event coordination from the City and Piazza Renton to the Renton Downtown Partnership. The City would still manage the permit process but would coordinate through the Renton Downtown Partnership. This group has already created a series of annual events, so the transition should be relatively seamless. Ideally, the organization would help recruit events to ensure the Civic and Downtown is active throughout the year. Potential events include wine walks, food fairs, sports events, car shows, art shows, and live music. Citywide events that serve the entire community but occur Downtown, such as the Multicultural Festival and Cruise the Loop will continue to be led by the City of Renton.
3. Modify the www.rentondowntown.com website to become the primary portal for the Civic Core and Downtown information. The website would include information on retail, events, organizations, etc. It should also include a single calendar for all activities in the Civic Core and Downtown. Ideally, the website would provide information on living in the Civic Core and Downtown and the area as a live,

work, and play neighborhood. Responsibility should fall to the person responsible for overall marketing at the Renton Downtown Partnership.

4. Hire an Executive Director for the Renton Downtown Partnership. Hire a staff person to head the organization who has professional experience operating a downtown organization and/or a 501(c)(3). The staff person, as well as the general operations of the organization, would require funding to be fully effective. Funding may come from event revenues, membership dues, sponsorships, and grants and funding programs from the City, State, or federal government (or other private/public/non-profit sources). For the latter, the City may implement a special dedicated fund, particularly while the PBIA is yet to be formed in Year 1.

OS 1.2 Designate Downtown Renton as a Main Street through Washington’s Main Street program. Once designated, businesses can contribute and get a tax credit against their State B&O taxes through the Main Street tax credit incentives program. With the Renton Downtown Partnership’s recent designation as a 501(c)(3), this tool allows the donor to receive 75 percent back from State B&O tax credits and the remaining 25 percent is tax

OS 2

deductible on federal income taxes.

Assign existing City staff or hire new staff in a role as a Downtown Manager responsible for managing and implementing City activities in the Civic Core and Downtown; initiating and promoting programs that improve, preserve, and enhance the Civic Core and Downtown; and marketing the improvement, overall appearance, and economic vitality of the area. The Downtown Manager should report directly to the Economic Development Director and work in conjunction with Community and Economic Development, Community Services, other City departments, local stakeholders, and the wider Renton community. The Downtown Manager would be tasked with:

1. Being a liaison for Downtown organizations and business and property owners, including assisting with property improvement projects and building relationships with partner organizations (e.g. Chamber of Commerce and other economic development organizations).
2. Serving as an advocate for the Civic Core and Downtown at the local and state levels, which would include working to improve public policy relating to Downtown issues.

3. Supporting business and tenant recruitment efforts, especially retailers and restaurants and, where appropriate, professional office or craft industrial/makerspace users. The Downtown Manager should also introduce potential tenants to developers or buildings for sale or lease. In addition to connecting these parties, relationships should be fostered with retail brokers in the Seattle metro region so that Renton is considered a potential location for prospective tenants. In undesirable locations for retail, restaurant, or housing, such as periphery vacant storefronts or difficult to lease properties, target small scale craft manufacturers or makerspace users to support reinvestment and build up the attraction and energy in an area. Provide matchmaking services for potential tenants with local developers interested in this sector.
4. Facilitating redevelopment of key opportunity sites. This should include contacting owners to explore options for redevelopment and public-private partnerships. Another major component would be marketing City-owned properties (specifically identified opportunity sites) and assisting landowners and prospective developers.

OS 3

Perform a study to determine the feasibility of forming a Parking and Business Improvement Area (PBIA), where the Civic Core and Downtown business owners assess themselves to provide funding for extended services aimed at the economic enhancement of the area. Funds generated by the PBIA (often also called a business improvement district, or BID) would support actions identified in the Plan, or future actions established by Renton Downtown Partnership and Downtown Manager. Funds could provide the following services:

1. Security. PBIA’s can hire private security patrols to supplement existing police patrols and deter crime.
2. Cleaning. PBIA’s can provide the funding necessary to hire street, sidewalk, and plaza cleaning crews to provide an enhanced level of service over the City’s basic functions. This can also include “on-call” services for graffiti removal, broken glass, or other needs. While cleaning could also be handled by City staff, the purpose of a PBIA is to go above and beyond the level of cleaning that would be provided by local authorities.
3. Marketing. A core function of the PBIA would be to provide enhanced funding for promotion of the Civic Core and Downtown. Funds raised through the PBIA

would be directed by the Renton Downtown Partnership.

4. Other services can include constructing and operating parking facilities, installation and maintenance of flower baskets and banners, and event promotion.

OS 4 Apply for and utilize funding for capital improvements, such as grants, and other programs. There are several grant options available:

1. Community Economic Revitalization Board (CERB) Grants. CERB is a state board focused on economic development through job creation in partnership with local governments. The Board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to funding construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects. Eligible projects include domestic and industrial water, storm water, wastewater, public buildings, telecommunications, and port facilities.
2. Working with the Association of Washington Cities (AWC). AWC engages state elected officials to push local authority's legislative agendas. Renton should work

with AWC to explore potential funding programs at the state level.

3. Parking Meter Revenues. Use curb parking revenue to fund various capital improvement projects in the Civic Core and Downtown. Ultimately, drivers who park in Downtown can finance capital improvements at no cost to the businesses, property owners, or taxpayers. Business owners are also more likely to accept metered parking if the revenue is used in the Civic Core and Downtown.
4. Local Option Sales Tax. A local option sales tax (often abbreviated LOST) is a special-purpose tax implemented and levied at the city or county level. The State of Washington has a Commercial Parking Local Option for general transportation purposes (including city street) and a County Fuel Tax for "highway purposes" including the construction, maintenance, and operation of city streets.
5. Other State Programs and Grants. Pedestrian and Bicycle Program grants are for improvements to the transportation system which enhance safety and mobility for people who choose to walk or bike. The Complete Streets Programs funds local government

arterial retrofits to improve safe access for all road users.

6. Apply for, utilize, and market housing incentives to increase the supply of multifamily housing. Explore tax exemption programs for certain developments and implement local regulatory incentives to encourage development. Many local incentives already exist, such as expediting certain regulatory processes (permitting and plan review), providing density bonuses, and selling city-owned land for development. While the market is currently strong and is likely to further improve, limiting the need for incentives, select available programs include:
 - A. Multifamily Tax Exemption Program (MFTE). MFTE is issued by Washington State. RCW 84.14 has enabled multi-family property owners to get tax exemptions for up to 12 years in exchange for a minimum of affordable units for income- and rent-restricted households. The program has established eligibility areas to include any property zoned for multi-family residential. Under RCW 84.14, an urban center may be designated as a residential targeted area if it is found to lack sufficient available, desirable, and convenient residential housing to meet the

needs of the public, and will result in increased residential opportunities and stimulate the construction of new/ rehabbed multifamily housing. The City of Renton currently provides limited, eight or twelve-year exemptions from property taxation for qualified new multifamily housing located in Downtown. Aggressively marketing this program can help attract new residential development to the Civic Core and Downtown.

- B. Low Income Tax Credit. Created by the Tax Reform Act of 1986, the LIHTC program gives State and local LIHTC-allocating agencies the equivalent of nearly \$8 billion in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households.
- C. Impact fee waivers. Renton currently has the option of waiving impact fees for residential projects, but the Renton Municipal Code currently only enables waiving fees for new "for sale" multifamily housing projects greater than 30 units in size in Downtown. The City should revise the code to make Downtown rental multifamily projects eligible for fee waivers and market these incentives.



Implementation

Implementation

ACRONYMS, DEFINITIONS, AND POTENTIAL FUNDING SOURCES	
Acronym/Symbol/Title	Definition/Funding Source (if applicable)
CDBG	Community Development Block Grant
CIP	Capital Improvement Program
COR	City of Renton
Event Revenue	
General Fund	Includes existing funding for current staff, funding for future staff, City department funding, Renton Municipal Arts Commission funding, etc.
K	Thousands (dollars)
KCLS	King County Library System
KC Metro	King County Metro
King County	
M	Millions (dollars)
Main Street Tax Credit Program	A statewide program that assists in funding designated Main Street programs in Washington.
Membership Dues	Dues paid to an organization.
N/A	Not Applicable.
N/A, But Could Affect Revenue	
Non-Profit Assistance	Non-profit assistance would require a non-profit entity to assist in funding the strategy.
1% for Arts Program	1% for Arts Program is a funding source where some capital improvements allocate 1% of the cost of the project to public art.
Outside Funding Sources	Includes Legislative Member Request, Grant, Bond Issue, Levy
Pavilion Lease	
PBIA	Parking and Business Improvement Area or Business Improvement District
Private Development or Funding	

ACRONYMS, DEFINITIONS, AND POTENTIAL FUNDING SOURCES	
Acronym/Symbol/Title	Definition/Funding Source (if applicable)
RSD	Renton School District
Sound Transit	
TBD	To Be Determined
QW	Quick Win (immediate)
ST	Short-Term (one to five years)
MLT	Mid/Long-Term (five to ten years)
●	For further study. This could include additional planning studies or plans related to specific recommendations.

NOTES:

1. Depending on the strategy, some additional staff resources may be needed. This could include reclassified staff and/or new positions.
2. As identified action items move into project management in the future, project budgets should include operating, maintenance, replacement, and long-term capital costs.
3. There are several capital improvement recommendations (parks, roads, trails etc.) that will require future community engagement to identify specific project elements and final design of the project.
4. Capital project costs are in 2017 dollars, except for major roadway improvements that include escalation (assumed 3% per year for 6 years).

Implementation

NOTE: Strategy descriptions are abbreviated versions of those contained in the body of the Plan

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
DESIGN AND DEVELOPMENT STRATEGIES					
	DDS 1: Improve Urban Design to Encourage Strolling and Increase Visual Interest				
	DDS 1.1 Implement pedestrian- and vehicle-scale wayfinding recommendations.	QW	Monument (per sign): \$20K-\$40K Adv. Directional (per sign): 1K-\$2K Veh. Directional (per sign): \$2K-\$4K Ped. Directional (per sign): 2K-\$3K Ped. Kiosk (per sign): \$5K-\$8K Interpretive (per sign): \$1K-\$2K	COR	CIP
	DDS 1.2 Coordinate with businesses and landowners to publicize the existing façade improvement program.	QW	N/A	COR, Renton Downtown Partnership	CDBG
	DDS 1.3 Identify walls or facades that could incorporate murals or other unique storefront art.	QW	N/A	COR, Renton Downtown Partnership, Arts Commission	General Fund, Outside Funding Sources
	DDS 1.4 Prohibit window screens or murals that block or reduce window or door transparency.	QW	N/A	COR	N/A

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 1.5 Develop a pilot program to allow a food cart pod to be located in the Civic Core and Downtown.	QW	N/A	COR, Renton Downtown Partnership	TBD
	DDS 1.6 Implement the complete wayfinding recommendations identified for the Civic Core and Downtown.	ST	SEE DDS 1.1	COR	CIP
	DDS 1.7 Implement adopted Downtown Streetscape Design Standards and Guidelines.	ST	N/A	COR	CIP, Private Development or Funding
	DDS 1.8 Consider reductions or deferrals of permit fees for adaptive reuse of buildings.	ST	N/A	COR, Renton Downtown Partnership	N/A, But Could Affect Revenue
	DDS 1.9 Provide reductions in fees for developments that create affordable housing in the Civic Core and Downtown.	ST	N/A	COR	N/A, But Could Affect Revenue

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 1.10 Provide height bonuses above the existing 95-foot height (consistent with the Renton Municipal Code and FAA height regulations in effect at the time of project approval) if the developer provides affordable housing, contributes to parks or public amenities funding, or constructs a public amenity within the Civic Core and Downtown.	ST	N/A	COR	N/A
	DDS 1.11 Consider developing a sign permitting process that would allow rooftop signs.	ST	N/A	COR	N/A
	DDS 1.12 Encourage blade signs where multiple tenants occupy a single building; materials should be metal or wood.	ST	N/A	COR	N/A
	DDS 1.13 Scale signs appropriately to the building context.	ST	N/A	COR, Renton Downtown Partnership	N/A

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 1.14 Illuminate signs by discreet lighting technologies.	ST	N/A	COR	N/A
	DDS 1.15 Consolidate off-street parking access and focus parking access onto alleys or single driveways.	MLT	N/A	COR	N/A
DDS 2: Provide Active and Engaging Public Spaces					
The Pavilion					
	DDS 2.1 Use garage doors to create an indoor/ outdoor space during warmer months with picnic tables and flexible seating.	ST	\$250K	COR	General Fund
	DDS 2.2 Plan year-round cultural events such as Octoberfest and musical performances.	ST	TBD	COR, Renton Downtown Partnership	General Fund, Event Revenue
●	DDS 2.3 Develop a marketing plan for the Pavilion and surrounding venues.	ST	\$35K	COR, Renton Downtown Partnership	General Fund, PBIA
	DDS 2.4 Provide outside access to public restrooms in the Pavilion.	ST	See DDS 2.5	COR	CIP, Outside Funding Sources

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
●	DDS 2.5 Redesign the Pavilion to provide transparency and access from the Piazza north to a redesigned Transit Street and improved City Center Parking Garage. Partition a portion of the Pavilion to allow for active uses on the west side of the building.	ST	\$500K	COR	CIP, Outside Funding Sources Some of the cost to be amortized from lease revenues from newly-created retail spaces
	DDS 2.6 Plan and implement capital improvements for the Pavilion and those that increase interaction between the Piazza and the Pavilion.	MLT	\$4.5M	COR	CIP, Outside Funding Sources Lease Revenues From Pavilion
	The Piazza				
	DDS 2.7 Provide games such as ping pong, large chess boards, and bean-bag toss.	QW	\$20K	COR	General Fund
	DDS 2.8 Coordinate marketing efforts with the Pavilion to increase the number of events.	ST	see DDS 2.3	COR	General Fund

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 2.9 Increase event programming to include daily performances and nighttime events such as outdoor movies.	ST	TBD	COR, Renton Downtown Partnership	General Fund
●	DDS 2.10 Re-master plan the Piazza to incorporate Gateway Park, the future festival street along Logan Avenue S. and S. 3rd Street, and the Renton Connector.	ST	\$150K Master Plan \$600K Design	COR	CIP, Outside Funding Sources
	DDS 2.11 Complete the reconstruction of the Piazza.	ST	\$3.8-\$5M	COR	CIP, Outside Funding Sources
	The Backyard				
	DDS 2.12 Upon relocating transit operations from the Transit Street, test a temporary pop-up plaza concept.	ST	\$50K	COR, Renton Downtown Partnership	General Fund, PBIA
	DDS 2.13 Add seating next to existing café stand. Remove bars on the windows.	ST	\$10K	COR	General Fund

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 2.14 Attract a developer through a Request for Proposals process to redevelop the Backyard.	MLT	\$25-\$50K	COR	General Fund
The City Center Parking Garage					
	DDS 2.15 Market and program uses of the rooftop for seasonal activities.	QW	TBD	COR, Renton Downtown Partnership	General Fund, Event Revenues
	DDS 2.16 Relocate the Police station to another location.	ST	TBD	COR	General Fund
	DDS 2.17 Remove mirrored glass on ground floor spaces to increase visibility.	ST	\$65K	COR	General Fund
	DDS 2.18 Add lighting to the area to increase safety for evening events.	ST	\$10K per streetlight	COR, Renton Downtown Partnership	CIP, PBIA
	DDS 2.19 Retrofit ground floor spaces for small-scale retail that can be leased to small scale businesses or the Farmers Market businesses.	MLT	\$650-\$850K	COR	CIP

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	The Festival Street				
	DDS 2.20 Close Logan Avenue S. south of the Transit Street to cars for community events such as the Farmers Market.	QW	Minimal (barriers and traffic control likely needed)	COR, Renton Downtown Partnership	General Fund, Outside Funding Sources
	DDS 2.21 Remove the center median to improve pedestrian access across the street when it is closed for events.	ST	\$76K	COR	CIP
	DDS 2.22 Organize an annual food truck festival or Taste of Renton event.	ST	TBD	Renton Downtown Partnership	Event Revenues
	DDS 2.23 Organize regular music performances, dances or outdoor movies in the street.	ST	TBD	COR, Renton Downtown Partnership	General Fund, PBIA
	DDS 2.24 Design and construct a curbless festival street along Logan Avenue S. between S. 2nd and S. 3rd Streets, and along S. 3rd Street between Logan Avenue S. and Burnett Avenue S.	ST	\$8M	COR	General Fund, Outside Funding Sources

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	The Renton Connector				
	DDS 2.25 Work with local artists to develop art installations along the Renton Connector alignment.	QW	TBD	COR, Arts Commission, Non-Profits	General Fund, Outside Funding Sources, Private Development or Funding
	DDS 2.26 Acquire and develop an extension of Burnett Linear Park North from S. 2nd Street to the existing Burnett Linear Park North boundary.	ST	Range of \$650K (estimated market cost) to \$1.1M (King County assessed value) for acq.	COR	CIP, Outside Funding Sources
	DDS 2.27 Design the Renton Connector as a phased project.	ST	\$4.7M	COR	CIP, Outside Funding Sources
	DDS 2.28 Implement a preliminary design phase of the Renton Connector that can be accommodated with existing revenue.	ST	\$500K	COR	CIP, CDBG
	DDS 2.29 Develop parks masterplans for the area from S. Grady Way to S. 5th Street (Burnett Linear Park S.) and from S. 2nd Street to the Cedar River (Burnett Linear Park N.).	ST	\$150K	COR	CIP

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 2.30 Construct the major elements of the Renton Connector. The design should incorporate art, distinctive branding, wayfinding and finishes.	MLT	\$26M	COR	CIP, Outside Funding Sources
	The Junction				
	DDS 2.31 Activate area with pop-up retail and art to create a more engaging and walkable district.	QW	N/A	COR, Renton Downtown Partnership, Arts Commission, Non-Profits	General Fund, Private Development or Funding
	DDS 2.32 Enhance furniture elements in Tonkin Park.	ST	\$40K	COR	CIP
	DDS 2.33 Improve lighting and pedestrian crossings at intersections.	ST	\$200K (per intersection)	COR	CIP, Outside Funding Sources
	DDS 2.34 Construct the design and placemaking recommendations for Tonkin Park and vicinity.	MLT	\$110K (design) \$700K (construction)	COR	CIP
	DDS 2.35 Implement the regional trail recommendations in the updated Renton Trails and Bicycle Master Plan along Houser Way S.	MLT	TBD	COR, King County	CIP, Outside Funding Sources

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	The Gateways				
	DDS 2.36 Improve wayfinding to destinations from Veterans Memorial Park and the Renton History Museum.	QW	see DDS 1.1	COR	CIP
	DDS 2.37 Activate vacant adjacent storefronts with art or pop-up retail uses.	QW	TBD	COR, Renton Downtown Partnership, Arts Commission	General Fund, Outside Funding Sources
	DDS 2.38 Add art in the plaza or on adjacent corner in the vicinity of the S. 2nd Street "Downtown" gateway sign as part of the Arts Trail.	ST	TBD	COR, Arts Commission	General Fund, 1% Arts Program
	DDS 2.39 Paint the intersection at Main Avenue S. and S. 3rd Street.	ST	TBD	COR, Renton Downtown Partnership, Arts Commission	General Fund, 1% for Arts Program
	The Library				
	DDS 2.40 Create a temporary reading room with Library materials with movable chairs in the Pavilion and Piazza during summer events.	QW	\$10K	COR, Renton Downtown Partnership, King County Library System	Non-Profit Assistance

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 2.41 Incorporate pedestrian scale wayfinding to direct bicyclists and pedestrians to the Civic Core and Downtown.	ST	see DDS 1.1	COR	CIP
	Pop-up Alleys and Storefronts				
	DDS 2.42 Identify vacant storefronts with willing building owners to locate pop-up retail or craft uses with local retailers or craft industrial uses and artisan makers.	QW	N/A	COR, Renton Downtown Partnership	General Fund, Private Development or Funding
	DDS 2.43 Coordinate with the Renton History Museum to develop temporary installations for vacant storefronts.	ST	TBD	COR, Renton Downtown Partnership	General Fund
	DDS 2.44 Consolidate garbage and recycling into central, screened locations.	ST	\$10K-\$15K	COR, Renton Downtown Partnership, Local Businesses	Private Development or Funding, PBIA
	DDS 2.45 Create patio seating for temporary food carts in the alley between S. 2nd and S. 3rd Streets from Main Avenue S. to Wells Avenue S.	ST	TBD	Renton Downtown Partnership, Local Businesses	PBIA, Private Development or Funding

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
●	DDS 2.46 Develop an alley programming plan.	ST	\$5K	Renton Downtown Partnership, Local Businesses	PBIA, Private Development or Funding
	DDS 2.47 Improve backs of buildings where alleys are present.	MLT	TBD	Renton Downtown Partnership, Local Businesses	PBIA, Private Development or Funding
	The Cedar Riverwalk				
	DDS 2.48 Add pedestrian scale wayfinding to improve connectivity from the Civic Core and Downtown to the Cedar River.	QW	See DDS 1.1	COR	CIP
	DDS 2.49 Add interpretive signage that describes the area's history and natural resources along the Cedar River.	ST	See DDS 1.1	COR	CIP
	DDS 2.50 Improve visual and physical water access to the Cedar River at Main Avenue S.	MLT	TBD	COR	CIP, Outside Funding Sources

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 3: Integrate Art into the Civic Core and Downtown				
●	DDS 3.1 Develop a citywide outreach plan to encourage representation in art activities from the diverse racial, cultural and ethnic groups residing in Renton.	QW	\$50K	COR, Local Churches, Non-Profits	General Fund, Non-Profit Assistance
	DDS 3.2 Provide free or low-cost space in vacant buildings for artist and gallery space.	QW	TBD	Arts Commission, Local Property Owners	General Fund, Private Development or Funding
	DDS 3.3 Create an "art gallery" in the alleys.	QW	TBD	COR, Renton Downtown Partnership, Arts Commission	General Fund, Outside Funding Sources
	DDS 3.4 Incorporate the recommendations of the 2010 City of Renton Arts and Culture Master Plan in the Civic Core and Downtown, as applicable.	QW	TBD	See 2010 City of Renton Arts and Culture Master Plan	See 2010 City of Renton Arts and Culture Master Plan
	DDS 3.5 Incorporate art into the grounds of facilities such as the IKEA Performing Arts Center and the Renton Library, among others.	QW	TBD	COR, Arts Commission, Non-Profits, RSD	General Fund, RSD, KCLS, Non-Profits, Outside Funding Dources

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 3.6 Develop a mural program that integrates local arts and community-based organizations to create art that tells the past and current story of Renton.	QW	TBD	COR, Arts Commission, Non-Profits, Renton High School	General Fund, Non-Profit Assistance
	DDS 3.7 Develop a performing arts program with a list of musicians to perform at local events throughout the year.	QW	TBD	COR, Arts Commission, Non-Profits, RSD	General Fund, Non-Profit Assistance
	DDS 3.8 Assign or hire an Arts Coordinator part-time for visual and performing arts.	ST	\$30-\$50K	COR, Arts Commission	1% for Arts Program
	DDS 3.9 Work with the local performing arts venues in Renton to create small theatrical events that can be set in the Civic Core and Downtown.	ST	TBD	COR, Arts Commission, Non-Profits, Renton High School	General Fund, Non-Profit Assistance

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 3.10 Engage the Renton School District and Renton Municipal Arts Commission to collaborate on a Downtown Arts Studio located in a vacant space in the Civic Core or Downtown that would connect local students with practicing artists to learn about the business of art while also creating original work.	ST	TBD	Renton Downtown Partnership, Arts Commission, RSD	General Fund, Private Development or Funding
	DDS 3.11 Create an "Arts Trail" using art and interactive elements in key locations in the Civic Core and Downtown and along the Cedar River.	ST	TBD	COR, Renton Downtown Partnership, Arts Commission	General Fund, PBIA, Non-Profit Assistance
	DDS 3.12 Hold an art competition that can be distributed locally and regionally to develop art for the Arts Trail.	ST	N/A	Renton Downtown Partnership, Arts Commission	General Fund, PBIA, Non-Profit Assistance
	DDS 3.13 Create a non-profit gallery space that provides opportunities to showcase art.	MLT	TBD	Renton Downtown Partnership, Arts Commission	General Fund, PBIA, Non-Profit Assistance, Outside Funding Sources

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 4: Create Safe, Green and Attractive Streets				
	DDS 4.1 Add pedestrian and vehicular wayfinding signage to direct pedestrians to attractions in the Civic Core and Downtown.	QW	see DDS 1.1	COR	CIP
	DDS 4.2 Construct and install the information kiosk and pedestrian-focused wayfinding recommendations.	QW	see DDS 1.1	COR	CIP
	DDS 4.3 Increase the urban tree canopy by replacing missing street trees.	QW	\$10K	COR	CIP
	DDS 4.4 Implement the adopted Downtown Streetscape Design Standards and Guidelines.	ST	N/A	COR	CIP, Private Development or Funding
	DDS 4.5 Construct mid-block crossings at key locations along north/south streets, particularly for Williams and Wells Avenues S.	ST	\$75K per crossing	COR	CIP
	DDS 4.6 Implement the two-way conversions of Williams and Wells Avenues S., and S. 2nd and S. 3rd Streets.	ST	TBD	COR	CIP, Outside Funding Sources

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 4.7 Increase lighting on streets, particularly west of Burnett Avenue S., using the adopted Downtown Streetscape Design Standards and Guidelines for streetlight design.	MLT	see DDS 2.18	COR	CIP, Private Development or Funding, Outside Funding Sources
	DDS 4.8 Create three north/south “River Streets” to provide linear connections across from the Civic Core and Downtown to the Cedar River and park spaces.	MLT	\$30M Only includes blocks within the Downtown Business District	COR	CIP, Outside Funding Sources
	DDS 4.9 Incorporate modern stormwater facilities into reconstructed streets.	MLT	\$800 per LF	COR	CIP, Private Development or Funding, Outside Funding Sources
	DDS 4.10 Provide bicycle facilities and regional trail connections.	MLT	TBD	COR, King County	CIP, Outside Funding Sources
	DDS 5: Support Small Businesses and Downtown Living				
	DDS 5.1 Revise existing City Code to permit food trucks closer to buildings on off-street parking areas.	QW	N/A	COR	General Fund

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
●	DDS 5.2 Create an marketing package that provides incentives for those attending events at the IKEA Performing Arts Center, Carco Theatre, Renton Civic Theatre, and the Pavilion to patronize businesses and restaurants.	QW	\$5K	COR, RSD	General Fund, Private Development or Funding
	DDS 5.3 Increase the number of parklets.	ST	TBD	COR, Renton Downtown Partnership, Private Businesses	CIP, Private Development or Funding
	DDS 5.4 Attract a developer through an Request for Proposal process to redevelop the Former Big 5 site as a catalyst for increasing housing and retail options.	ST	\$25-\$50K	COR	General Fund
	DDS 5.5 Promote the adaptive reuse of older downtown buildings for makerspace and craft industrial uses.	ST	TBD	COR, Renton Downtown Partnership	Private Development or Funding

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
●	DDS 5.6 Develop a housing investment strategy that identifies, at minimum, housing needs, targets, funding tools, and marketing.	ST	\$50K- \$70K	COR, Affordable Housing Partners, Renton Downtown Partnership	General Fund, Outside Funding Sources
	DDS 5.7 Develop a Downtown Housing Incentives Program encouraging development of mixed-income and mixed-use housing within the Civic Core and Downtown.	MLT	TBD	COR, Affordable Housing Partners	General Fund (analysis and incentives), Outside Funding Sources (incentives)
DDS 6: Increase Economic Activity and Business Attraction					
	DDS 6.1 Focus facade improvement funds on specific areas, such as along S. 3rd Street.	QW	N/A	COR, Businesses and Property Owners, Renton Downtown Partnership	N/A
	DDS 6.2 Create a sign incentive program that encourages the use of historic-themed signs such as neon, once common in Downtown Renton.	QW	TBD	COR, Businesses and Property Owners, Renton Downtown Partnership	General Fund, Private Development or Funding

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	DDS 6.3 Promote sidewalk dining and/or parklets through the Renton Downtown Partnership.	QW	N/A	COR, Renton Downtown Partnership	N/A
●	DDS 6.4 Develop a marketing and developer attraction campaign for publicly-owned development parcels.	ST	\$25-\$50K per property	COR	General Fund
	DDS 6.5 Coordinate with local landowners to assist with consolidating smaller lots to be more attractive to potential developers.	ST	TBD	COR	General Fund
	DDS 6.6 Hire a private retail broker to market the Civic Core and Downtown spaces to prospective tenants.	ST	Monthly retainer for services:\$3-\$5K per month, or a one-time contract for a marketing strategy: \$10-\$15K	COR	General Fund
	DDS 6.7 Use and market development incentives.	ST	N/A	COR	N/A, But Could Affect Revenue

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
●	DDS 6.8 Develop a retail master plan for the Civic Core and Downtown.	ST	\$40K	COR	General Fund
	DDS 6.9 Initiate a demonstration block program in Downtown on S. 3rd Street that prioritizes planned actions into a concentrated one- or two-block district.	ST	See other actions in the area selected	COR	General Fund, Outside Funding Sources
	DDS 6.10 Increase targeted private investment by encouraging infill of underutilized lots or remodeling existing structures, specifically high visibility locations such as the Bank of America site.	MLT	N/A	COR	N/A
	DDS 6.11 As part of the current infrastructure planning process, ensure there is adequate sewer, water, and stormwater capacity for future development.	MLT	TBD	COR	CIP, Outside Funding Sources

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
TRANSIT MANAGEMENT STRATEGIES					
TS 1	Restructure Transit Route 101 to start and end at the South Renton Park & Ride while serving the Downtown area on its way to and from Downtown Seattle.	QW	\$150K in capital	KC Metro, COR	KC Metro
TS 2	Move bus layover currently on the Transit Street and Burnett Avenue S. to new on-street spaces west of the Civic Core and Downtown, and to on-street spaces along Shattuck Avenue S. and/or to the South Renton Park & Ride.	ST	Downtown layover: \$900K-\$1.8M capital \$850K-1.1M annual operating costs South Renton layover: \$600K-\$1.2M capital \$2.5M-\$3.5M annual costs	KC Metro, COR	KC Metro
TS 3	Restructure route alignments to use new on-street stops on S. 3rd Street, S. 2nd Street and consolidated stops on Burnett Avenue S. Close the Transit Street and only use Logan Avenue S. for F line westbound routing.	ST	\$570K - \$820K	KC Metro, COR	KC Metro

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
TS 4	Establish minimum design standards for all stops within the Civic Core and Downtown to include amenities such as covered shelter, informational signage, litter receptacles, seating, and lighting.	ST	\$100-\$150K	KC Metro, COR	KC Metro
TS 5	Ensure the same or better level of transit service in Downtown Renton. Evaluate transfer walk distances under revised routing to ensure riders can still make existing transfers between routes.	ST	N/A	KC Metro, COR	KC Metro
TS 6	Consolidate bus layover at the new South Renton Transit Center constructed for I-405 BRT.	MLT	\$900K-\$1.2M capital \$2.5M-3.5M annual costs	KC Metro, COR	KC Metro, Sound Transit
TS 7	Identify opportunities to coordinate stop locations and future development in the Civic Core and Downtown to better serve the area.	MLT	N/A	KC Metro, COR	N/A

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
PARKING MANAGEMENT STRATEGIES					
	PS 1 Provide pedestrian, vehicular wayfinding signage and improved marketing that directs both motorists and pedestrians to the location of available parking in the City Center Parking Garage or other off-street lots.	QW	see DDS 1.1	COR	CIP
	PS 2 Improve streetscape connections with better lighting to/from the City Center Parking Garage and under-utilized surface lots.	ST	see DDS 2.18	COR	CIP
	PS 3 Extend the free parking time from two to four hours in the City Center Parking Garage. This would enable more “park once, shop twice” activity by extending the free time.	ST	Minimal in lost parking revenues (< \$1K annually)	COR	N/A, But Could Affect Revenue

QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	PS 4 Change on-street and off-street time limits. Shorten parking maximums to 90 minutes for on-street spaces and two hours for off-street lots and extend the time limit for on-street and off-street spaces to 8:00 pm.	ST	\$5K-\$10K for signs \$15K for enforcement	COR	General Fund, CIP
	PS 5 Revise the parking code.	ST	N/A	COR	N/A
	PS 6 Increase enforcement to improve parking turnover.	ST	\$60K in vehicle costs \$35K in annual costs (1/2 FTE)	COR	PBIA
	PS 7 Implement employee parking programs through reduced monthly pricing or other means to increase the use of the City Center Parking Garage.	ST	N/A (reduced revenue per permit is balanced with increasing permits)	COR	N/A, But Could Affect Revenue
	PS 8 Identify potential parking spaces for short-term (up to 15 minute) time limits to allow for freight and goods delivery and passenger pick-up and drop-off.	ST	Minimal (< \$5K)	COR	General Fund

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	PS 9 Install parking meters that can control multiple spaces on a block and charge hourly rates for on-street parking.	MLT	\$150-200K to install \$15K annual operations and maintenance	COR	PBIA
●	PS 10 Remove or reduce the minimum parking standard for residential development within the Civic Center and Downtown Zone. Other options include in-lieu fees.	MLT	N/A	COR	N/A
	PS 11 Evaluate the feasibility of enacting parking agreements with new development to use the excess space at the City Center Parking Garage.	MLT	N/A	COR	N/A
PUBLIC FACILITIES MANAGEMENT STRATEGIES					
●	PF 1 Complete the Strategic Facilities Plan (SFP) that is currently underway. It should include the location, capability, utilization, and condition of all City-owned or leased assets.	ST	In Process (completion in 2018)	COR	General Fund

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
	PF 2 Include 24-hour City Center Parking Garage in security patrols and cleanups using police patrols or a private security service. The City should enhance existing police patrols in the short-term.	ST	Up to \$100K per year	COR, Business and Property Owners, Downtown Residents	General Fund, PBIA
	PF 3 Restructure the Pavilion lease agreement as a management contract.	ST	TBD	COR	Event Revenues, Pavilion Lease
	PF 4 Convert the King County Metro Park and Ride parking spaces in the Metropolitan Place Apartments to active retail space.	MLT	TBD, potentially up to \$2M for property conversion	Private Property Owners, KC Metro, COR	Future Lease Revenues from New Retail Space, Private Development or Funding
	PF 5 Plan and implement capital improvements to the Pavilion Event Center.	MLT	See DDS 2.5 and 2.6	COR	CIP, Pavilion Lease, Event Revenues
●	PF 6 Solicit a developer and redevelop the Transit Street once the transit layover functions move to the South Renton Park-and-Ride.	MLT	See DDS 2.14	COR	General Fund

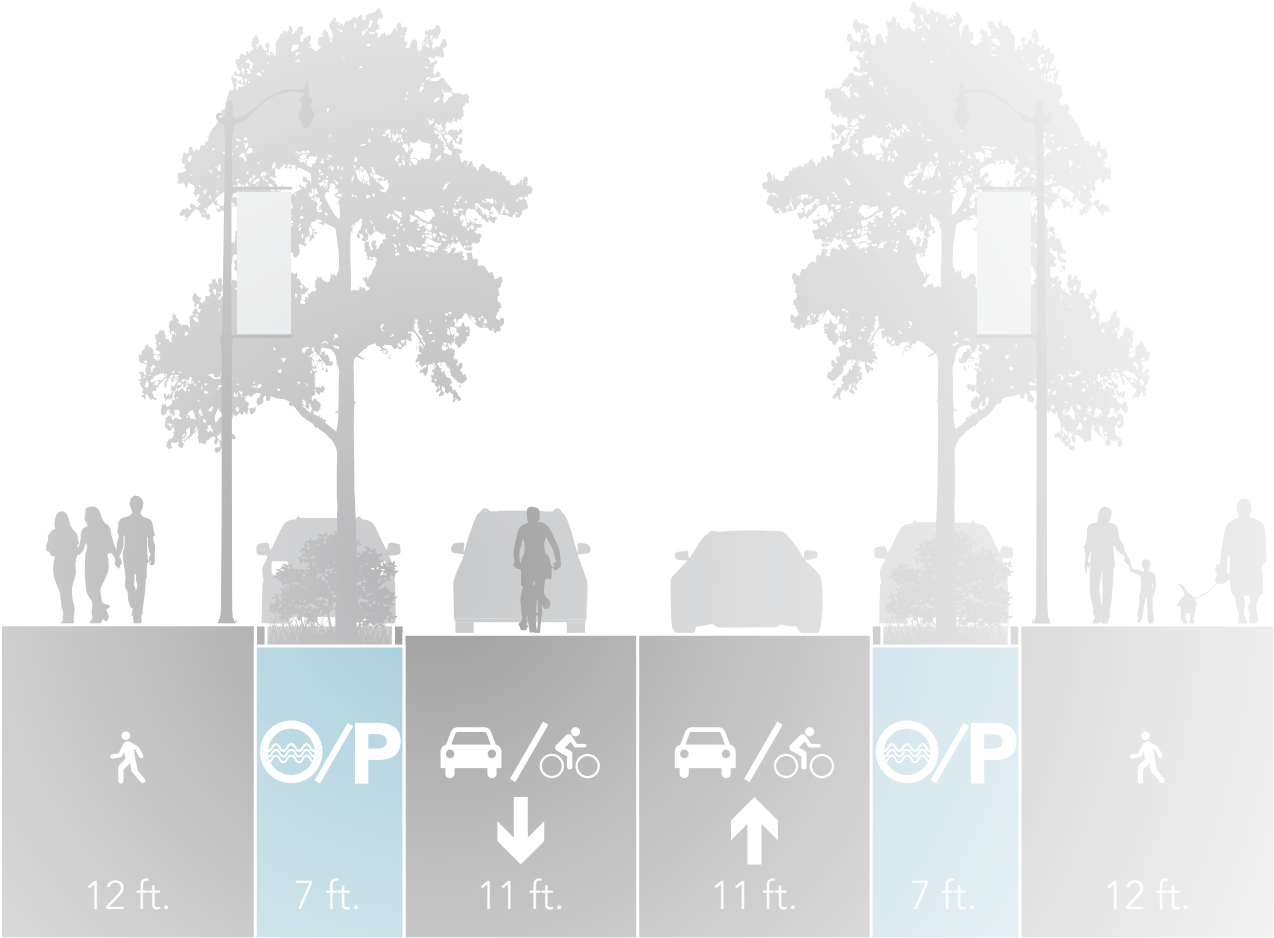
QW= Immediate; ST= 1 to 5 years, MLT= 5 to 10 years

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
ORGANIZATIONAL STRATEGIES					
	OS 1 Strengthen the Renton Downtown Partnership				
	OS 1.1 Merge with other relevant organizations, hiring salaried staff as possible, and increasing funding.	ST	\$50-\$75K	Renton Downtown Partnership, Piazza Renton, COR	General Fund, membership dues, Event Revenues, PBIA, Main Street Tax Credit Program
	OS 1.2 Designate Downtown Renton as a Main Street through Washington's Main Street program. Once designated, businesses can contribute and get a tax credit against their State B&O taxes through the Main Street tax credit incentives program.	ST	see OS 1.1	Renton Downtown Partnership	Membership Dues, Event Revenues, PBIA, Main Street Tax Credit Program
	OS 2 Assign existing City staff or hire new staff as a Downtown Manager. The Downtown Manager should report directly to the Economic Development Director and work in conjunction with City departments and the wider Renton community.	ST	\$50-\$75K annually	COR	General Fund

Study	Action Items	Time frame	Cost	Primary Responsibility/ Partners	Potential Funding Sources
●	OS 3 Perform a study to determine the feasibility of forming a Parking and Business Improvement Area (PBIA), where the Civic Core and Downtown business owners assess themselves to provide funding for extended services aimed at the economic enhancement of the area.	ST	\$50K for feasibility study and implementation	Renton Downtown Partnership, Business and Property Owners, COR	General Fund
	OS 4 Apply for and utilize funding for capital improvements, such as grants, and other programs.	ST/MLT	TBD	COR	N/A



WILLIAMS // WELLS AVENUE



RIVER STREET
TWO WAY CONVERSION
60 ft. Total



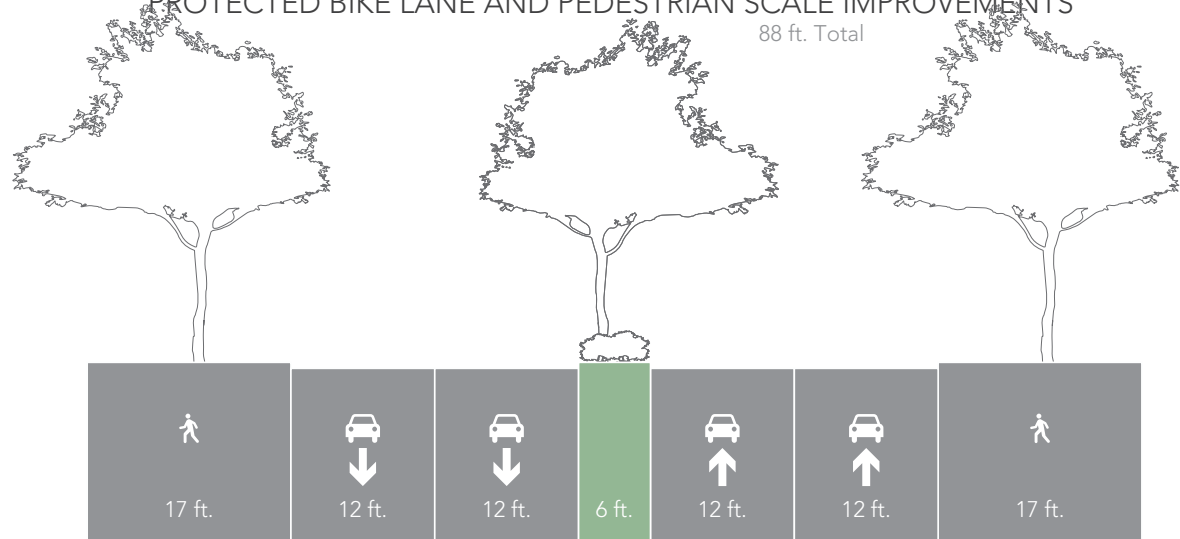
Appendix A

Sections

**BURNETT BETWEEN 2ND AND 3RD
TYPICAL SECTION**

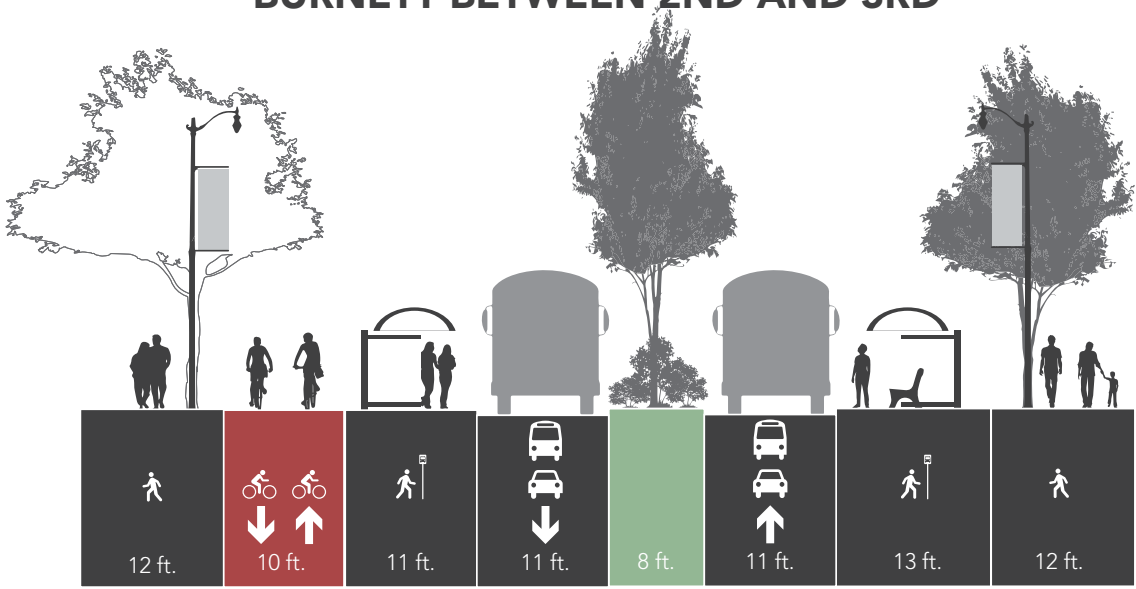


PROTECTED BIKE LANE AND PEDESTRIAN SCALE IMPROVEMENTS
88 ft. Total

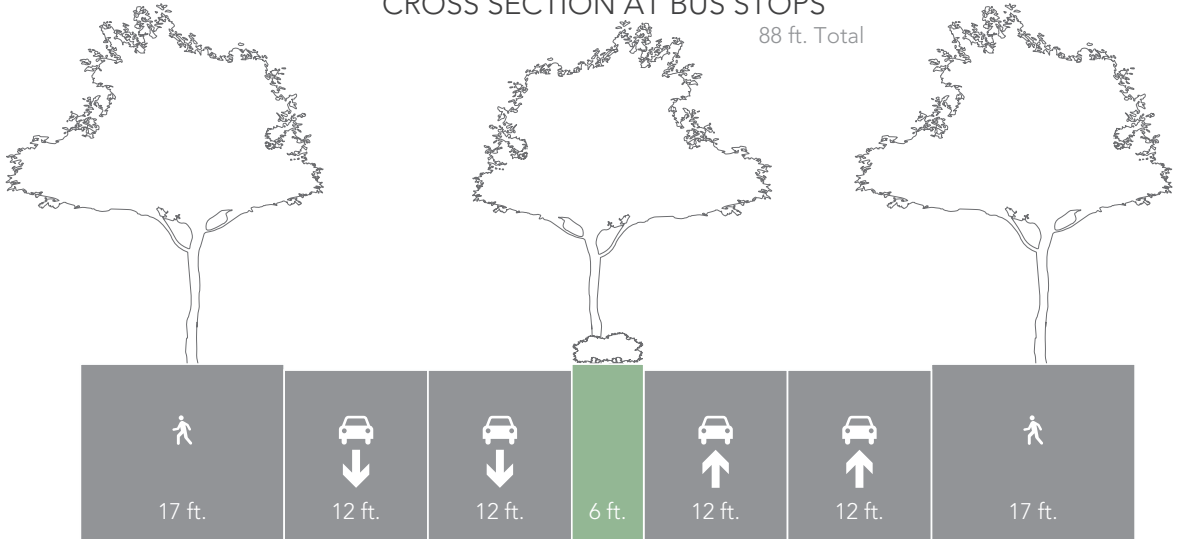


EXISTING
88 ft. Total

BURNETT BETWEEN 2ND AND 3RD



CROSS SECTION AT BUS STOPS
88 ft. Total



EXISTING
88 ft. Total

SECTION LEGEND



SIDEWALK

BIKEWAY

TRANSIT ROUTE

VEHICULAR LANE

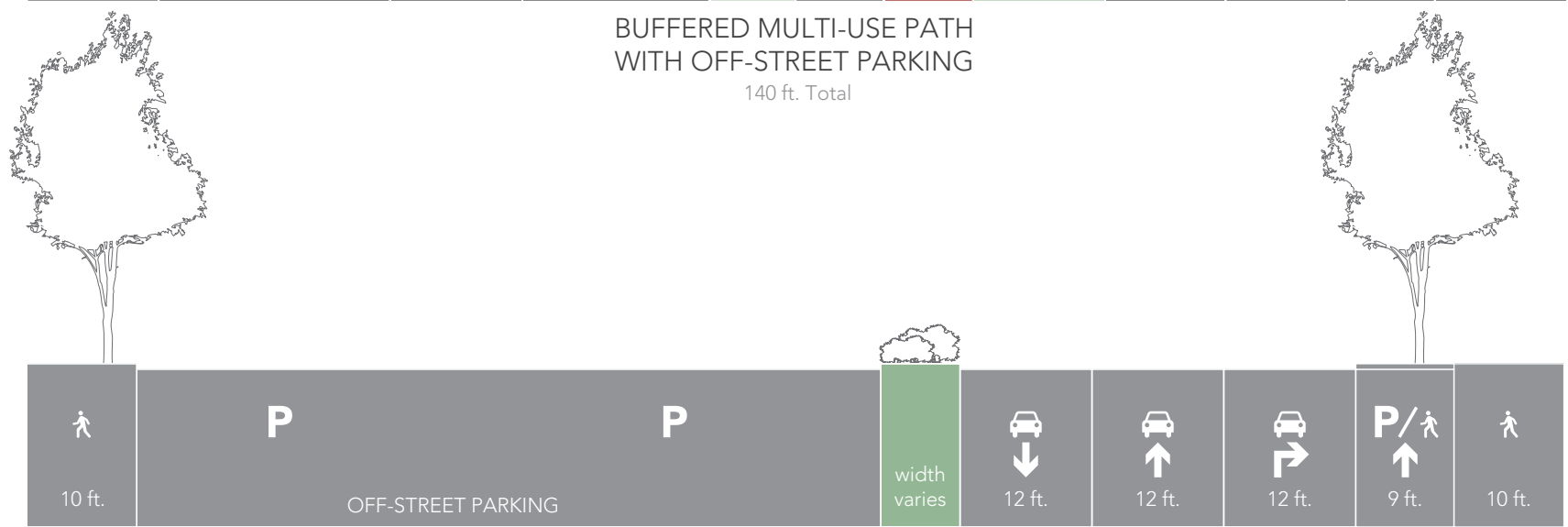
ON-STREET PARKING

STORMWATER PLANTER

BURNETT BETWEEN 3RD AND 4TH

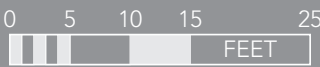


BUFFERED MULTI-USE PATH
WITH OFF-STREET PARKING
140 ft. Total



EXISTING
140 ft. Total

SECTION LEGEND



SIDEWALK

BIKEWAY

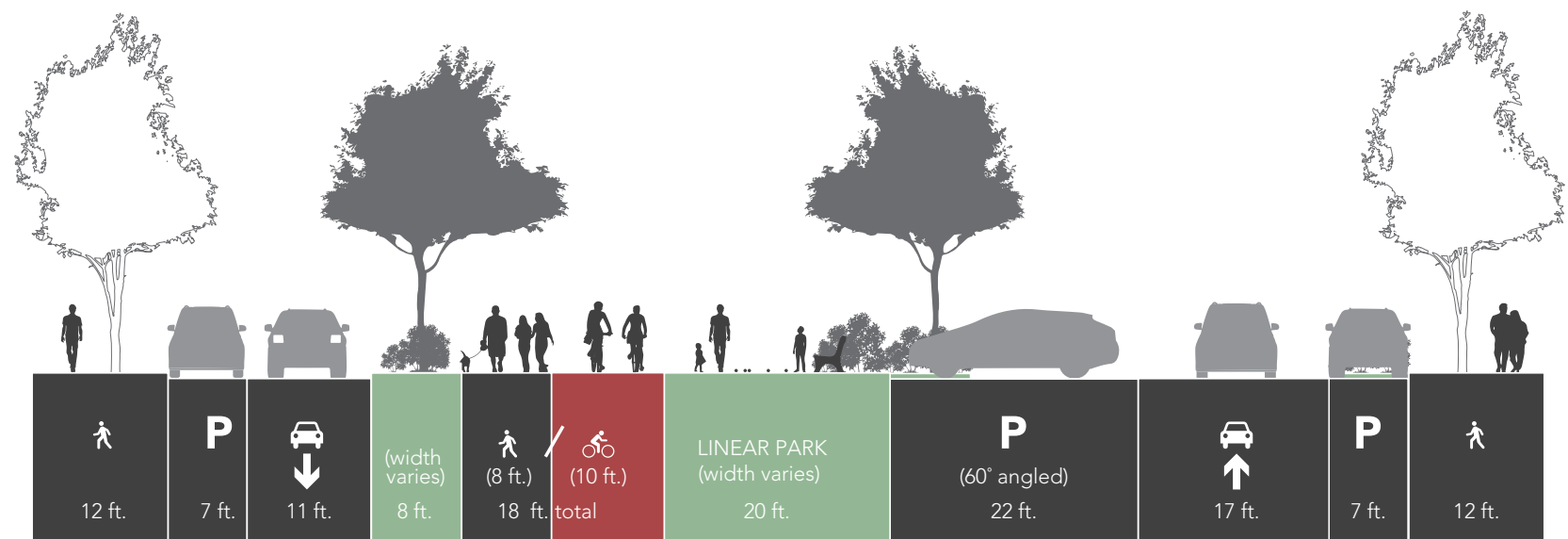
TRANSIT ROUTE

VEHICULAR LANE

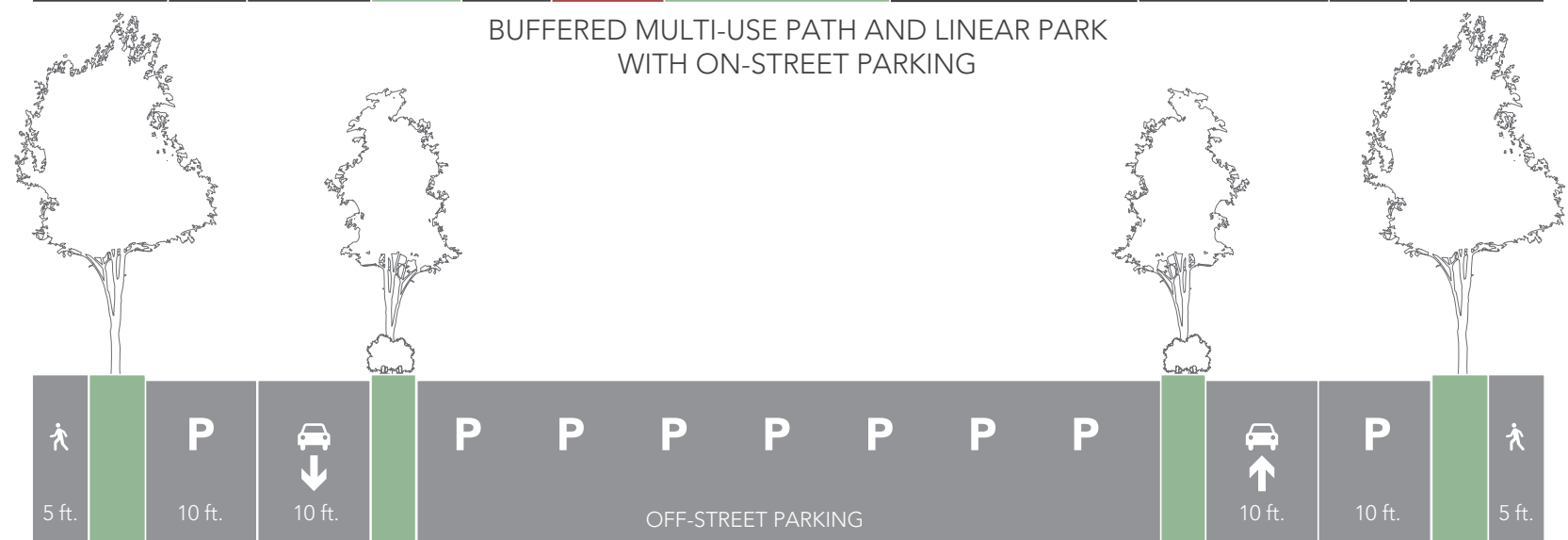
ON-STREET PARKING

STORMWATER PLANTER

BURNETT BETWEEN 4TH AND 5TH



BUFFERED MULTI-USE PATH AND LINEAR PARK
WITH ON-STREET PARKING



EXISTING

SECTION LEGEND



SIDEWALK

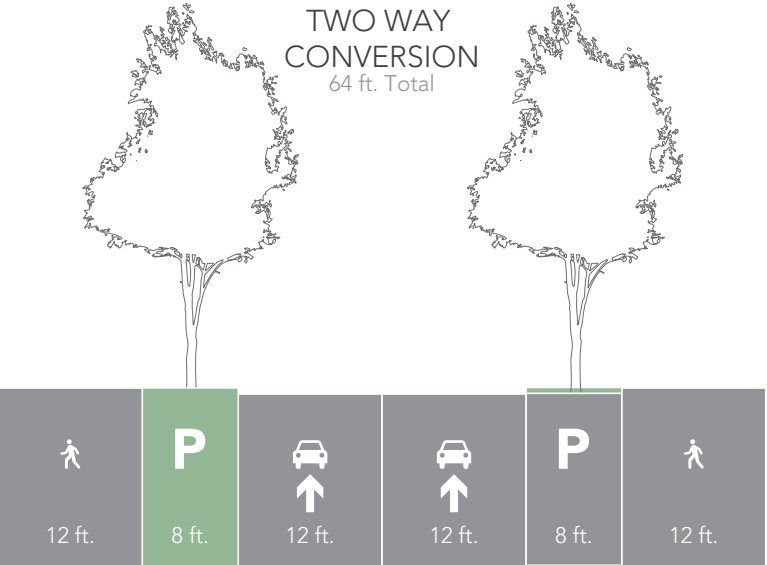
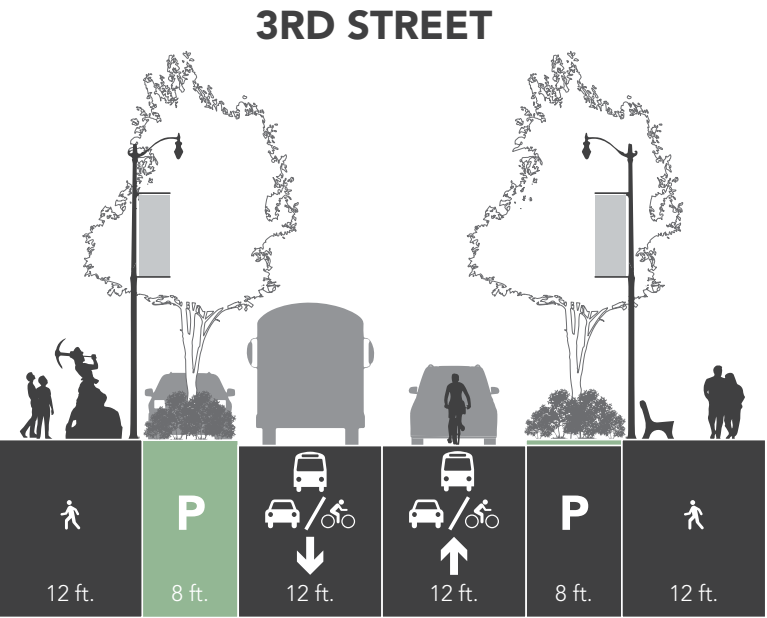
BIKEWAY

TRANSIT ROUTE

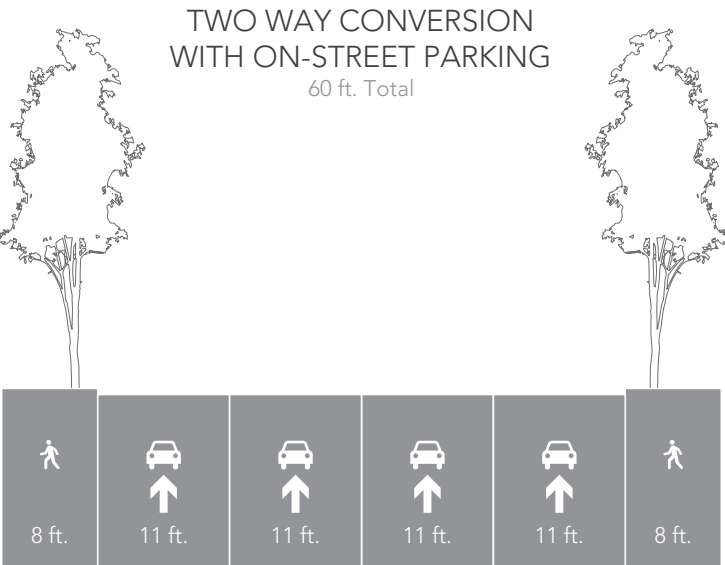
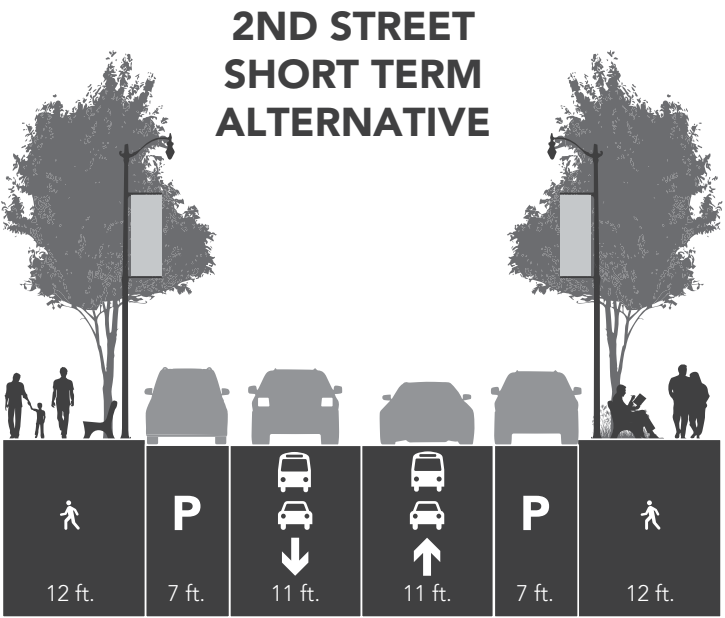
VEHICULAR LANE

ON-STREET PARKING

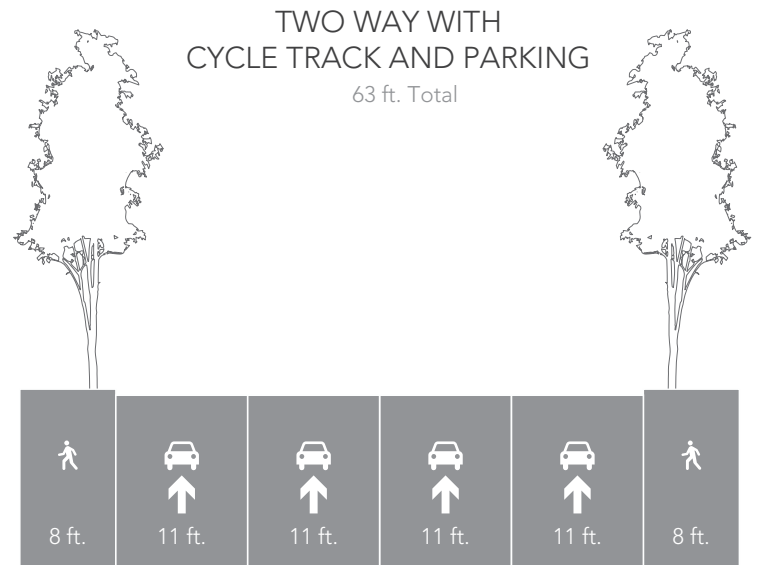
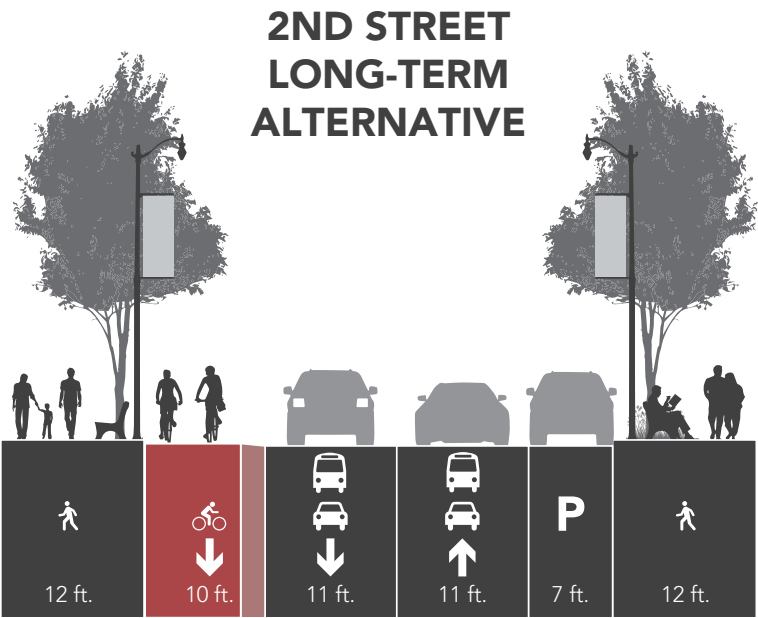
STORMWATER PLANTER



EXISTING ONE WAY
64 ft. Total



EXISTING ONE WAY
60 ft. Total



EXISTING ONE WAY
60 ft. Total

SECTION LEGEND

05101525

FEET

SIDEWALK

BIKEWAY

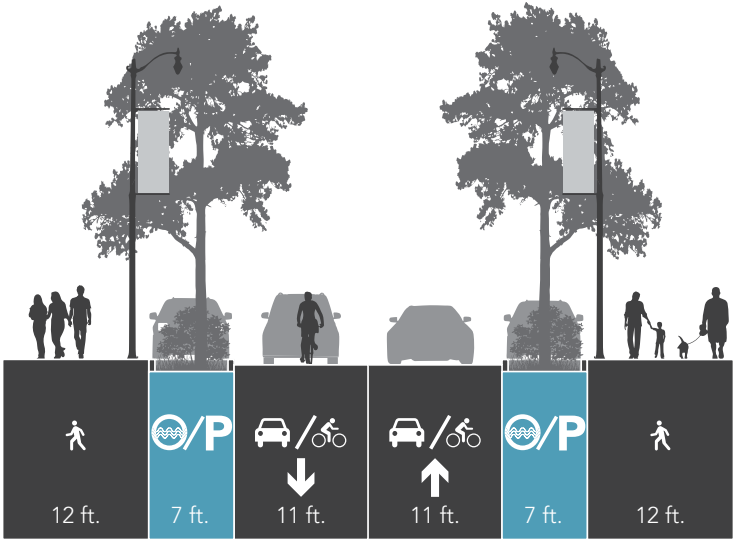
TRANSIT ROUTE

VEHICULAR LANE

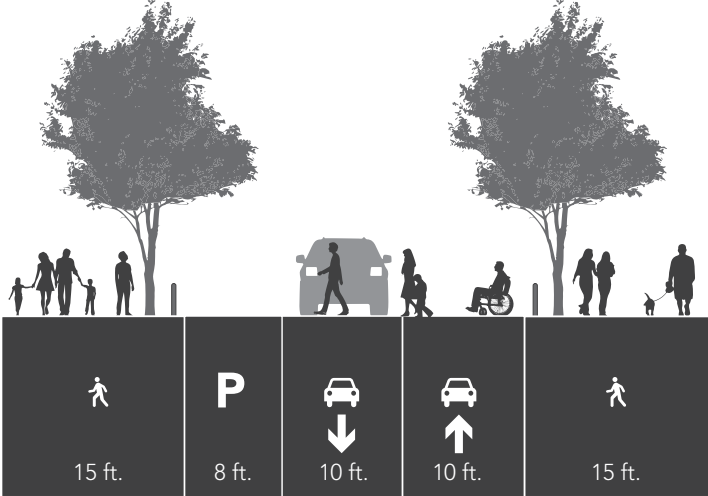
ON-STREET PARKING

STORMWATER PLANTER

WILLIAMS // WELLS AVENUE



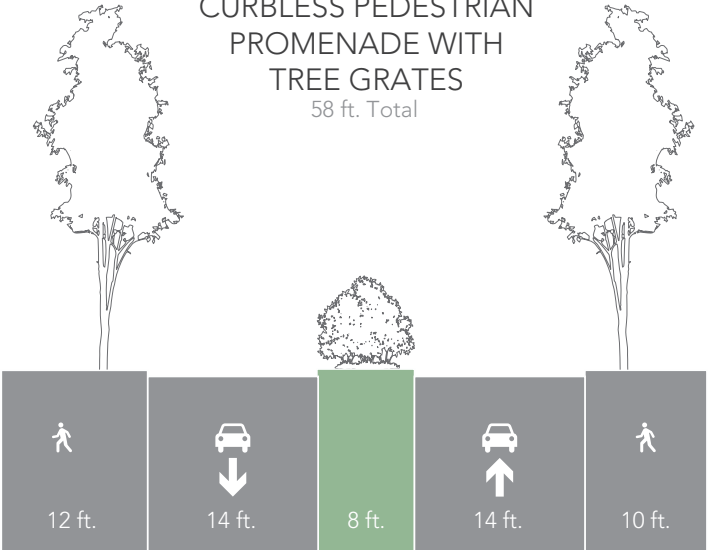
**LOGAN AVENUE BETWEEN
2ND AND 3RD**



**RIVER STREET
TWO WAY CONVERSION**
60 ft. Total



**CURBLESS PEDESTRIAN
PROMENADE WITH
TREE GRATES**
58 ft. Total



EXISTING
60 ft. Total

EXISTING
58 ft. Total

SECTION LEGEND



SIDEWALK

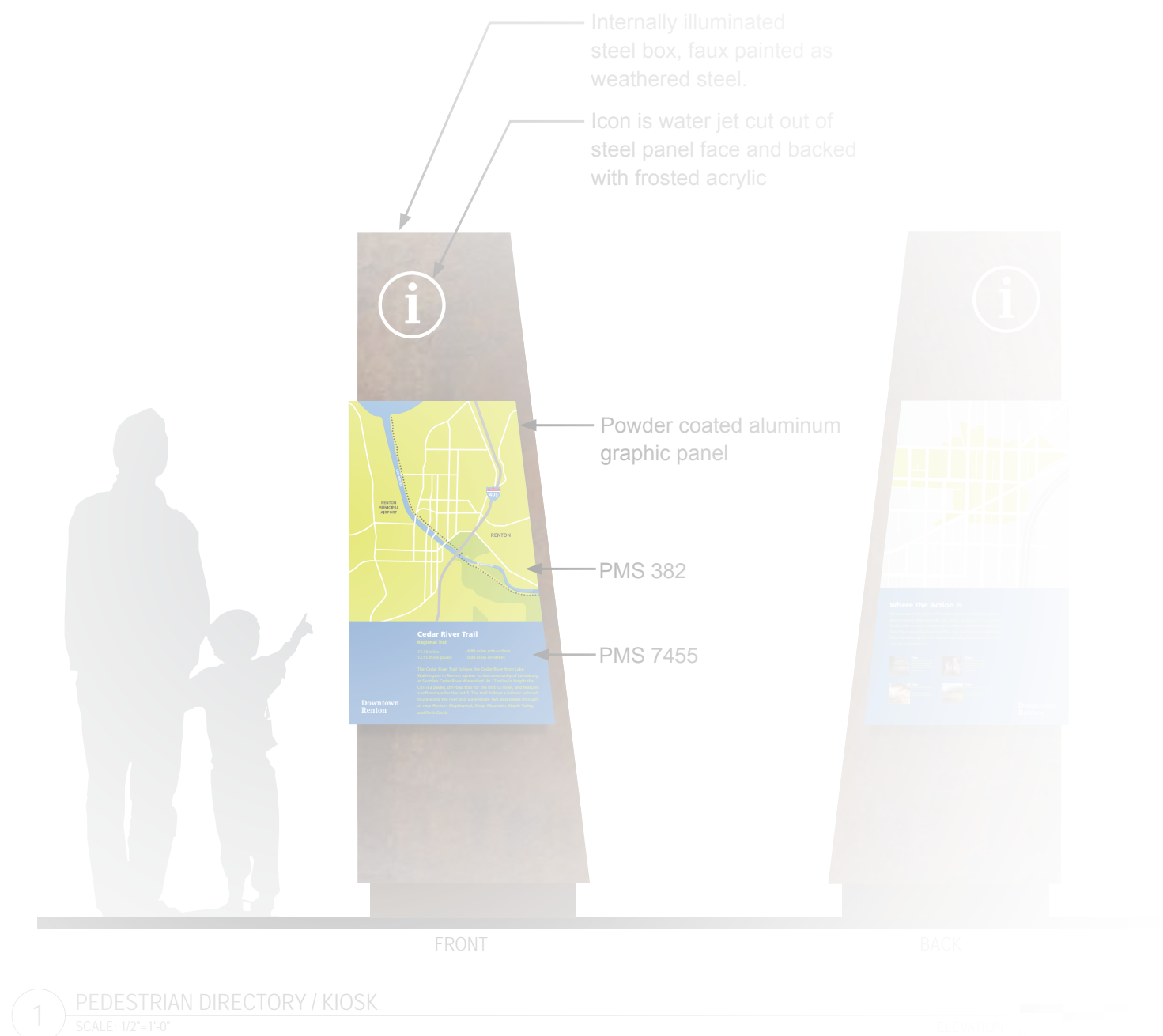
BIKEWAY

TRANSIT ROUTE

VEHICULAR LANE

ON-STREET PARKING

STORMWATER PLANTER



Appendix B

Wayfinding

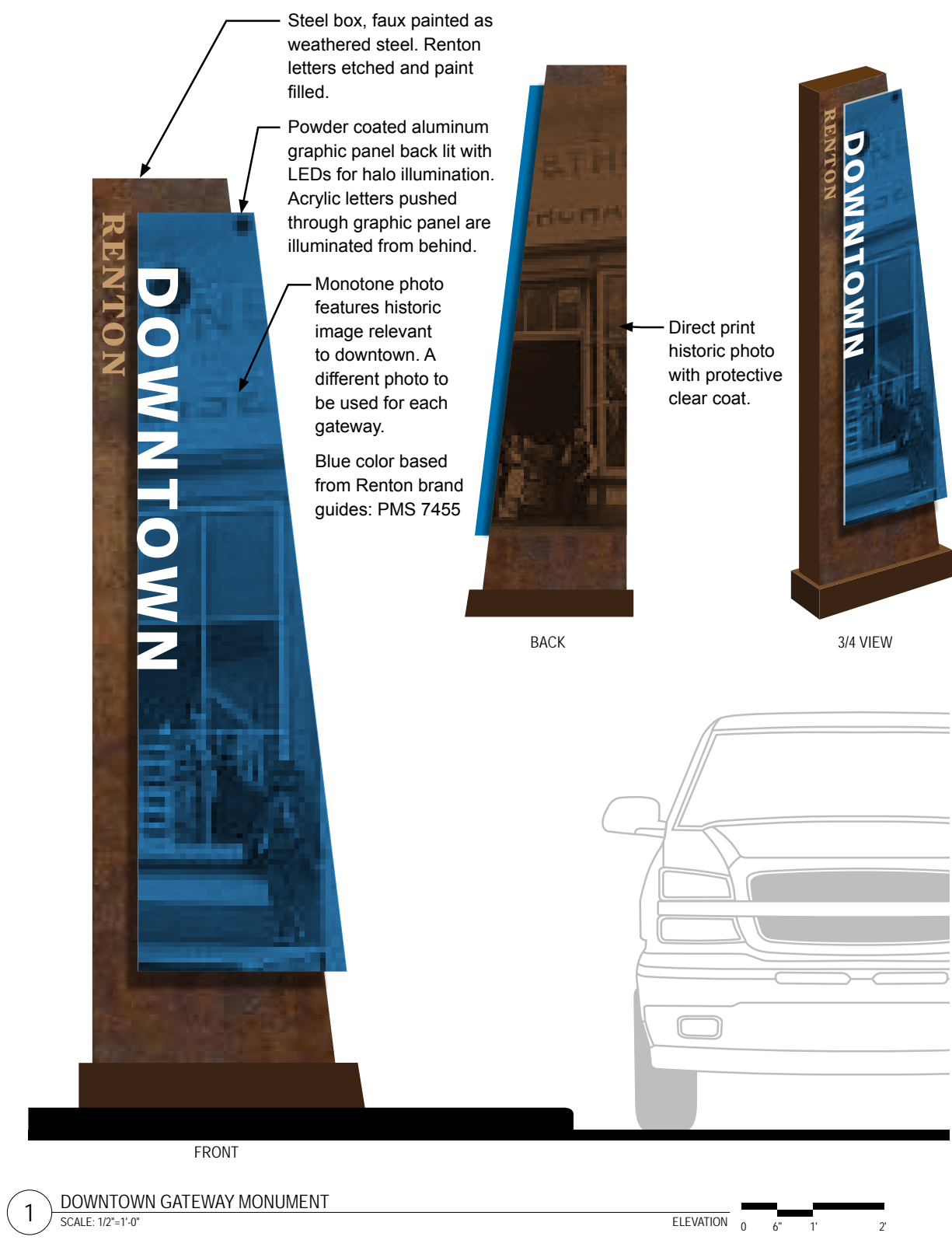
Renton Wayfinding System



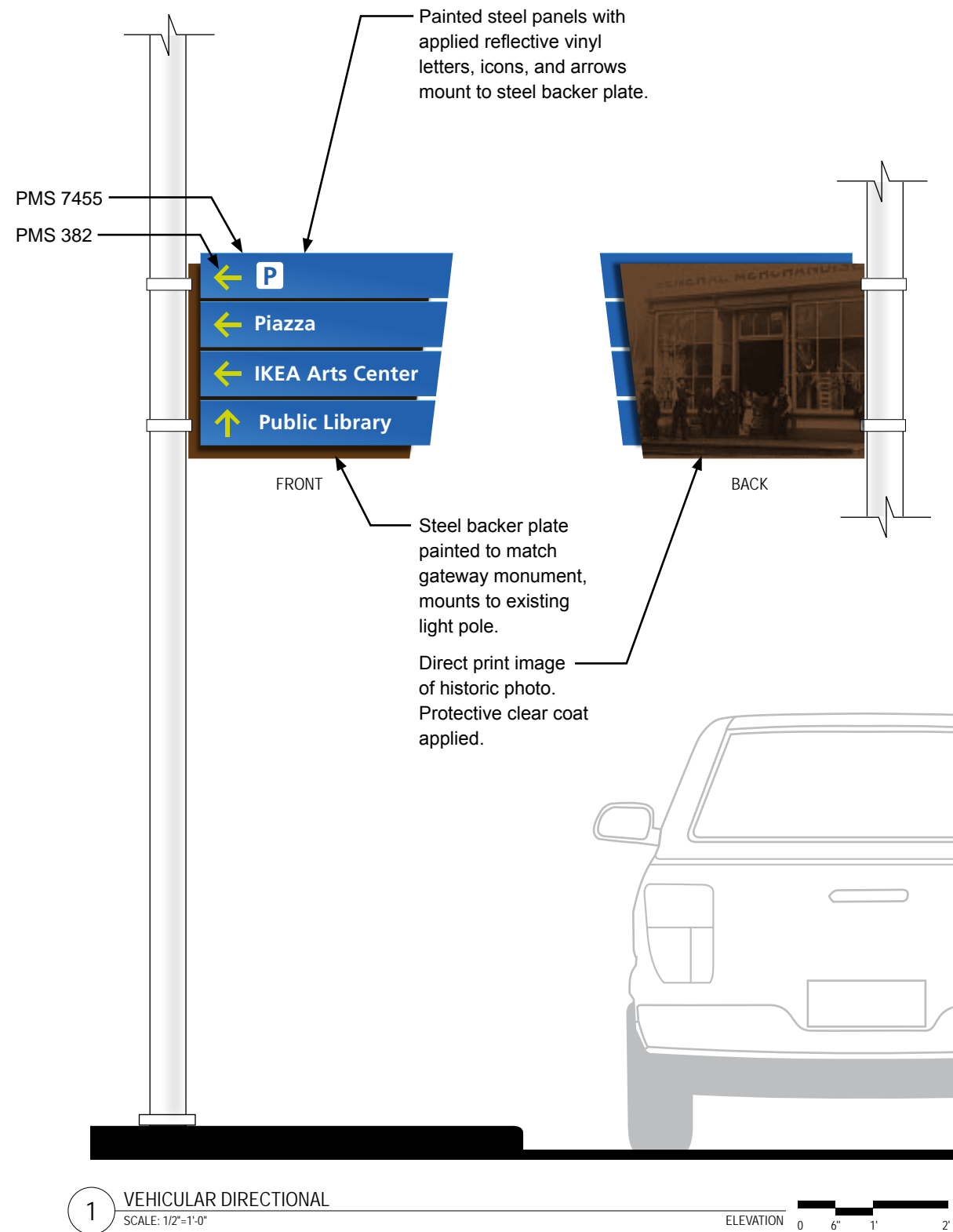
1 RENTON WAYFINDING SYSTEM
SCALE: 3/8"=1'-0"

ELEVATION 0 6" 1' 2'

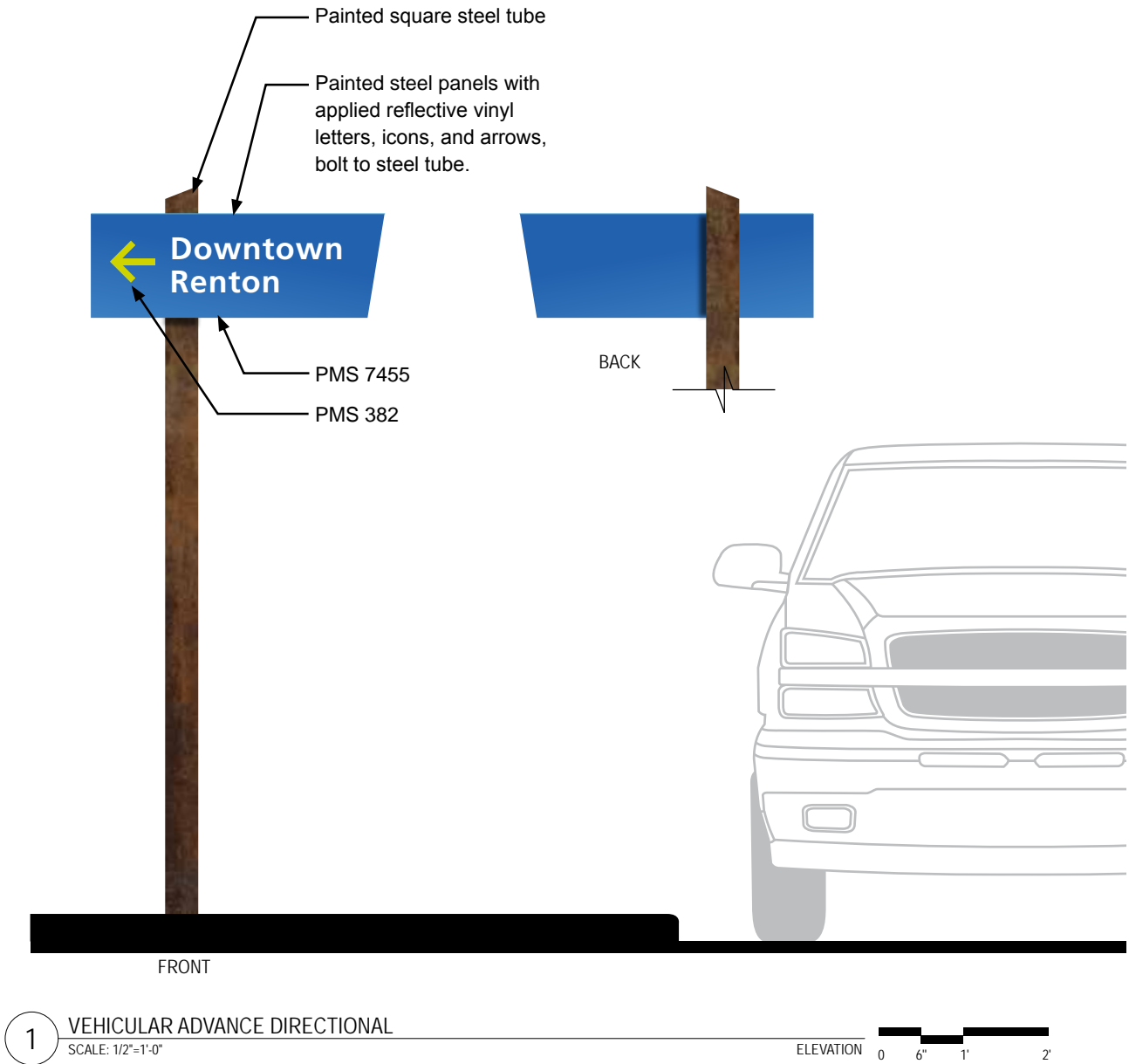
Downtown Gateway Monument



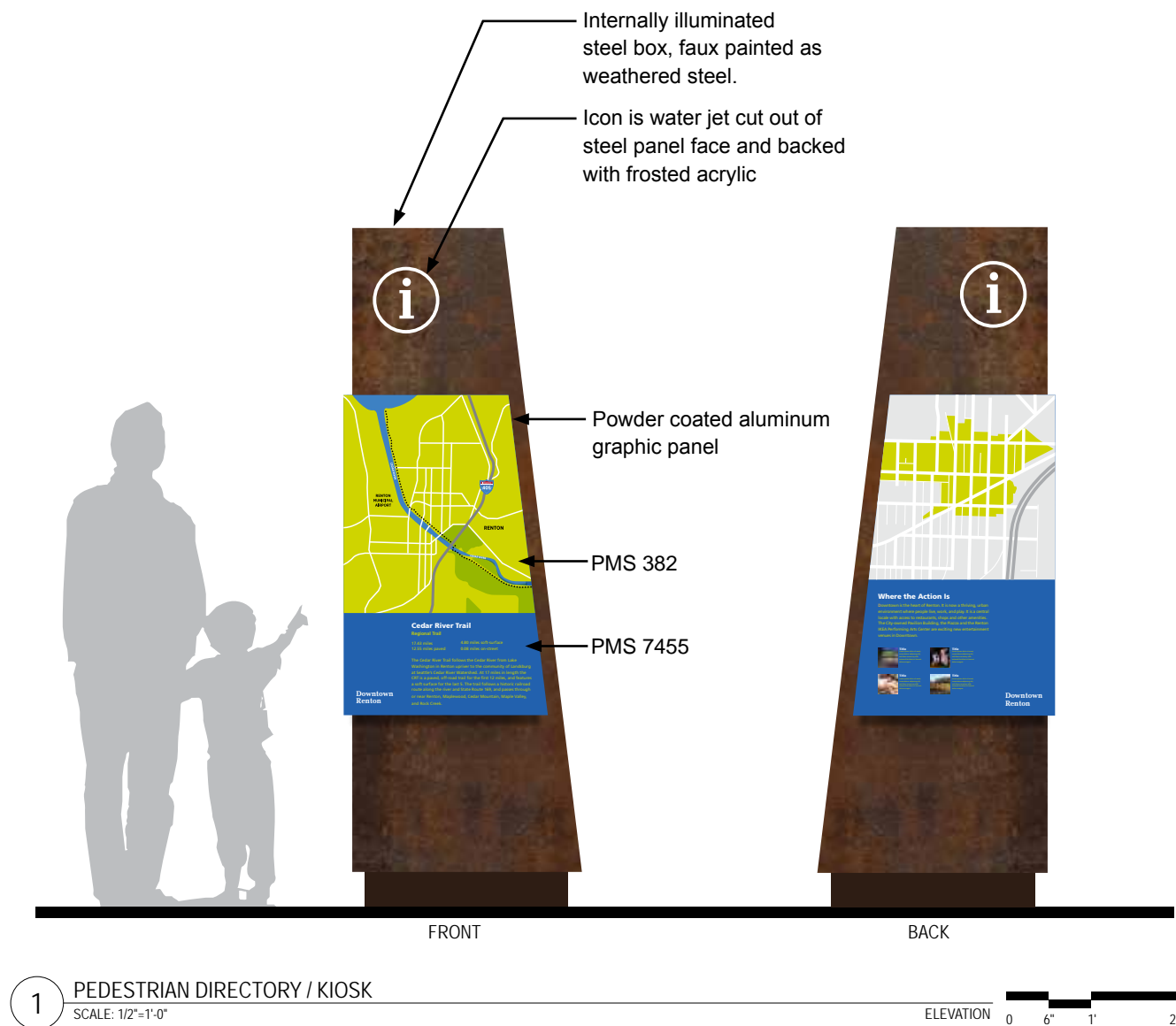
Vehicular Directional



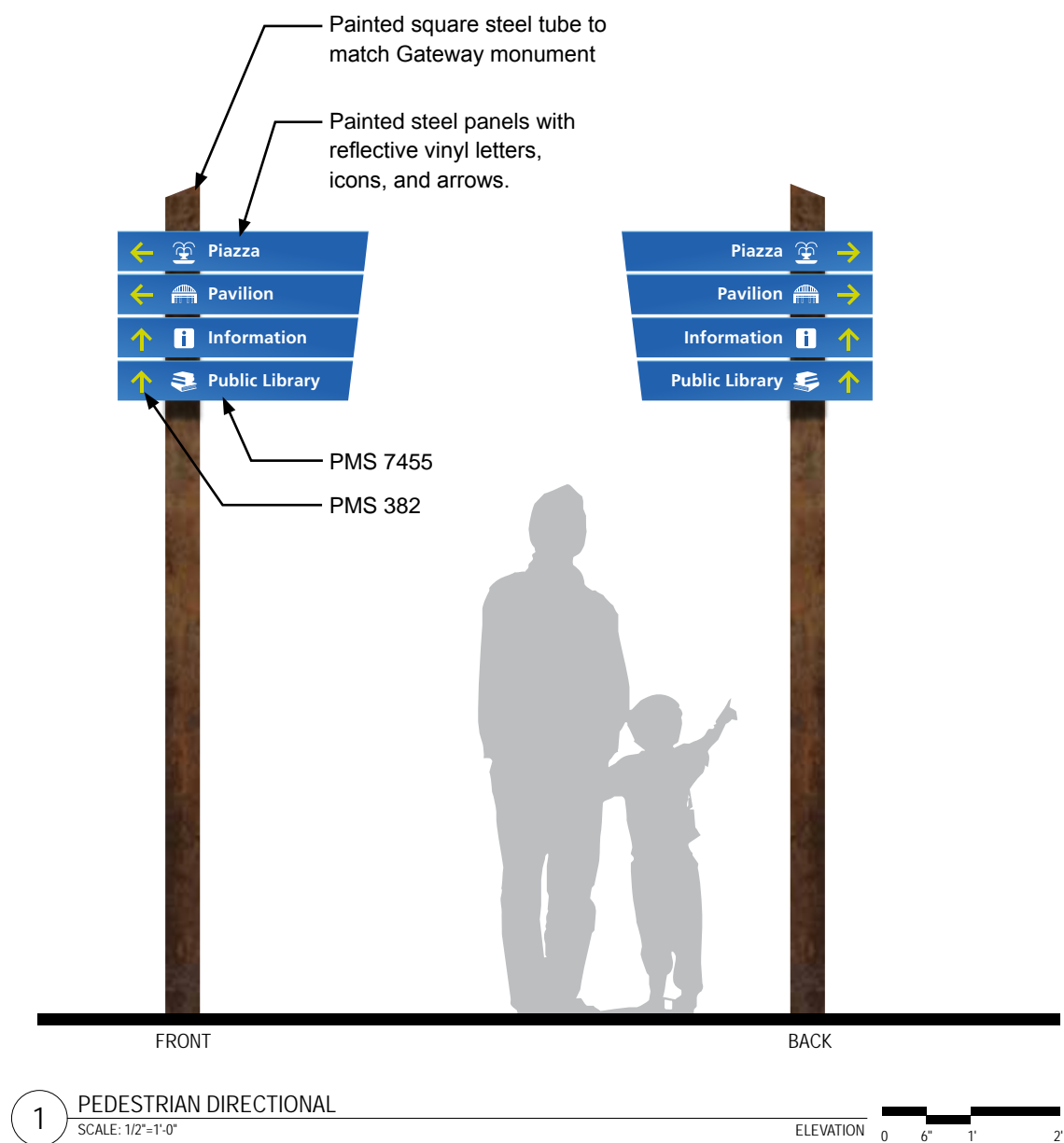
Vehicular Advance Directional



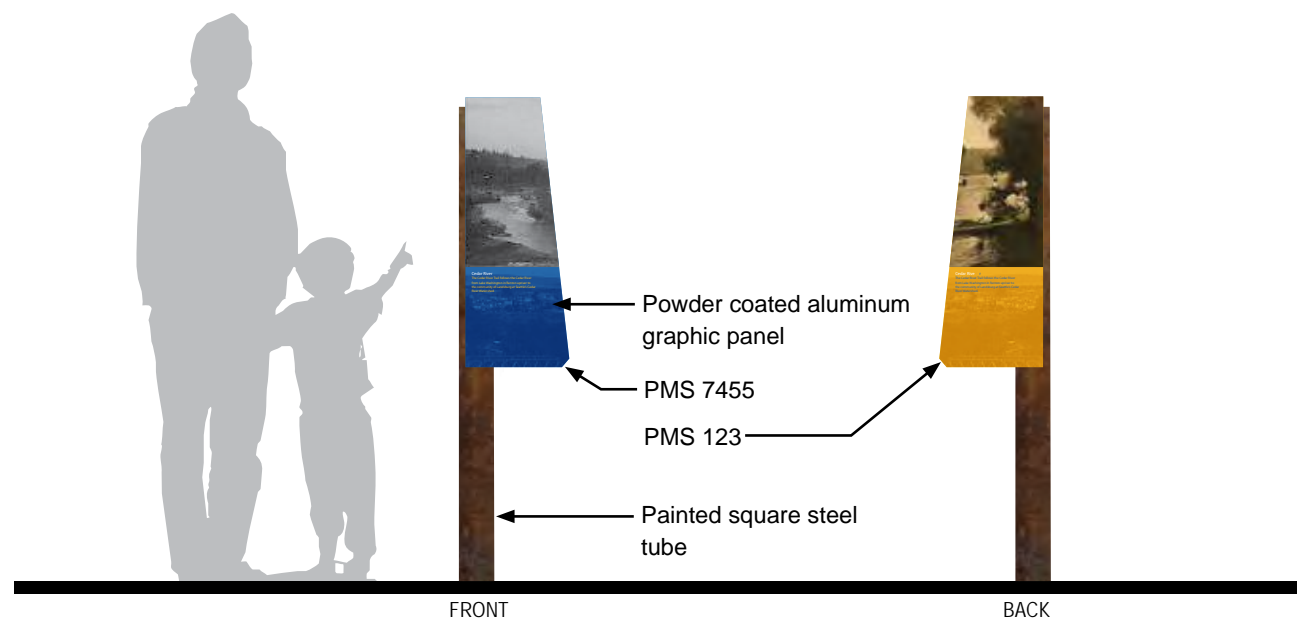
Pedestrian Directory / Kiosk



Pedestrian Directional



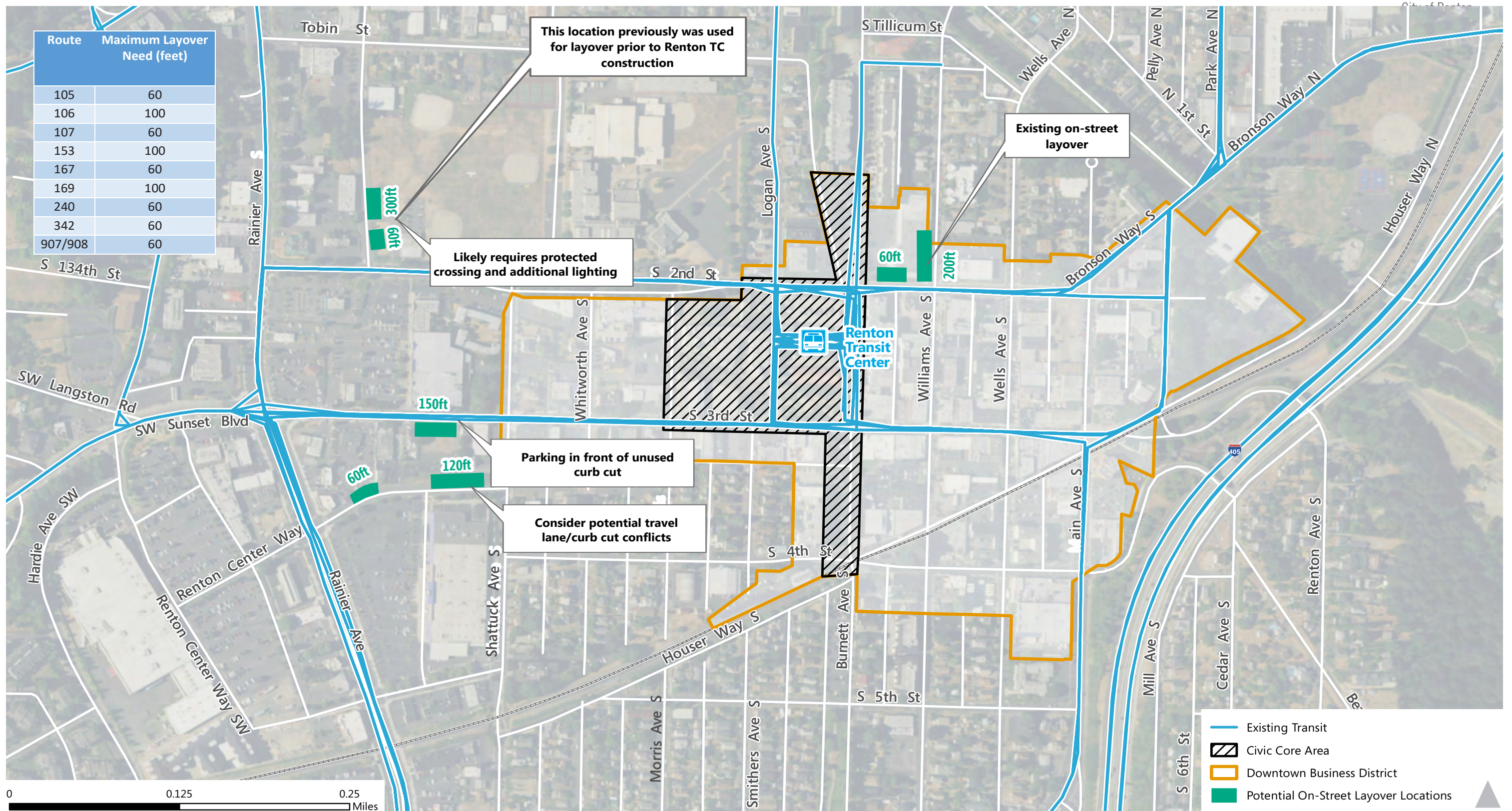
Interpretive Panel



1 INTERPRETIVE PANEL
SCALE: 1/2"=1'-0"

ELEVATION 0 6" 1' 2'





This concept is a near-term solution (possible in fall of 2018) for relocating existing Renton Transit Center layover by using on-street space in areas west of downtown Renton. The map highlights the available on-street areas that would provide suitable capacity for layover. Total layover need is approximately 600 to 700 feet. The estimated additional deadhead service hours required for this concept are approximately 6,000 to 8,000 annual hours. Additional time may be required due to added walk time for drivers to reach a comfort station.

Downtown Renton Layover Alternative Locations: Draft Concept



PREPARED BY: 
JANUARY 2018