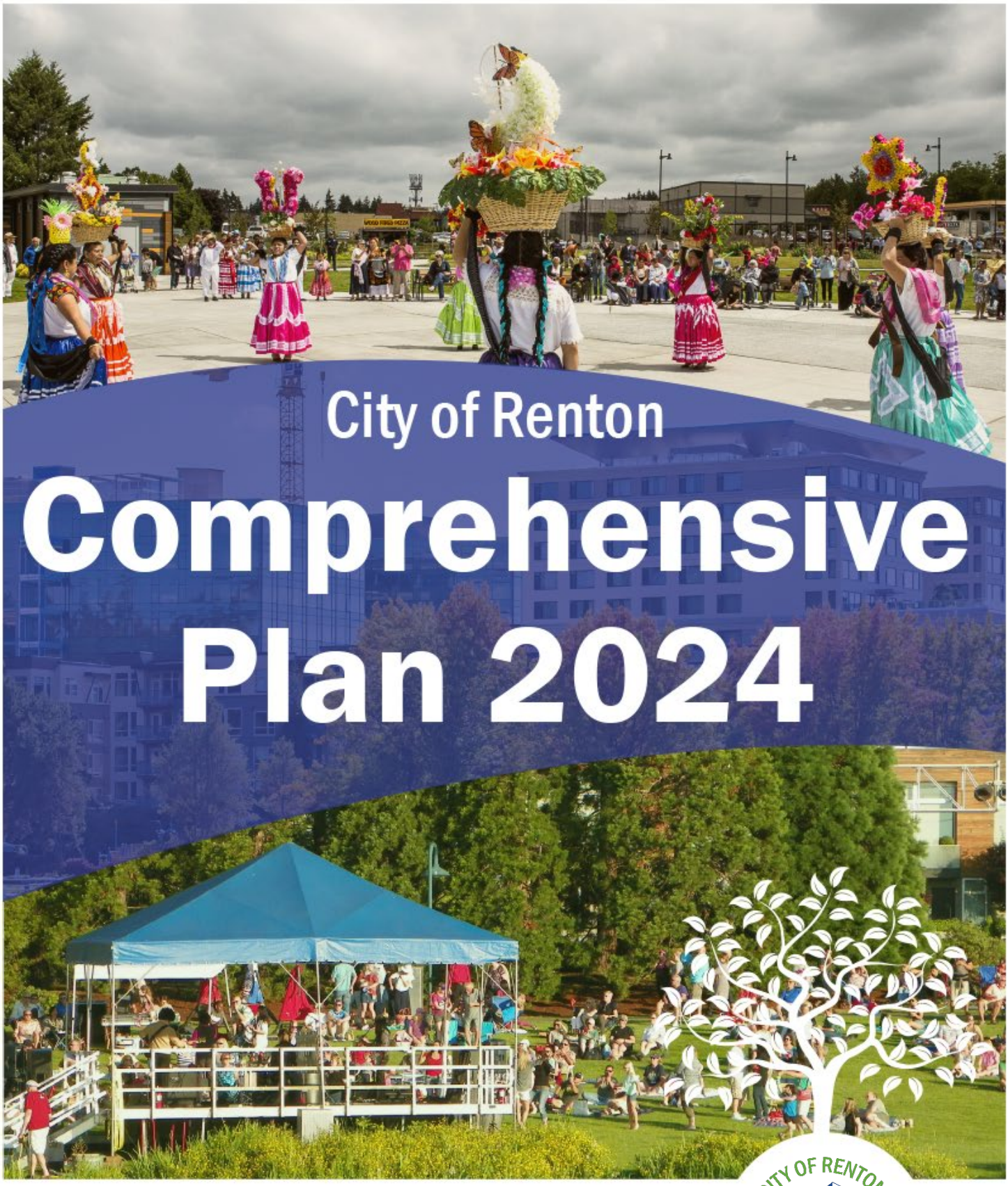


City of Renton

# Comprehensive Plan 2024

**ADOPTED**
December 9th, 2024 // Ordinance No. 6253

**AMENDED**
December 2026

# Acknowledgments


### MAYOR
Armondo Pavone

### CITY COUNCIL
Ed Prince, Council President
James Alberson, Jr.
Ryan McIrvin
Valerie O'Halloran
Ruth Pérez
Carmen Rivera
Kim-Khánh Văn

### CHIEF ADMINISTRATIVE OFFICER
Ed VanValey

### PLANNING COMMISSION
Josephine Bayan, Commission Chair
Jeffrey Kelly, Commission Vice Chair
Charles Seil, Commission Secretary
Andres Artze
Mara Fiksdal
Sunayana Kannur
Shannon Matson
Kevin Poole
Dana Rochex

### CITY ATTORNEY
Shane Maloney, City Attorney
Patrice Kent, Senior Assistant City Attorney
Blythe Phillips, Senior Paralegal

### COMMUNITY & ECONOMIC DEVELOPMENT
Gina Estep, Administrator
Matthew Herrera, Planning Director
Angie Mathias, Long Range Planning Manager
Paul Hintz, Principal Planner
Katie Buchl-Morales, Senior Planner
Angelea Weihs, Associate Planner
Aaron Raymond, GIS Analyst 3
Margarette Bravo, Planning Technician

### PARKS AND RECREATION
Mary Jane Van Cleave, Administrator
Jason Lederer, Parks Planning Manager
Guy Williams, Human Services Manager

### PUBLIC WORKS
Martin Patusche, Administrator
Jim Seitz, Transportation Systems Director
Ron Straka, Utility Systems Director
Joe Farrah, Utility Engineering Manager
Abdoul Gafour, Utility Engineering Manager
Linda Knight, Sustainability and Solid Waste Manager
Joe Stowell, Utility Engineering Manager
Ellen Talbo, Transportation Planning Manager

### GRAPHIC DESIGN
Anna Felicio, City of Renton
Taskina Tareen, BERK Consulting

### CONSULTING SUPPORT

BERK

Dawn Couch, Team Lead
Carmen Smith, Planning Lead
Kevin Gifford
Lisa Grueter
Ben Han
Josh Linden
Sabrina Santos

**Cascadia Consulting Group**
Nicole Gutierrez, Climate Lead
Abigail Lambert

PERTEET

Transportation Lead

# Contents

CITY OF RENTON

# Business Plan 2024–2029 GOALS



**VISION** Renton: The center of opportunity in the Puget Sound Region where families and businesses thrive

**MISSION** The City of Renton, in partnership and communication with residents, businesses, and schools, is dedicated to:

- Provide a safe, healthy, vibrant community
- Promote economic vitality and strategically position Renton for the future
- Support planned growth and influence decisions to foster environmental sustainability
- Build an inclusive informed and hate-free city with equitable outcomes for all in support of social, economical, and racial justice
- Meet service demands and provide high-quality customer service with measurable outcomes

## Provide a safe, healthy and vibrant community

- Promote safety, health, and security through effective communication and service delivery
- Facilitate successful neighborhoods through community involvement
- Encourage and partner in the development of quality housing choices for people of all ages and income levels
- Support the growing need of human services funding to address the challenges of housing and mental health
- Promote a walkable, pedestrian and bicycle-friendly city with complete streets, trails, and connections between neighborhoods and community focal points
- Provide opportunities for communities to be better prepared for emergencies

## Promote economic vitality and strategically position Renton for the future

- Promote Renton as the progressive, opportunity-rich city in the Puget Sound region
- Actively seek grants and other funding opportunities
- Capitalize on opportunities through bold and creative economic development strategies
- Recruit and retain businesses to ensure a dynamic, diversified employment base
- Nurture entrepreneurship and foster successful partnerships with businesses and community leaders
- Leverage public/private resources to focus development on economic centers

## Support planned growth and influence decisions to foster environmental sustainability

- Foster development of vibrant, sustainable, attractive, mixed-use neighborhoods in urban centers
- Uphold a high standard of design and property maintenance
- Advocate Renton's interests through state and federal lobbying efforts, regional partnerships and other organizations
- Pursue transportation and other regional improvements and services that improve quality of life
- Assume a critical role in improving our community's health and environmental resiliency by addressing impacts of climate change for future generations
- Pursue initiatives to increase mobility, promote clean energy in our existing buildings and in new development, preserve and expand open spaces and tree coverage, and other efforts to reduce $CO_2$ and greenhouse gas emissions

## Build an inclusive, informed and hate-free city with equitable outcomes for all in support of social, economic, and racial justice

- Achieve equitable outcomes by eliminating racial, economic and social barriers in internal practices, city programs, services, and policies such as hiring and contracting
- Improve access to city services, programs and employment, provide opportunities and eradicate disparities for residents, workers and businesses
- Promote understanding and appreciation of our diversity through celebrations, educational forums and festivals
- Seek out opportunities for ongoing two-way dialogue with ALL communities, engage those historically marginalized, and ensure that we lift every voice, listen and take action on what we learn
- Build capacity within the city to implement inclusion and equity by providing the knowledge, skills, awareness, and tools to integrate anti-racist approaches into daily work

## Meet service demands and provide high-quality customer service

- Plan, develop, and maintain quality services, infrastructure, and amenities
- Prioritize services at levels that can be sustained by revenue
- Retain a skilled workforce by making Renton the municipal employer of choice
- Develop and maintain collaborative partnerships and investment strategies that improve services
- Respond to growing service demands through partnerships, innovation, and outcome management

# Vision

**A regionally vital and connected city fostering inclusivity, dynamic economic growth, safety, environmental stewardship, and community, enabling all residents to experience prosperity and quality of life.**

The Vision for Renton is:

- An inclusive city that offers opportunity, resilience, and equitable outcomes for all to ensure social, economic, environmental, and racial justice;
- A sustainable city that promotes economic vitality, environmental quality, and resilience to climate change;
- A healthy and safe community that has cohesive, diverse neighborhoods and a growing variety of housing to meet the various needs and wants of its diverse population;
- A full spectrum of employment opportunities with a dynamic, diversified employment base;
- A regional center for active and passive recreation that features access for all to a healthy river, a clean lake, abundant trees, and clear mountain views; and
- A place of connection, networks, and partnerships that enhance community resources; transportation and recreation facilities that connect through trails, sidewalks, and streets; and local business, volunteer, and neighborhood organizations that bring our diverse population together.

The City of Renton's Vision is ambitious and far-sighted; it is the framing for the Comprehensive Plan, the Renton Business Plan, and all other plans and strategies made by the city.

## A Plan for Choice and Opportunity

At the center of Renton's Vision is the underlying principle that urban living provides choice and opportunities for all in employment, housing, recreation, health, goods, and services.

Regional growth continues to shape Renton's landscape and Renton has a responsibility to ensure adequate development capacity to allow expansion and

*Outdoor Movie Night, Source: City of Renton*

diversification of its economy, employment opportunities, and housing options. As Renton grows beyond a community of 110,000 residents, development patterns will continue to shift from suburban forms to more urban forms.-Policies encourage land efficiency and strive for development that is more intense than typical suburban development. Future residential and commercial growth is directed to the City Center and to mixed-use areas that will continue to redevelop and grow. Expansion of Renton's employment and economic base will continue through redevelopment in the City Center and the Valley. The development and retention of small businesses and industry in Renton will diversify and strengthen the local economy.

Renton's City Center is located at the hub of commerce and transportation networks with much of the area designated as a PSRC Regional Growth Center for employment and housing. A revitalized Downtown, a thriving South Lake Washington area, and a redeveloped Rainier/Grady Junction TOD Subarea that function as vibrant living, working, and entertainment areas will emerge through implementation of plans that balance residential, commercial, and office uses with distinctive identities. Development north of Downtown near The Landing and Southport will contribute to the strength of the City Center by serving regional needs for shopping, entertainment, housing, and employment. The Sunset area will continue to revitalize into a thriving neighborhood.

Outside of the City Center in areas currently dominated by commercial strip or office development, higher density mixed-use development will establish neighborhood-scale living, working, and entertainment nodes such as in the Rainier/Grady Junction and Longacres areas. Mixed-use centers and commercial nodes will reduce transportation impacts within Renton by allowing residents to work and shop close to where they live and provide alternatives to single-occupant vehicle trips.

Renton needs a full range of housing types to support its proud history as a place of diversity and opportunity. Increased density and mixed-use housing in the City Center and established neighborhoods will improve housing options and accommodate the need for housing growth. Infill development will enable reinvestment into existing neighborhoods and provide a wider range of housing types to support inclusive neighborhoods with people of different ethnicities, ages, and incomes. By reducing barriers to infill development in historically low-density neighborhoods, inequities caused by former housing policies and practices can be corrected.

Quality parks and open space meet the recreational needs of residents. Trails, bike paths, sidewalks, and transit connect neighborhoods and make it possible to travel without a car. Renton enjoys high levels of service in all areas and the cost of implementation is shared in an equitable manner.

There is an abiding obligation to protect, restore, and enhance environmental quality because Renton's many natural features are deeply appreciated by its residents. Renton participates in regional efforts to advocate for and increase sustainability efforts and, at the local level, implements pragmatic and effective programs that enable residents and businesses to pursue environmentally friendly methods by which to live and work. Policies, plans, and programs to reduce greenhouse gas emissions and support the use of renewable resources and energy make a difference in the health of all Renton residents and makes the community more resilient when faced with natural or human-made disasters.

# Planning for Renton's Future

## State and Regional Planning Frameworks

Renton plans and manages growth in accordance with the Growth Management Act (GMA), a collaborative, regional framework adopted in 1990 by the State of Washington. The planning framework includes an interconnected

hierarchy to meet statewide goals in a manner aligned to local values and needs.

Vision 2050, developed by the Puget Sound Regional Council (PSRC), provides a regional growth, environmental, economic, and transportation framework to guide future employment and population growth for the central Puget Sound region. King County's Countywide Planning Policies (CPPs) ensure consistency for addressing issues that cross jurisdictional boundaries within the County.

The GMA requires cities like Renton to prepare comprehensive plans and regulations that comply with Countywide Planning Policies (CPP's). The city uses a public process to establish comprehensive plan goals and policies to guide city action to improve the overall quality of life for all residents.

Renton's Comprehensive Plan's content, analyses, goals, and policies are developed in conformance with the GMA, King County's Countywide Planning Policies, and Vision 2050.

## Local Planning

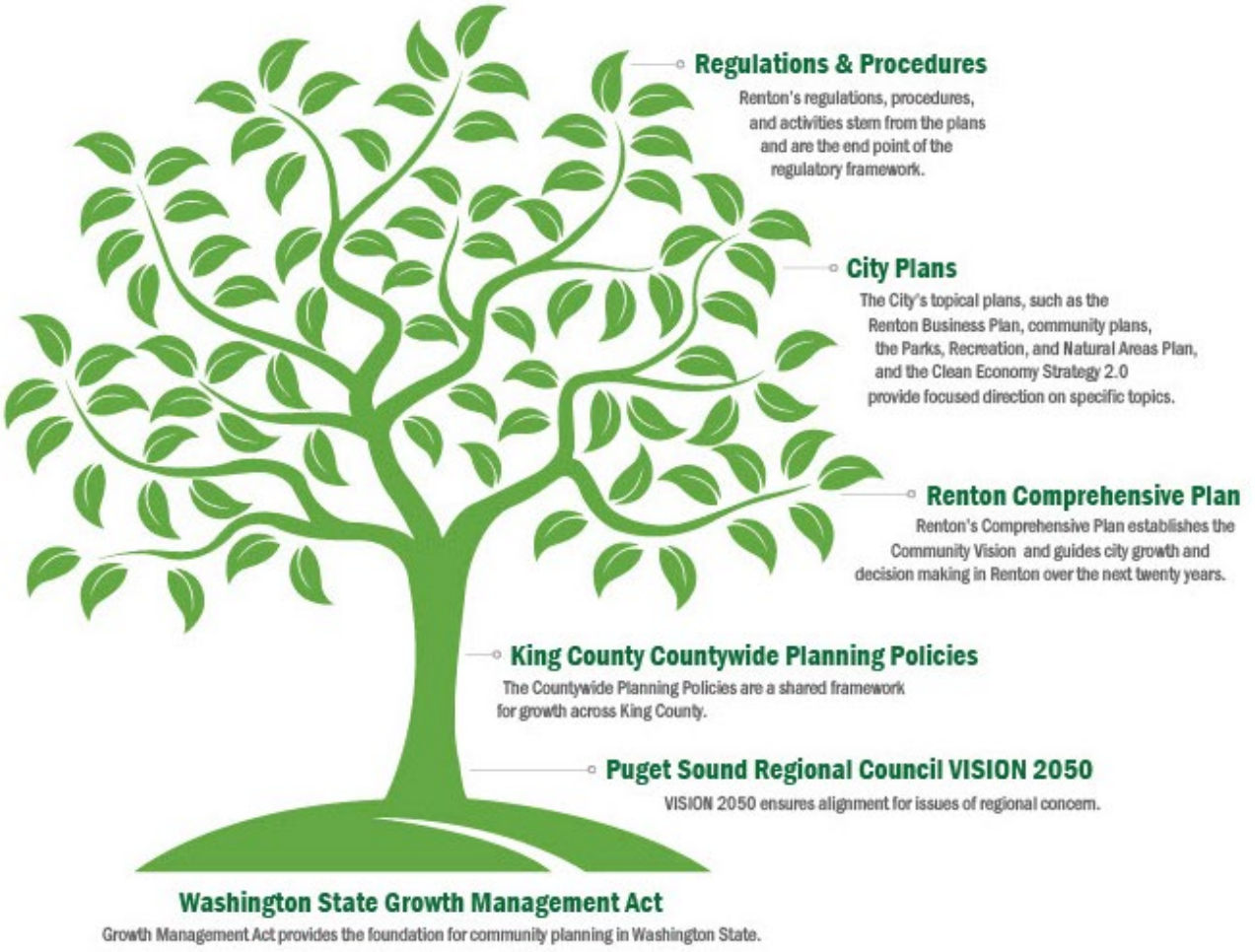
The city is divided into ten geographically distinct Community Planning Areas. Renton uses community planning to sustain a high quality of life and respond to the diverse needs of the community. Through the Community Planning process, residents, businesses, and other stakeholders develop a local vision and establish policies to manage growth, quality of life, design, and capital improvements. Meeting and working together builds community connections and strengthens neighborhoods.

Renton's Business Plan is updated every five years and describes how Renton intends to achieve its vision.

Many aspects of the city's services and activities are guided by functional or topical plans developed by multi-disciplinary stakeholder groups. The functional plans establish the city's roles, resources, and services. The Comprehensive Plan is aligned to functional and topical plans to ensure a consistent set of goals and policies.

*Renton Farmer's Market, Source: City of Renton*

**Figure 1. Renton Planning Framework**



# Land Use

## Meeting the Demands of Growth

Growth management enhances and protects several aspects of everyday life in Renton, including community safety, health, economic vitality, environmental quality, and resiliency to climate change. Renton's approach to managing growth meets the requirements of the Growth Management Act (RCW 36.70a), passed in 1990 to ensure growth is planned and coordinated in a way to meet a set of statewide goals. The Puget Sound Regional Council's VISION establishes goals and policies that tie the region together and support people, prosperity, and the environment. Through the Countywide Planning Policies, King County jurisdictions further define their roles in accommodating growth using sustainable and environmentally responsible development practices.

Renton's Comprehensive Plan outlines the ways that these goals and policies combine with our unique community Vision to be the center of opportunity where families and businesses thrive.

### Goals

Goal LU-A: Comply with the policies in VISION 2050 established by the Puget Sound Regional Council and the Countywide Planning Policies adopted by King County.

Goal LU-B: Support the development of Renton as a Regional Growth Center, consistent with VISION 2050, to foster compact, pedestrian-oriented, mixed-use development to meet the demands of population and employment growth while also increasing transportation efficiency and reducing negative environmental impacts.

Goal LU-C: Ensure sufficient land capacity to meet growth targets for employment and housing for all economic segments, as shown in Table LU-1.

### Plans Adopted by Reference

- VISION 2050
- King County Countywide Planning Policies
- Auto Mall Improvement Plan
- Airport Layout Plan Update
- Airport Compatible Land Use Program
- Airport Master Plan
- Hazard Mitigation Plan
- Clean Economy Strategy 2.0
- Growth Management Policies, Puget Sound Clean Air Agency
- WRIA 9 Salmon Habitat Plan, King County
- Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan, King County
- May Creek Basin Action Plan, King County
- Lower Cedar River Basin and Nonpoint Action Plan, King County
- Rainier-Grady Junction Subarea Plan
- Arts and Culture Master Plan
- Urban Forest Management Plan
- Disaster Recovery Plan
- Parks, Recreation, and Natural Areas Plan
- Bicycle and Trails Master Plan

**Table LU-1. Growth Targets**

| | Housing | Jobs |
|---|---|---|
| 2019-2044 Growth Target per 2019 Urban Land Capacity Analysis | 17,000 | 31,780 |
| Growth Capacity Estimated 2024 Urban Land Capacity Analysis and Pipeline Projects Capacity | 16,503 - 24,454 | 26,210 – 32,832 |

Source: City of Renton, 2024

Goal LU-D: Collaborate with other jurisdictions, when possible, to meet regional and local obligations to provide essential public facilities.

Goal LU-E: Facilitate annexation where and when it is within Renton's Potential Annexation Areas, increases efficiency in the provision of urban services, contributes to cohesive communities, and financial impacts are mitigated through service and infrastructure financing or other funding to address infrastructure and service provision challenges in Potential Annexation Areas.

## Policies

Policy LU-1: Support uses that sustain minimum employment levels of 45 employees per gross acre and residential levels of 15 households per gross acre within Renton's Growth Center. Accommodate approximately 2,000 households and 3,500 jobs of the City's 2044 Growth Targets within the Growth Center.

Policy LU-2: Support compact urban development to improve health outcomes, support transit use, maximize land use efficiency, and maximize public benefit from public investment in infrastructure and services.

Policy LU-3: Encourage infill development with a variety of housing types to meet growth targets and provide a greater variety of housing options.

Policy LU-4: Consider surplus public property for other public uses before changing ownership.

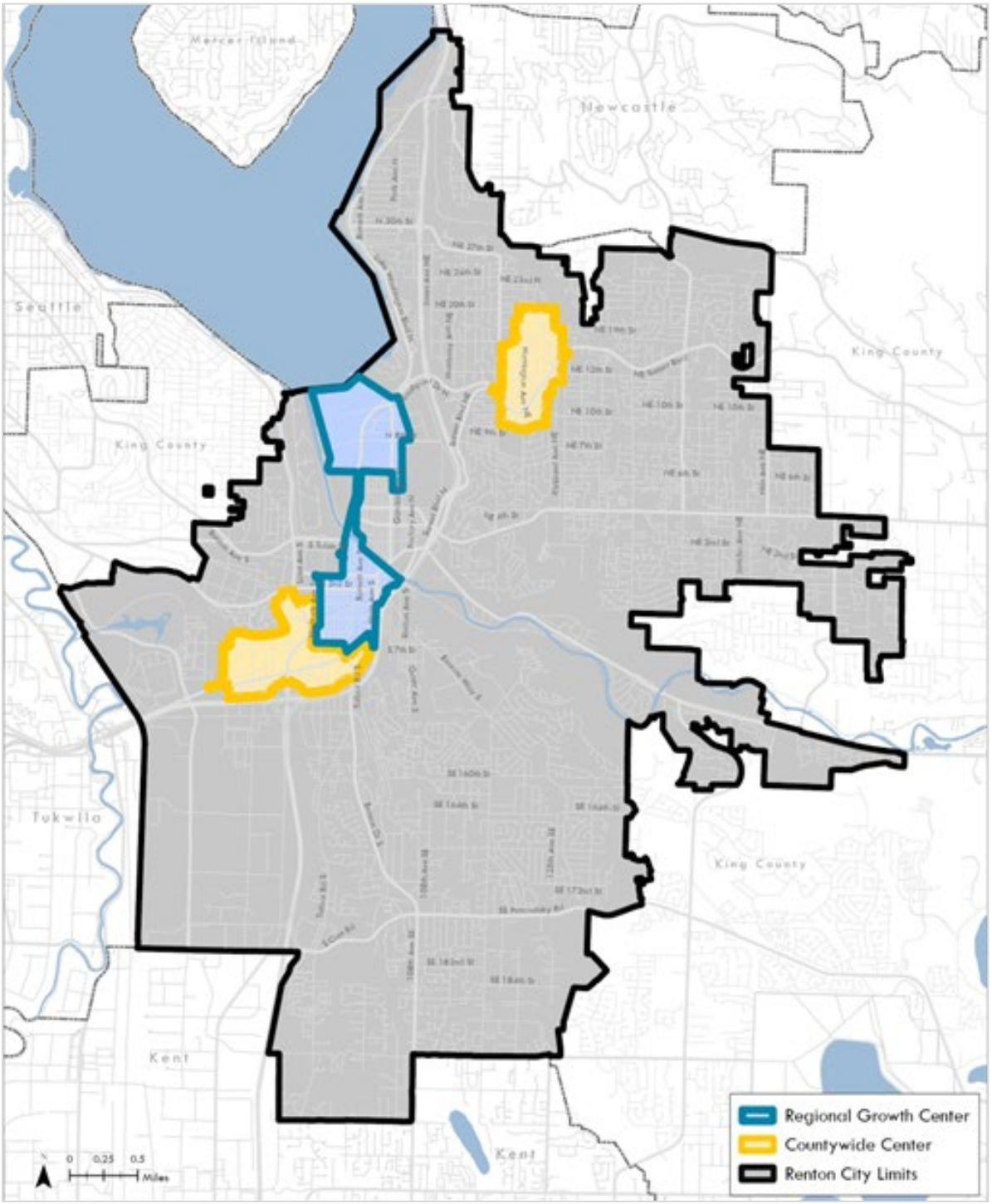
Policy LU-5: Use a public process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, that considers impacts and benefits to equitably site essential public facilities.

Policy LU-6: Site and design essential public facilities to be efficient and convenient and to equitably distribute the impacts and benefits. Facilities should be sited on an arterial street with good access including transit service, and where parking requirements are appropriate to the use. If the use is people intensive, it should be in a Center, compatible with surrounding uses and collocated with other uses when possible.

Policy LU-7: Coordinate with King County to ensure land development policies are consistent in the Potential Annexation Area.

Policy LU-8: Support annexation where infrastructure and services allow for urban densities, service providers would be consolidated, and/or it would facilitate the efficient delivery of services. Work with regional partners to ensure annexations balance fiscal impacts to Renton.

**Map LU-1. Renton Countywide and Regional Growth Centers**



# Efficient Use of Land

Promoting efficient use of urban land is a key factor for enhancing resource sustainability and environmental protection. By implementing policies to prevent land-use conflicts, reduce exposure to pollutants, and minimize urban sprawl, Renton can best meet the needs of current and future residents while safeguarding future resources, economic opportunity, public health, and community safety.

Renton will prioritize housing and employment growth in Countywide and Regional Growth Centers (see **Map LU-1**), increasing the intensity of activities in these districts to create a lively, vibrant, urban environment. Residential areas will provide a range of housing types and lifestyle options that are served by mixed-use commercial development nodes that provide daily goods and services. Employment Areas will provide opportunities to grow employment and maintain an industrial and manufacturing base.

## Goals

**Goal LU-F:** Minimize risk of aviation incidents involving the built environment through zoning and other applicable development regulations.

**Goal LU-G:** Encourage transition of non-conforming uses and structures to encourage development patterns consistent with Renton's land use plan.

**Goal LU-H:** Plan for high quality residential growth that supports transit, reduces vehicle miles traveled, provides urban densities, promotes efficient land utilization, promotes good health and physical activity, builds social connections, and creates stable neighborhoods by incorporating both built amenities and natural features.

**Goal LU-I:** Accommodate residential growth~~,~~ by:

- Encouraging the development of new attached housing of moderate density and mixed-use in the City Center and in the Residential High Density and Commercial Mixed Use designations;
- Supporting infill development on vacant and underutilized land in established low- moderate-density residential neighborhoods; and
- Allowing development of new detached housing on large tracts of land outside the City Center.

**Goal LU-J:** Encourage the development of Countywide and Regional Growth Centers that are urban in scale, facilitate housing close to employment and commercial areas, reduce dependency on automobiles, maximize public investment in infrastructure and services, and promote good health, and are attractive.

**Goal LU-K:** Cultivate an energetic business environment and commercial activity to provide a range of service, office, commercial, and mixed-use residential uses that enhance the City's employment and tax base along arterial streets and in Countywide and Regional Growth Centers.

*Sunset Court Apartments.*
*Source: City of Renton*

Goal LU-L: Transform concentrations of linear form commercial areas into multi-use neighborhood centers characterized by enhanced site planning, efficient parking design, coordinated access for all modes of transportation, pedestrian linkages from adjacent uses and nearby neighborhoods, and boulevard treatment.

Goal LU-M: Encourage a mix of industrial, high technology, office, and commercial activities in Employment Areas to strengthen Renton's employment base and spur economic growth.

Goal LU-N: Promote industrial activities in integrated employment activity areas that include a variety of industrial uses and other related businesses and services, transit facilities, and amenities.

Goal LU-O: Support concentrations to auto and vehicular related businesses and increase their revenue and sales tax base for the City and to present an attractive environment for doing auto-related business.

## Policies

Policy LU-9: Meet or exceed basic aviation safety rules and State Airport-Land Use Compatibility guidelines and reduce potentially negative impacts from normal airport operations by restricting land use, prohibiting airspace obstacles and noise-sensitive land uses, and by requiring aviation easements within the Airport Influence Area.

Policy LU-10: Encourage non-conforming uses to transition into conforming uses or relocate to areas with compatible designations.

Policy LU-11: Identify potential areas for rapid or temporary housing in case of emergency or natural disaster.

Policy LU-12: Enhance the safety and attractiveness of commercial, office, and industrial uses with landscaping, signage, and development standards that create the feeling of a cohesive business district.

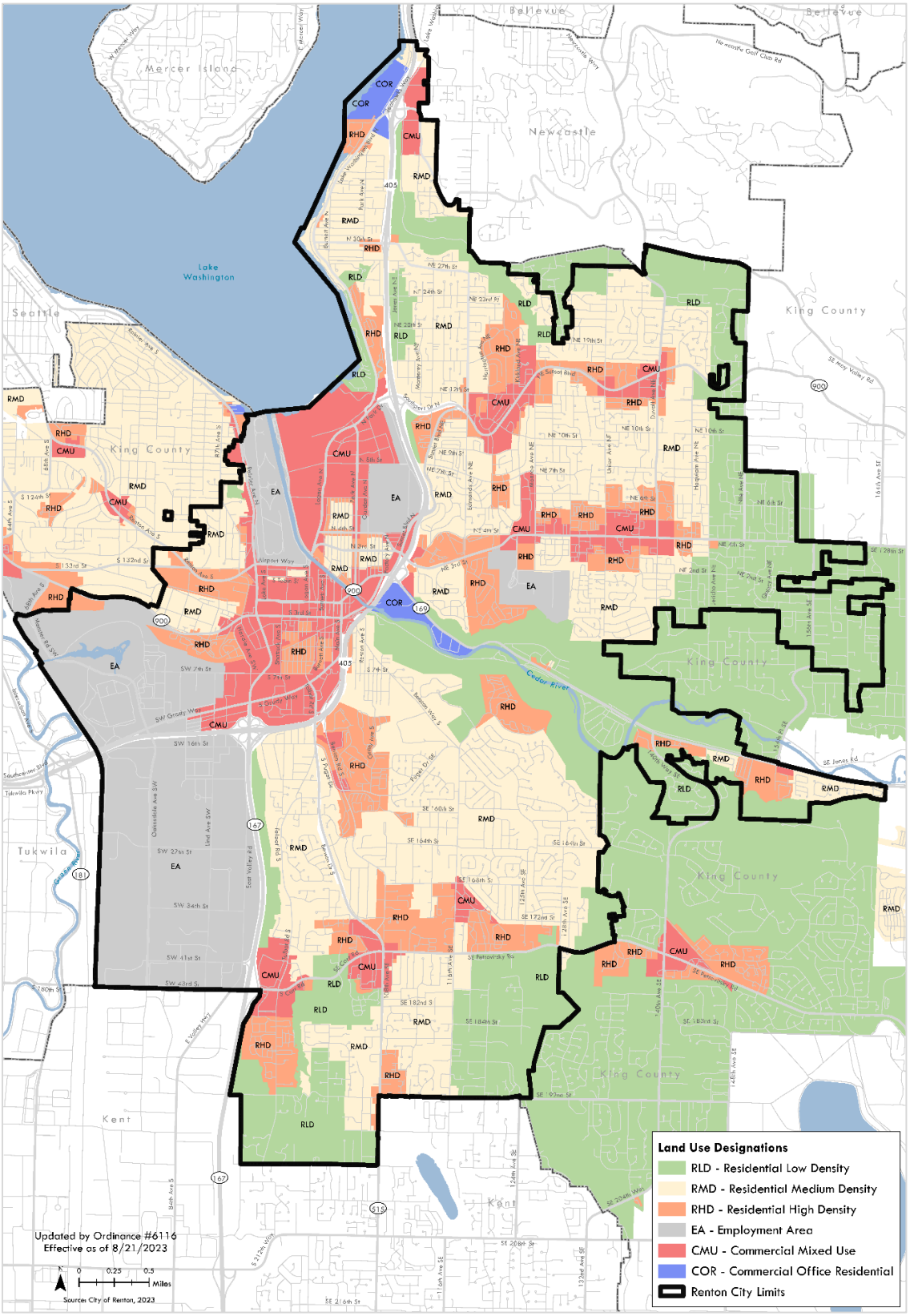
# Renton Land Use Plan

Renton has six types of designated land uses, as presented in Map LU-2. :

- Residential Low Density,
- Residential Medium Density,
- Residential High Density,
- Commercial Mixed Use,
- Employment Area, and
- Commercial Office Residential.

Each of these land uses has designated zones that provide details on the types of land uses allowed in those zones. The following policies identify the six land use designations and the associated zones that implement each land use designation.

**Map LU-2. Renton Land Use Plan**




Source: City of Renton, 2024

## Policies

Policy LU-13: **Residential Low Density** (RLD) – Apply to lands constrained by sensitive areas, those intended to provide transition to the rural areas, or those appropriate for low density residential uses.

- **Resource Conservation Zone** (RC) – Apply to lands with significant environmental constraints which are not appropriate for urban development, lands suitable for environmental conservation or restoration, and lands used for agriculture or natural resource extraction for resource conservation. RC zoning is allowed in the Residential Low Density and Employment Area land use designations.
- **Residential-1 Zone** (R-1) – Apply to lands with significant environmental constraints, which may have the potential for development at a level of intensity that is compatible with that environment, or lands that provide urban separators. R-1 zoning is allowed in the Residential Low Density land use designation.
- **Residential-4 Zone** (R-4) – Apply to lands suitable for low-density residential uses compatible with the scale and density of the surrounding area. R-4 zoning is allowed in the Residential Low Density land use designation.
- **Residential Manufactured Home Park Zone** (RMH) – Apply to lands with existing manufactured home parks. RMH zoning is allowed in the Residential Low Density, Residential Medium Density, and Residential High Density land use designations.

Policy LU-14: **Residential Medium Density** (RMD) – Apply to areas that can support high-quality, compact, urban development with access to urban services, transit, and infrastructure, whether through new development or through infill development.

- **Residential-6 Zone** (R-6) – Apply to lands where there is land suitable for infill development, larger lot development, an existing pattern of moderate density residential development, and where critical areas are limited. R-6 zoning is allowed in the Residential Medium Density land use designation.
- **Residential-8 Zone** (R-8) – Apply to lands where there is opportunity to re-invest in existing residential neighborhoods through infill or the development of new residential plats at urban densities. R-8 zoning is allowed in the Residential Medium Density land use designation.

Policy LU-15: **Residential-High Density** (RHD) – Apply to lands where access, topography, and adjacent land uses create conditions appropriate for a variety of housing unit types, or where there is existing attached residential development. RHD unit types are designed to incorporate features from both detached and attached residential developments, support cost-efficient housing, facilitate infill development, have close access to transit service, and efficiently use urban services and infrastructure.

- **Residential-10 Zone** (R-10) – Apply to lands where there is an existing mix of residential uses or there are vacant or underutilized parcels that could be redeveloped as infill and are located within ¼ mile of public transit service and a major arterial; or are within ½ mile of a major transit center. R-10 implements the Residential High Density land use designation.
- **Residential-14 Zone** (R-14) – Apply to lands where it is possible to develop a mix of compact housing types or are within or adjacent to a Growth Center. The zone functions as a transition zone between lower intensity residential and higher intensity mixed use zoning. R-14 implements the Residential High Density land use designation.
- **Residential Multi-Family Zone** (RMF) – Apply to lands where there is existing (or vested) attached residential development of one-acre or greater in size. Expanded RMF zoning should only be where access is from a street classified as a Principal

Arterial, Minor Arterial, or Collector, and where existing attached residential development is abutting at least two property sides. RMF zoning implements the Residential High Density land use designation.

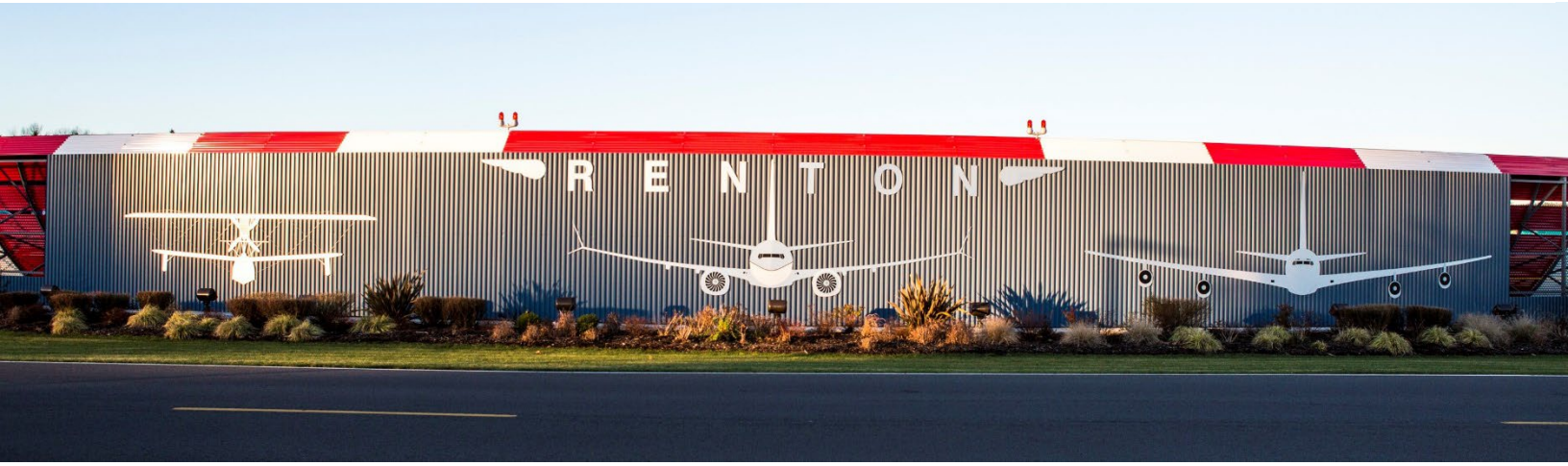
- **Residential High Density Zone** (RMF-2) – Apply to lands where there is existing, multiunit attached residential development with capacity for more density and areas appropriate for intensive multi-unit development with access to transit, commercial areas, and other amenities. RMF-2 zoning implements the Residential High Density land use designation.
- **Commercial Neighborhood Zone** (CN) – Apply to lands that provide goods and services on a small-scale to a surrounding residential neighborhood that can be accessed from a street classified as a Principal Arterial, Minor Arterial, or Collector. Expanded CN zoning should only be where there is opportunity to provide small, limited-scale commercial opportunity to the surrounding residential community. The CN zone implements the Residential High Density land use designation.

Policy LU-16: **Commercial Mixed Use** (CMU) – Apply to lands with established commercial and office uses near Principal Arterials. Allows residential uses as part of mixed-use development and supports new office and commercial development that is more intensive than what exists to create a vibrant district and increase employment opportunities. The intention of this designation is to transform strip commercial development into business districts through the maximization of uses and with cohesive site planning, landscaping, signage, circulation, parking, and the provision of public amenity features.

**Commercial Arterial Zone** (CA) – Apply to lands where a strip commercial pattern dominates, characterized by large surface parking in front of buildings, long blocks oriented to automobiles, and an incomplete street grid. Attached housing is allowed in areas that can support increased demand on transportation facilities. CA zoning should be located within one-quarter mile of transit, provide employment, and serve a large area. CA zoning implements the Commercial Mixed Use and Employment Area land use designations.

- **Center Downtown Zone** (CD) – Apply to downtown Renton where it is appropriate for a mix of pedestrian-oriented uses and attached residential uses, is served by transit, and is

*Renton Municipal Airport*
*Source: City of Renton*



suitable for intensive urban use within a pedestrian environment. The Center Downtown zone is intended to revitalize the area by creating a vibrant, urban center in Renton's historic downtown core. Surface parking is discouraged in this zone, except as a land bank. CD zoning implements the Commercial Mixed Use land use designation.

- **Center Village Zone** (CV) – Apply to lands that are characterized by an existing commercial and attached residential housing core served by transit and set in the midst of suburban patterns of residential development. CV zoned lands are suitable for redevelopment into compact urban development with a pedestrian-oriented, mixed-use center, and community focal point. The zone is intended to revitalize an area, creating a vibrant, urban center where surface parking is discouraged. CV zoning implements the Commercial and Mixed Use designation.
- **Urban Center 1 & 2 Zones** (UC-1 & UC-2) – Apply to lands located within Renton's Regional Growth Center, where there is potential for the creation of dense employment, destination retail, recreation, or public gathering space with the Urban Center (UC) zone. UC-1 or UC-2 zoned areas have large parcels of land with the potential for large scale redevelopment opportunities that will create a mixed-use retail, employment, and residential center. UC zoning implements the Commercial Mixed Use land use designation.
- **Commercial Office Zone** (CO) – Apply to large parcels of land suitable for medium to high-intensity office uses, located on existing or planned transit routes with high visibility from arterials or highways. Commercial Office (CO) is suitable for medium- to high-intensity office use. Residential mixed-use development is allowed in close proximity to select transit services. This zone implements the Commercial Mixed Use and Employment Area land use designations.

Policy LU-17: Place areas primarily used for industrial development or a mix of commercial and industrial uses such as office, industrial, warehousing, and manufacturing, with access to transportation networks and transit, in the Employment Area (EA) land use designation. Employment Areas provide a significant economic development and employment base for the City. Maintain a variety and balance of uses through zoning that promotes the gradual transition of uses on sites with good access and visibility to more intensive commercial and office uses.

- **Light Industrial Zone** (IL) – Zone property Light Industrial (IL) where it is appropriate for very low-intensity manufacturing and industrial services. Uses and potential impacts of uses in this zone are fully contained within their buildings. This zone implements the Employment Area land use designation.
- **Medium Industrial Zone** (IM) – Zone property Medium Industrial (IM) where it is intended for manufacturing, processing, assembly, and warehousing. Outdoor storage of some materials may be allowed. Uses and potential impacts of uses in this zone are contained within the property or project site. This zone implements the Employment Area land use designation.
- **Heavy Industrial Zone** (IH)– Zone property Heavy Industrial (IH) where it is intended for high-intensity fabrication, processing of raw materials, bulk handling and storage, or heavy construction and transportation. Such uses may require significant outdoor area in which to conduct operations and isolation or buffering from other uses may be necessary to help control potential impacts. This zone implements the Employment Area land use designation.

Policy LU-18: **Commercial Office Residential** (COR) – Place areas that are located near a significant amenity, such as a waterfront, are near major transportation or transit routes, and are comprised of one or more large tracts of vacant or underutilized land in the Commercial Office

Residential land use designation and zone. This land banking designation is intended to transform properties into compact, mixed-use developments that act as City gateways, through master planning and coordinated design.

# Protecting the Environment

Sustainable natural systems are essential to providing for economic needs and quality of life. Actions today impact the environment, creating impacts for the future. The quality of Renton's land, air, and water affects the health and resilience of everyone in the community.

A sustainable community requires and supports economic development, human health, and social benefit, and makes decisions considering the "triple bottom line" including the environment, the economy, and social equity.

## Goals

**Goal LU-P:** Minimize adverse impacts to natural systems and address impacts of past practice where feasible, through leadership, policy, regulation, and regional coordination.

**Goal LU-Q:** Support hobby agricultural uses such as small farms, hobby farms, horticulture, beekeeping, and produce stands that are compatible with urban development.

**Goal LU-R:** Protect the aquifer and critical areas while allowing extractive industries where their continued operation does not impact adjacent residential areas, the City's aquifer, or critical areas.

**Goal LU-S:** Maintain urban separators to provide visual and physical distinction to the edges of Renton, protect critical areas, and provide a transition to rural areas.

**Goal LU-T:** Create a functioning and exemplary urban forest that is managed at optimum levels for canopy health and diversity.

**Goal LU-U:** Preserve, protect, and enhance the quality and functions of the City's sensitive areas including lakes, rivers, streams, intermittent stream courses and their floodplains, wetlands, aquifer, wildlife habitats, and areas of seismic and geological hazards.

**Goal LU-V:** Protect the natural functions of 100-year floodplains, floodways, and channel migration zones to prevent threats to life, property, and public safety associated with flooding hazards.

**Goal LU-W:** Reduce the potential for damage to life and property from abandoned coal mines and return this land to productive uses.

**Goal LU-X:** Support and sustain educational, informational, and public involvement programs in the City to encourage the effective use, preservation, and protection of Renton's natural systems.

**Goal LU-Y:** Protect clean air and the climate for present and future generations through reduction of greenhouse gas emissions at the individual, household, and community levels and promote efficient and effective solutions for transportation and development.

**Goal LU-Z:** Promote regional air quality in coordination with the Puget Sound Clean Air Agency and the Puget Sound Regional Council, consistent with the Countywide Planning Policies, through its policies, methodologies, and standards.

## Policies

**Policy LU-19:** Allow cultivation and sale of vegetables, herbs, flowers, or similar crops in residential areas, as an accessory use and/or home occupation and allow community gardens on private property, vacant public property, and unused rights-of-ways to encourage local food cultivation, improve public health, and build community resilience.

**Policy LU-20:** Require conditional use permits, or other approvals as appropriate, for extractive industries, including timber, sand, gravel, or other mining, to ensure that potential impacts are confined, limited, or mitigated.

**Policy LU-21:** Designate Urban Separators on lands characterized by individual and interconnecting natural features, critical areas, open space, parks, agricultural areas, and water features and by areas that provide a logical and easily identifiable physical separation between urban communities and the rural area.

**Policy LU-22:** Promote urban forests through tree planting programs, tree maintenance programs that favor the use of large healthy trees along streets and in parks, residential, commercial, and industrial areas, programs that increase education and awareness, and through the protection and restoration of forest ecosystems.

**Policy LU-23:** Manage urban forests to maximize ecosystem services such as stormwater management, air quality, aquifer recharge, other ecosystem services, and wildlife habitat.

**Policy LU-24:** Utilize education and outreach programs to inform the public and build support for sustainable neighborhood concepts, better understanding and acceptance for future policy and regulatory changes.

**Policy LU-25:** Utilize education and outreach programs to inform the public and build support for initiatives promoting sustainability, health, and emergency preparedness.

**Policy LU-26**: Manage water resources for multiple uses including fish and wildlife, flood protection, erosion control, water supply, energy production, open space, and recreation.

**Policy LU-27:** Minimize erosion and sedimentation in and near sensitive areas by requiring appropriate construction techniques and resource practices, such as low impact development.

**Policy LU-28:** Protect the integrity of natural drainage systems and existing land forms to restore hydrological flows and improve the condition of shorelines.

**Policy LU-29:** Preserve and enhance existing vegetation and tree canopy coverage to improve wildlife habitat quality.

**Policy LU-30:** Preserve and enhance existing vegetation and tree canopy coverage to improve wildlife habitat quality.

**Policy LU-31:** Maintain or increase the quantity and quality of wetlands. Ensure no net reduction of wetlands due to development.

**Policy LU-32:** Protect buffers along wetlands and surface waters to facilitate infiltration and maintain stable water temperatures, provide for biological diversity, reduce amount and velocity of run-off, and provide for wildlife habitat.

**Policy LU-33:** Emphasize the use of open ponding and detention, vegetated swales, rain gardens, clean roof run-off, right-of-way landscape strips, open space, and stormwater management techniques that mimic natural systems, maximize water quality and infiltration where appropriate, and which will not endanger groundwater quality.

**Policy LU-34:** Acquire sensitive areas such as wetlands, floodplains, and wildlife habitat for conversion to parks and natural areas. Pursue an overall net gain of natural functions and values by enhancing sensitive areas and providing incentives for the enhancement of functions and values through private development.

**Policy LU-35:** Ensure buildings, roads, and other built features are located on less sensitive portions of a site when sensitive areas are present.

**Policy LU-36:** Re-establish self-sustaining fisheries resources in appropriate rivers and streams through habitat improvement projects that encourage and enhance salmonid use.

**Policy LU-37:** Development in areas subject to flooding, seismic, geologic, and coal mine hazards should be designed to prevent property damage and environmental degradation before, during, and after construction.

**Policy LU-38:** Emphasize non-structural methods in planning for flood prevention and damage reduction.

**Policy LU-39:** Utilize fire adaptation measures and education about wildfire preparedness to help reduce and mitigate risk to lives and property posed by wildfires.

**Policy LU-40:** Dredge the Cedar River riverbed within the existing engineered channel as one method of flood control.

**Policy LU-41:** Provide information for and participate in informing and educating individuals, groups, businesses, industry, and government in the protection and enhancement of the quality and quantity of the City's natural resources and to promote conservation.

**Policy LU-42:** Coordinate with the Puget Sound Air Pollution Control Agency and the Puget Sound Regional Council to develop policies, methodologies, and standards that promote regional air quality.

**Policy LU-43:** Conduct all city operations to minimize adverse environmental impacts by reducing consumption and waste of energy and materials; minimizing use of toxic and polluting substances; reusing, reducing, and recycling; and disposing of waste in a safe and responsible manner.

**Policy LU-44:** Encourage environmentally friendly construction practices, such as Leadership in Energy and Environmental Design (LEED), Built Green, Salmon Safe, and Living Building Challenge.

**Policy LU-45:** Support and implement the Mayor's Climate Protection Agreement, climate pledges and commitments undertaken by the City, and other multi-jurisdictional efforts to reduce greenhouse gases, address climate change, sea-level rise, ocean acidification, and other impacts to global conditions.

# Promoting Consistent Design and a Sense of Place

Community design includes elements or features that provide visual identity and evoke the character of the city, creating a sense of place. Community design influences the quality of life for people who live, work, learn, and play in the city. Safe, healthy, and attractive community design recognizes and acknowledges the natural setting and the unique features of a community.

## Goals

**Goal LU-AA:** Support a sense of place by documenting, recognizing, and protecting Renton's historic, archaeological, and traditional cultural sites.

**Goal LU-BB:** Ensure new development supports a high quality of life with design that is functional and attractive.

**Goal LU-CC:** Support and sustain programs in Renton to encourage the effective use, preservation, and protection of Renton's resources.

**Goal LU-DD:** Maintain and promote Renton as a center for arts and culture where traditional and contemporary arts thrive, and creative industries are cultivated.

**Goal LU-EE:** Build neighborhoods that promote community resilience through healthy lifestyles, active transportation, proximity to goods and services, access to local fresh food, environmental sustainability, and a feeling of community.

**Goal LU-FF:** Strengthen the visual identity of Renton and its Community Planning Areas and neighborhoods through quality design and development.

## Policies

Policy LU-46: Identify and catalog historic, cultural, and archaeological resources on an on-going basis and as part of project specific review.

Policy LU-47: Preserve and incorporate historic and archaeological sites into development projects.

Policy LU-48: Consider scale and context for infill project design to preserve privacy and quality of life for residents.

Policy LU-49: Encourage the creation and maintenance of places and events throughout the community where people can gather and interact. Allow for flexibility in public gathering places to encourage place-making efforts and activities.

Policy LU-50: Respond to specific site conditions such as topography, natural features, and solar access to encourage energy savings and recognize the unique features of the site through the design of subdivisions and new buildings.

Policy LU-51: Require human-scale features such as pedestrian pathways, quality landscaping, and public spaces that have discernible edges, entries, and borders to create a distinctive sense of place in neighborhoods, commercial areas, and centers.

Policy LU-52: Require buildings in developments to be oriented toward the street or a common area, rather than toward parking lots.

Policy LU-53: Encourage creative and distinctive focal elements that define the entrances to the city.

Policy LU-54: Protect public scenic views and public view corridors, including Renton's physical, visual, and perceptual linkages to Lake Washington and the Cedar River.

Policy LU-55: Preserve natural landforms, vegetation, distinctive stands of trees, natural slopes, and scenic areas that contribute to the City's identity, preserve property values, and visually define the community and neighborhoods.

Policy LU-56: Complement the built environment with landscaping using native, naturalized, and ornamental plantings that are appropriate for the situation and circumstance and provide for respite, recreation, and sun/shade.

Policy LU-57: Provide complete streets arranged as an interconnecting network or grid. Locate planter strips between the curb and the sidewalk in order to provide separation between cars and pedestrians. Discourage dead-end streets and cul-de-sacs.

Policy LU-58: Implement sign regulations that balance adequate visibility for businesses while protecting Renton's visual character. Encourage signage that guides and promotes business without creating visual clutter.

Policy LU-59: Balance the need for appropriate lighting levels for safety and security to avoid light intrusion and glare impacts, and to preserve the night sky.

Policy LU-60: Require landscaping and screening to ~~im~~prove the appearance of parking lots, promote green infrastructure, and reduce heat islands.

Policy LU-61: Promote environmentally friendly, energy-efficient development, including building and infrastructure.

Policy LU-62: Create a supportive environment for cultural activities and the arts.

Policy LU-63: Collaborate with schools, businesses, and community groups to promote healthy lifestyles through education, activity, and nutrition.

Policy LU-64: Coordinate with tribes and recognize their treaty rights.

Policy LU-65: Require building design with provisions for evacuation in case of all types of emergency events.

# Transportation

Transportation investments shape development patterns that, in turn, influence the economic health, safety, and character of a community. The design, construction, maintenance, operation, and location of city streets, roads, sidewalks, trails and other transportation facilities impacts all Renton residents, employees, and visitors. The ownership, control, development, and maintenance of public rights-of-way are primary functions of city government.

Older transportation facilities built in preceding decades are reaching the end of their design life and require maintenance, rehabilitation, or retrofitting. Securing revenue for transportation investments is increasingly difficult as the purchasing power of gas tax revenue has eroded steadily over time, along with the increasing difficulty of generating greater revenue through taxes. The public's concerns about transportation issues have also expanded beyond cost and mobility to include neighborhood impacts, sustainability, and accommodations for all types of users. With more residents, there is growing demand for alternatives to single-occupancy vehicles and reducing the impacts of transportation on the environment.

While specific responsibility and authority for transportation choices is divided amongst various governments and agencies, users expect local and regional transportation facilities to function as a unified system. Achieving that requires coordination with federal, state, regional, county, and municipal stakeholders and decision makers.

Renton has been designated a Core City by the Puget Sound Regional Council (PSRC). A Core City contains a regionally designated growth center – Renton's Urban Center encompassing Boeing, The Landing, and the Downtown Business District – serves as a key hub for the region's long-range multimodal transportation system, and also provides major civic, cultural, and employment centers.

## Plans Adopted by Reference

A. Arterial Streets Map

B. Renton Trails and Bicycle Master Plan

C. Parks, Recreation, and Natural Areas Plan

D. King County Metro's Strategic Plan for Public Transportation 2021 – 2031, or as thereafter amended

E. Washington State Freight Mobility Plan

F. Transportation Improvement Program (TIP)

G. Sound Transit 3 (ST3) Plan

H. Washington State Freight Mobility Plan

I. Transportation Improvement Program (TIP)

J. Transportation Improvement Projects and Programs

K. City of Renton's Commute Trip Reduction (CTR) Ordinance and CTR Plan

L. Barrier Free Mobility Plan

M. Rainier/Grady Junction TOD Subarea Plan

N. Renton Comprehensive Walkway Plan

O. Local Road Safety Plan

P. Safety Action Plan

This Transportation Element assists the City of Renton in coordinating transportation and land use planning within its municipal boundaries, guides the development of a multimodal system that provides transportation choices for all users and facilitates inter-jurisdictional coordination of transportation-related projects. This element is consistent with Puget Sound Regional Council's VISION 2050 and the Regional Transportation Plan.

# Transportation Framework

**GOAL**

*Coordinate transportation investments with the pace of growth and land use development patterns to ensure Renton maintains an efficient, balanced, multimodal transportation system.*

Council's VISION 2050 and Transportation 2050 and includes goals and policies addressing the following topics:

- Maintenance, Management and Safety
- Transportation Demand Management
- Street Network
- Pedestrian and Bicycle Transportation
- Transit and High Occupancy Vehicles (HOV)
- Transportation Options and Mobility
- Growth Strategy, Land Use, and Transportation
- Level of Service Standards, Design, and Concurrency
- Freight
- Airport
- Finance, Investment, and Implementation
- Intergovernmental Coordination

Coordinate transportation investments with the pace of growth and land use development patterns to ensure Renton maintains an efficient, balanced, multimodal transportation system.

## Goals

**Goal TR-A:** Continue to develop and operate a transportation system that stimulates, supports, and enhances the safe, efficient and reliable movement of people, vehicles, goods, and services, using best practices and context sensitive design strategies.

**Goal TR-B:** Balance transportation needs with other community values and needs by providing facilities that promote vibrant commerce, clean air and water, and health and recreation.

**Goal TR-C:** Maintain, preserve, and extend the life and utility of transportation investments.

**Goal TR-D:** Emphasize investments that provide alternatives to single occupant vehicle travel.

**Goal TR-E:** Apply technological solutions to improve the efficiency and safety of the transportation system.

**Goal TR-F:** Promote and develop local air transportation facilities in a responsible and efficient manner.

**Goal TR-G:** Establish a stable, long-term financial foundation for continuously improving the quality, effectiveness, safety, and efficiency of the transportation system.

## Policies

Policy TR-1: Develop a connected network of transportation facilities that foster a sense of place in the public realm with attractive design amenities where public streets are planned, designed, constructed, and maintained for the safe, convenient travel of all users, including pedestrians, bicyclists, transit riders of all ages and abilities, and freight and motor vehicle drivers.

Policy TR-2: Implement a multimodal level of service that maximizes access to available alternative transportation modes such as walking, biking, carpooling, and transit.

Policy TR-3: Develop a transportation system that preserves and protects natural resources and complies with regional, state, and federal air and water quality standards.

Policy TR-4: Promote clean energy transportation programs and facilities. Identify actions to reduce air pollution and greenhouse gas emissions from transportation.

Policy TR-5: Prepare for and support changes in transportation modes and technologies that are energy-efficient and improve system performance to support communities with a sustainable and efficient transportation system.

Policy TR-6: Reduce stormwater pollution from transportation facilities through retrofits and updated design standards to improve fish passage. Where feasible, integrate other improvements to achieve multiple benefits and cost efficiencies.

# Maintenance, Management, and Safety

The design, construction, operation, and maintenance of the transportation system impacts long-term use and safety for all users. Safety planning and mitigation, including strategies for protecting the transportation system from disasters, requires multidisciplinary efforts that can significantly improve the livability of Renton.

According to Washington State Department of Transportation (WSDOT), from 2020 to 2024, about 5,400 collisions were reported along streets within the City's limits, excluding mainline freeway segments such as I-405 and SR 167. High frequency of collisions were along NE 3rd Street, Sunset Boulevard N, Benson Drive S, and SW 43rd Street/SE Carr Road/SE Petrovitsky Road. In addition, heavily traveled roads such as I-405, SR 169, SR 167, and Rainier Avenue S also show a high frequency of crashes at ramp intersections with city streets. Additional safety analysis and maps can be found in **Appendix D**.

To improve transportation safety, the City has a Traffic Safety Program that provides funding for special, small-scale traffic safety improvements that are typically identified through citizens' concerns, crash history, or observations by traffic operations or maintenance staff.

## Policies

Policy TR-7: Coordinate road right-of-way preservation and maintenance activities to minimize expected life-cycle costs and maximize asset management.

Policy TR-8: Ensure maintenance and preservation of the transportation system is given high priority in resource allocations. Maintain and preserve the transportation system mindful of life-cycle costs associated with delayed maintenance.

Policy TR-9: Increase and maintain the resiliency of the transportation system by incorporating redundancies and preparing for disasters and other impacts. Develop and coordinate prevention and recovery strategies and disaster response plans with regional and local agencies to protect the transportation system against major disruptions.

**Policy TR-10:** Optimize the performance of the transportation network and improve efficiency and safety for various travel modes through signal timing coordination, signal retiming on a regular basis, maintenance and capital replacement programs, and other operational improvements of existing and planned transportation facilities.

**Policy TR-11:** Limit direct access onto arterials when access opportunities via another route exist.

**Policy TR-12:** Invest in and maintain Renton's Intelligent Transportation Systems (ITS) Program to optimize emergency response and communications, optimize trips and traffic flow through traffic center management, reduce vehicle miles travelled, encourage the use of other modes, and reduce greenhouse gas emissions from idling.

**Policy TR-13:** Secure sustainable funding sources for the preservation and maintenance of the transportation system.

**Policy TR-14:** Coordinate arterial operations and enhancements to improve transit service operated by local and regional transit authorities.

# Transportation Demand Management

Transportation Demand Management (TDM) focuses on more effectively using existing and planned transportation capacity, ensuring compatibility with planned uses, accommodating growth consistent with land use objectives, offering alternatives to Single Occupancy Vehicle (SOV) travel, mitigating impacts, and better meeting mobility needs.

Reducing trip-making, dispersing travel demand throughout the day, and increasing transit usage and ride-sharing are significantly less costly means of accommodating increased travel demand than constructing new or widening existing transportation facilities. Reducing the number of trips made via single occupant vehicles is also an effective way of reducing automobile-related air pollution, traffic congestion, and energy use.

Intelligent Transportation Systems (ITS) can be used to apply technological solutions to problems such as congestion, safety, and mobility. Substantial investment in ITS, such as signs and internet sites providing real time feedback on travel times and alternatives, continues in the Puget Sound Region. Renton has installed an Adaptive Signal Control System (ASCS) on the SW 43rd Street/Carr Road/Petrovitsky Road corridor which adjusts the timing of intersection stop lights (green, yellow, red lights) to accommodate changing traffic patterns and ease traffic congestion. Renton is currently developing plans to implement an additional ASCS along Rainier Avenue South, SR 169 (Maple Valley Highway) and SR 900 Sunset Boulevard corridors.

The location and supply of parking is an integral part of the local transportation system and TDM strategies are important to commerce and private enterprise. Inadequate parking can increase congestion on streets as people circle and look for available spaces. Too much parking can deter the use of alternative travel modes, including transit. Providing for "right size" parking ratios based on a district's land use intensity and access to transit is important to community character and mobility and can help reduce the total cost of development. Satellite parking with shuttle services and collective structured parking are potential physical methods for managing and increasing the parking supply.

Renton adopted a Commute Trip Reduction Plan and Ordinance requiring employers with 100 or more regular employees who arrive to work weekdays between the hours of 6 and 9 a.m. to have transportation benefit programs for their workforce. The aim is to reduce commute trips made by single occupancy vehicles (SOV) and encourage commuters to use other means of transportation to work, such as carpooling or vanpooling, taking transit (buses and trains), or if possible, bicycling or walking. This improves air quality, reduces fuel

consumption and reduces congestion on local and regional roads during commute hours.

Renton's mixed-use centers offer opportunities to reduce single occupant vehicle (SOV) travel. Regional plans call for Regional Growth Centers such as Renton's to work towards reducing SOV shares.

In 2022, PSRC estimated the following work trip mode shares in Renton's Regional Growth Center:

**Single Occupant Vehicle**
66.2%

**High Occupancy Vehicle**
5.3%

**Walk and Bike**
3.7%

**Transit**
8.5%

**Work from Home**
15%

**Other**
1.3%

Source: PSRC, 2022.

The combination of increased land use density, development patterns and investments in expanding transit, walk, and bike facilities would increase the accessibility and mobility options. By 2044, the transportation model forecasts the SOV mode share would decrease by up to six percentage points in Renton's Regional Growth Center. This corresponds to two percentage points increase in people carpooling and four percentage points increase across the transit, walk, and bike modes.

## Policies

**Policy TR-15:** Implement transportation demand management (TDM) programs to reduce disruptive traffic impacts and to support mixed-use development, commercial centers, and employment areas.

**Policy TR-16:** Encourage a reduction in drive alone work trip shares to below 60% by 2044 within the Regional Growth Center through investments in non-motorized facility connections, collaboration with transit providers, and commute trip reduction programs with employers. This goal aligns with WSDOT's drive-alone goals.

**Policy TR-17:** Invest in and maintain Renton's Intelligent Transportation Systems (ITS) Program coordinated with other agencies.

**Policy TR-18:** Encourage ridesharing through requirements for parking reserved for carpool and vanpool vehicles in the zoning code or as allowed under state law.

**Policy TR-19:** Provide education and awareness to employers about their commute trip reduction obligations under the City of Renton's Commute Trip Reduction (CTR) Ordinance and CTR Plan.

**Policy TR-20:** Regularly review and refine parking ratios to account for existing parking supply, land use intensity, and access to transit, as allowed under state law.

**Policy TR-21:** Encourage shared and structured parking in downtown Renton to achieve land use and economic development goals as expressed in the City Center Community Plan and to coordinate parking for the benefit of the district businesses and residents.

# Street Network

Federal and State highways such as I-405, SR 900 (Sunset Boulevard), SR 169 (Maple Valley Highway), SR 515 (Benson Highway), and SR 167 (Rainier Avenue) are integral elements of Renton's arterial system, as well

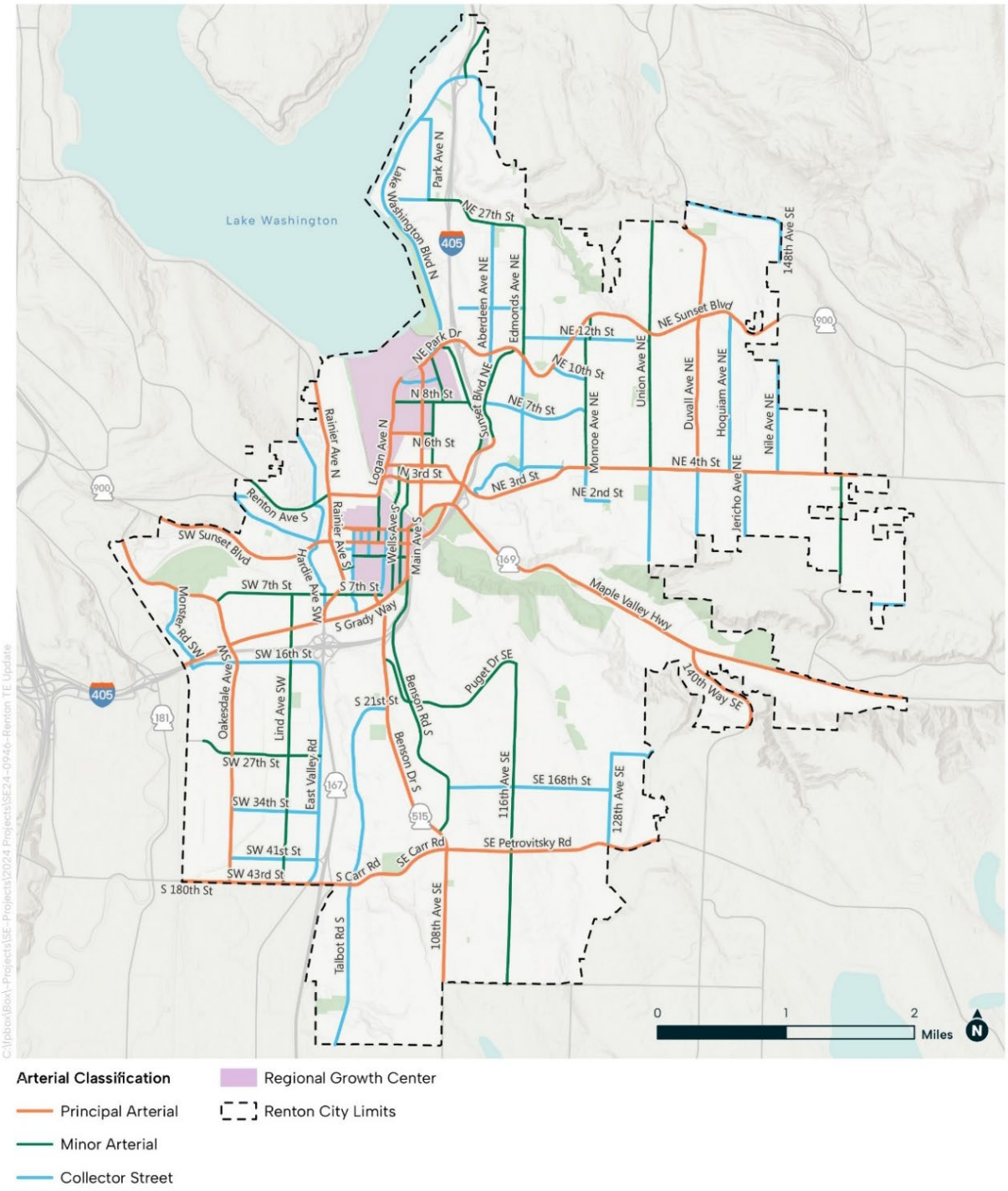
as routes for regional commuters. These five interstate, freeway, and state highways converge in central Renton within a half mile radius of each other. This results in a complex traffic flow as regional and local trips interact within a relatively short distance. Local arterial streets link commercial, industrial, and residential neighborhoods to the freeways and state highways. Within neighborhoods, local access streets provide internal circulation and connections to the arterials. Local access streets primarily provide direct access to abutting land uses and are designed to discourage through traffic.

Arterials in the City of Renton are divided into three classifications that are used to identify appropriate uses, establish eligibility for road improvement funding, and define appropriate street design standards:

- **Principal Arterials** are streets and highways that connect major intra-city activity centers and have high traffic volumes and relatively fast vehicle speeds. The focus is on through travel instead of property access.
- **Minor Arterials** are streets that provide links between intra-city activity centers or between principal and collector arterials. Minor arterials carry moderately high traffic volumes and vehicle speeds are typically lower than principal arterials.
- **Collector Arterials** are streets that distribute traffic between local streets and principal or minor arterials and provide circulation within commercial, industrial, or residential areas. The collector system distributes traffic to local streets to support property access.

Generally, local access streets include all public streets not classified as principal, minor, or collector arterials. A conceptual arterial map is shown in Map TR- 1**Error! Reference source not found.**. The City has adopted more specific street classifications in the Renton Sunset area.

The Transportation Element seeks to balance local and regional mobility needs. The following policies and priorities address issues related to the street network as a system, the physical design of individual roadways, traffic flow, and traffic operations control. The intent is to reduce the amount of traffic on city streets that has neither an origin nor destination in the City of Renton, while providing reasonable levels of traffic flow and mobility for users of the local street system.




**Map TR- 1. Renton Functional Classification Map**

Source: City of Renton, 2025.

### Future Plans

While the street network is mostly built out, anticipated changes to the street network to provide more direct multimodal connections include converting S 2nd Street and S 3rd Street from one-way to two-way operations with wider sidewalks and parking. In addition, protected bike lanes are proposed on S 2nd Street. With the I-405 Express Toll Lanes Project described below, additional direct access ramps are being considered at N 8th Street, as well as a potential new ramps to and from I-405 at Lind Avenue SW.

***I-405 Renton to Bellevue Widening and Express Toll Lanes Project[1]***

Travelers on I-405 between Renton and Bellevue experience one of the state's roughest commutes. The I-405 Renton to Bellevue Widening and Express Toll Lanes Project includes transportation and safety improvements for different modes to offer more reliable travel choices and keep drivers, transit riders, and freight moving smoothly through the region. This project is designed to improve speeds and trip reliability for all travelers and shorten Sound Transit Stride S1 Line travel times between Renton and Bellevue.

The City's Transportation Improvement Program is a six-year planning document that is updated annually. The TIP identifies and prioritizes planned transportation programs and projects and includes project descriptions, status, and funding sources. The current TIP 2025-2030 has 60 programs and projects.

### Policies

**Policy TR-22:** Work with the state and neighboring jurisdictions to provide capacity on regional transportation systems and to reduce regional traffic on local streets.

**Policy TR-23:** Increase the person-carrying capacity of the Renton arterial system by encouraging transit and other modes.

**Policy TR-24:** Adopt and implement street standards based on assigned street classification, land use objectives, and user needs.

**Policy TR-25:** Design for and maintain connectivity throughout and within the street network by avoiding cul-de-sacs and dead end streets.

**Policy TR-26:** Support vacating streets when they meet the criteria in Renton Municipal Code, Chapter 14, Vacations.

# Pedestrian and Bicycle Infrastructure

Investments in the non-motorized components of Renton's transportation system enhance the quality of life in Renton, improve walking and bicycling safety, support healthy lifestyles, and support pedestrian and bicycle transportation modes as alternatives to the use of automobiles. Non-motorized facilities serve commuters and recreational users.

### Inventory

The City's existing non-motorized transportation system is comprised primarily of on-street sidewalks, multi-use paths, on-street bicycle facilities, and recreational off-street trails or paths. These facilities provide safe non-motorized mobility for pedestrians and cyclists outside of business districts. Within business districts, sidewalks are restricted to pedestrians. Many streets were constructed before the existing code requiring sidewalks was enacted. As a result, numerous local and arterial roadways are currently without sidewalks. The *City of Renton*

[1] https://www.soundtransit.org/system-expansion/stride-bus-rapid-transit/wsdot-partner-projects

*Comprehensive Citywide Walkway Study* (March 2008 and 2024 update) addresses the sidewalks and walkways within Renton and identifies a priority roster to construct "missing" sidewalk/walkway sections throughout the city. Many areas within Renton are walkable, and the city has at least 343 miles of existing sidewalk. However, there are gaps in the pedestrian network – particularly along local neighborhood streets – with at least 188 miles of missing sidewalk and low levels of pedestrian comfort in some areas. Map TR- 2 shows the existing sidewalks in Renton. In addition to sidewalks, Renton has combined bicycle/pedestrian facilities along Logan Avenue and portions of Garden Avenue North and North 8th Street, and striped bicycle lanes on portions of SW 16th Street, Oakesdale Avenue SW, Duvall Avenue NE, and NE 4th Street. The *Renton Trails and Bicycle Master Plan* (2019) lists routes that have been identified as important bicycle transportation elements. Map TR- 3 shows the existing bicycle network in Renton.

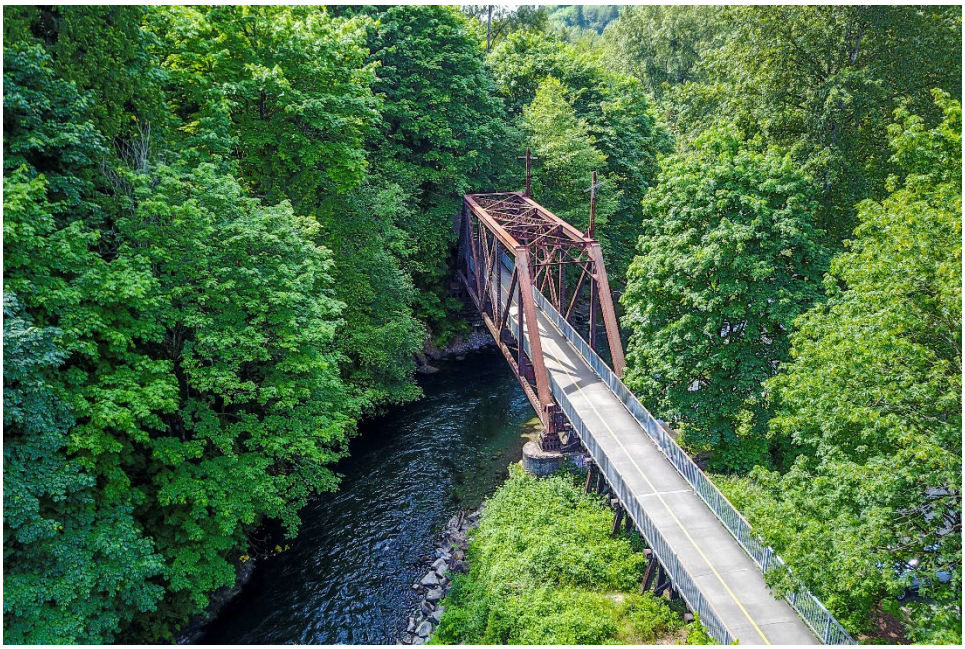
Many cities in the region have policies and partnerships in place for microtransit services like bike and scooter share programs as a travel option for shorter trips. There are no programs currently available in Renton, however pilot programs could expand into Renton as more dense, diverse, development occurs over time.

The *City of Renton Parks, Recreation, and Natural Areas Plan* (January 2020) provides an in-depth description of proposed walking, bicycle, and mixed-use trails. By nature, these types of trails are primarily used for recreational purposes and supplement the City's non-motorized transportation system and their development should be encouraged.

## Future Plans

Over the last century, Renton's transportation system has been oriented towards accommodating cars, trucks, and buses rather than pedestrians or bicycles. The policies and priorities of this section provide guidelines for reevaluating the existing system and making incremental improvements in the City's walking and biking environment. The *Rainier/Grady Junction TOD Subarea Plan* (2021) identifies opportunities to make the area just south of Downtown develop with smaller block sizes and identifies multimodal connections across Rainier Avenue S and S Grady Way to make it more walkable, bikeable, and accessible by transit. More facilities are also needed for bicycle storage and parking in shopping areas, employment centers, and in public places. Specific recommendations on improvement projects are included in the *Renton Trails and Bicycle Master Plan and subsequent amendment (*January 2019 and amended January 2024).

*Cedar River Trail Bridge*
*Source: City of Renton*



## Policies

**Policy TR-27:** Coordinate transportation planning activities with the Renton Trails and Bicycle Master Plan and the Parks, Recreation, and Natural Areas Plan.

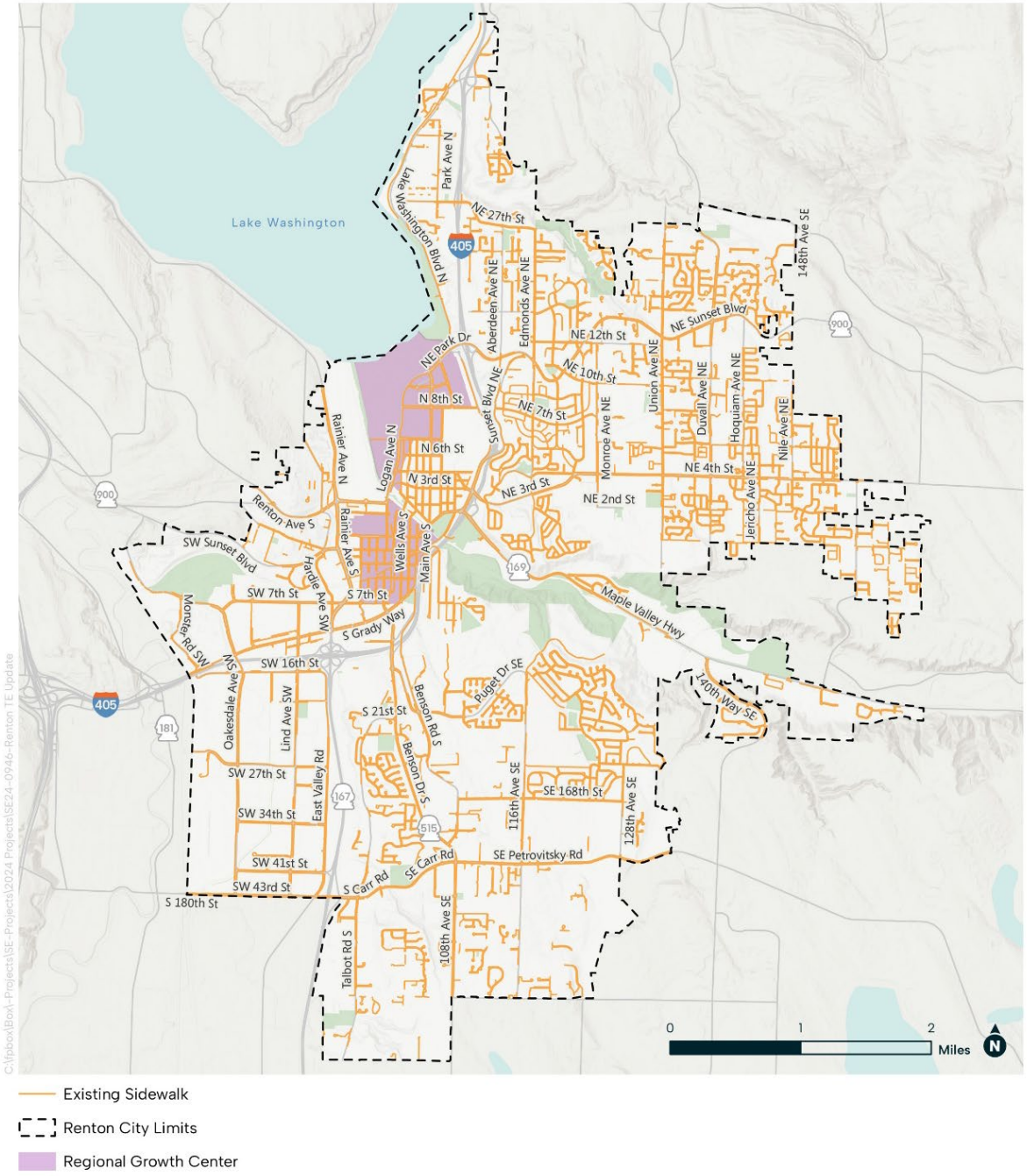
**Policy TR-28:** Enhance pedestrian and bicycle movement and safety by:

- Providing adequate separation between non-motorized and motorized traffic;
- Separating foot and bicycle traffic when possible, but giving preference to foot traffic when necessary;
- Improving arterial intersection crossings for non-motorized users;
- Minimizing obstructions and conflicts that restrict the movement of non-motorized users; and
- Providing convenient access to all transit stops and transit centers.

**Policy TR-29:** Develop and designate appropriate pedestrian and bicycle commuter routes along minor arterial and collector arterial corridors.

**Policy TR-30:** Ensure provision of safe and convenient storage and parking facilities for cyclists.

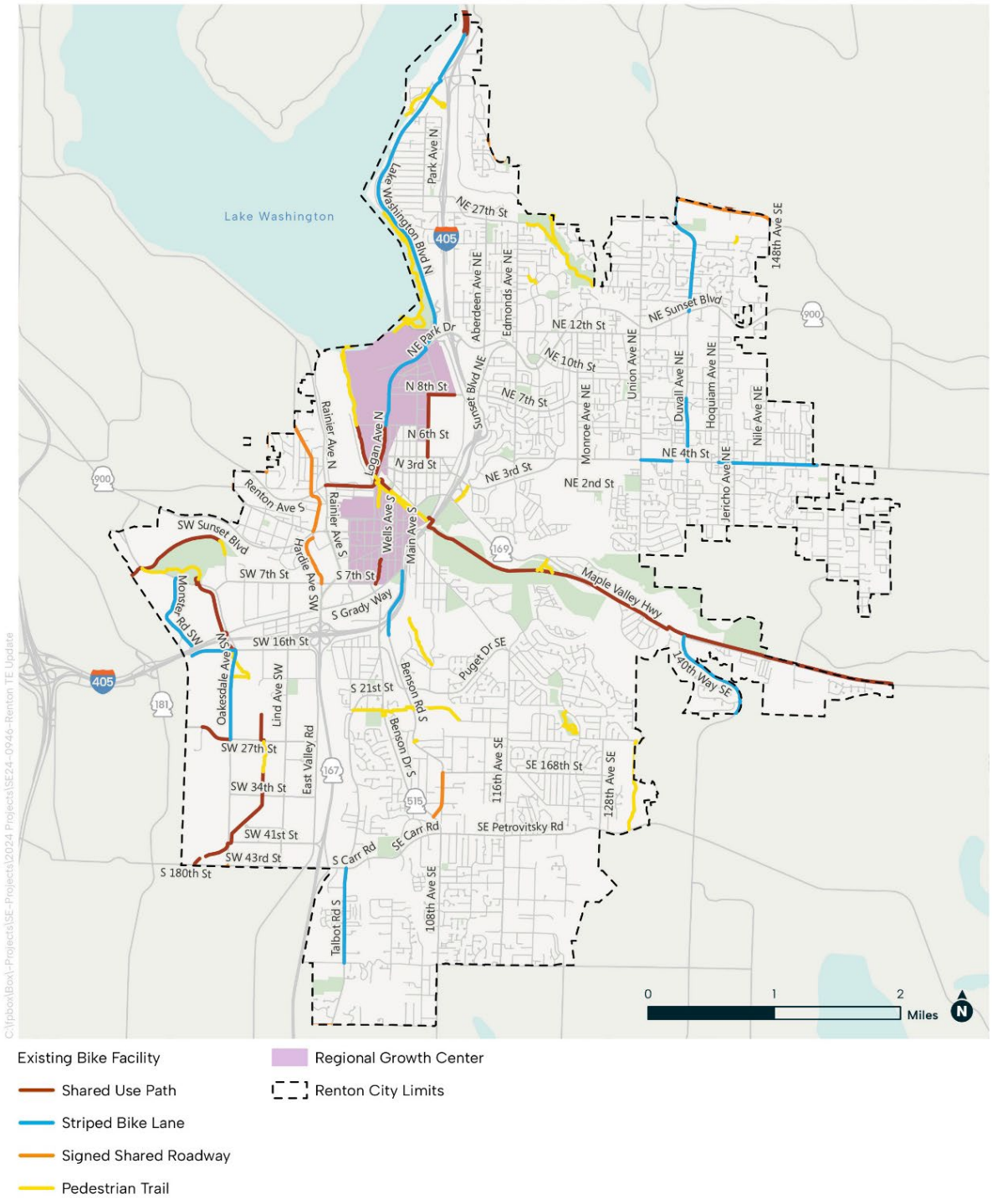
**Policy TR-31:** Promote safe and convenient access for healthy communities and livability through active, non-motorized transportation infrastructure.




## Existing Pedestrian Facilities

**Map TR- 2. Renton Existing Pedestrian Facility Map**

Source: City of Renton, 2025.




**Map TR- 3. Renton Existing Bicycle Facility Map**

Source: City of Renton, 2025.

# Transit and High Occupancy Vehicles

As Renton's population continues to grow, there is a greater need to move people efficiently on the local roadway network. A well-managed, attractive, and convenient transit system reduces traffic demand by encouraging the use of alternatives to single occupant vehicles for trips within the city limits and for trips to regional destinations. The following policies and priorities seek to maximize the use of transit and other alternatives to single occupant vehicles in Renton.

## Inventory

The Downtown Renton Transit Center is the current hub of transit service in Renton. The Transit Center acts as both a destination and a major transfer center. Bus service in Renton is currently provided by King County Metro and Sound Transit.

Metro provides internal city routes and regional service. Local transit service includes RapidRide, buses, shuttles, and Dial-a-Ride (DART). The RapidRide F-line connects The Landing and Boeing plant with Downton Renton, Tukwila, SeaTac, and Burien. It connects with the regional Sounder (commuter rail) and Link Light Rail systems. As of 2022, Renton has over 1,100 park and ride spaces located throughout the city to serve local commuters. **Map TR- 4** shows Renton's existing transit facilities.

### *Bus Service*

King County Metro's serves Renton with

- RapidRide F
- 160 & 101 frequent all-day routes,
- 102, 105, 106, 107, 148, 153 & 240 all-day routes, and
- 907 Dial-A-Ride Transit (DART)

Sound Transit serves Renton with

- 560 and 566 express buses

Additionally, King County Metro's Flex[2] is an on-demand neighborhood transit service operating in the Renton Highlands to provide rides with minivans for the same cost as a Metro bus trip.

High Occupancy Vehicle (HOV) lanes, available to buses and vehicles with two or more occupants, currently exist north and southbound on I-405 and SR 167. HOV queue jump lanes are provided at some interchange ramps in Renton. Rainier Avenue has business access and transit only (BAT) lanes.

## Future Plans

VISION 2050 and Transportation 2050 call for channeling future growth into regional growth centers such as Renton and providing transit links between centers. Transit investments are critical to providing local and regional trip alternatives to single occupant vehicles.

Transit service and facility improvements are needed to support and encourage increased transit use in the City of Renton. Renton has been and will continue to work with King County Metro and Sound Transit to develop transit system service improvements (e.g., new routes, increased frequency) and capital investments (e.g., signal queues, park and ride facilities) to adequately serve Renton's developing residential and employment areas.

A future King County Metro RapidRide I Line is expected to begin service in 2026 and connect the Renton Transit Center with Auburn's transit station to the south. Sound Transit's Stride S1 Line will connect communities along I-405 and SR 518 from Bellevue to Burien and include five Stride stations including the Renton Transit Center and a new transit center in Renton at NE 44th Station. Parking

[2] https://kingcounty.gov/en/dept/metro/travel-options/metro-flex

improvements at these two stations are expected to be completed in 2034.

The City is very supportive of Sound Transit's project to add Bus Rapid Transit (BRT) to the I-405 corridor, including direct HOV ramps at a new WSDOT interchange at N 8th Street. The project also includes a new transit center in South Renton and inline station at I-405 and NE 44th Street with the addition of 700 parking stall garage at the transit center and 200 parking stalls at the interchange.

Planned HOV facility investments, such as HOV lanes or intersection queue jumps, are planned in several Renton corridors and direct access HOV interchange ramps are planned at the following locations between 2023 and 2030:

- Rainier Avenue Corridor Improvements: Implement Adaptive Signal Control System (ASCS) along corridors that support transit operations and emergency management services.
- Safe Routes to Transit Program provides non-motorized improvements along major transit corridors such as the future Rapid Ride I line between the Regional Growth Centers of Auburn, Kent, and Renton.
- NE Sunset Boulevard (SR 900) Corridor Improvements from I-405 on the west to city limits to the east: Reconstruct arterial to enhance pedestrian and bicycle facilities and transit facilities/develop street to latest adopted Principal Arterial street standards. The City is also discussing extension of BRT to this corridor, which would connect the Sunset Area with The Landing, Boeing, and other employment centers.
- Grady Way Corridor Improvements from Lind Avenue to Main Avenue: Reconfigure traffic lanes and add turn lanes and other traffic signal improvements to enhance traffic operations and transit reliability.

These HOV investments will improve transit travel time, accessibility, and reliability and contribute to a reduction in congestion and pollution by providing an attractive alternative to the single occupant vehicle.

## Policies

**Policy TR-32:** Work with other jurisdictions and transit authorities to plan and provide frequent, coordinated, and comprehensive transit service and facilities in residential and employment areas.

**Policy TR-33:** Support direct HOV ramps to/from I-405 in the vicinity of The Landing (N 8th Street) per the City Center Community Plan.

**Policy TR-34:** Work to improve the frequency and reliability of transit serving the Regional Growth and Countywide Centers and promote the new South Renton Transit Center as part of a regional high capacity transit system.

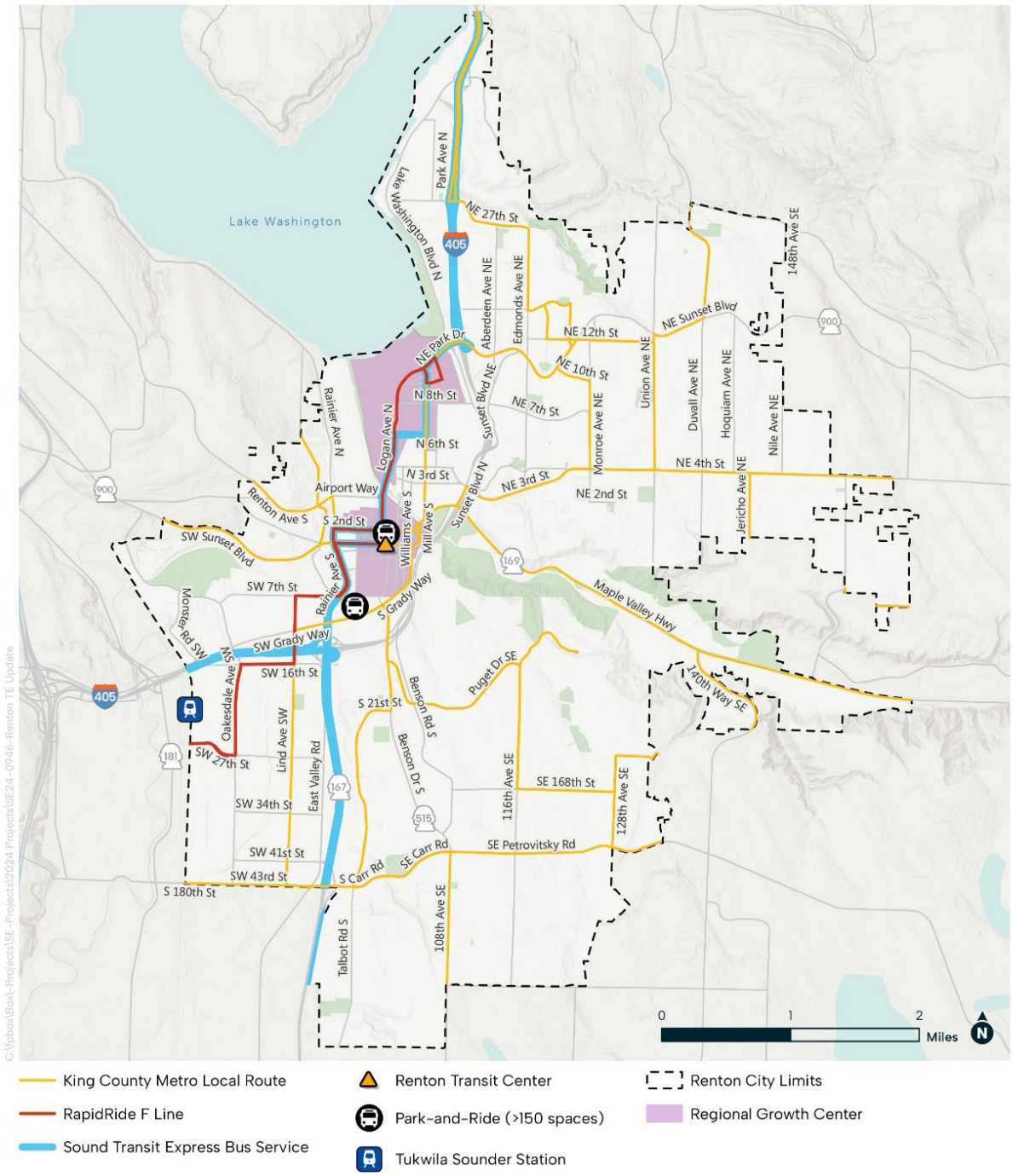
**Policy TR-35:** Increase transit service and access in commercial and mixed-use corridors and nodes.

**Policy TR-36:** Coordinate transit, bike, and pedestrian planning efforts and evaluate opportunities to leverage or support investments in transit infrastructure, service improvements, and transit stations/facilities for the benefit of more users.

**Policy TR-37:** Construct improvements and implement actions to facilitate the flow of HOV's into, out of, and through Renton.

**Policy TR-38:** Support exclusive freeway/arterial HOV facilities that improve transit travel times by enabling buses to bypass congestion.

**Policy TR-39:** Allow park-and-ride facilities in appropriate locations subject to design considerations.




**Map TR- 4. Renton Existing Transit Facility Map**

Source: City of Renton, 2025.

# Transportation Options and Mobility

As described in Renton's Housing Action Plan (2021) and Housing and Human Services Element, lack of mobility creates obstacles for individuals and families to access the services they need. Lack of mobility and transportation services can limit a household's ability to obtain basic goods and services, receive medical or dental care, commute to a job, and maintain employment. Current barriers to mobility in Renton include:

- Uneven access to public transit, with limited options for those who do not live Downtown, do not commute during peak travel times, or who need to travel within Renton (instead of between Renton and other destinations in the region). The most vulnerable groups include low-income households that are unable to afford vehicle ownership, as well as residents who are unable to drive.
- Elderly residents and others with personal physical mobility issues also face the challenge of not being able to walk longer distances to and from a bus stop, further limiting their opportunities to use public transit.
- Many of the pedestrian and bike routes connecting Renton's residential areas with basic services are unsafe, which further limits transportation alternatives for households without an automobile.

## Policies

**Policy TR-40:** Invest in the connection of non-motorized facilities across Renton. Provide improvements at intersections to improve safety and comfort of pedestrians and bicyclists.

**Policy TR-41:** Support transit agencies' investment in transit service to Renton neighborhoods within and beyond the Transit Center.

**Policy TR-42:** Develop a connected transportation system, through implementation of transportation programs and improvements, that provides equitable mobility choices and access to opportunities, while preventing or mitigating negative impacts to marginalized communities, people with low income, and people with special transportation needs.

**Policy TR-43:** Implement the Barrier Free Mobility Plan adopted by the City Council in December of 2021.

**Policy TR-44:** Prepare and respond to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.

# Growth Strategy, Land Use, and Transportation

Renton has been designated a Core City and has a Regional Growth Center called the Renton Urban Center. Renton's adopted Urban Center boundary includes two primary sections: the northern portion borders Lake Washington and emphasizes mixed use and regional employment, including Boeing's Renton plant and The Landing, a retail and residential development; the southern portion of the center includes the downtown core and adjacent residential area.

The City is obligated to meet the 2044 Growth Targets contained in the King County Countywide Planning Policies and much of its growth capacity is in mixed use zones such as the Central Business District (CBD). The City must also estimate its growth to the year 2044 to provide the required 20-year planning period under GMA.

Table TR-1 shows the City's growth targets, capacity, and transportation modeling assumptions.

**Table TR-1. Growth Targets**

| | Housing | Jobs |
|---|---|---|
| **2019-2044 Growth Target per 2019 Urban Land Capacity Analysis** | 17,000 | 31,780 |
| **Growth Capacity Estimated 2024 Urban Land Capacity Analysis and Pipeline Projects Capacity** | 16,503 - 24,454 | 26,210 – 32,832 |
| **Transportation Model Assumptions (2024-2044) Growth** | 25,000 | 28,000 |

Sources: King County, Puget Sound Regional Council, Fehr & Peers, 2025.

The City has tested the future land use, desired mode split, and planned transportation improvements in the City's transportation model. The model results show that the projected growth can be supported by the City's planned improvements, and the City's level of service policies (see Policy **TR-53**) can be met. Increased congestion is expected to continue to occur near interstate and state route ramp intersections. The model tested Renton's planned growth and improvements in the context of regional growth and networks consistent with Puget Sound Regional Council's VISION 2050 and Transportation 2050 plans.

Testing Renton's planned growth and improvements shows the following summary model results in selected corridors:

- SW 43rd Street/SE Carr Road/Petrovitsky Road Corridor: Planned physical improvements to intersections and lanes together ASCS, and the LOS E Mitigated designation per policies, are appropriate. Increased congestion requires continued coordination with WSDOT for potential changes to increase capacity at the SR 167 ramp intersections.
- Grady Way: Planned improvements such as grade separation at Rainier Avenue S would improve transit operations even in areas of projected continued congestion.

More detailed transportation analysis of planned improvements would occur through the design process.

## Policies

Policy TR-45: Provide multimodal transportation improvements that support land use plans and are compatible with surrounding land uses.

Policy TR-46: Plan for land use densities and mixed-use development patterns that encourage walking, biking, and transit use in designated areas.

Policy TR-47: Continue to implement the following design guidelines in Renton's Regional Growth and Countywide Centers:

- Encourage a mix of complementary land uses.
- Encourage compact growth by addressing density.
- Link neighborhoods and connect streets, sidewalks, and trails.
- Complete missing links and connections in the pedestrian and bicycle systems.
- Integrate activity areas with surrounding neighborhoods.
- Locate public and semipublic uses near Renton's transit center(s).
- Design for pedestrians and bicyclists.
- Provide usable open spaces such as the Renton Piazza, Burnett Linear Park, Cedar River Trail, and others.
- Manage the supply of parking.
- Promote the benefits of on-street parking.
- Reduce and mitigate the effects of parking.

Policy TR-48: Promote the development of an efficient, multimodal transportation system, in collaboration with

other jurisdictions and agencies, while prioritizing investments in Renton's Regional Growth and Countywide Centers.

# Level of Service Standards, Design, and Concurrency

Transportation concurrency – ensuring the programs, projects, and services needed to serve growth are in place when or soon after growth occurs – is a key requirement of the Washington State Growth Management Act (GMA). The City established the following objectives for its multimodal concurrency system:

- Meet requirements of GMA and be defensible.
- Be meaningful to measure transportation system versus development.
- Be simple to explain.
- Be simple and cost efficient to implement and monitor.
- Incorporate other travel modes.
- Be receptive to various TDM and parking strategies.
- Consider the potential for different standards for different parts of the City.
- Help fund/implement multimodal transportation improvements.
- Provide a basis for interjurisdictional coordination on transportation.

Following a review of different systems and methods, the City developed a multimodal LOS and concurrency system that considers all modes of travel (vehicle, transit, walk and bike person trips).

The multimodal LOS system address transportation at the following scales: 1) citywide, 2) community planning area, and 3) development level.

The primary component of the system is a plan-level estimate of person trips based on the land use forecasts. Person trips are the number of persons making trips by all modes of travel. Bicycle and pedestrian trips typically involve one person, thus one person trip. But motor vehicles often have more than one occupant. For example, if the average vehicle occupancy was 1.3, and a concurrency service area (like a community planning area) had 1,000 p.m. peak vehicle trips, the person trips would be 1,300. Similarly, if a transit vehicle carries 65 passengers, there would be 65 person trips. Using person trips provides a common metric for use in concurrency and assessment of transportation impacts or mitigation fees.

To ensure that growth is occurring in a pattern and intensity proposed by the Land Use Element, the person trips could be tracked by consolidated Community Planning Areas that share a common circulation system and that do not place undue administrative burden.

The last component of the LOS program is at a development scale. Applicants for development would need to provide an analysis of the effect of their proposed development on safety, operations and local access considering a measurement of delay per vehicle of LOS D or LOS E mitigated using Highway Capacity Manual definitions. See Table TR-2 for a description of the key steps in the LOS/Concurrency system.

LOS standards guide the types of street, pedestrian, bicycle, and transit improvements needed to meet planned levels of growth. The transportation system's quality of design, sensitivity to human needs, and integration with the surroundings impact the City's urban character and quality of life. Transportation improvements should be designed accordingly.

**Table TR-2. Level of Service and Concurrency System**

| Program Component or Characteristic | Attributes |
|---|---|
| **Person Trips** | Person trips are the number of persons making a trip regardless of mode of travel. Using person trips provides a common metric for use in concurrency and for impact or mitigation fees. |
| **Multimodal Levels of Service** | ▪ See policy TR-53. |
| **Multiple Service Areas** | The City will consider monitoring a person trip bank to specific service areas, such as consolidated Community Planning Areas, that reflect differences in transportation opportunities, needs and capacities, as well as differences in existing and future land uses.<br>However, the City will determine system needs and collect fees at a citywide scale in order to preserve the City's flexibility to prioritize projects, and to avoid creating smaller accounts that do not collect enough to fund any projects before the legal deadlines to spend the money or refund it. |
| **Trip Calculator, Fee Calculator, Trip Bank** | Applicants will provide the type(s) of land uses they will develop, and the number of units they propose for each type (i.e., # of apartments, or # of square feet of retail, office, etc.). The Trip Calculator will convert the applicant's data to the number of person trips in their service area using trip generation rates. The trip calculator results will be used for concurrency by comparing the applicant's person trips to the balance available in the trip bank. The trip calculator results will be used for fee calculations by multiplying the applicant's person trips times the fee per trip. |
| **Multimodal Mitigation Fees** | A separate SEPA-based mitigation fee schedule will collect each applicant's proportionate share of their direct impact on the other modes of travel.<br>Strategies such as TDM and parking can earn credits that reduce the mitigation fees. |
| **Safety, Operations, and Local Access Analysis** | Applicants for development will be required to submit an analysis of the effect of their proposed development on safety, operations and local access using guidelines outlined in the City of Renton Policy Guidelines for Traffic Impact Analysis for New Development. |

## Policies

Policy TR-49: Ensure adequate transportation facilities are in place at the time of development approval or that an adopted strategy is in place to provide adequate facilities within six years.

Policy TR-50: Ensure that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth related transportation impacts.

Policy TR-51: Maintain a multimodal level of service that maximizes mobility, is coordinated with level of service standards of adjacent jurisdictions, and meets concurrency requirements.

Policy TR-52: Incorporate all transportation modes in concurrency determinations.

Policy TR-53: Apply the following multimodal LOS standards at a citywide level and development level:

- **Auto**: Arterials and Collectors: Except as listed below, apply a standard of LOS D.
    - Alternative Arterial and State Route LOS: Apply a standard of LOS E Mitigated for the following:
    - Specific Corridors: Carr Road, Logan Avenue, Rainier Avenue, Grady Way, SR 900, and SR 515.
    - Centers: Renton Regional Center and Center Village
    - For the above Corridors and Centers, congestion should be mitigated (such as increasing transit or other modes) when p.m. peak hour LOS falls below LOS E.
- **Pedestrian**: Expand the pedestrian network as identified in Renton's Comprehensive Walkway Study.
- **Bicycle**: Expand the bicycle network as identified in Renton's Trails and Bicycle Master Plan.
- **Transit**: Facilitate transit speed and reliability improvements. Provide quality pedestrian and bicycle connections to high-capacity transit stops to encourage multimodal travel options.
- **Citywide Person Trips**: Based on the City's land use and growth strategy, establish a citywide level of person trips, and support each mode with capital improvements and programs. The general mode categories include: motor vehicle trips, transit trips, and non-motorized trips.
- **Operational LOS**: Through the SEPA review process, apply the Auto LOS standard at intersections that could be impacted by a proposed development.

Policy TR-54: Recognize LOS standards for highways of statewide significance in Renton: I-405 LOS D, SR 900 LOS E, SR 169 LOS D, SR 515 LOS E, and SR 167 LOS D.

Policy TR-55: Encourage development that can be supported by transit and other non-single occupant vehicle modes.

Policy TR-56: Design transportation facilities to fit the neighborhood context. Apply urban design principles.

Policy TR-57: Support continued development of the 27th/Strander Corridor into Tukwila.

Policy TR-58: Take one or more of the following actions if the City is unable to fund the programs, projects and services identified (not in priority order):

- Delay development until the needed programs, facilities or services can be funded; or
- Amend the Land Use Plan to reduce the demand placed on the transportation system; or
- Obtain needed revenue or revise the Transportation Improvement Plan to reflect known financial resources; or
- As a last choice, change the transportation level of service standard.

# Freight

Safe and efficient movement and distribution of goods is important for attracting and retaining businesses in the City of Renton.

## Inventory

Truck and rail freight are important to the regional and local economy. The Washington State Freight Mobility Plan identifies T1 freight corridors (those carrying more than 10 million tons per year), T2 freight corridors (carrying 4 to 10 million tons per year), and other freight routes within the City that are important to the state economy. Error! Reference source not found.5 identifies the state-designated freight routes and annual tonnage moved by classification.

Renton has a system of truck routes for trucks weighing over 26,000 pounds gross vehicle weight. In accordance with the City's truck route ordinance, trucks needing to make deliveries off the designated truck routes are required to take the most direct arterial route to/from one of the designated truck routes and to combine multiple trips off designated truck routes when feasible. The truck route ordinance does not apply to the operation of school buses or public transit on designated routes, garbage trucks, city maintenance vehicles, or emergency vehicles.

Freight rail service is currently available to several industrial and commercial areas of the City. Existing rail lines bordering the City of Renton include the Union Pacific (UPRR) and Burlington Northern Santa Fe Railroad (BNSF) main line tracks between Seattle and Tacoma.

The BNSF main line runs in a north-south direction and is located along the City of Renton's western city limits, separating Renton from the City of Tukwila. The BNSF main line carries a considerable volume of freight service, as well as passenger service. Two spur lines provide intermittent, as-needed freight service from the main line to the Renton Valley industrial area (southwest Renton) and the Container Corporation of America plant in the Earlington industrial area. The BNSF 18th Subdivision Branch Line splits from the BNSF main line at the Black River Junction and continues through Downtown Renton and the North Renton industrial area. Spur tracks off the branch line provide freight service to the Earlington industrial area in west central Renton.

The UPRR mainline track, located 200 to 300 feet west of the BNSF mainline and Renton's city limits, also runs in a north-south direction. The UPRR mainline is a single track, carrying a somewhat lower level of freight-only service.

The infrequent use of the spur tracks and branch lines within city limits results in minimal disruption to vehicular traffic movement in Renton. Future land use development is not anticipated to result in a significant increase in rail freight service in Renton.

The following policies and priorities seek to balance the needs of freight (trucks and trains) with the needs of other users of the local street network.

## Freight Policies

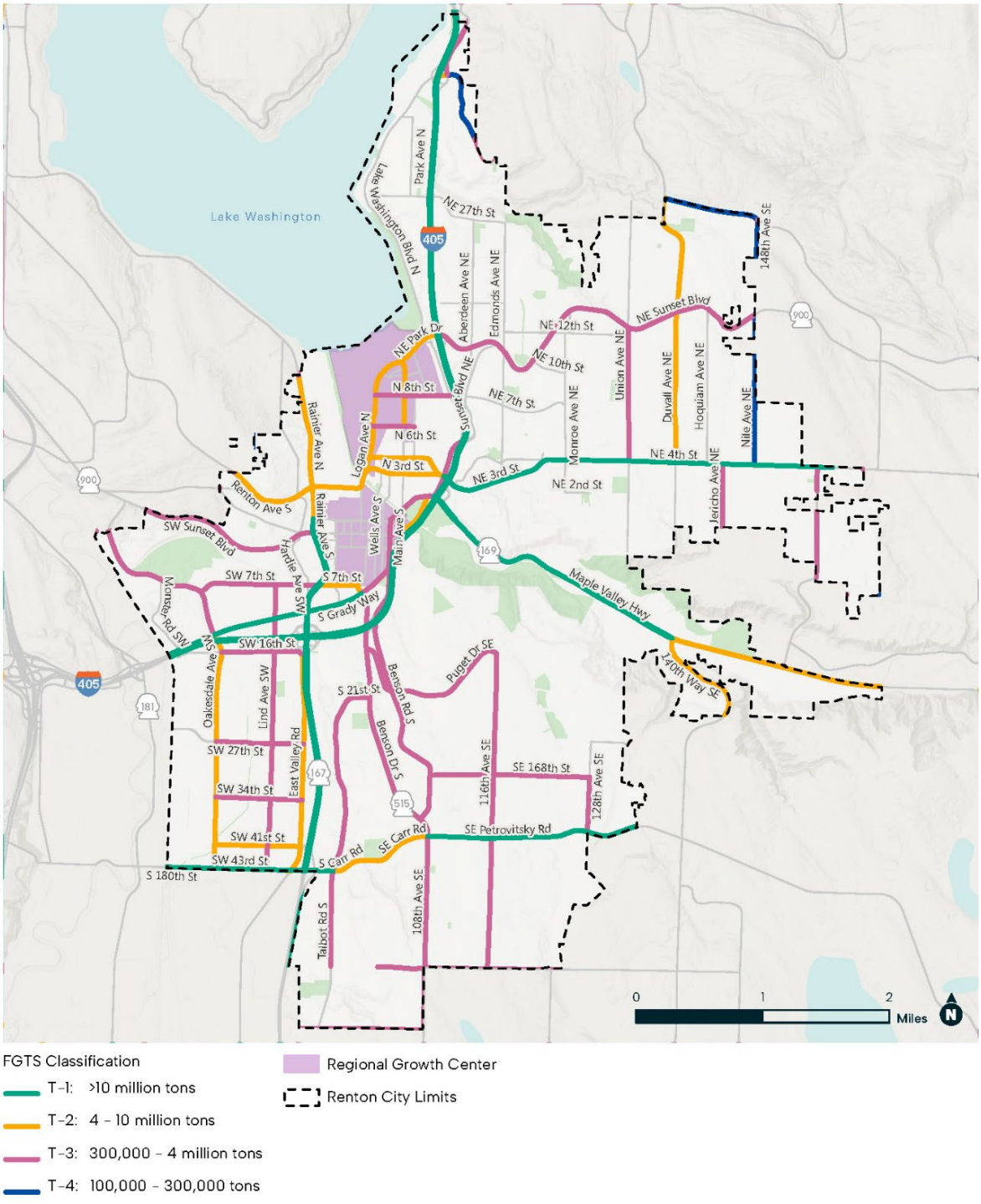
**Policy TR-59:** Work with local, regional, state, and federal agencies to address regional freight needs and mitigate local impacts.

**Policy TR-60:** Maintain and improve freight access to and from Renton industrial areas.

**Policy TR-61:** Minimize the impact of freight traffic on transportation facilities and general traffic circulation.

**Policy TR-62:** Limit heavy through truck traffic to designated truck routes.

**Policy TR-63:** Support railroad crossing improvements that minimize maintenance and protect the street surface. Where warranted, provide protective devices, such as barriers and warning signals, on at-grade crossings.




**Map TR- 5. Freight Transportation System in Renton**

Source: Washington Department of Transportation

# Airport

The Renton Municipal Airport is a major general aviation airport and a designated Reliever Airport for SeaTac International Airport in the Federal Aviation Administration's National Plan of Integrated Airport Systems.

Both federal and state governments recognize its importance as part of the transportation system and require Renton to protect and maintain it so that it can be used safely. Renton's airport is more than a transportation facility. It is a vital element to Renton's commercial and industrial economy, providing aircraft services, manufacturing support, flight training, and other airport activities. The airport is a self-sufficient enterprise fund within the City's operations.

According to the 2020 WSDOT Aviation Economic Impact Study, Renton Municipal Airport accounts for the third largest economic impact in Washington State at over 16 percent of the business revenues into the state.

## Inventory

The Renton Municipal Airport is owned by the City of Renton. The Airport consists of approximately 165.5 acres; it has one runway with two parallel taxiways.

The runway, running southeast to northwest, is 5,379 feet long and 200 feet wide. It is equipped with medium intensity runway lighting, Runway End Identification Lighting (REIL), and Precision Approach Path Indicators (PAPI). Taxiways are also equipped with lighting, a rotating beacon, a windsock, and a non-directional radio beacon. The Federal Aviation Administration operates a contracted Air Traffic Control Tower year-round during established hours (generally 7 a.m. to 8 p.m.).

Renton airport serves general aviation demand (aviation uses except scheduled commercial passenger airlines) generated by Renton, Boeing, and other communities

*Renton Municipal Airport Staff*
*Source: City of Renton:*

generally within a 30-minute drive. Aircraft services available at the Airport include aircraft maintenance and service, fuel, flight instruction, aircraft charter and rental, and aircraft storage. Fixed Base Operators (FBO's), which are aviation-oriented businesses offering a variety of services and products to aircraft owners and operators, provide these services to the aviation public.

Contiguous to the Renton airport is the Will Rogers-Wiley Post Memorial Seaplane Base which, during the summer months, is one of the busiest seaplane bases in the Northwest.

The Renton Municipal Airport is a Landing Rights Airport, with US Customs services available for both floatplane and wheeled aircraft arriving by water or by land.

## Future Plans

The Airport Layout Plan establishes future development and improvement priorities and timelines that will yield a safe, efficient, economical, and environmentally acceptable public facility with capacity for the future air transport needs of the City of Renton and the Puget Sound region.

The number of aircraft and the number of operations are projected to grow only modestly in the coming decades; however, the region has a large unmet need for hangars for aircraft storage. The airport has begun an update to the Airport Layout Plan.

## Policies

Policy TR-64: Recognize the regional significance of Renton Municipal Airport for economic development. Also, acknowledge that there are certain impacts to the community with the existence of the airport, such as noise generation, but that these impacts have historically been accepted by the community in exchange for the economic and transportation-related benefits that are also associated with the airport.

Policy TR-65: Promote coordinated planning and effective management to optimize the region's aviation system in a manner that minimizes health, air quality, and noise impacts to communities, including historically marginalized communities.

Policy TR-66: Maximize available space on the Airport site for uses that require direct access to taxiways and runways.

Policy TR-67: Continue operation of the Airport as a Landing Rights Airport.

Policy TR-68: Recognize the benefit of Airport access for emergency medical and disaster response in the community.

Policy TR-69: Promote and develop airport facilities and services for all wheeled and float-equipped aircraft, owners, pilots, and passengers in a manner that maximizes safety, efficiency, and opportunity for use.

Policy TR-70: Lease airport property for aviation-related uses that create jobs and expand the City's tax base.

Policy TR-71: Maintain the northern shoreline of the airport as the only major publicly-owned seaplane access and protect its use for that purpose.

Policy TR-72: Develop appropriate land use plans and regulations for structures and vegetation within the airport's runway approach zone.

# Finance, Investment, and Implementation

This section contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the transportation plan. Revenue sources contained in the Financial Program vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

### Transportation Improvements

Through this planning process a full list of transportation improvement projects and programs were considered, however a subset was prioritized to be included in the City's fiscally constrained project list (**Table TR-4**) that would fit within the 20-year projected budget. These transportation improvement projects to the City of Renton's multimodal roadway system will address capacity and operational issues based on the forecast travel demands. The table includes programs covering pedestrian and bicycle travel consistent with the City's other adopted plans, such as the *Renton Trails and Bicycle Master Plan*. Programs covering preservation, traffic operations and Intelligent Transportation Systems (ITS), safety, and transportation project development are also included. Without programs addressing these items, the City's existing infrastructure will be less efficient and, ultimately, will cost more to reconstruct transportation facilities.

**Appendix D:** Transportation Improvement Project List section summarizes the remaining potential projects considered that did not fit within the fiscally constrained list. Key improvements from other agencies, including Washington State Department of Transportation (WSDOT), Sound Transit, King County, and adjacent cities, are also listed to illustrate the interdependence of

Renton's transportation element within the regional and sub-regional framework are also listed.

To better support the use of alternative travel modes, most of the identified roadway improvements include facilities for pedestrians, and others also include improvements for bicycle travel and improving transit service reliability. The roadway projects focus on improving traffic safety and operations along major corridors. These include adding turn lanes (including center, two-way left-turn lanes) and upgrading traffic signals at major intersections. These include projects along Lake Washington Boulevard, Sunset Boulevard, Grady Way, Carr Road/Petrovitsky Road, and 116th Avenue SE. In addition to the listed corridor projects, the traffic operations and ITS program provide for adjusting the traffic signal phasing and operations at signals throughout the city.

The only project that adds additional travel lanes for a significant distance is the widening of Monster Road between Oakesdale Avenue and Martin Luther King Jr Way (SR 900). This project completes the 4/5 lane arterial corridor and would be constructed in partnership with King County.

The Transportation Element also incorporates improvement projects from Community Plans and other planning studies. These include the plan to convert the one-way roadways in downtown Renton to two-way operations to support the vision identified in the City Center Community Plan. In addition, the Transportation Element includes the key transportation improvements identified in the Sunset Area Community Planned Action Study, and the Benson Hill Community Plan.

## Transportation Program Costs

In emphasizing multiple travel modes, this plan requires resources to be spread and balanced among all modes.

Many of the identified improvement projects address multiple travel modes in an integrated manner. In addition, the City's Transportation Element relies on WSDOT, Sound Transit, King County Metro and other agencies to fund and implement regional and sub-regional transportation improvement projects. Ongoing transportation planning will include continued refinement of the 20-year transportation plan and costs.

As shown in Table TR-3, $82 million (38%) of the City's transportation costs are for multimodal roadway improvement projects in key corridors throughout the city. Pedestrian, bicycle, and trail projects are estimated to cost $85 million based on the current plans. The remaining $47 million is needed to fund ongoing operations, including street overlays, system preservation, traffic signals, signs, implementation of ITS, and overall administration and development of projects.

**Table TR-3. Summary of 2025– 2044 Transportation Costs**

| Type of Project | Costs (1,000s) |
|---|---|
| **Multimodal Roadway Improvement Projects** | $ 82,000 |
| **Non-Motorized Projects and Programs** | $85,000 |
| **Preservation, Safety, ITS, and Project Development Programs** | $47,000 |
| **Total Costs** | $ 214,000 |

Note: Planning level cost estimates were developed in 2025.

Source: City of Renton

The fiscally constrained 20-year transportation project list is shown in **TR-4.**

**Table TR-4. Fiscally Constrained 20-year Transportation Project List**

| ID | Rank | Project Location | Description | Community Planning Area | Estimated Cost (1,000s) |
|---|---|---|---|---|---|
| **MULTIMODAL ROADWAY IMPROVEMENT PROJECTS** | | | | | |
| 2 | High | Rainier Ave Phase 5 (NW 3rd Pl to North City Limits) | Convert existing arterial to 3 to 4 lanes with pedestrian and bicycle facilities. | City Center | $28,000 |
| 3 | High | Bronson Way (S 2nd St to Park Ave N) | Rehabilitate or replace existing bridge. | City Center | $2,500 |
| 6 | High | SW 7th St Improvement Project (Rainier Ave S to Oakesdale Ave) | Install 6 ft sidewalk and 5 ft buffer on both sides, a 12 ft cycletrack with 2 ft buffer protection, two 11 ft lanes and a center turn lane. | City Center | $1,500 |
| 19 | High | SW 43rd St/Carr Rd/SE 176th St/SE Petrovitsky Rd (Oakesdale Ave to 134th Ave SE) | Implement adaptive signal control system (ACSC) along corridor and construct westbound right-turn lane from Carr Rd to Benson Dr SE. | Valley - Talbot - Benson | $500 |
| 25 | High | Petrovitsky Rd (Benson Dr S to134th Ave SE) | Implement sidewalk infill and HAWK signal projects along this arterial corridor to improve traffic operations and enhance non-motorized facilities. | Benson | $3,400 |
| 4 | Medium | South 2nd and South 3rd Street Couplet Conversion | Convert S. 2nd street from a one way to two-way street with 12 ft. sidewalk on both sides, 10 ft protected cycletrack, 11 ft lanes, and 7ft parking on one side. Convert 3rd St from a one-way street to two way with 12 ft sidewalk on both sides, 8 ft parking on both sides, and 12 ft lanes. | City Center | $24,000 |
| 9 | Medium | NE 12th St/Edmonds Ave | Modify intersection channelization and add bike lanes at approaches on Edmonds Ave. | Highlands | $500 |
| 13 | Medium | NE 3rd St/NE 4th St Corridor (Sunset Blvd to East City Limits) | Modify intersection channelization and traffic signals and upgrade pedestrian and bicycle facilities. | Highlands - East Plateau | $500 |
| 17 | Medium | Grady Way (Rainier Ave to West City Limits) | Construct additional turn lanes at Grady Way intersections with Lind Ave and with Oakesdale Ave. | Valley | $3,000 |
| 1 | Low | NE 31st St (May Creek) Bridge Replacement | Replace the existing substandard bridge based on low sufficiency rating. | Kennydale | $6,750 |
| 18 | Low | Lind Ave SW (SW 16th St to SW 43rd St) | Widen arterial to provide a center two-way left turn lane and upgrade sidewalks, as needed. Modify traffic signals. | Valley | $2,000 |
| 20 | Low | Talbot Rd (SW 43rd St to South City Limits) | Widen existing 2-lane roadway to provide a center two-way left turn lane, where needed, and bike lanes. | Talbot | $5,000 |
| 24 | Low | 116th Ave SE/Edmonds Ave SE (Puget Dr SE to S 192nd St) | Widen arterial to provide a center two-way left turn lane and upgrade sidewalks, as needed. Modify traffic signals. | Benson | $4,207 |
| **NON-MOTORIZED TRANSPORTATION SYSTEM PROJECTS AND PROGRAMS** | | | | | |
| 27 | High | Lake Washington Loop Trail | Construct a shared use regional trail from the Cedar River Trail and extending to the north City limits along Airport Way and Rainier Ave N. | City Center | $6,500 |
| 28 | High | Lake to Sound Trail | The Lake -to-Sound (L2S) Trail is a joint partnership between the cities of Renton, SeaTac, Tukwila, Burien, and Des Moines, in coordination with King County. | City Center - Valley | $4,500 |

| ID | Rank | Project Location | Description | Community Planning Area | Estimated Cost (1,000s) |
|---|---|---|---|---|---|
| 29 | High | Walkway/Bicycle/Trails Program | Construct sidewalks, bicycle facilities, and multi-use trails per Comprehensive Walkway Study and Renton Trails and Bicycle Master Plan. | Citywide | $70,000 |
| 30 | High | Oakesdale Road Diet (SW 27th St to SW 43rd St) | Narrow roadway width from 5 to 4 lanes with bike lanes on both sides | Valley | $2,900 |
| 31 | High | Other Annual Walkway and Barrier-free Transition Plan Program | Construct missing sidewalks, walkways, and other pedestrian facilities based on ADA Transition Plan. Also includes removal of barriers to pedestrian travel. | Citywide | $1,000 |
| **PRESERVATION, SAFETY, ITS, AND TRANSPORTATION DEVELOPMENT PROGRAMS** | | | | | |
| 32 | High | Preservation Programs | Annual City programs including Street Overlay, Arterial Rehabilitation, Sidewalk Rehab and Replacement, and Bridge Inspection and Repair. | Citywide | $30,000 |
| 33 | High | Safety Programs | Annual City programs including Roadway Safety and Guardrails, Intersection Safety and Mobility, and Traffic Safety. | Citywide | $6,500 |
| 34 | High | Traffic Signal Operations and Intelligent Transportation Systems (ITS) Program | Provides for improvements to the operational efficiency of the transportation retiming and modifying traffic signals, coordinating traffic signals, and implementation of various Intelligent Traffic Systems (ITS) improvements including adaptive signal control systems (ACSC). | Citywide | $5,000 |
| 35 | High | Arterial Circulation and Project Development Programs | Provide for the short and long-range planning and traffic analyses to evaluate transportation improvements projects. Include other support activities such as funding and public involvement. | Citywide | $5,000 |

Note: Planning level cost estimates were developed in 2025.
Source: City of Renton, 2025.

## Inventory of Funding Sources

Having established a 20-year transportation funding level of $214 million, an annual average funding level of approximately $11 million would be needed to fully implement the Transportation Element by 2044. Sources of revenue to provide this annual funding need are identified on Table TR-5. The forecast revenues are based on historical data extrapolated out to 2044. From existing transportation revenue sources, the City would be expected to generate somewhere between $150 million and $215 million from 2025 to 2044 for capital projects. This is approximately the total estimated costs of the 20-year list of transportation projects and programs assuming the higher end of range of forecasted revenues.

**Table TR-5. Summary of 2024 – 2044 Transportation Revenues**

| Existing Revenue Sources | Revenue (1,000s) |
|---|---|
| Property Tax, B&O, Fuel Tax | $ 1,000 |
| Transportation Benefit District | $ 3,500 |
| Traffic Impact Fees | $ 500 – 2,000 |
| Real Estate Excise Tax | $ 2,000 |
| Transfers from other City Sources | $ 3,000 – 5,000 |
| Grants* | $ 3,000 |
| Total Annual Transportation Funding | $ 13,000 – 16,500 |
| Estimated Sum over 20 Years | $ 220,000 – 330,000 |
| Total Annual Funding for Rehabilitation | $ 2,900 |
| Estimated Sum for Rehabilitation over 20 Years | $ 58,000 |
| Amount Available for Capital Projects Over 20 Years | $ 150,000 – 215,000 |

Note: Estimated revenues based on assessment in 2025 dollars.
*Grant application success is out of the City's control
Source: City of Renton, 2025.

Existing revenues are not able to keep pace with transportation costs for several reasons, including:

- Declining revenue available from several existing sources, such as the half-cent gas tax and grants;
- Transportation needs and costs growing faster than available revenues;
- Local, state, and federal requirements on transportation improvements lengthening the design process and increasing cost;
- Increased needs for preservation of the existing infrastructure;
- Additional focus on incorporating complete streets concepts into transportation projects which adds costs due to right-of way and street standards;
- The undetermined potential for new funding sources; and
- The continued inability of regional agencies to address regional transportation needs.

Ongoing transportation planning work will include a review and update of current revenue sources to reflect federal, state, and regional decisions regarding these revenue sources. Should the City's transportation funding approach result in shortfalls, the City will reassess its land use plan, level of service standards, and funding strategies, accordingly.

To help address potential shortfalls in funding, the City is considering two new funding sources and potential future modifications to the existing Transportation Impact Fee (TIF) program rates.

- **Transportation Benefit District (TBD)** – The City established a city-wide TBD in August 2023, assumed the responsibilities of the District in October 2023, and adopted an additional tax of one-tenth of one percent (0.1%) of sales/use tax in December 2023 for a period of ten (10) years, as allowed under state law. This is projected to

generate over $3.5 million (2023 dollars) annually over the life of the plan.

- **Transportation Impact Fee** – The City revised its TIF in 2016. As part of that update, the City set the TIF rate per new PM peak hour trip at the maximum rate developed in the Rate Study (Rate Study for Impact Fees, City of Renton).

  The City's current program is focused on improvements that add capacity to roadways and streets that serve growth. With the recent expansion of the Washington State Law in 2023 allowing impact fees to be used for non-motorized modes of travel and with the increased focus on completing key segments of the sidewalk, bicycle, and trails system, the City will be considering integrating other transportation modes into the TIF adapting the fee to a Multimodal Impact Fee which will be integral to the multimodal concurrency program. Specific rates and projects/costs are yet to be fully defined and would be adopted as part of a subsequent change to the City's existing concurrency requirements (RMC 4-6-070). Preliminary estimates suggest such a program could generate approximately $8 million for separate pedestrian, bicycle, and multi-use trail projects as well as those needed to add capacity to roadways and streets.

This Element provides a summary of six and 20-year transportation system proposals (see Level of Service Standards, Design, and Concurrency) needed to support the land use plan. The City has developed a six-year Transportation Improvement Program (TIP) that details projects and funding by year for 2025-2030 and the full 20-year multimodal project list (**Table TR-4**). The unconstrained project list showing all improvements considered are summarized in **Appendix D**.

## Policies

**Policy TR-73:** Ensure the transportation system funding and implementation program supports land use policies, advances equity, inclusion, sustainability, safety, and distributes transportation costs equitably.

**Policy TR-74:** Pursue federal, state and local sources of funding (e.g. loans, matching funds) for transportation improvements in an efficient and equitable manner.

**Policy TR-75:** Use business license fees and impact fees charged to new development to fund growth related traffic improvements.

**Policy TR-76:** Coordinate equitable public/private partnerships to help pay for transportation improvements.

**Policy TR-77:** Seek opportunities for multi-jurisdictional cooperation to fund transportation improvements (e.g. joint transportation mitigation systems or funding mechanism) to address the impact of growth outside municipal boundaries on the City's transportation system.

**Policy TR-78:** Expedite implementation of transportation projects that protect neighborhoods against the impacts of through traffic, improve HOV flow, increase transit service, and enhance pedestrian and bicycle facilities.

**Policy TR-79:** Reassess the Land Use Element, Level of Service standard, and funding strategies if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, transportation plans, and financing plan are coordinated and consistent.

# Intergovernmental Coordination

A significant amount of travel that occurs in Renton is regional in nature – with either the origin or destination (sometimes both) outside city limits. Effectively managing flow within and through the City requires extensive

coordination with neighboring jurisdictions, transit service providers, and regional, state, and federal entities.

## Intergovernmental Coordination Policies

**Policy TR-80:** Develop and maintain relationships between Renton and other agencies and local jurisdictions for cooperative planning of common transportation improvements.

**Policy TR-81:** Continue to coordinate Renton's Transportation Element with adjacent jurisdictions' regional land use and transportation plans, and statewide goals outlined in the GMA.

**Policy TR-82:** Pursue strategies to address inconsistencies (i.e. interlocal agreements) and adjust Renton's Transportation Element, as needed.

**Policy TR-83:** Allocate staff resources to advocate for and to identify opportunities to increase capacity at WSDOT owned facilities where increased vehicle congestion is expected to occur (SR 167, SR 169, I-405).

# Housing and Human Services

All community members need housing and being an inclusive community means having housing available for all. Renton needs quality, fair, and safe housing accessible to all members of the community. Housing variety, location, and affordability influence a household's ability to access jobs, schools, and services. Human services can help support residents to find and maintain stable and healthy dwellings and to meet economic, health, and social needs. Renton's goals and policies ensure residential development capacity to accommodate all housing needs and a system of social services and support to prevent hardships associated with housing instability.

The Housing and Human Services Element presents Renton's goals and policies to meet the Growth Management Act's (GMA) housing goal to "*Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*"

The element integrates goals and policies related to human services because housing and human service needs are often intertwined. Human Services are programs and strategies that:

- Support vulnerable or at-risk individuals and families in times of need,
- Address the social conditions that make people vulnerable or put them at risk, and
- Foster an effective and efficient system of services.

### Plans Adopted by Reference

- Renton Community Conditions
- Renton Human Services Strategic Plan & Funding Strategy
- Renton Housing Action Plan
- Renton Racially Disparate Impacts Assessment

Human services address needs along a continuum from meeting basic human needs, promoting safe and healthy communities, and assisting people in becoming self-reliant. While optional under GMA, Renton addresses human services in the Comprehensive Plan to best meet community needs efficiently and effectively.

## Sustainable, Inclusive, and Safe Housing

Assessments of Renton's housing and human service needs were conducted for the Housing Action Plan (2021), Analysis of Renton Racial Disparate Impacts (2022), and Renton Community Conditions (2023 update). The assessments find that Renton has the following housing and human service needs.

Renton housing needs include:

- **More affordable housing.** Housing prices have increased considerably from the previous recession

and the low housing prices experienced in 2012. Housing in Renton is still generally affordable compared to cities to the North and East, but housing affordability is a widespread challenge, with both renters and homebuyers challenged to find appropriate housing at affordable price points.

Households spending more than 30% of their income on housing are considered "cost-burdened" and households spending more than 50% of their income on housing are considered "severely cost-burdened." Due to the high percentage of income spent on housing, these households are at greater risk of displacement and likely have difficulties meeting other household necessities, including food, medicine, clothing, and transportation. Approximately one-third (37%) of all Renton households are either "cost-burdened" or "severely cost-burdened." Rates of housing cost burden have increased 4 percentage points among renter households since 2010 (47% in 2010 to 51% in 2021). Rates of renter cost burden are higher for households led by a person of color. About 40% of households of color reported experiencing housing cost burden compared to 32% of white households.

- **A greater variety of housing sizes and configurations.** About half of the housing production in Renton between 2010 and 2020 has been in single-unit, detached homes, including replacements for depreciated housing stock, infill projects, and new subdivisions on undeveloped land. However, there has also been a notable increase in the diversity of housing types, with new apartment, multiplex, and townhome projects. To meet local needs over the coming years, demands for future growth will require a wide range of housing opportunities for the city. This will include both single-unit and multi-unit development, as well as units sized for individuals, couples, and families.

- **Housing that is affordable to households with extremely low incomes.** There is a gap in rental housing available to households with incomes less than 30% AMI. There are about 2.5 times the number of households in this income segment than affordable units. As a result, about 84% of extremely low-income households are facing some level of cost burden, with around 68% paying more than half their income on housing.

  Significant support from government agencies and non-profits is required to provide housing for these households. The net revenue received from the residents of an income-restricted housing development may be considerably lower than market rents. In some cases, this may not even be enough to cover the building's ongoing expenses. Support is necessary to bridge the gap and ensure that projects remain feasible and sustainable.

- **Opportunities for homeownership.** Similar to the Puget Sound Region, Renton has experienced declines in homeownership rates between 2010 and 2020. The reduction in homeownership is observed across all race and ethnic categories except households headed by a person identifying as American Indian Alaska Native alone (non-Hispanic). While more than two-thirds of Asian households (69%) live in homes they own, the rate is less than half for Black (29%) and Hispanic or Latino households (27%).

- **Housing to meet special housing needs.** Many special-needs households also require affordable housing choices.

  - **People with disabilities:** Higher proportions of households with lower incomes have household members with disabilities, with the highest proportions among households with extremely low-income households. Renton has about 18,000 households that include a member living with a disability. About 18% of all households have a member with a self-care or individual living limitation and another 30% have another member living with a disability. Persons with medical or physical disabilities or substance abuse concerns may need support services or a supportive living environment.

- **Veterans:** Among the civilian population aged 18 and over in Renton, about 5.9% (4,839 (2021 estimate)) are veterans. In Renton, veterans are more likely to have risk factors associated with higher levels of housing instability than non-veterans. While these factors would suggest a higher rate of housing instability, there are avenues of support available to veterans that are not accessible to other households at risk for housing instability. Specifically, access to federal resources for healthcare and housing through the US Department of Veterans Affairs (VA), can meet housing and health needs for some, but will not alleviate all the needs of veterans in the community.
- **Unhoused Populations:** The number of people experiencing homelessness in King County grew between 2012 and 2022. Roughly 12,000 people are experiencing homelessness (2000 point-in-time estimate) in Southeast King County, the area including Renton. For the 2022-2023 school year, Renton had a larger percentage (3.8%) of unhoused students than Washington state (3.4%). There is an unmet need for flexible, temporary housing assistance to prevent homelessness.

*Sunset Court Townhomes*
*Source: City of Renton*

## Encouraging Housing Variety and Opportunity

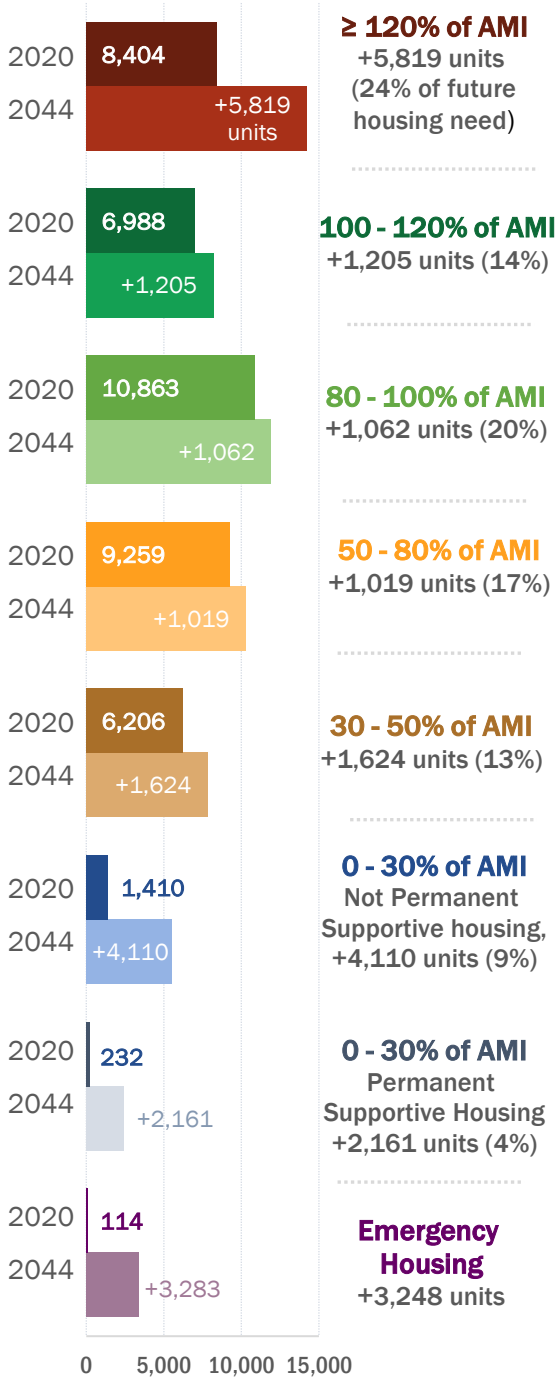
Renton has a diverse housing stock with a wide range of housing types and prices. This includes new and older detached homes of all sizes, flats, townhouses, low- and mid-rise apartments and condominiums, and high-density mid-rise apartments. Renton has a strong sense of place with many established neighborhoods organized around schools, parks, and other institutions. New development in Renton is still largely infill development. The communities of Benson, Valley, Talbot, and the City Center have seen more increases in attached housing units between 2011 and 2021 due to the availability of infill sites in zones allowing moderate density development. Since 2011, Renton overall has had slightly higher housing growth in attached housing units, but detached housing is still a considerable part of housing development.

Meeting current and future needs will require a wide range of housing opportunities to provide housing capacity for residents of all income levels. Renton must plan for its share of total countywide future housing needs for moderate-, low-, very low-, and extremely low-income households as well as emergency housing, emergency shelters, and permanent supportive housing specified by King County Countywide Planning Policies.

The King County Countywide Planning Policies require jurisdictions to analyze housing affordability according to income groups benchmarked against King County's median income for all households. More specifically, the policies define housing need based on affordability levels equal to 30%, 50%, and 80% of the County's Area Median Income (AMI). **Error! Reference source not found.** shows the distribution of Renton's (2020) 43,362 housing units across affordability levels. Countywide Planning Policies direct Renton, other cities, and King County to work collectively to meet low- and moderate-income housing needs countywide. Renton's 2044 housing target is 60,362 housing units, which represents an increase of 17,000 units above the 2020 housing stock. Notably, about half (46%) of Renton's net new need between 2020 and 2044 is for units affordable to households

earning 50% of AMI or less, with 37% of the need for households at or below 30% of AMI. In addition, Renton also must plan for capacity to accommodate more than 3,200 emergency housing beds by 2044.

**Figure HHS- 1. Renton Housing Supply and Future Housing Need 2020 - 2044**




Source: King County, 2022; Renton, 2023; BERK 2023

## Addressing Racially Disparate Impacts and Displacement

Renton has long been a home to waves of new Americans, and today, it is a diverse community in which no one racial or ethnic group makes up most of the population. Renton is both proud of its diversity and recognizes the historical injustices endured by historically marginalized people. A review of key factors of access to housing and opportunity demonstrates long-standing racial disparities in Renton. For example, historically marginalized households experience:

**Lower household incomes.** Renton's households led by a person who identifies as historically marginalized have lower median incomes than Renton's households led by someone who identifies as White and Asian. Also, more than half of households (53%) led by a person who identifies as American Indian or Alaska Native have household incomes of less than 80% of King County's median income.

**Lower rates of homeownership.** Due to historic and current discrimination households have been denied equal access to homeownership, resulting in persistent disparities in homeownership and exclusion from neighborhoods that have predominantly owner-occupied housing. The University of Washington's Seattle Civil Rights & Labor History Project identified areas with racially restrictive covenants within Renton's current city boundaries. While more than two-thirds of households headed by a person who identifies as Asian (69%) live in homes they own, the rate is less than half for households headed by a person who identifies as Black (29%) and Hispanic or Latino households (27%). Like the Puget Sound Region, Renton has experienced declines in homeownership rates between 2010 and 2020.

**Potential Displacement Risk.** Displacement risk was assessed by census tract based on the social vulnerability of current residents, evidence of demographic change associated with gentrification, and changes in market prices relative to county-wide patterns. This assessment provides an initial high-level screening of potential displacement risk. Renton includes many highly diverse

census tracts and many with high proportions of renters and low-income households, which is associated with higher displacement risk compared to census tracts across King County. The county-wide pattern has been increasing proportions of historically marginalized individuals and proportionally more households needing affordable housing (incomes at 60% or 80% of AMI) since 2010. Renton already had higher rates of these factors in 2010 and, in most cases, has not had the proportional increases seen county-wide. While the proportional decrease has been lower than county-wide patterns, Renton's increasing numbers of historically marginalized people and lower-income households suggest less displacement risk above county-wide trends. However, there are some neighborhoods that demonstrate potential displacement risk:

- The analysis indicated areas of higher displacement risk in the **Highlands Planning Area**. The Highlands Planning Area has higher rates of social vulnerability associated with displacement relative to county-wide patterns. It has the highest number of historically marginalized residents compared to all other planning areas, as well as high proportions of renters and lower average household incomes compared to county-wide patterns. These combined demographic factors are associated with higher displacement risk. An examination of demographic change finds that other parts of the county have grown proportionally more diverse since 2010 than the census tracts within the Highlands Planning Area, but the area was already diverse in 2010 and has grown more diverse over the 10-year period. The increase in historically marginalized residents suggests a lack of gentrification. The biggest factor driving the elevated displacement risk appears to be higher rent increases through 2021 than in other areas parts of the county. More than a third of Highlands Survey Respondents reported concern about gentrification (29%) and feeling financial pressures related to affordability (37%).
- The census tract in the **Cedar River Panning Area**, adjacent to the Highlands Planning Area, demonstrates a demographic pattern like the Highlands Planning Area but with higher rental price appreciation between 2010 and 2021. However, almost three-quarters of households in the Cedar River Planning area are homeowners (73% of households). While increasing costs are more associated with displacement for renters, about two-thirds of Cedar River Survey Respondents, who were mostly homeowners, listed housing costs as a primary housing challenge facing the community.
- The **Benson Planning Area** includes a larger portion of the census tract associated with the Cedar River Planning Area and areas of south-central Renton. The areas of the Benson Planning Area associated with higher displacement risk include:
  - The northern areas east of the SR 167 and Interstate 405 interchange around Nelsen Middle School and the Renton Academy. This area has higher proportions of renter households and lower median household income compared to county-wide trends, though demographic changes have been following county-wide patterns. The area was considered an affordable area in 2015 compared to county-wide patterns, but rental costs have accelerated faster than county-wide patterns since 2010.
  - The eastern areas of the Benson Planning Area, along the city border with Fairwood, including the residential areas around Renton Park Elementary School and Lindbergh Senior High School, show higher rates of displacement risk. The area is among the most diverse in King County, with a greater representation among people identifying as Black or Hispanic than in neighboring census tracts. The area has maintained its high proportion of BIPOC households but has seen a reduction in the number of households with household incomes below 80% and 60% county-wide Area Median Income between 2010 and 2021. This could be due to an increase in household income or an out-migration of lower-income households and an in-migration of

higher-income households. However, increases in local rents are like county-wide patterns, which is contrary to the evidence of gentrification. Benson Survey Respondents expressed concerns about housing costs and gentrification, and about a quarter reported that their community is leaving the area (23%).

- The **Valley Planning Area** is largely commercial and industrial land, with some residential population at the northern border in the Earlington Park area. Relative to county-wide patterns, the residents in the area are predominantly renters and are headed by a BIPOC-identified person, leading to a high displacement risk based on demographic characteristics alone. The area has increased its number of BIPOC people and low-income households between 2010 and 2021, suggesting a lack of gentrification. The area has lower rental prices compared to county-wide trends, and market prices have been tracking or growing slower than county-wide patterns.

## Remedies to Address Housing Needs and Racial Disparities

Renton has a multilevel approach to addressing racial disparities and achieving its vision of an inclusive city that offers opportunity, resilience, and equitable outcomes for all to ensure social, economic, environmental, and racial justice.

**Increase housing and housing options.** Historically marginalized communities are disproportionately burdened when housing stock is insufficient to meet the need for housing, resulting in higher rates of housing cost burden and loss of wealth-building opportunities through homeownership. These disparities persist and accrue over generations. Renton's primary strategy for addressing racialized housing disparities is to ensure sufficient capacity for housing to meet the needs of all economic segments of the community.

**Strengthen and institutionalize low-barrier strategies for community participation.** In 2015, Renton established the Mayor's Inclusion Task Force (MITF) to increase its accessibility to and partnership with the diverse ethnic and cultural communities that comprise Renton. Comprised of representatives of Renton's ethnic and cultural communities, the MITF helps to facilitate dialogue and enhance understanding, trust, respect, and representation to create a culture of inclusion in the community. The MITF members identify barriers to inclusion, advise on strategies to promote inclusion, and facilitate communication and understanding about city endeavors within their respective communities.

**Conduct equity reviews of potential policy and regulatory decisions.** In 2021, Renton established the Equity Commission to advise the city council on equity issues and to review city policies, programs, and practices to identify and remove barriers to equitable outcomes.

**Identify and track outcomes.** The Human Services Strategic Plan & Funding Strategy includes a commitment to tracking key community conditions to improve the understanding of community needs, strengthen the response to those needs, and align grant funding to identified community needs. Housing-specific conditions include:

- Change in housing costs compared to reference jurisdictions (sales and rental prices)
- The percentage of Renton households that can affordably purchase a home
- Housing cost burden by tenure
- Number of subsidized rental units

**Community planning.** Renton uses a Community Planning approach to give the community a greater voice in planning and decision-making processes. Through the community planning process, communities set the vision and goals for their respective areas and participate in identifying challenges and opportunities. The city can identify community preferences, needed protective measures, and community-driven anti-displacement strategies through community planning. Because community planning focuses on a defined area it enables Renton to identify and prioritize the involvement of

underrepresented and historically marginalized communities.

**Incentivize for affordable housing.** Renton supports the development of affordable housing by using its policy-making authority to reduce costs in exchange for the community benefit of affordable housing.

- **Multifamily Tax Exemption (MFTE).** Renton offers an 8-year tax exemption for any development in the Sunset and Downtown Areas, a 12-year exemption for developments in which 20% of the units are affordable, and a 20-year exemption in TOD subareas of South Lake Washington and Rainier Grady for affordable housing.
- **Bonus Densities.** In higher-density residential and mixed-use zones, a project may receive bonus density for allocating some of the units to be affordable.
- **Waived Fees.** A project may receive waived building permits, plan review, mitigation, or inspection fees in exchange for including affordable units.
- **Reduced Parking.** In the Downtown area, buildings with affordable units are required to provide only 1 stall for every 4 affordable units, with a maximum of 1.75 spaces per unit.

**Protect community members vulnerable to displacement or housing insecurity.**

- **Residential Manufactured Home Park (RMH) Zoning.** The RMH zone is intended to protect established manufactured home parks and to expand the variety of affordable housing types available within the city. The zoning designation restricts the conversion of Manufactured Home Parks to other uses.
- **Rental Registration Program (RRP).** Renton implemented the RRP to ensure the maintenance of quality rental housing within the City. The RRP requires landlords and property managers to register all residential rental properties located in the City annually, complete a compliance checklist, and maintain required licenses.
- **Housing Repair Assistance.** Renton provides grants for minor home repairs to eligible Renton residents to improve the environmental health and safety of citizens' homes.
- **Homeownership information and referral.** Renton values homeownership opportunity as an important component of an inclusive community and recognizes that historic practices and policies have led to lasting inequities in homeownership, particularly for communities of color. Renton aims to broaden homeownership opportunities for all residents by providing information on loan and down payment assistance for first-time homebuyers, veterans, and residents with disabilities. Renton is also leveraging funding and surplus public property to create affordable homeownership opportunities for income-qualified households. Community input favors promoting greater production of new, lower-cost, for-sale housing to provide homeownership opportunities for moderate- and low-income households, including a greater proportion of Black and Hispanic/Latino households, to access homeownership.

**Collaborate with regional partners to address county-wide housing need.** The City does not develop or manage low-income housing directly but works with authorities, non-profit organizations, and other partners to provide subsidized housing options. Renton also participates in regional and local efforts to broaden access to affordable housing.

- Renton is a founding member of the South King Housing and Homeless Partners (SKHHP). SKHHP is a joint board formed by an interlocal agreement and includes Renton, Auburn, Burien, Covington, Des Moines, Federal Way, Kent, Normandy Park, Tukwila, and King County. The mission is to work together and share resources to increase access to affordable housing for South King County residents.
- Renton has an 80+ year partnership with the Renton Housing Authority (RHA) to provide quality, affordable housing to people in Renton. Renton works closely

with RHA and its residents/tenants to establish the long-term vision of the Sunset Area.

- Renton staff participate on the Affordable Housing Committee in their effort to implement the Regional Affordable Housing Task Force's five-year action plan.
- The City also participates in the King County Joint Recommendations Committee (JRC), which allocates funding for affordable housing.

**Fund affordable housing.**

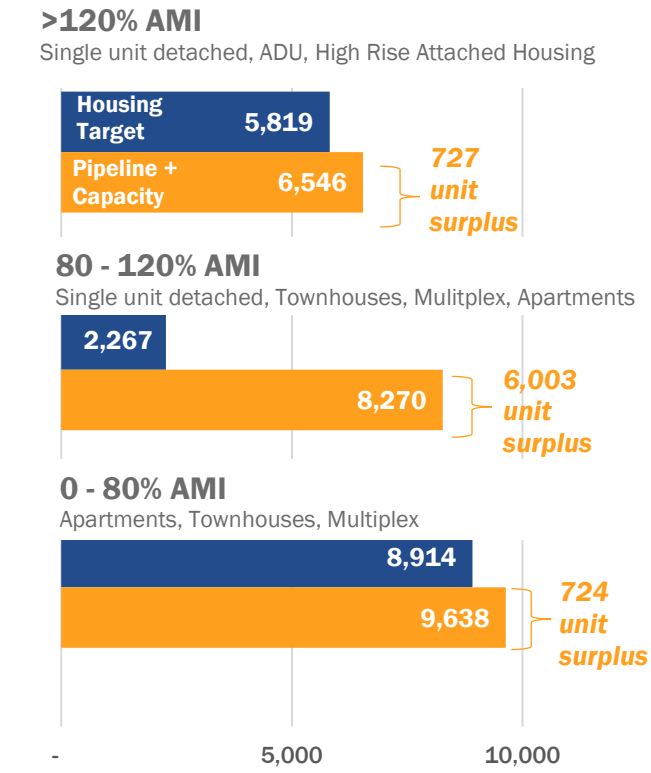
- SHB 1406. Renton exercises its right to receive 0.0073% of King County's qualified tax revenue, which it pools with other cities through the SKHHP to produce affordable housing.
- Sales tax for Mental Health and Substance Use Disorders (HB 1590). Renton implemented this sales tax in January 2021 and the City is currently coordinating how to leverage this funding effectively to meet local housing and human services goals.

*Multicultural Festival, Source: City of Renton*

## Renton's Plan for Growth

Renton's land supply of vacant, underutilized, and re-developable land in its neighborhoods and mixed-use centers will accommodate its 2044 growth targets, as shown in Figure HHS- 1.

**Figure HHS- 2. Renton Housing Growth Targets (2020 -2044) compared to Housing Pipeline and Capacity (since 2020)**




Sources: Renton, 2023; BERK 2023

Renton's plan for growth, detailed in the Land Use Element, allocates land use designations to facilitate a range of housing types across all affordability levels, where they are supported by complete neighborhoods, local amenities, and transit options.

By providing for housing variety, Renton:

- **Accommodates housing at all affordability levels.** The cost of housing is driven by many factors, including the cost of land, construction costs, operational overhead, and the supply of housing relative to the demand. To support housing at all affordability levels, Renton's plan for growth includes higher density

housing in neighborhoods with transit and services, a greater variety of housing types in established neighborhoods, and partnerships with non-profit housing providers and regional coalitions to support housing at affordability levels not met by the private market. In addition, promoting more housing stock that supports upward mobility frees up lower-cost units for households needing greater affordability.

- **Prevents housing instability and economic displacement.** Households experience housing instability when their income and resources are insufficient to cover the cost of housing and other basic needs. Households may "double up" and share housing with another household in crowded conditions. Others may stretch their housing budgets too far due to a lack of options. Forms of shared housing and accessory dwelling units can be a source of affordable housing for some households and offer housing stability to others by providing income for homeowners to help pay their mortgage or allowing older households to age in place.
- **Meets housing needs over a person's lifetime.** Renton is committed to providing a livable community where all generations have value, thrive, and age with respect. Renton's older residents express a strong desire to stay in their current community for as long as possible. As people age, housing needs change due to changing household configurations, changing lifestyle preferences, a desire to reduce the burden of home maintenance, or changing sensory or mobility conditions. Increasing the diversity of Renton's housing supply in existing neighborhoods with a greater variety of styles and price ranges will better serve all resident needs.
- **Improves mobility.** Encouraging housing where there is a variety of transportation options or increasing the density in areas served by public transportation can improve the viability of transit and provide better access to employment, recreation, and other services.
- **Meets special housing needs.** A variety of housing choices allows persons and households with special needs, including seniors, people with disabilities, large or extended families, and unhoused persons, to have access to stable and supportive housing choices.
- **Expand opportunities for homeownership.** Many Renton residents express a preference for homeownership, but homeownership rates have fallen with greater reductions among historically marginalized populations. Large, detached houses are expensive to build and maintain and often require households to absorb additional transportation costs. Increasing the variety of housing types broadens who can access homeownership in primarily two ways. First, by broadening the variety of housing sizes and price points through a greater variety of housing forms. Secondly, the greater variety of housing forms and arrangements allows households to approach homeownership in innovative ways. For example, buying a house that provides income from a backyard cottage or partnering with family members to purchase a multi-unit home.

## Goals

**Goal HHS-A:** Adopt best available housing practices and implement innovative techniques to advance the provision of affordable, fair, healthy, and safe housing for renters, homeowners, and people experiencing homelessness.

**Goal HHS-B:** Ensure the availability of a variety of housing types that meet all housing needs equitably and sustainably.

**Goal HHS-C:** Increase the availability of safe, equitable, and affordable housing for people in all demographic groups and at all income levels and promote a balance between housing and the amenities needed by residents at a neighborhood level, such as childcare, fresh food availability, recreational opportunities, and medical care.

**Goal HHS-D:** Provide sufficient capacity to accommodate the 20-year housing growth targets at all income bands.

**Goal HHS-E:** Implement policies and practices to address and undo racial disparities and exclusion in housing and

promote equitable housing ownership and rental housing opportunities.

Goal HHS-F: Track housing outcomes for meeting housing targets for all economic segments, addressing and undoing racially disparate impacts, and mitigating hardships related to displacement. Participate in regional data tracking and report metrics in periodic updates for the Comprehensive Plan.

Goal HHS-G: Mitigate displacement pressure caused by market forces by fostering homeownership opportunities and encouraging investments in existing housing.

## Policies

Policy HHS-1: Work with other jurisdictions and organizations, including the Renton Housing Authority, the South King County Housing and Homelessness Partners, and non-profit housing developers, to address the need for housing to be affordable to extremely low, very low, and moderate-income households. This housing should focus on accessibility, mobility, and proximity to social services.

Policy HHS-2: Work with local, regional, state, and federal public and private sector entities to enhance resources and secure financial and other types of support for housing programs.

Policy HHS-3: Collaborate with financial institutions, organizations, and individuals who provide affordable housing to acquire and rehabilitate foreclosed units to be used as long-term affordable or subsidized housing.

Policy HHS-4: Implement zoning provisions and other techniques that allow for a range of housing types at different densities and prices that address the housing needs of all people, at all affordability levels, at all stages of life, including vulnerable populations.

Policy HHS-5: Encourage new housing, including affordable and special needs housing, in walking distance to Employment Centers, shopping, and streets with existing and planned multimodal transportation facilities.

Policy HHS-6: In collaboration with the County, the South King Housing and Homelessness Partners, regional housing authorities, other cities, and community stakeholders, develop strategies to achieve a diverse housing stock that meets Renton's housing targets for each economic segment.

Policy HHS-7: Support the development of housing and neighborhoods that are sited, designed, constructed, and maintained to promote an environment that supports healthy and safe living.

Policy HHS-8: Plan and construct a transportation system that links residents to services, such as childcare, healthcare, and places of work. Transportation systems should include opportunities for various modes of transportation, including vehicles, public transit, walking, and cycling.

Policy HHS-9: Encourage construction of universally designed units, supportive housing arrangements, and transitional housing in close proximity (within one-quarter mile) to public transportation.

Policy HHS-10: Support the development of accessory dwelling units in residential areas and ensure they are compatible with neighborhood design standards.

Policy HHS-11: Provide technical assistance and access to resources for housing adaptations and remodels to allow people to age or remain in place as their circumstances change.

Policy HHS-12: Expand anti-displacement strategies in collaboration with residents and community organizations.

Policy HHS-13: Prevent household displacement and encourage households to enter homeownership by referring households to resources and supporting housing assistance providers.

Policy HHS-14: Promote homeownership opportunities for households of all incomes.

Policy HHS-15: Regulate manufactured housing the same as site-built housing and apply manufactured home park

zoning to reduce the risk of conversion of Manufactured Home Parks to other uses when developments meet the following criteria:

1. The development provides market-rate housing alternatives for moderate-low and very low-income households.
2. The housing is maintained and certified as built to the International Building Code and Federal Department of Housing and Urban Development standards.
3. Site planning includes pedestrian amenities, landscaping, and a community facility.

Policy HHS-16: Utilize the City's authority to rehabilitate housing to prevent health and safety risks and eliminate unsound structures.

Policy HHS-17: Encourage expansion of programs that result in home repair, weatherization, and other energy-efficient improvements to owner-occupied and rental housing and promote additional funding for these programs at the state and federal level.

# Effective and Accessible Human Services

Human Services are those efforts targeted directly to individuals and families to meet basic needs and address a variety of physical, social, and economic needs. The City of Renton has the following six priority areas that may change or expand as needs change.

- **Basic Needs.** This includes food, clothing, housing stability services (such as rent and/or utility assistance), legal services, and meal programs.
- **Connector Services.** Includes information and referral, transportation, advocacy, case management, cultural navigators, and other services that connect residents to services.
- **Domestic Violence/Sexual Assault Services.** All services related to sexual assault and domestic violence, including legal assistance and shelter.
- **Economic Opportunity/Self-Sufficiency.** This includes job training, programs that help those with barriers to employment or other forms of economic opportunity that can improve, prevent, or reduce needs for social service and housing supports, youth programs, mentoring, and after-school programs.
- **Health and Wellness.** Includes physical, mental, and dental health services, counseling, therapy, day health programs, and chore services.
- **Homeless Services/Housing.** Includes shelters, homeless outreach, transitional housing, and emergency housing.

Human services must address the diverse and emerging needs of the community through a complete system of services. The City continuously engages service providers and community organizations in dialogue regarding the functioning of the present service systems. The City plays five primary roles in community partnerships that promote safety, health, and security and are inclusive, integrated, respectful of cultural and linguistic differences, foster equity and dignity, and provide emotional support for vulnerable and marginalized residents. The City's roles are to:

- **Inspire.** Highlight programs and providers that are making a difference and advocate for increased funding and attention to the issues.
- **Understand and Evaluate.** Assess community needs on an ongoing basis, including through broad stakeholder engagement and tracking reported outcomes from agencies that receive funding.
- **Educate.** Communicate an understanding of community needs to stakeholders and promote available resources and solutions.
- **Connect.** Build a network of internal and external stakeholders through convening and referrals, and

advocate for and support a systems approach to meeting community needs.

- **Invest.** Prioritize the allocation of public funds to responsively address community needs, with a focus on prevention and stabilization for residents in crisis.

The Human Services Division distributes general funds to local non-profit organizations to serve the needs of Renton residents, The City partners with schools, businesses, libraries, service providers, local faith-based entities, and others to address the human service needs of Renton residents. The City participates in local and regional human service efforts to address needs in the community.

## Goals

Goal HHS-H: Promote an effective and equitable human services delivery system that assists all community members in meeting their basic physical, economic, and social needs and enhances their quality of life.

## Policies

Policy HHS-18: Participate in local, regional, state, and federal programs to address human services needs in the region and in Renton.

Policy HHS-19: Partner with the community to help provide services and resources so that all residents have access to food, clothing, and shelter, and an opportunity to live a healthy, active, safe, and sustainable lifestyle.

Policy HHS-20: Encourage a network of human services for the diverse needs of Renton's residents that are easily accessible and in proximity to public transportation options.

Policy HHS-21: Raise awareness of community housing and human services needs through conducting timely Community Conditions assessments, disseminating community data to partners and stakeholders, and collaborating with partners to identify and respond to changing needs and demographics in Renton.

Policy HHS-22: Participate in the Human Services Funding Collaborative (HSFC) to support regional coordination for addressing human service needs and increasing accessibility of human service funding for service providers.

Policy HHS-23: Foster a culture of inclusivity and address barriers to service access through scholarships and reduced fees for city programs, translation and interpretation services, improved referral processes, and maintained updated community resource lists.

Policy HHS-24: Convene the Human Services Advisory Committee, comprised of diverse representatives from Renton, to advise on human services funding priorities.

# Economic Development

A healthy economy provides jobs and opportunities and helps pay for vital public services such as education, parks, transportation, police, fire protection, and human services. Renton is an opportunity-rich city in the Puget Sound region. The city's economic development policies encourage collaboration between the public and private sectors to ensure the long-term economic health of Renton and its residents and businesses. The policies encourage a mix of high-tech, creative jobs, as well as retail, service, and office uses that will result in a diversified employment base to support an economy for all people. Guided by the city's Clean Economy Strategy, Renton aims to enhance environmental sustainability and prepare for climate change while maintaining and building a strong economy and providing local green jobs. Led by local companies such as Boeing and PACCAR Inc., Renton's key industries are manufacturing, aerospace, destination retail, health care, professional services, professional sports, and technology.

## Goals

Goal ED-A: Promote and maintain diversified economic growth while protecting quality of life and environmental health, including mitigating climate impacts.

Goal ED-B: Recruit and retain businesses to ensure a dynamic, diversified, and growing base that provides employment opportunities for all to ensure competitiveness in the market.

Goal ED-C: Nurture entrepreneurship while fostering successful partnerships with business and community leaders. Invest in and grow workforce training and retraining opportunities to support targeted local industry clusters.

### Plans Adopted by Reference

- Clean Economy Strategy 2.0
- Downtown Civic Core Vision and Action Plan
- Rainier / Grady Junction TOD Subarea Plan

Goal ED-D: Focus efforts that expand access to economic opportunity and identify and remove barriers for economically disconnected communities.

Goal ED-E: Leverage partnerships to focus development on targeted economic centers, in addition to industry clusters, and pursue transportation and other regional improvements and services that support and improve the quality of life for all people. Foster commercial and residential development, cultivate optimism, and focus on the redevelopment of public and private spaces throughout the city.

## Policies

Policy ED-1: Develop incentives for businesses to locate, stay, and expand within the city, particularly within the city's Growth Center, neighborhood business districts, and commercial corridors.

Policy ED-2: Support and develop measures to reduce displacement of existing businesses in Renton. Strategies could include small business preservation programs offering technical assistance and capacity-building services, preservation of existing affordable commercial spaces, creating and fostering new commercial spaces, business incubators, and other strategies.

**Policy ED-3:** Consistent with the Clean Economy Strategy 2.0, develop strategies to attract industries and businesses that address climate change and resilience and provide clean jobs.

**Policy ED-4:** Promote targeted local and regional industry cluster development. Meet with top employers and key organizations to identify and discuss their future needs to determine how the city can assist them in being successful in expanding in Renton to create job opportunities for all community members.

**Policy ED-5:** Foster communications with, and support for, key local and regional economic foundations. Support partnerships between businesses, government, schools, and research institutions to implement economic development policies and expand access and opportunities for workforce development programs.

**Policy ED-6:** Develop a business recruitment strategy with an emphasis on business district development.

**Policy ED-7:** Implement strategies to support, recognize, empower, and expand knowledge-based businesses, high profile companies, and locally-, women-, and minority-owned businesses and startups.

*Farmers Market, Source: City of Renton*

**Policy ED-8:** Ensure Renton's Economic Development Element is consistent with countywide economic policies and strategies in accordance with relevant Countywide Planning Policies.

**Policy ED-9:** Provide transparency, efficiency, and uniformity of city regulations, policies, and procedures. Allocate sufficient resources to process development projects quickly and professionally.

**Policy ED-10:** Leverage Renton's unique cultural, historic, recreational, educational, and environmental assets as important marketing and image-building tools of the city's business districts and neighborhoods.

**Policy ED-11:** Support Downtown Renton redevelopment by engaging Downtown stakeholders and business community members with efforts to implement the City Council's priorities for the City Center Community Plan and Downtown Civic Core Vision and Action Plan.

**Policy ED-12:** Promote incentives for development in the targeted growth areas of Renton. Work with prospective developers to facilitate new residential development with a diversity of housing types and price ranges to meet the needs of all Renton residents.

**Policy ED-13:** Encourage growth that balances employment and housing opportunities within designated urban centers by promoting investment in mixed-use centers with compact urban development, specifically advocating for redevelopment and quality infill design that maximizes allowable density.

**Policy ED-14:** Foster economic and employment growth by encouraging local investment, planning, and financial policies that advance the development of commercial, manufacturing, and industrial development centers.

**Policy ED-15:** Focus investment in infrastructure and services in designated centers that align with the city's projected population, housing, and job growth targets.

**Policy ED-16:** Further the provisions of Renton's Clean Economy Strategy, including attracting low-carbon and clean-energy sectors, promoting green job development, and encouraging economic activity that is highly resource-efficient and minimizes the generation of waste and pollution.

**Policy ED-17:** Promote the efficient use of services and resources, especially those addressing climate change, resilience, and improved health outcomes.

**Policy ED-18:** Work cooperatively with local businesses to help promote environmentally and socially responsible business practices, including providing guidance and technical assistance.

**Policy ED-19:** Support the growth of a regional food economy through the development and expansion of farmers' markets, food co-ops, food halls, and community supported agriculture programs.

**Policy ED-20:** Support collaboration with community partners, such as the Renton Housing Authority, Renton Technical College, Renton School District, and Renton Chamber of Commerce, to encourage economic development strategies that address disparities in income and employment opportunities for economically disadvantaged and disconnected communities.

**Policy ED-21:** Develop and promote local arts and culture programs, particularly by supporting the Renton Municipal Arts Commission. Encourage investments in creative industries and centers, bolster earned income for local attractions, and generate new tax revenues by attracting cultural tourists to the city while expanding cultural experiences for residents.

**Policy ED-22:** Identify and encourage the preservation of lands, sites, and structures that have historical, cultural, and/or archaeological significance.

**Policy ED-23:** Maintain participation in the Mainstreet Program and consider establishing a historic district as strategies to preserve affordable and smaller commercial spaces and prevent displacement of existing businesses.

**Policy ED-24:** Support, recognize, and empower the contributions of Renton's culturally and ethnically diverse communities, institutions, and Native Tribes. Strategies could include promoting community events that celebrate different cultures, honoring traditional practices, and encouraging business incubators to support business formation.

# Climate and Resilience

## Planning Framework

### Washington State Law

The Growth Management Act was amended in 2023 under Washington House Bill 1181, requiring cities and counties to integrate climate mitigation and resilience policies into comprehensive plan updates. These required policy changes will address climate emissions and impacts, while considering co-benefits and integration with other planning documents related to housing, transportation, and land use. Jurisdictions must adopt climate policies consistent with the Department of Commerce's Climate Planning Guidance, which will result in reduced greenhouse gas (GHG) emissions and vehicle miles traveled (VMT). Policies must also consider and prioritize actions that benefit vulnerable communities and promote environmental justice.

### Plans Adopted by Reference

- Renton Clean Economy Strategy 2.0
- Renton Trails and Bicycle Master Plan
- Renton Transportation Improvement Program
- Renton EV Implementation Plan
- Stormwater Management Program Plan
- Sustainable Materials Management Plan
- Parks, Recreation, and Natural Areas Plan
- Urban Forest Management Plan
- Hazard Mitigation Plan
- Stormwater Management Program Plan

### Puget Sound Regional Council VISION 2050

Renton's Climate Element aligns with VISION 2050 goals and actions related to climate change in the region, which include:

- Substantially reducing emissions of greenhouse gases that contribute to climate change and reducing climate impacts.
- Engaging in regional resilience planning and climate preparedness with a focus on equitable outcomes, particularly for vulnerable communities.
- Helping cities and counties to incorporate emission reductions and adaptation measures in their comprehensive planning.
- Guiding land use plan updates to improve climate adaptation and resilience and implement measures to address climate hazards.

### King County Countywide Planning Policies

The King County Regional Growth Strategy emphasizes the importance of addressing climate impacts and enhancing policies for emissions reduction. The strategy envisions integrating climate action, mitigation, and resilience into local comprehensive plans, with a focus on sustainable land use, multimodal transportation, and energy infrastructure. The plan advocates for development patterns that minimize emissions and enhance resiliency through measures such as energy efficiency, electrification, natural resource restoration, and climate impact-ready infrastructure planning.

## Renton Clean Economy Strategy 2.0

Renton's Clean Economy Strategy update (CES 2.0) serves as a roadmap of local policies to reduce Renton's GHG emissions, enhance environmental sustainability, and prepare for climate change while maintaining and building a strong economy. The CES 2.0 is rooted in the best available climate science, aligned with regional targets, and tailored to specific Renton community needs and priorities. The CES 2.0 provided a framework for developing goals and policies for the Renton Climate Element and brings together city-wide planning efforts to move towards a vision of net zero emissions and community resilience in the face of climate impacts.

# Implementation and Monitoring

Under the GMA, counties and cities with specific population criteria must submit an implementation progress report to Commerce five years after revising their comprehensive plan. Additionally, they must adopt a work plan to implement necessary changes within two years of submitting the progress report. The Implementation and Monitoring section of Renton's Climate Element supports monitoring and reporting on the GHG reduction targets adopted through the City's Clean Economy Strategy 2.0, as well as monitoring changes to vehicle miles traveled. Renton has adopted the King County-Cities Climate Collaboration (K4C) targets, as follows:

- Reduce 2007 greenhouse gas emissions by 50% by 2030.
- Reduce 2007 greenhouse gas emissions by 75% by 2040.
- Reduce 2007 greenhouse gas emissions by 95% and reach carbon neutrality by 2050.

Policies in this section also support monitoring and reporting on climate vulnerability and resilience policies to increase the City's understanding of and capacity to respond to future climate impacts.

## Goals

Goal CR-A: Increase the City's capacity to monitor and report on climate action implementation.

## Policies

Policy CR-1: Consider the resources needed, such as partnerships (e.g., K4C), regular implementation progress reports, and City budgeting, to implement the Climate Element.

Policy CR-2: Monitor, assess, and publicly report on community-scale greenhouse gas emissions and vehicle miles travelled (VMT) every five years. Include emissions from all local sources associated with resident, business, and local government activities.

Policy CR-3: Develop and periodically update a climate vulnerability assessment with a focus on the built environment, communities, and natural systems. Use assessment findings to evaluate changes to Comprehensive Plan goals, development regulations, and policies.

# Greenhouse Gas Emissions Reduction

The City of Renton completed a communitywide greenhouse gas (GHG) inventory for 2019, detailed within the CES 2.0, which informed the identification of mitigation targets to assess the City's progress over time. As shown in **Figure CR-1,** the largest emissions sources in 2019 were electricity (including residential, commercial, and industrial) (40%), on-road transportation (25%), building natural gas (14%), and air travel[3] (12%). Commercial electricity emissions were greater than both residential and industrial electricity emissions combined. During the CES 2.0 process, an emissions forecast for the city was also completed to identify strategies that would have the greatest GHG emissions reduction benefits going forward. The goals and policies in the GHG Emissions Reduction Sub-element are intended to reduce GHG emissions by minimizing or eliminating emissions within Renton's largest emission sources, reduce vehicle miles traveled within the city, sequester carbon through natural carbon sinks, and equitably distribute the benefits of GHG reduction.

### *Supporting Elements*

The Renton Comprehensive Plan includes a set of policies aimed at:

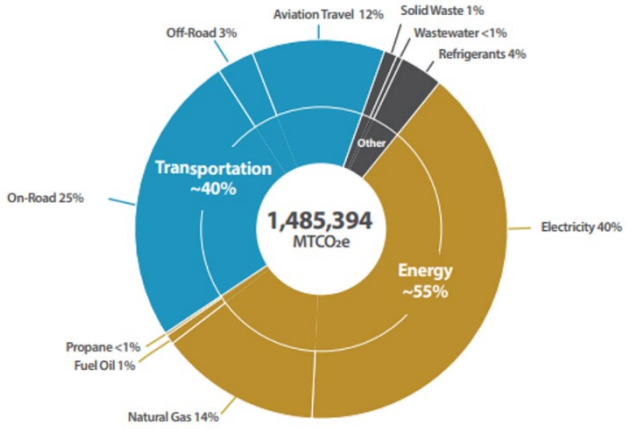
**Utilities Element**
Fostering utility efficiency and decarbonization

**Land Use Element**
Strategic land use planning for multiuse neighborhood centers and the promotion of transportation-oriented development.

**Transportation Element**
The enhancement and diversification of multimodal transportation options.

**Housing and Human Services Element**
The encouragement of sustainable building development, retrofitting, infill development, and affordable housing initiatives.

**Figure CR-1. Renton's 2019 communitywide GHG emissions by source (%)**




## Emissions Reductions in the Built Environment

### Zoning & Sustainable Development

Zoning and sustainable development policy can provide greenhouse gas (GHG) emissions reduction outcomes related to land use, design, and various development aspects. In the short-term, new development introduces emissions from construction, production of materials, equipment operation, and development-related deliveries and transportation. However, ongoing operational emissions persist throughout a structure's lifetime.

Reducing the use of natural gas, transitioning to fully electric buildings, and investing in community renewable energy can further decarbonize buildings and reduce emissions associated with building energy use. Additionally, promoting alternative land use and development codes, like mixed-use and transit-oriented development (TOD), can minimize long-term GHG emissions from new development; while building dense, affordable communities around high frequency transit can also enhance environmental justice priorities identified by the State and offer community benefits such as increasing housing supply and diversity, resilience to climate impacts, and cost savings.

## Goals

Goal CR-B: Foster higher-intensity land uses in mixed-use centers, neighborhoods, and transit corridors that address the need for housing for all economic segments.

Goal CR-C: Support and incentivize building and energy codes and policies that reduce energy use, encourage sustainable construction practices, phase out fossil fuel use, and support clean energy.

Goal CR-D: Increase the energy efficiency of existing buildings through retrofits that promote building decarbonization. These efforts will target the integration of renewable energy sources, implementation of energy-efficient systems, and the prioritization of lower-carbon building materials.

## Policies

Policy CR-4: Promote middle housing and infill development through city policies and zoning codes to encourage broader housing types in low and medium density residential zones.

Policy CR-5: Plan and implement changes to support mixed-use, high-density development along planned major transit stops and frequent transit routes. Prioritize housing that supports equitable access to transit and amenities.

Policy CR-6: Encourage sustainable, low-impact, energy-efficient development and promote green building guidelines outlined in certification programs such as Built Green, Leadership in Energy and Environmental Design (LEED), Living Building Challenge, Salmon Safe, or others.

Policy CR-7: Comply with new state building energy codes and develop an all-electric code for new buildings. Promote and implement building and energy standards, which may include:

- Use of on-site renewable energy systems or procurement of renewable energy from offsite sources for all or a portion of the building's annual building energy use.
- Participation in demand response technologies and programs that make energy generation and distribution systems more affordable and more efficient, increase grid reliability, and reduce GHG emissions.
- Coordination with local and regional electricity providers to ensure the siting and location of generation, transmission, and distribution facilities minimizes adverse impacts on the environment and adjacent land uses.
- Requiring new residential and commercial buildings to be solar ready and EV charging ready,
- Supporting equitable access to energy incentives by providing resources and funding for retrofits to improve energy efficiency or to switch from natural gas to electricity.

Policy CR-8: Encourage weatherization, upgrade, and repair assistance programs to make energy-efficient improvements to all housing types and seek additional funding for energy efficient retrofits at the state and federal level, which may include:

- Identifying cost-effective upgrades for weatherization programs such as replacing single-pane windows, replacing or increasing interior wall insulation and roof insulation,

retrofitting with electric heat pumps, and optimizing heating, ventilation, and air-conditioning (HVAC) systems.

- Providing energy and water conservation materials, appliance trade-in/exchanges, home and business conservation kits, and rooftop solar projects.
- Using lower-carbon building materials in new construction and retrofits to reduce embodied carbon.
- Prioritizing incentive and assistance programs for cost burdened communities and ensuring outreach is targeted towards and benefits vulnerable populations.

Policy CR-9: Provide comprehensive community education on sustainable energy practices, especially for multiunit, low-income housing. Partner with organizations that serve vulnerable communities to ensure education and incentive programs equitably build capacity and reduce cost burden for all residents.

Policy CR-10: Partner with state and regional actors to decarbonize buildings through demand response, storage technology, and grid flexibility. Continue to participate in regional partnerships, such as the King County Cities Climate Collaboration (K4C) to identify and select appropriate and cost-effective energy improvements.

## Transportation

Establishing a well-connected, safe, and low-carbon multi-modal transit system can greatly reduce transportation emissions in the city. Key strategies to help reduce GHG emissions and mitigate climate change include reducing VMT and the electrification of passenger vehicles. Transit-oriented development enhances mobility and provides alternatives like walking and biking. Additional measures to reduce vehicle miles travelled include teleworking, ridesharing, and carpooling.

Urban traffic congestion causes concentrated vehicle-related pollution, and can be alleviated with policies like parking restrictions, tolls, improved freight efficiency, and congestion pricing. Shifting from passenger vehicles in urban areas reduces pollution and emissions and can increase the mobility of frontline communities.[4] While investing in multi-modal systems, ensuring affordability in services and housing is crucial for equitable access and protecting communities with low income from displacement.

### *Supporting Elements*

The Renton Comprehensive Plan includes a set of policies aimed at:

**Land Use Element**
Locating development in proximity to frequent transit areas

**Transportation Element**
Transportation demand management, enhancement and expansion of multimodal transit options within the city, increased safety measures for pedestrians and cyclists, and educational resources regarding the commute trip reduction (CTR) program.

## Goals

Goal CR-E: Reduce GHG emissions from the transportation sector by reducing vehicle miles traveled via expanding multimodal transportation systems for all community members and promoting the use of electric vehicles.

[4] Frontline communities are those that will be disproportionately impacted by climate change; these are the populations that face historic and current inequities, often experience the earliest and most acute impacts of climate change and have limited resources and/or capacity to adapt.

## Policies

Policy CR-11: Improve the quality, effectiveness, and efficiency of the transportation system and increase multimodal transit options within Renton in alignment with the Transportation Element. Ensure transportation system improvements distribute benefits and access equitably and that services are affordable to residents with low incomes through programs that reduce household transportation costs, such as the subsidized annual transportation pass, Reduced Regional Fare Permit, and ORCA LIFT program.

Policy CR-12: Work with utility providers, communities, and other stakeholders (e.g., developers and EV companies) to ensure that there is access to EV charging where it is needed and expand EV charging readiness for buildings equitably. Site locations for community chargers in Renton based on proximity to areas with attached housing, high Environmental Health Disparity (EHD) scores, and points of interest in commercial and employment areas such as City buildings, parks, schools, and open spaces.

Policy CR-13: Implement the Renton EV Implementation Plan and associated timeline for transitioning the City fleet to electric power.

Policy CR-14: Facilitate widespread education around multimodal transportation and EVs in Renton, actively involving community members living, working, or otherwise in close proximity to proposed transit and EV infrastructure changes.

- Engage in regional partnerships to enhance the overall transit network. Opportunities to engage in regional partnerships include:
- Supporting state and regional requirements for electric delivery vehicles and Transportation Network Corporations (TNCs).
- Encouraging regional advocacy for the transition to environmentally friendly fuels for air travel.
- Collaborating with the Regional Transportation Electrification Workgroup to accelerate equitable distribution of benefits of electric vehicles.

## Waste Prevention and Management

Solid waste emissions within Renton result from GHGs that are released from landfills and the transportation of waste to landfill and compost facilities. Diverting solid waste from landfills is the most effective way to reduce the release of these pollutants. Key strategies include sustainable consumption, zero waste systems, increasing recycling and composting, and expanding waste education and outreach. The City is also committed to promoting a circular economy that keeps materials in a regenerative loop.

### *Supporting Elements*

The Renton Comprehensive Plan includes a set of policies aimed at:

- Mitigating GHG emissions stemming from waste generation (Utilities Element).
- This includes reducing the environmental impact of city operations, promoting recycling and waste reduction in both residential and commercial sectors, and ensuring sufficient waste hauler services.
-

## Goals

Goal CR-F: Mitigate GHG emissions from waste systems by minimizing waste generation through recycling and food waste reduction measures, ensuring sufficient waste hauler services, and promoting a circular economy.

## Policies

Policy CR-16: Expand recycling and organics collection for commercial, multiunit, and single-family residential buildings as part of City-provided utilities. Implement organics separation requirements for businesses in accordance with the 2022 Organics Management Law and the City's Sustainable Materials Management Plan. Consider implementing an organics disposal ban and/or landfill disposal bans for certain materials.

Policy CR-17: Ensure waste management enforcement does not increase existing financial disparities for cost-burdened households and explore developing incentive programs to purchase interior waste containers and conduct educational outreach on recycling and composting for households with low incomes.

Policy CR-18: Expand current education and outreach programs that provide technical assistance and incentives for commercial businesses and attached residential properties. Develop targeted educational campaigns for composting and recycling material with highest GHG reduction impact (paper, metal, food waste) through business recycling education, recycling awareness campaigns, and community training.

Policy CR-19: Develop, implement, and enforce construction and demolition (C&D) recycling and deconstruction ordinances, and encourage developers and project managers to use recycled materials in the construction of transportation facilities and other infrastructure.

Policy CR-20: Promote a circular economy in Renton by planning for extended producer responsibility (EPR), reuse, and circularity programs and policies to minimize waste and encourage sustainable resource use. Expand waste data tracking and reporting and continue to implement the Sustainable Materials Management Plan to reach zero waste.

Policy CR-21: Implement environmentally friendly purchasing policies to procure products and services that align with sustainability and reduced GHG emissions.

Policy CR-22: Encourage local food production, processing, and distribution to reduce the carbon footprint associated with food supply chains and prevent food waste. Support urban agriculture, home and community gardens, farmers' markets, community kitchens, and other collaborative initiatives to provide healthy foods and promote food security.

## Carbon Sequestration in Natural Systems

Carbon sequestration involves capturing and storing carbon in natural sinks (e.g., wetlands, forests, and parks), a vital aspect of climate mitigation alongside direct emissions reduction. Actively preserving and improving local tree canopy, forests, and green spaces is a method for carbon sequestration and minimizes carbon release from tree and plant decay. Natural climate solutions also have additional co-benefits for communities such as increasing biodiversity, bolstering resilience to extreme heat, and improving air, soil, and water quality.

### *Supporting Elements*

The Renton Comprehensive Plan includes a set of policies aimed at:

**Land Use Element**
Reducing the environmental footprint resulting from city operations and construction, which aligns with a broader commitment to the environmental initiatives outlined in the Mayor's Climate Protection Agreement

**Parks, Recreation, Natural Areas, And Trails Element**
Protecting and conserving natural resources

## Goals

Goal CR-G: Protect and restore the natural environment to increase carbon sequestration and foster the creation of new parks and greenspace for all community members.

## Policies

Policy CR-23: Identify and protect environmentally sensitive ecosystems, open space, trees, and vegetation that serve as potential carbon sinks. Avoid the conversion of carbon-rich ecosystems and prioritize increasing tree canopy cover and open space in communities most vulnerable to climate impacts.

Policy CR-24: Promote urban forestry and the creation of new parks to enhance green spaces within the city, maximize carbon storage, and improve public health and wellbeing. Consider tree preservation ordinances, tree planting programs, and programs that increase education and awareness, especially for vulnerable communities. Implement GHG reduction activities related to forestry as outlined in the Urban Forest Management Plan (UFMP).

# Resilience

The Climate and Resilience Element seeks to address the unique climate vulnerabilities of Renton's communities, resources, and infrastructure. As detailed in the CES 2.0, climate impacts are already occurring and are projected to intensify in the coming years. These impacts include:

- Continued wildfire smoke episodes, which severely degrade local air quality.
- Variable precipitation patterns, leading to increased flooding, landslides, and drought.
- Increased temperatures, which will reduce snowpack, impacting water supplies and streams, in addition to stressing critical infrastructure, the energy grid, and ecosystems.

Climate impacts such as extreme heat or shifting precipitation patterns have the potential to greatly affect existing housing, transportation, and energy infrastructure, especially in areas already vulnerable to risks such as flooding or landslides. In addition, climate change amplifies existing risks and disparities like chronic health conditions, social and economic inequalities, and pollution exposure, which disproportionately impacts frontline community groups.

Understanding which areas and populations are most at risk from climate and environmental burdens can inform policy focus areas and community priorities. Climate change exacerbates existing inequitable health and well-being outcomes for communities, necessitating policies that reduce cumulative environmental and health risks within Renton.

### *Supporting Elements*

The Renton Comprehensive Plan includes a set of policies aimed at:

#### Land Use Element

Increasing flood protection, erosion control, and commitments to enhance stormwater management.

Incorporating environmental justice into new zoning designations or rezoning processes

#### Utilities Element

Ensuring water conservation, responsible management of water resources, and adequate supply

## Resilience in the Built Environment

Climate hazards like extreme heat, drought, flooding, and wildfires affect critical infrastructure, requiring the implementation and enforcement of strategic development regulations and climate-resilient infrastructure. Renton aims to ensure that buildings,

transportation systems, energy infrastructure, and critical facilities can withstand and recover quickly from the impacts of extreme weather and other natural hazards worsened by climate change. Policies regulating development and infrastructure should prioritize resilience and adaptive capacity to meet community needs in the face of climate impacts. Additionally, promoting green, affordable housing and a resilient built environment not only supports frontline communities but also yields cost savings and reduces emissions.

## Goals

Goal CR-H: Implement strategic and equitable land use planning that emphasizes the prevention of community displacement caused or exacerbated by climate change impacts.

Goal CR-I: Prepare for climate impacts expected to pose the biggest threat to Renton's communities and infrastructure - including wildfire smoke, flooding and landslides, drought, and extreme heat. Seek to minimize the disproportionate impacts of climate change on vulnerable communities.

## Policies

Policy CR-25: Develop a climate resilient smart growth strategy to be incorporated into land use planning, such as restricting development in floodplains and establishing appropriate building standards to reduce risk from wildfires or other climate hazards.

Policy CR-26: Review required buffers and setbacks for areas vulnerable to erosion, flooding, or other damages due to climate change and establish new minimums, if necessary.

Policy CR-27: Reduce the exposure of property and people to current and future climate risks by promoting clustering or acquiring properties or easements on properties that are vulnerable to climate hazards and developing a transfer of development rights program. This would shift development from areas that may provide climate resilience benefits to areas more suitable for development.

Policy CR-28: Identify and plan for climate impacts to essential and valued community assets such as schools, libraries, parks, and other social service, cultural, and community centers.

Policy CR-29: Maintain government-to-government partnerships with tribes for the preservation and restoration of culturally important resources and sites that could be adversely impacted by climate change.

Policy CR-30: Ensure that buildings, facilities, utilities, and critical infrastructure are built to withstand climate impacts, recover from extreme weather events, and reduce environmental impacts. Specific measures to enhance resilience in building energy codes include:

- Adopting building codes that promote passive survivability to ensure that buildings maintain safe conditions in the event of power outages or other emergencies.
- Upgrading building envelopes and incorporating passive solar design, shading, natural ventilation, and daylighting.
- Incorporating features such as backup power generation and emergency water supply systems for use during climate emergencies.

Policy CR-31: Support energy infrastructure, including generation and transmission, which can withstand and recover quickly from the impacts of extreme weather and other natural hazards.

Policy CR-32: Restore and maintain habitats and open spaces, including critical areas, to maximize the climate resilience benefits they provide and reduce the risk of wildfire, extreme heat, flooding, and other climate-exacerbated hazards. Identify opportunities to expand habitat protection and connectivity to encourage climate resilience using conservation buffers, open space corridors, and daylighting streams.

Policy CR-33: : Ensure the transportation system (infrastructure, routes, travel modes) can withstand and recover from extreme weather events and site routes to reduce exposure to potential climate impacts.

Policy CR-34: Implement the Stormwater Management Program Plan to provide water management systems to minimize impacts of land use development and storm water runoff on ecosystems, critical habitats, water supply, public health, and safety. Ensure water system plans include robust conservation and re-use measures by expanding municipal reclaimed water systems and promoting the use of on-site non-potable water systems in private-sector commercial and residential buildings to reduce water demand.

## Resilient Communities & Emergency Preparedness

Climate hazards, such as increased air pollution and flood and landslide risks, pose a significant threat to public health and safety. Implementing policies that enhance the community's capacity to cope and adapt, such as engaging the public in emergency planning, establishing resilience hubs, and leading communication initiatives, can foster resilience and facilitate a more effective response and recovery from these impacts. This may include developing a comprehensive wildfire smoke resilience strategy, drought resilience strategy, and urban heat resilience strategy. Anchoring climate preparedness in climate and health equity, particularly for frontline communities, is essential to address disproportionate impacts on the most vulnerable members of the Renton community.

### *Supporting Elements*

The Renton Comprehensive Plan includes a set of policies aimed at:

**Land Use Element & Utilities Element**
Safeguarding the health and safety of the community and promoting educational programs that promote sustainability, health, and emergency preparedness

Incorporating environmental justice into new zoning designations or rezoning processes

**Utilities Element**
Active participation in flood hazard reduction programs and the development of flood hazard mitigation plans

**Land Use Element**
Ensuring safe air quality, including those focused on enhancing air quality through collaborative efforts with the Puget Sound Clean Air Agency and PSRC

**Economic Development Element**
Attracting low-carbon and clean-energy sectors and promoting green job development (Economic Development Element).

## Goals

Goal CR-J: Protect the Renton community from the impacts of climate change, including wildfire smoke, flooding, drought, and extreme heat events through adaptation policy and climate hazard preparedness planning.

Goal CR-K: Build partnerships with community organizations and implement culturally contextualized outreach initiatives to educate and empower frontline communities to implement climate resilience actions.

## Policies

Policy CR-35: Prioritize resiliency investments and initiatives that reduce environmental burdens and equitably distribute benefits for vulnerable communities.

Policy CR-36: Incorporate resilience hubs into existing community-serving facilities augmented to support residents, coordinate communication, distribute resources, and reduce carbon pollution while enhancing quality of life. Ensure that a diversity of individuals,

groups, and agencies in climate engagement activities are involved in the decision-making process.

**Policy CR-37:** Inform the public on how to stay safe during extreme weather events, especially in more vulnerable and unsheltered communities. Conduct outreach on the impacts of climate change on health and safety and communicate evacuation routes in case of emergency or natural disaster. Provide outreach and materials in languages representative of community needs.

**Policy CR-38:** Use climate and health assessment tools such as urban heat island mapping or updated floodplain mapping modeling changes in extreme precipitation to address potential impacts of climate change on health and equity (I.e. Mapping from King County Flood Control District). Address the social and mental health needs of communities displaced or impacted by climate disaster.

**Policy CR-39:** Expand local food-security and food-related economy to ensure that Renton communities have access to healthy, affordable, and climate-friendly foods.

**Policy CR-40:** Support a resilient and green local economy and promote green workforce opportunities. Develop a green jobs strategy and promote job training for those facing economic vulnerability or with limited skills and work experience in this sector.

**Policy CR-41:** Develop a comprehensive wildfire smoke resilience strategy through collaborative partnerships with the Puget Sound Clean Air Agency, local residents, emergency management officials, and other relevant stakeholders. The strategy may include:

- Implementing a community-wide notification system designed to minimize exposure to wildfire smoke and particulate matter, thus reducing health risks.
- Partnering with other agencies in the provision of personal protective equipment and air filter fans, or offering incentives for infrastructure updates, such as HVAC enhancements and the use of MERV 13 filters for air intake in facilities serving high-risk populations.
- Holding events and conducting outreach in the community to communicate air quality benefits and methods that contribute to improved indoor air quality during wildfire smoke events, especially in commercial, attached residential buildings, and schools.

**Policy CR-42:** Develop a drought resilience strategy, taking into consideration projected climate effects and specific actions for different drought phases. Include water conservation measures through incentives, information, and requirements that residents and business adopt water-efficiency practices and technologies. Implement the Stormwater Management Program Plan and aim to meet both average and peak daily water demand and the monitoring of water supply sources to comply with state-issued water rights certificates and permits.

- Develop an urban heat resilience strategy that builds off measures in the City's Urban Forest Management Plan and includes:
- Land use policies that reduce heat trapping surfaces, such as large parking lots and sprawling development.
- Urban design and greening policies that promote the orientation of buildings and streets for shade, cool pavements, walls, and roofs, and green stormwater infrastructure.
- Measures to reduce waste heat by promoting energy efficiency through weatherization, building with heat-resistant materials, and reducing VMT.
- Strategies to work with businesses, state, and county departments on guidelines for safe work in outdoor environments during periods of heat and poor air quality to keep workers safe. Align with the Washington State Department of Labor & Industries Outdoor Heat Exposure Rules and King County's Extreme Heat Response Plan.

## Resilient Ecosystems

Climate hazards such as flooding and wildfires have negative impacts on ecosystems and natural areas, including forests, streams, lakes, wetlands, urban parks, open spaces, and tree canopy. Preserving and improving environmentally critical areas offer multiple benefits, such as creating green spaces that alleviate heat and flooding effects, capturing carbon, and safeguarding culturally significant resources.

### *Supporting Elements*

The Renton Comprehensive Plan includes a set of policies aimed at:

**Land Use Element**
The effective management of urban forests to optimize air quality

**Utilities Element**
Enhancing the quality and functions of the City's sensitive waterways and ensuring the long-term protection of groundwater resources.

**Parks, Recreation, Natural Areas, and Trails Element**
Protecting, conserving, and enhancing natural resources and areas in Renton

## Goals

Goal CR-L: Manage and enhance Renton's natural systems so that they are resilient to the impacts of extreme weather, invasive species, disease, and other impacts worsened by climate change. Pursue the expansion of natural areas and critical ecosystems when possible.

## Policies

Policy CR-44: Protect and restore streams, riparian zones, estuaries, wetlands, and floodplains to achieve healthy watersheds that are resilient to climate change.

- Ensure no net loss of ecosystem structure and functions and strive for net ecological gain to enhance climate resilience, especially in critical areas.
- Identify and quantify the ecosystem services benefits of natural systems and include these natural capital assets in cost-benefit assessments for community and development planning.

Policy CR-45: Protect wildlife corridors to minimize habitat fragmentation, especially along existing linkages, within and adjacent to stream channels, and in patches of native habitat.

Policy CR-46: Promote robust urban forest and climate-smart forest management through policies and practices that reduce forest vulnerability to known diseases or pest infestations, and future threats, including the anticipated effects of climate change, consistent with the Urban Forest Management Plan. This includes increasing tree canopy to reduce heat islands and improve air quality and prioritizing improvements in frontline communities.

Policy CR-47: Restore floodplains and foster connectivity to enhance the resilience of streams and rivers, thereby mitigating flood risk. When possible, restore existing flood storage, conveyance, and ecological functions and values of floodplains, wetlands, and riparian corridors, consistent with the Stormwater Management Program Plan.

Policy CR-48: Preserve and enhance the quality and functions of the City's sensitive waterways and ensure the long-term protection of groundwater resources to secure a safe and ample potable water supply for Renton, in accordance with the Utilities Element.

Policy CR-49: Utilize educational campaigns to encourage native, drought-resistant vegetation and landscaping for residential areas in Renton. Incentivize smart irrigation management and technology use.

# Parks, Recreation, Natural Areas, and Trails

Parks, trails, and natural areas provide opportunities for individuals to connect with nature, to encourage healthy lifestyles, to recreate safely, and to provide opportunities to steward a healthy natural environment. The Renton Parks, Recreation, and Natural Areas Plan (2020) describes the City of Renton's plan to provide equitable and affordable access to recreational programming, public parks, indoor and outdoor recreation facilities, natural areas, and trails. Renton aims to offer a unique and varied parks and trails system that provides diverse recreational opportunities for all.

### *Natural Areas*

Renton's natural areas provide a critical link between people and the environment that builds a stewardship ethos and attracts residents and businesses to the community.

Renton's natural areas provide important ecosystem services that protect habitat, conserve fragile natural resources, and support community resilience to climate change through carbon sequestration and flood mitigation. Tree canopy also has a modulating effect on urban surface temperatures during hot weather.

Careful management of natural areas aims to balance public access with conservation of natural resources.

### *Parks*

Renton's developed parks offer a wide range of indoor and outdoor recreation facilities supporting community needs for healthy and active lifestyles.

### *Recreation Programming*

Recreation programming connects people, fosters volunteerism, creates safe spaces, and generates long-term partnerships, especially with other major community groups.

The goals and policies in the Comprehensive Plan illustrate the desired future for the community, while giving the Parks and Recreation Department the flexibility needed to achieve these goals.

### *Urban Forest*

Renton's 2022-2023 Urban Forest Management Plan "Rooted in Renton" complements Renton's Parks, Recreation and Natural Areas Plan (2020) with a focus on the City-owned trees in public rights-of-way, natural areas, and parks. The City enjoys nearly 117,000 City street, park, and natural area trees which contributes to a community's' quality of life and softens the hard appearance of landscapes and streetscapes. They provide numerous tangible and intangible benefits such

## Plans Adopted by Reference

- Renton Parks, Recreation and Natural Areas Plan
- Renton Trails and Bicycle Master Plan
- Downtown Civic Core Vision and Action Plan
- Urban Forest Management Plan

as pollution control, energy reduction, stormwater management, wildlife habitat, shade, stress reductions, and enhanced quality of life.

## Goals

Goal PR-A: Create and enhance parks, trails, recreation programs, and natural resource areas to provide opportunities for the community to connect to, participate in, support, and encourage healthy environments and active lifestyles.

Goal PR-B: Support an integrated trails/road network to be a realistic transportation alternative for residents and visitors which contributes to a healthy lifestyle.

Goal PR-C: Prioritize new and upgraded facilities in underserved areas of the community to ensure parks, trails, and open space are within a 10-minute walk of residences and businesses and accessible to all.

Goal PR-D: Partner with residents and other governmental organizations to improve well-being, human health, local economies, and urban forest sustainability to achieve environmental justice.

## Policies

Policy PR-1: Expand parks and recreational opportunities in areas with an identified need, in order to fill gaps in service and keep pace with future growth.

Policy PR-2: Create a connected system of parks, trails, corridors, and natural areas that provide equitable, safe, multi-modal access to recreation opportunities.

Policy PR-3: Cultivate strong, positive partnerships at local and regional levels with public, private, and non-profit organizations to unite community efforts to develop and sustain the park system and trails.

Policy PR-4: Create a distinct identity that celebrates the natural, historic, and culturally diverse character of the Renton community through park and facility design, recreation programming, interpretation, and education.

Policy PR-5: Ensure long-term economic and environmental sustainability in system planning, design, operation, maintenance, and decision-making.

Policy PR-6: Promote healthy and active lifestyles and build community through programs that are inclusive, fun, and responsive to the needs and preferences of Renton's diverse population.

Policy PR-7: Protect, conserve, and enhance Renton's diverse natural resources for the long-term health of ecosystems and for the benefit and enjoyment of future generations.

Policy PR-8: Proactively manage public trees, continue to grow and expand a healthy canopy, maintain public safety, and optimize urban forest benefits.

*Tiffany Park, Source: City of Renton*

# Community Planning

Community Planning is a process that gives a greater voice to the community in the planning and decision-making process. In Community Planning, the City partners with residents, businesses, non-profit organizations, and other stakeholders to take a localized approach to topics addressed in the Comprehensive Plan, such as patterns of land use, design, traffic circulation, and services, and applies them to a specific planning area or neighborhood. Community Planning enhances what the community values and assures sensible growth and development consistent with the Comprehensive Plan.

The City of Renton and its Potential Annexation Areas are comprised of ten distinct communities, each with their own unique districts and neighborhoods. Through the Community Planning process, communities set the vision and goals for their respective areas and identify challenges and opportunities. Community plans also seek to identify local centers where housing, employment, and services are accommodated in a compact urban form, as well as identify opportunities to enhance sense of place and mix of uses through infill development, redevelopment, and reuse of existing buildings.

### Plans Adopted by Reference

- City Center Community Plan
- Benson Hill Community Plan
- Downtown Civic Core Vision and Action Plan
- Rainier / Grady Junction TOD Subarea Plan

## Goals

**Goal CP-A:** Support inclusive community planning in Renton through the Community Planning process to provide residents, businesses, non-profits, and other organizations the opportunity to participate in a partnership with the City to shape the future of their community.

**Goal CP-B:** Through Community Planning, identify goals, priorities, challenges, and visions for Renton's community planning areas, foster and celebrate unique neighborhood characteristics and identities, and prioritize the provision of city services and investment in infrastructure and other improvement projects.

**Goal CP-C:** Ensure community plans implement city and Growth Management Act goals and that there is consistency between the Comprehensive Plan, community plans, and development regulations.

## Policies

**Policy CP-1:** Develop community plans in collaboration with residents, businesses, and other community groups. Prioritize the involvement of underrepresented and historically marginalized communities.

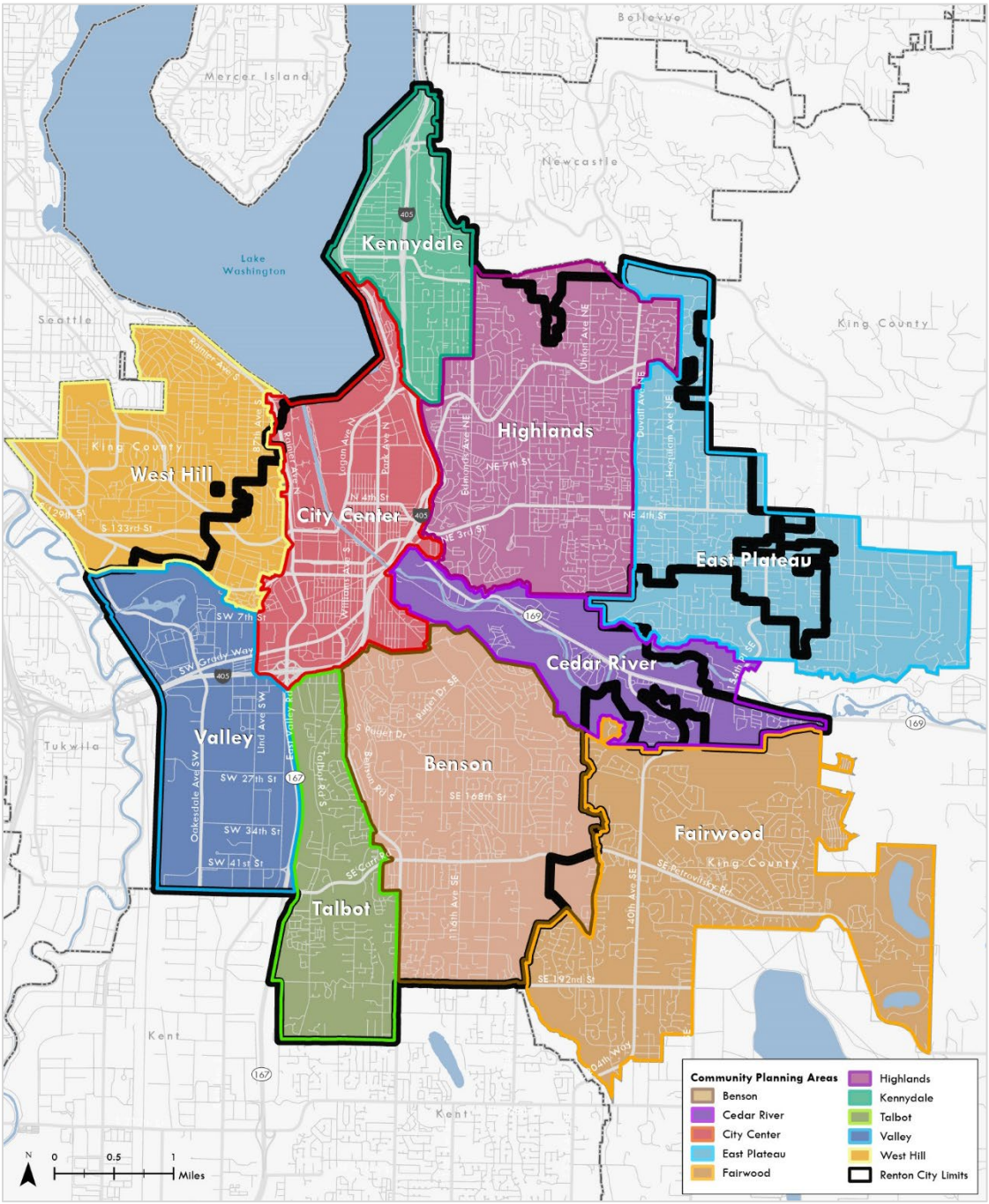
**Policy CP-2:** Engage in ongoing equitable public engagement to ensure development of relevant plans and successful and equitable plan implementation.

**Policy CP-3:** Develop community plans that supplement and refine the goals, objectives, and policies of the Comprehensive Plan within the Community Planning Areas and that make recommendations on land use designations, design standards, and capital improvements within the Community Planning Area.

**Policy CP-4:** Include provisions within community plans for subarea or neighborhood plans for unique districts and neighborhoods that exist within Community Planning Areas. For each Community Planning Area, identify features and characteristics to retain, develop, preserve, enhance, protect, or correct.

**Policy CP-5:** Implement community plans in concert with Community Plan Advisory Boards who make recommendations based on the adopted vision and goals of their community plan regarding the provision of city services and infrastructure investment and other improvement projects.

**Map CP- 1. Renton Community Planning Areas**




Source: City of Renton, 2024

# Utilities

The Utilities Element guides future utility service within Renton's planning area and ensures that adequate utility services will be available to support existing and future development. The Utilities Element goals and policies are designed to promote ecologically sustainable, reliable, and cost-effective utility service while meeting current and future community needs and protecting the natural environment.

## Plans Adopted by Reference

- City of Renton Water System Plan Update
- City of Renton Long Range Wastewater Management Plan
- City of Renton Surface Water Utility System Plan
- King County Comprehensive Solid Waste Management Plan
- Renton Clean Economy Strategy 2.0

## City Managed Utilities

The City of Renton provides water, wastewater, and surface water utility services to both Renton communities, as well as some areas outside city boundaries, located within the Renton water and wastewater service area boundaries. The City contracts with a private hauler for solid waste collection and coordinates with King County to use regional solid waste disposal facilities. Several non-city utility providers (Water and/or Sewer Districts) also operate within Renton, providing water and sewer service for annexed, developed areas within their established water and sewer service area boundaries. Other non-city utilities include power, natural gas, and telecommunications (cable television, internet, wired telephone, and cellular telephone/data services).

Under the Growth Management Act, levels of utility service must support planned land use patterns and growth. The Utilities Element must ensure that adequate levels of utility service are available to serve the growth planned for in the Land Use Element. Based on these adopted growth allocations, functional plans for each utility system must also accommodate projected growth in their respective service areas. A detailed discussion of Renton's utility system capacity and the adopted growth allocations is contained in Appendix C: Land Use Assumptions and Utility Plans.

Major challenges related to the provision of utility services include the following:

- Annexations have created large areas, mostly in southeastern Renton, where water and/or sewer service is provided by non-City providers.
- The City's existing infrastructure for water, wastewater, and surface water utilities requires ongoing rehabilitation and replacement to maintain and increase the useful life of the infrastructure, maintain reliable service, and serve current and future growth.
- Increasing state and federal stormwater regulations from the Western Washington Phase II (WWA Phase II) Municipal Stormwater Permit, issued by the Department of Ecology every five years, will have significant impacts on the Surface Water Utility.
- Increased use of on-site infiltration may affect aquifer recharge and groundwater quality. Newer WWA Phase II requirements may affect

development patterns in Renton and may result in new methods for handling stormwater runoff.

- Extending sewer service to areas within the City's Wastewater Utility service area (inside the city and in the Potential Annexation Areas (PAA)) to support new development, and converting existing properties that are on septic systems to city sewer system, especially properties that have failing septic systems, is challenging both physically and financially, but important for achieving the adopted growth allocations and protecting the environment and public health.
- New and changing federal and state drinking water regulations, related to emerging contaminants of concern, such as polyfluoroalkyl substances (PFAS) and the Lead and Copper Rule, are regulatory challenges for the city Water Utility that are necessary to ensure safe drinking water for existing and future growth.

## Goals

Goal UT-A: Provide an adequate level of public utility service that is sustainable, reliable, and consistent with land use, environmental, and annexation goals and policies.

Goal UT-B: Ensure the long-term protection of the quality and quantity of groundwater resources of the City of Renton in order to maintain a safe and adequate potable water supply.

Goal UT-C: Provide equitable service to all customers.

## Policies

Policy UT-1: All utility services and systems should be consistent with the growth projections and development concepts established in this Comprehensive Plan.

Policy UT-2: Protect the health and safety of Renton residents from environmental hazards associated with utility systems through the proper design, construction, maintenance, operation, and siting of utility facilities.

Policy UT-3: Promote co-location of new utility infrastructure within rights-of-way and utility corridors, and coordinate construction and replacement of utility systems with other public infrastructure projects to minimize construction-related costs and disruptions.

Policy UT-4: Coordinate with adjacent jurisdictions and other service providers within Renton to cooperatively plan for regional growth.

Policy UT-5: Approval of development should be conditioned on the availability of adequate utility service. All new development should be required to pay their fair share of construction costs for necessary utility system improvements.

Policy UT-6: Encourage the use of water and energy conservation technologies to provide utility services in an environmentally responsible and sustainable manner.

Policy UT-7: Non-city utility systems should be constructed in a manner that minimizes negative impacts to existing development and should not interfere with the operation, maintenance, and future replacement of City utilities. City development regulations should not impair the ability of utility providers to adequately serve customers.

Policy UT-8: Encourage the use of new technology to increase the quality and efficiency of utility service and utility system management.

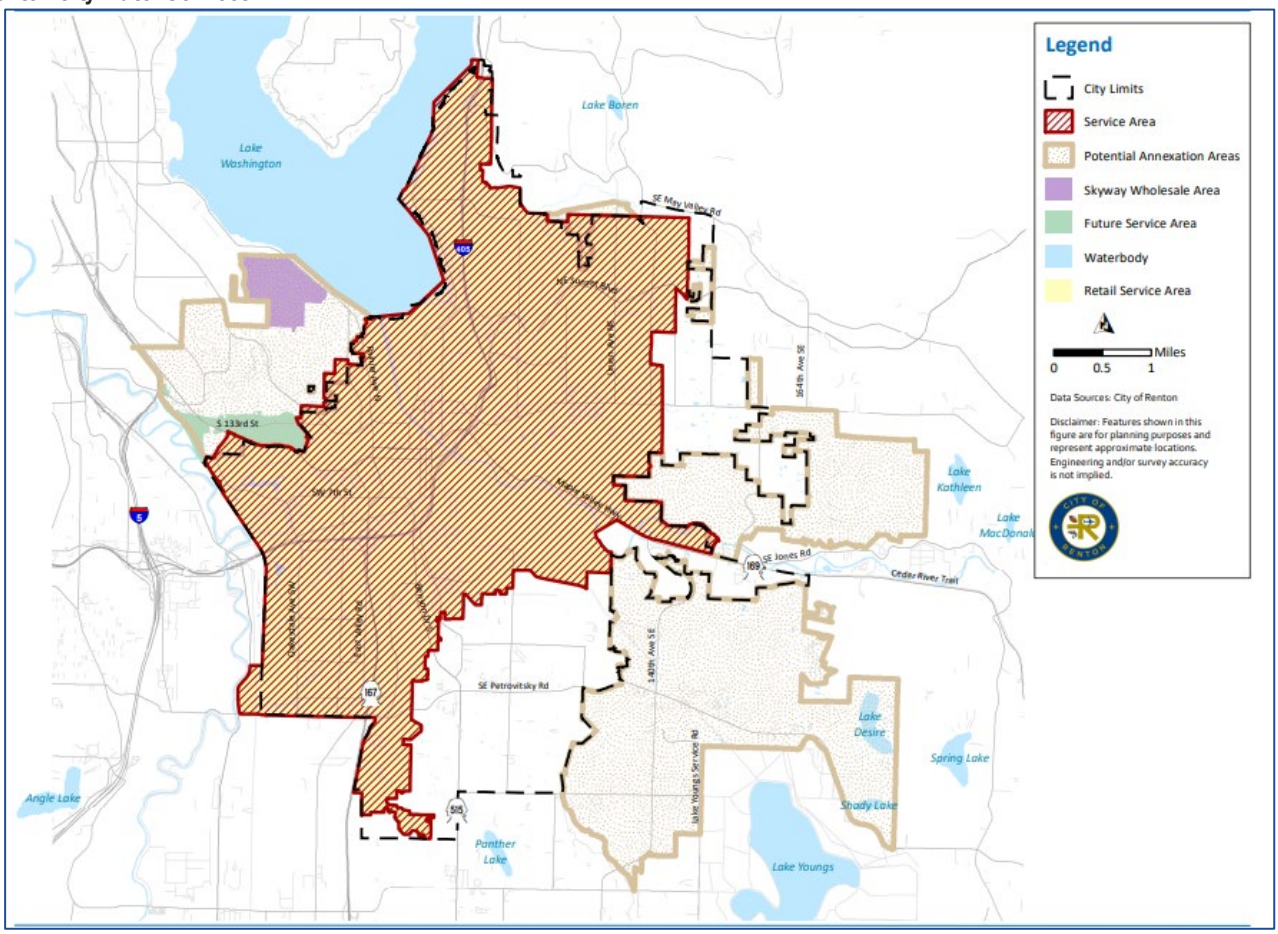
Policy UT-9: Protect, restore, and enhance environmental quality through land use plans, stormwater management action plans, surface water management programs, park master programs, urban forestry programs, transportation planning, and development review, in cooperation with residents, land owners, and public and private agencies.

# City Managed Water

The Renton Water System is a publicly owned water system operated by the City of Renton as a self-supporting enterprise utility. The City of Renton Water System Plan Update (2021) and the provisions of Chapter 246-290 of the Washington Administrative Code (WAC), Group A Public Water Supplies, guide operations and system planning. The City provides water service to an area of approximately 17 square miles, generally coincident with city boundaries, though portions of northeastern and southeastern Renton (East Renton Plateau and Benson Hill) are currently served by other water providers. Map UT 1 shows the boundaries of the City's water service area.

The City's water supply is from a combination of groundwater wells, Springbrook Springs, and a partial water supply contract with Seattle Public Utilities (SPU) to provide water service to Boeing Renton Plant and to meet future water supply demands that exceed the certificated water rights for all of the city's water supply sources. City water sources provide 99.5% of the City's water demand and SPU provides 0.5%. There are also emergency interties with adjacent cities and water districts. The current capacity of the City's active supply wells is 15,350 gallons per minute (gpm), or 22.10 million gallons per day (mgd). Interties with Seattle Public SPU can provide an additional 7,195 gpm (10.36 mgd). The City also maintains two interties with SPU dedicated to supplying water to the Boeing's Renton Plant and an intertie with the Skyway Water and Sewer District, which purchases water wholesale from Renton. The City's water system also includes a network of eleven storage reservoirs,

**Map UT 1. Renton City Water Services**




Sources: Renton, 2021; Carollo, 2021

consisting of underground concrete and steel tanks, above-ground steel tanks, elevated steel tanks and standpipes, and covered concrete-lined surface reservoirs. The overall gross storage volume available is approximately 24.16 million gallons.

Detailed descriptions of the City's supply wells, storage reservoirs, and all interties with other systems are included in the City of Renton Water System Plan Update (2021).

## Goals

Goal UT-D: Provide and maintain a consistent, ample, and safe water supply for current and future service areas through system planning consistent with anticipated development.

Goal UT-E: Protect water supply resources and ensure that groundwater quality is not negatively impacted by development.

## Policies

Policy UT-10: Provide and maintain water supply, infrastructure, and service consistent with projected population and job growth within the City's water service area, as established in the Land Use Element and the Water System Plan.

Policy UT-11: Extend water service within the City's water service area in an orderly manner to serve anticipated growth and development in accordance with the Land Use Element.

Policy UT-12: Monitor water supply sources and withdrawal limits as necessary to comply with state-issued water rights certificates and permits.

Policy UT-13: Maintain and upgrade the water system to deliver adequate water flow and storage for fire protection to all customers and facilities connected to the City water system.

Policy UT-14: Continue water system maintenance and upgrades to ensure water quality that meets or exceeds all health requirements.

Policy UT-15: Coordinate with non-city water providers operating within Renton and neighboring jurisdictions where the City has new road construction or utility improvements.

Policy UT-16: Practice and support sustainable water resource management that achieves a maximum net benefit for all water utility customers and promotes enhancement of the natural environment.

Policy UT-17: Promote voluntary water conservation and coordinate with Seattle Public Utilities to meet regional water conservation goals.

Policy UT-18: Implement the City's Wellhead Protection Plan and Aquifer Protection Program to preserve groundwater quality.

Policy UT-19: Emphasize the use of stormwater management techniques, including Low Impact Development (LID) techniques, to maximize water quality and infiltration where appropriate. Require new developments located near water bodies or generating runoff flowing into waterways to implement LID techniques.

Policy UT-20: Promote the use of interlocal agreements to restrict land use in sensitive aquifer recharge areas to minimize possible sources of pollution, minimize erosion, and to increase infiltration.

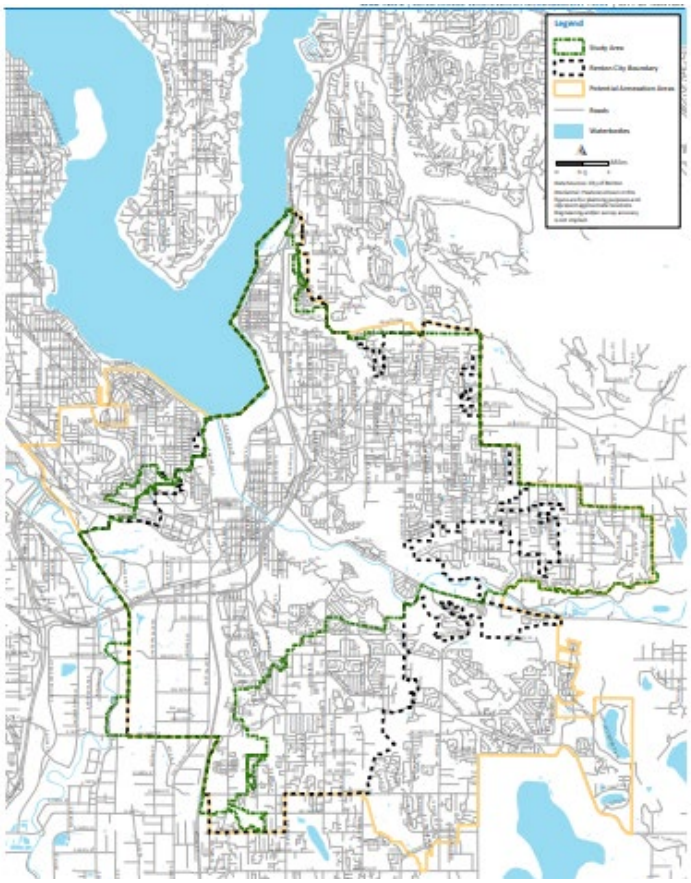
# City Managed Wastewater

The Renton sanitary sewer system is a publicly owned wastewater system operated by the City of Renton as a self-supporting enterprise utility. The City of Renton Long-Range Wastewater Management Plan (2022) guides operations and system planning. The City collects wastewater from a service area of approximately 22.11 square miles, with approximately 3.09 square miles located outside city limits. The primary collection of wastewater is achieved through gravity sewer lines, though the City maintains a series of lift stations and force mains to overcome changes in topography. Collected wastewater is discharged to King County wastewater facilities, where it is ultimately transmitted to the King County South Treatment Reclamation Plant for treatment.

Some areas of the City are served by non-city sewer districts. Map UT 2 shows the boundaries of the City's sewer service area and those of adjacent service providers.

Sewer system capacity depends on several factors, including adequately sized pipes to collect wastewater, properly sloped pipes to allow adequate gravity flow, sufficient capacity of downstream treatment facilities to accept wastewater, and the level of inflow and infiltration into the system. An updated hydraulic computer model of the City's wastewater system was completed in 2019 to evaluate the effects of changes to the sewer system resulting from new development, changes to the existing system, or future population growth. Hydraulic modeling shows there are areas of concern in the wastewater system with areas of surcharging during storm events with high inflow/infiltration. There are even more areas that function well but do not operate within the city's preferred design criteria.

**Map UT 2. City of Renton Sewer Service Area**



Sources: City of Renton, 2022, Carollo, 2022

King County's handling of wastewater flows from the Renton system also contributes to potential capacity issues. During peak flows, King County interceptor lines are sometimes used to store wastewater while the South Treatment Plant is temporarily over-capacity or when flows to the treatment plant need to be limited for other reasons. When these interceptor lines cannot flow freely, they may cause back-ups in connected systems, including Renton. During such conditions, the City system experiences sewer surcharging in low-lying areas.

*Source: City of Renton*

Installed as part of federal programs to provide housing for workers at the Renton Boeing plant, much of Renton's existing sewer infrastructure dates from the 1940s and 1950s. Sewer infrastructure in the Central Business District is older, dating from the 1920s and 1930s. These facilities have reached the end of their useful life, and many need replacing. The Long-Range Wastewater Management Plan establishes a list of recommended capital improvements to the sewer system, ranked in priority order, which includes extensive replacement of wastewater collection pipes, elimination or replacement of lift stations, and rehabilitation or improvement of aging interceptor lines.

A complete list of proposed capital improvements is included in Chapter 8 of the Long-Range Wastewater Management Plan.

Inflow and infiltration result from groundwater entering the sewer system through leaking pipe joints, cracks, structural defects in the sewer system, and illegal connections. While some level of Inflow/Infiltration (I/I) is unavoidable, excessive volumes can strain the system, taking up valuable conveyance and treatment capacity with relatively clean water.

Renton participates in King County's regional I/I management program by implementing I/I reduction techniques, such as minimizing vent holes, sealing manholes in wet areas, and conducting video inspections of sewer lines to check for leaks. Older sewer infrastructure is more susceptible to I/I, and the City has identified priority areas for investigation and replacement. The Long-Range Wastewater Management Plan provides a complete discussion of the City's I/I monitoring efforts.

## Goals

**Goal UT-F:** Ensure the availability of an adequate level of sanitary sewer service through system planning that is consistent with land use, environmental protection, and annexation goals and policies.

**Goal UT-G:** Provide and maintain a sanitary sewer collection system that is consistent with the public health and water quality objectives of the State of Washington and the City of Renton.

## Policies

**Policy UT-21:** Sewer facilities and services should be consistent with the growth and development concepts

expressed in the Land Use Element. Extension of sewer service should be coordinated with expected growth and development.

**Policy UT-22:** All new development in the wastewater utility service area are required to connect to the sanitary sewer system, except properties that have adequate soils, are greater than 200 feet from an existing main, are outside of the city's Aquifer Protection Areas, and are zoned for low density residential development on lots of sufficient size to support on-site septic systems.

**Policy UT-23:** Projected sewage flows should guide the wastewater Capital Improvement Program (CIP). The CIP should be updated as land use plans and policies are revised.

**Policy UT-24:** Coordinate with non-City sewer providers operating within Renton and neighboring jurisdictions where the City has extended sewer service to accommodate road construction and other public works projects.

**Policy UT-25:** Timely and orderly extension of the sewer system should be provided within the City's service areas to meet public health requirements.

**Policy UT-26:** Coordinate with King County to reduce surcharging conditions that may cause wastewater overflows and protect surface and groundwater quality for Renton.

**Policy UT-27:** Coordinate with King County regarding Inflow/Infiltration reduction initiatives, system improvements, and interconnections between city and county sewer infrastructure.

# City Managed Surface Water

Renton's surface water system consists of natural streams, rivers, wetlands, and lakes and constructed systems that manage drainage, provide flood risk reduction, and protect surface water quality. Surface water management is important to meet social, economic, and ecological needs including flood risk reduction, erosion control, water supply, groundwater recharge, fish and wildlife habitat, and recreation.

Impervious surfaces in an urban, growing community such as Renton can affect surface and groundwater quality through stormwater runoff containing pollutants from roads, parking lots, and landscaping. Impervious surfaces can also decrease groundwater recharge and increase the quantity of peak flows of runoff, causing stream channel scouring, sedimentation, and loss of habitat.

Renton's existing surface water drainage system is generally considered to meet capacity requirements under frequent rain events (less than 50% annual chance event). However, in some areas of the City, the system is inadequate during large, infrequent storm events. In more developed areas within the Lower Cedar River and Lake Washington East Basins, problems include flooding and ponding caused by inadequately sized pipes, ditches, and detention facilities. In other areas such as the Black River Basin, loss of wetlands and fish passage are concerns, as well as, development occurring within the watershed, both inside and outside the City.

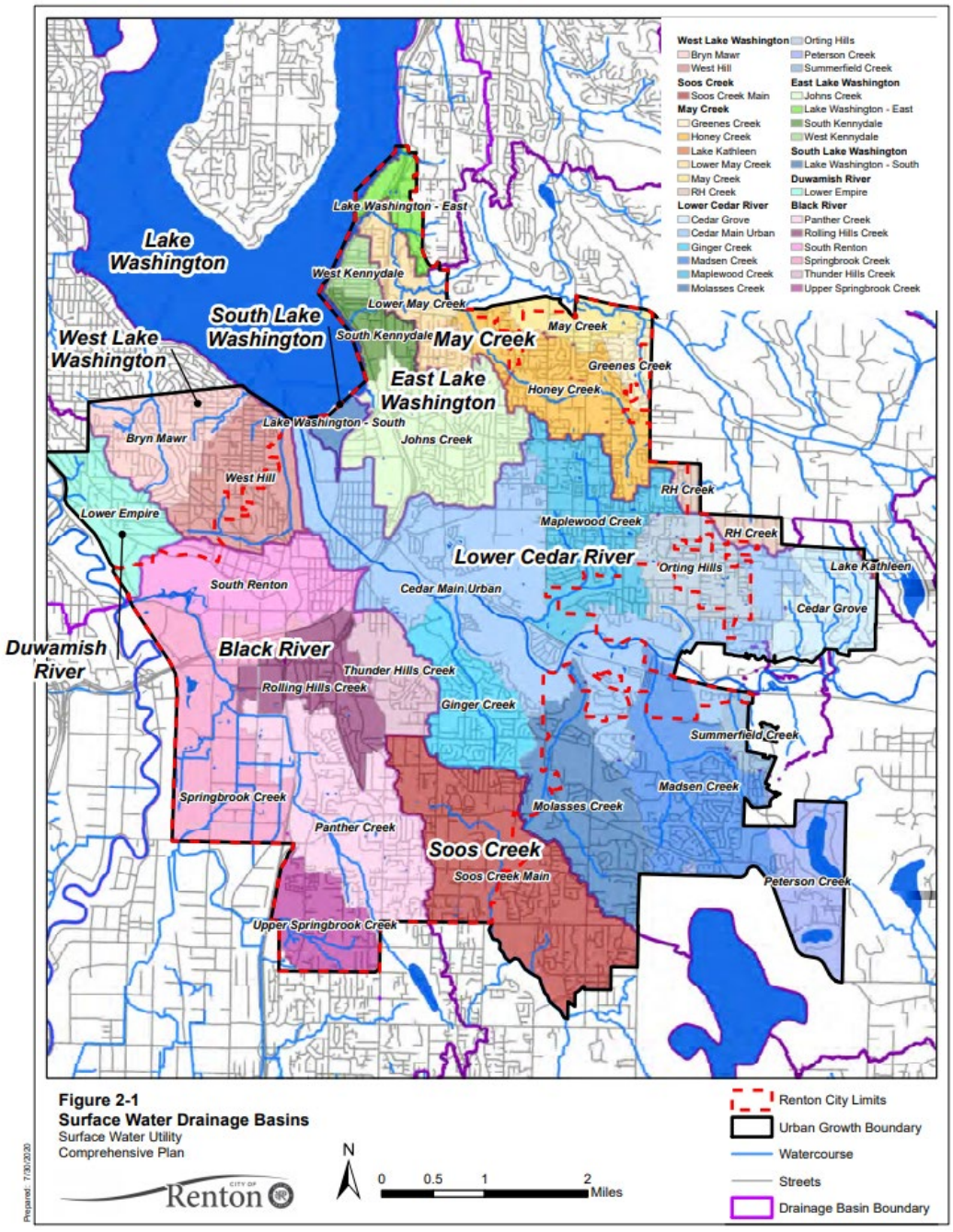
In areas where redevelopment is likely, such as the Renton Urban Center, Sunset Area, and other centers, redeveloped properties are required to provide water quality treatment if the redevelopment area exceeds thresholds identified in the Renton Surface Water Design Manual. Adding treatment facilities would improve water quality in receiving waterbodies compared to predevelopment conditions.

Additionally, as new development and redevelopment occur, Low Impact Development (LID) practices are implemented to conserve native soils and vegetation, protect hydrologic processes (e.g., infiltration), and reduce and treat overland stormwater flow to more closely match native forest or prairie conditions. Selected examples of LID techniques include bioretention planters, rain gardens, and permeable sidewalks. LID works to provide

water quality treatment, increase groundwater recharge, and reduce stormwater flow.

Renton's Surface Water Utility manages stormwater and surface water in Renton's city limits, which has grown from about 17 square miles in 2000 to 24 square miles in 2020. Map UT 3. Renton's Surface Water Utility Service Area illustrates the Surface Water Utility service area and its component drainage basins.

**Map UT 3. Renton's Surface Water Utility Service Area**




Source: City of Renton, 2021; Osborn Consulting Incorporated

The Surface Water Utility develops policies, basin plans, and development design standards and completes capital improvement projects to maintain and restore the quality of Renton's lakes and rivers, improve drainage, and reduce flood hazards. It coordinates with the Federal Emergency Management Agency regarding flood hazard management. The Utility also coordinates with multiple state, county, and city agencies to conduct watershed planning for the Green River/Duwamish and Cedar River/Lake Washington Watersheds.

The City operates a storm system maintenance program that includes cleaning catch basins, pipes and other facilities, along with a street vacuum sweeping program. The maintenance programs remove sediment and pollutants from City-owned and operated storm systems and streets, which reduces flooding and non-point source pollution from being discharged into water bodies.

Renton's Surface Water Utility also provides public education on how residents and businesses can help minimize impacts to surface waters such as by using natural lawn care and avoiding discharges or spills entering drains or waterways. As the City redevelops and annexes territory, greater demand is placed on the Utility to keep providing planning, regulatory oversight, capital project implementation, and maintenance services.

The Surface Water Utility is responsible for meeting federal and state stormwater requirements. A significant effort for the Utility is compliance with the National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit. This permit requires the Utility to control discharge of pollutants to protect surface water and to develop and implement a stormwater management program addressing:

- Stormwater planning
- Public education and outreach
- Public involvement and participation
- Storm system mapping and documentation
- Illicit Discharge Detection and Elimination (IDDE)
- Controlling runoff from new development, redevelopment, and construction sites
- Pollution prevention and good housekeeping for municipal operations and maintenance
- Post construction stormwater management for new development & redevelopment, including LID
- Monitoring
- Ensuring implementation of source control best management practices by businesses
- Annual reporting and record keeping of compliance with NPDES permit requirement.

Approximately 82 percent of Renton's water is supplied by the Cedar Valley Aquifer, with the rest coming from Springbrook Springs. As Renton's primary water source, the Cedar Valley Aquifer has been designated a "sole source" by the U.S. Environmental Protection Agency; no federal financial assistance can be given to a project which might contaminate the aquifer. The City has identified Aquifer Protection Area (APA) zones. Development projects located in either Zone 1, Zone 1 Modified, or Zone 2 are required to pass additional review to ensure the projects do not produce water quantity and/or quality impacts that may affect the aquifer. Areas of particular concern include areas subject to vehicular traffic or the storage of chemicals. In some areas, infiltration systems are not allowed and could increase runoff, requiring new facilities to be larger. If future NPDES Phase II Municipal Stormwater Permit requirements result in changes to quality or quantity of runoff and infiltration, the City's aquifer protection regulations could require review and amendments.

## Goals

Goal UT-H: Provide and maintain surface water management systems to minimize impacts of land use and storm water runoff on natural systems, fish and wildlife habitat, water supply, public health, and safety.

Goal UT-I: Implement a stormwater management program that optimizes Renton's water resources, maintains and restores the quality of Renton's waterbodies, improves drainage, protects fish and wildlife habitat, reduces flood hazards to protect people and property, and promotes low impact development that combines engineering with the preservation of natural systems.

Goal UT-J: Preserve and protect fish and wildlife habitat, riparian corridors, and wetlands to preserve stormwater filtration, retention, and recharge benefits of these ecosystems.

Goal UT-K: Protect the natural functions of 100-year floodplains and floodways to prevent threats to life, property, and public safety associated with flood hazards.

Goal UT-L: Increase City participation in resolution of regional surface water and ecological issues that may impact Renton.

## Policies

Policy UT-28: Design storm drainage systems to minimize potential erosion and sedimentation problems, and to preserve natural drainage, watercourses, and ravines.

Policy UT-29: Control runoff from new development, redevelopment, and construction sites through the implementation of development design standards and require construction techniques that maintain and improve storm water quality and manage stormwater flow.

Policy UT-30: Reduce impervious surfaces, promote natural and distributed stormwater techniques, and incorporate native and naturalized vegetation through low impact development regulations appropriate to an urban environment.

Policy UT-31: Maintain, protect, and enhance natural drainage systems and natural surface water storage sites to protect water quality, reduce public costs, and prevent environmental degradation.

Policy UT-32: Protect surface and groundwater resources from pollutants entering the storm drainage system.

Policy UT-33: Manage water resources for multiple uses including recreation, fish and wildlife, flood protection, erosion control, water supply, and open space.

Policy UT-34: Naturalize degraded channels, streams, creeks, and banks through public programs and new development.

Policy UT-35: Prohibit filling, culverting, and piping of natural watercourses that are classified as streams, except as needed for a public works project where no other option is feasible, and mitigation is provided to replace lost functions.

Policy UT-36: Promote the return of precipitation to the soil at natural rates, when feasible, through development design that minimizes impervious surface coverage and maximizes infiltration, through the exposure of natural surfaces, tree retention, and the use of LID techniques (such as flow dispersion, bioretention facilities, and permeable pavements).

Policy UT-37: Protect wetlands and buffers along wetlands, streams, rivers, and other water bodies to facilitate infiltration and maintain stable water temperatures, provide for biological diversity, reduce amount and velocity of run-off, and provide for fish and wildlife habitat.

Policy UT-38: Ensure water level fluctuations in wetlands used as part of storm water detention systems reflect fluctuations under natural conditions.

Policy UT-39: Minimize erosion and sedimentation by requiring appropriate construction techniques and resource practices.

**Policy UT-40:** Prohibit discharges of pollutants such as hazardous chemicals, insecticides, pesticides, and other hazardous wastes to surface waters.

**Policy UT-41:** Encourage sustainable design techniques in public and private development, through LID and other sustainable development methods.

**Policy UT-42:** Prohibit development of permanent structures within floodways and manage development within the 100-year floodplain. Where development is permitted in the floodplain, ensure compliance with the National Flood Insurance Program and other applicable regulations.

**Policy UT-43:** Emphasize non-structural methods in planning for flood prevention and damage reduction.

**Policy UT-44:** Continue to maintain levees and floodwalls constructed by the Army Corps of Engineers as part of the Lower Cedar River Flood Hazard Reduction Project and perform periodic maintenance dredging to protect the Renton Municipal Airport, other essential public facilities, and industrial and residential land use areas in the urban center.

**Policy UT-45:** Participate in regional efforts to improve fish habitat and water quality that also contribute to the recovery of Endangered Species Act listed salmon in Water Resource Inventory Area (WRIA) 8 and WRIA 9, which include May Creek, Cedar River, and Green River Basins.

**Policy UT-46:** Participate in the King County Flood Control District regional efforts to implement flood hazard reduction projects and programs on the major river basins in King County, including the Green River and Cedar River basins.

**Policy UT-47:** Coordinate with adjacent cities, counties, state, and federal agencies in the development and implementation of the NPDES Phase II Municipal Stormwater Permit, flood hazard management plans, and storm and surface water management programs.

**Policy UT-48:** Develop policies, design standards, basin plans, and capital projects to provide high quality surface water utility services.

**Policy UT-49:** Establish regulatory standards that promote sustainably developed public and private projects, including standards for site design and layout, construction, and on-going maintenance and operation.

**Policy UT-50:** Continue to assume maintenance of stormwater facilities in subdivisions that manage runoff from public streets.

**Policy UT-51:** Continue to implement a program to detect and remove illicit connections and contaminated discharges and implement a Source Control Program that requires use of best management practices by businesses with the potential to pollute stormwater.

**Policy UT-52:** Continue to implement public education and outreach activities to inform residents, businesses, and developers about ways they can prevent stormwater pollution. When possible, provide materials in the most common languages in Renton.

# City Managed Solid Waste

The City of Renton manages solid waste collection and maintains an interlocal agreement with King County for disposal of garbage. This interlocal agreement authorizes King County to include Renton in its Comprehensive Solid Waste Management Plan. Renton's Solid Waste Utility administers the City's garbage, recycling, and yard/food waste collection for all residents and businesses through a contract with a private purveyor. The City's Solid Waste Utility also develops and manages waste reduction programs, litter collection, hazardous waste education, and special recycling collection events.

Residential garbage and recycling are collected every other week and food/yard waste is collected weekly. Commercial and multifamily waste is collected weekly.

About 60% of Renton's garbage is brought to King County's Renton Transfer Station located in the Renton Highlands, but King County is planning on phasing out this site and is expected to close to all garbage collection around 2027. The remaining garbage is taken to King County's Bow Lake Recycling and Transfer Station in Tukwila. Residents also use these facilities for self-hauling waste. Also within city limits are two construction, demolition, and land clearing (CDL) transfer stations: one in northwest Renton managed by Republic Services and one in central Renton managed by DTG. Under contracts with King County, these facilities accept construction, demolition, and land clearing waste from waste hauling companies and businesses.

All garbage produced in Renton is brought to the King County Solid Waste Division's Cedar Hills Regional Landfill, located about three miles southeast of Renton city limits. Each year, Renton residents and businesses contribute approximately 45,000 tons of garbage to the Cedar Hills Regional Landfill, or about 6 percent of the landfill's annual tonnage. The landfill has been receiving waste since 1965 and is nearing its capacity, so the King County Solid Waste Division is analyzing long-term waste disposal options for when the landfill closes.

All recyclables collected by the City's contracted waste hauler from residents and commercial customers are brought to a materials recovery facility, while all food/yard waste collected by the City's contracted waste hauler from detached and duplex residences is taken to Cedar Grove composting facility, also located approximately three miles southeast of Renton city limits. The Cedar Grove's composting facility has a yearly capacity of 250,000 tons of organic material. Renton annually contributes approximately 14,500 tons of organic waste to the facility.

At this time, the capacities of the King County's transfer stations, the Cedar Hills Regional Landfill, the contracted waste hauler's material recovery facility, and Cedar Grove's composting facility are sufficient to meet the City's needs.

The King County Solid Waste Division serves unincorporated King County and 37 of King County's 39 cities, including Renton. The Division manages a complex network of collections, transportation, and processing for garbage, recyclables, yard/food waste, and construction and demolition debris. The services and infrastructure of the public and private sectors are included in the County's integrated network to establish long-term capacity for managing solid waste in the County.

## Goals

**Goal UT-M:** Provide a responsible, comprehensive solid waste management program that provides cost-effective, environmentally sensitive service to the community.

**Goal UT-N:** Promote waste diversion from landfill by promoting sustainable consumption and reducing waste generation through extension of the lifecycle of materials, reducing new consumption, and improving city-wide recycling and composting.

## Policies

**Policy UT-53:** Promote sustainable consumption and reduce waste generation through public education programs, incentive programs, and mandates.

**Policy UT-54:** Work with the King County Solid Waste Division to plan for regional solid waste collection and disposal, including siting of facilities.

**Policy UT-55:** Coordinate with King County's Hazardous Waste Management Program to reduce toxic material exposure, promote using safer alternatives to hazardous products, and provide convenient opportunities for workers and residents to properly dispose of hazardous materials.

**Policy UT-56:** Administer the City's contracts with private waste haulers to ensure safe and dependable solid waste collection that minimizes the potential for land, air, and water contamination from solid waste collection.

**Policy UT-57:** Formalize and implement the Sustainable Materials Management Plan and implement key

measures. Update the plan on a regular cadence for it to remain relevant and for the City to be eligible for local, state, and federal grant funding.

# Non-City Managed Utilities

Non-City managed utilities operating within Renton conduct their own planning processes and maintain their own systems with limited involvement from the City. Expansion of these systems is often driven by consumer demand and not solely on regional growth forecasts, though those are considered. This section provides an overview of the major non-City utility providers offering service within Renton, as well as policies to ensure effective coordination between activities related to non-City and City utility upgrades, management, and maintenance.

# Non-City Managed Water

While the majority of Renton is served by the City's publicly owned water system, portions of northeastern and southeastern Renton (East Renton Plateau and Benson Hill) are currently served by other water providers; the two largest are Soos Creek Water & Sewer District and King County Water District #90.

### *Soos Creek Water & Sewer District*

Soos Creek Water & Sewer District is a municipal corporation of King County that operates across multiple incorporated cities and unincorporated King County. Its retail water service area covers approximately 16 square miles (with the majority located within the Cities of Renton and Kent) and serves more than 28,100 equivalent residential units (ERUs).

While only two pump stations and one reservoir are located within Renton city limits, Renton residents are served by the broader system that utilizes the District's entire infrastructure. In 1997, the City of Renton and Soos Creek signed an interlocal agreement for the establishment of water and sewer service area boundaries. In 2004, an addendum to the agreement included a transfer of facilities and a re-establishment of service boundaries.

Soos Creek's water supply is provided exclusively by Seattle Public Utilities (SPU) via a 60-year contract that expires in 2062. The District's capital facility plan identifies improvements to be built over the next 20 years, including short and long term projects aimed at improving the District's existing system to meet its policies and criteria and respond to projected growth. This is revised during its comprehensive planning process. The types of projects planned include supply and source projects, pressure zone projects, storage facility projects, intertie projects, and distribution and transmission projects.

### *King County Water District #90*

King County Water District #90 is a special purpose district located in the Renton Highlands area of unincorporated King County, directly east of and adjacent to the City of Renton. It serves fewer than 8,180 direct service connections, a population of about 20,000 residents, in a service area of approximately 15 square miles (9,770 acres). Because it provides water service to some areas inside the City of Renton, the District maintains an interlocal agreement that details the conditions of the District's operations, infrastructure, and service within the City. It also designates the City of Renton as an emergency supply of water should the District lose its single connection with Seattle Public Utilities (SPU). SPU currently supplies 85% of the District's water. The District provides the other 15% of its water supply from a groundwater well and treatment facility located off Jones Road that it operates and maintains. In total, the District's water supply capacity is 3,450 gpm.

The emergency supply from the City has a maximum rate of 500 gpm.

The District's Capital Improvement Plan presents recommended improvements over a 20-year period. It addresses construction of new facilities and upgrades to existing facilities to increase resiliency and reliability. Along with replacing one mile of water main per year on average, the District is upgrading three pump stations to improve earthquake resiliency. Additionally, the District was awarded a grant to install a vault at Pump Station #1 to house a new emergency intertie with the City of Renton by 2026.

## Goals

Goal UT-0: Ensure that water service from non-City providers is available to support development that is consistent with city land use plans and policies, as well as the policies of the service provider.

## Policies

Policy UT-58: Coordinate with non-City water providers to ensure that they have adequate capacity to serve planned development within the City of Renton and Renton's PAA.

Policy UT-59: Collaborate with non-City water providers to identify opportunities for joint projects to minimize potential impacts to residents and the environment.

Policy UT-60: Coordinate with non-City water providers to ensure that all water systems operating in Renton have access to sufficient emergency water flow for fire protection.

Policy UT-61: Require applicants to provide a certificate of water availability stating that sufficient water supply is available to meet both regular and fire flow requirements before issuing building permits to new development in areas not served by the City of Renton Water Utility.

# Non-City Managed Wastewater

While most of Renton is served by the City Wastewater Utility, portions of the City are served by other wastewater providers, most notably in areas of southeastern Renton annexed in 2008. The largest non-City provider of sewer service is Soos Creek Water & Sewer District.

Soos Creek is a municipal corporation of King County that operates across multiple incorporated cities and unincorporated King County. The District provides sewer service to more than 110,000 customers within its 35-square-mile service area. The primary collection of wastewater is through gravity mains and trunks that drain to interceptors or lift stations. Wastewater leaves the District at 19 locations, with three discharge connections to the City of Renton. Collected wastewater is treated at King County's South Plant treatment facility in Renton.

The District's 2014 Sewer Comprehensive Plan utilizes hydraulic modeling, forecasted population growth, and a range of assumptions to prepare existing, 10-year, 20-year, and ultimate build-out scenario analyses that identify potential deficiencies within the system. These analyses identified relatively few capacity deficiencies in the portion of the District's Renton service area. The District is currently updating its Sewer Comprehensive Plan that will review previous projects and deficiencies, and address any new concerns based on current growth forecasts.

Based on the system analyses in the 2014 Sewer Comprehensive Plan a range of necessary improvements have been identified to meet the District's future sewerage needs. Improvements have been classified as either short-term (within the next 10 years) or long-term (within the next 20 years) and fall under one of two categories: pipe replacements/upgrades or lift station replacement/upgrades. Additionally, the District reviews and updates, on an annual basis, a Capital Improvement

Plan. Funding is allocated to conduct general facilities upgrades and maintenance.

## Goals

Goal UT-P: Ensure that sewer service from non-City providers is available to support development that is consistent with City land use plans and policies, as well as the policies of the service provider.

## Policies

Policy UT-62: Coordinate with non-City sewer providers to ensure that they have adequate capacity to serve planned development within the City of Renton.

Policy UT-63: Collaborate with non-City sewer providers to identify opportunities for joint projects to minimize potential impacts to residents and the environment.

Policy UT-64: Ensure that wastewater flows from areas served by non-City providers do not create capacity deficiencies where non-City sewer lines discharge to the City of Renton system.

Policy UT-65: Require applicants to provide a certificate of sewer availability stating that sufficient capacity is available to meet both regular and peak demand, before issuing building permits to new development in areas not served by the City of Renton Wastewater Utility.

# Energy

Renton is committed to reducing greenhouse gas (GHG) emissions, enhancing environmental sustainability, and preparing for climate change, while meeting the service demands for today and the demands brought by planned growth.

In 2019, roughly 55% of Renton's communitywide emissions are associated with energy. Renton's Clean Economy Strategy 2.0 establishes a collective vision of net zero emissions and community resilience in the face of climate impacts.

## Electricity

Electricity is distributed in Renton by three purveyors, which are part of an integrated transmission grid that connects production and consumption locations across the Pacific Northwest. Bonneville Power Administration (BPA), the regional administrative entity of the U.S. Department of Energy, operates major transmission lines that transmit power from generation facilities to retailers across the state, who then sell power to local customers. Most electricity customers in Renton are served by Puget Sound Energy (PSE), while Seattle City Light (SCL) provides power to the Bryn Mawr and Skyway areas, including some customers within current Renton city limits.

The electric transmission grid consists of high-voltage transmission lines (115 kilovolts (kV) or above) and distribution lines (55 kV and lower). Distribution substations transform high-voltage current into lower voltages suitable for distribution on local lines. Local transformers further reduce voltage to levels suitable for use by customers.

### *Bonneville Power Administration Facilities*

BPA Transmission lines at voltages of 500 kV, 345 kV, and 230 kV enter the Renton Planning Area from the east and south, terminating at the Maple Valley Substation in southeastern Renton. The Maple Valley Substation provides power to Puget Sound Energy's adjacent Talbot Hill Substation, which distributes electricity to local PSE customers.

### *Puget Sound Energy Facilities*

As the primary electricity retailer in Renton, PSE maintains a variety of transmission lines, distribution lines, and substations in the area for provision of power to local customers. Locally, PSE distributes power from its Talbot Hill Substation, located adjacent to BPA's Maple Valley Substation in southeastern Renton.

### *Seattle City Light Facilities*

Seattle City Light maintains distribution lines and two minor distribution substations in a small portion of the Renton Planning Area. Power is provided to these substations by Seattle's Creston distribution substation, located outside Renton's planning area.

## Natural Gas

Natural gas service in Renton is provided by Puget Sound Energy under a franchise agreement with the City. The gas distribution system consists of a network of pressurized mains and distribution lines that convey natural gas throughout PSE's service area. PSE receives natural gas from the Northwest Pipeline Corporation, which operates large, interstate natural gas pipelines. Two pipelines cross Renton city limits and associated potential annexation areas and terminate at the South Seattle Gate Station. PSE mains extend from the gate station, distributing the gas to pressure regulators and smaller lines, which provide natural gas to customers.

Natural gas system capacity is primarily a function of the volume of gas flowing from the Northwest Pipeline Corporation pipelines, and demand fluctuates based on power consumption. Natural gas is used primarily as fuel for home heating and cooling so demand is highest during very cold or very warm weather. PSE maintains storage tanks that provide a reserve for periods of high demand. In the event of supply shortfalls from extreme demand, residential customers are granted first priority for service.

Population growth within PSE's service area may increase demand for natural gas. Puget Sound Energy conducts ongoing system planning to ensure an adequate supply is available to customers. PSE plans include improvements to regional infrastructure, including the South Seattle Gate Station, and construction of additional high-pressure mains. Precise timing and location of infrastructure improvements will be determined based on right-of-way permitting, environmental analysis, and coordination with the City of Renton.

## Goals

**Goal UT-Q:** Promote the availability of safe, adequate, reliable and efficient service within the City and its planning area, consistent with the regulatory obligation of the utility to serve customers.

**Goal UT-R:** Promote the safe transport and delivery of natural gas and other fuels.

**Goal UT-S:** Ensure access to clean and reliable energy sources, expand renewable energy sources, support efficient building standards, and create a more climate-resilient grid.

## Policies

**Policy UT-66:** Coordinate with local and regional energy providers to ensure the siting and location of transmission and distribution facilities is accomplished in a manner that minimizes adverse impacts on the environment and adjacent land uses and equitably distributes the benefits and burdens of new utility infrastructure.

**Policy UT-67:** Encourage energy purveyors to make facility improvements and additions within existing utility corridors wherever possible.

**Policy UT-68:** Require coordination of underground utility infrastructure installation with the City of Renton Public Works Department to prevent damage or conflict with existing utility lines.

**Policy UT-69:** Coordinate with local and regional energy purveyors for the siting of transmission and distribution infrastructure within the Renton city limits and associated potential annexation areas.

**Policy UT-70:** Support voluntary energy conservation and efficiency programs.

**Policy UT-71:** Support the transition to clean, affordable, and reliable energy sources and expansion of distribution infrastructure, provided such facilities are consistent with development assumptions in the Land Use Element of the Comprehensive Plan.

Policy UT-72: Support the development of residential and small business renewable energy systems and community solar projects that benefit all residents, particularly communities of color, low-income populations, and members of limited English-speaking communities through leveraging incentives by federal, state, and other programs, and conducting community outreach. Evaluate community solar projects and partnership opportunities such as with Puget Sound Energy (PSE).

# Telecommunications

## Telephone

### Discussion

Conventional telephone service in Renton is provided by CenturyLink (formerly Qwest Communications). CenturyLink also provides broadband internet service and satellite television service through DirecTV.

Digital phone service is also provided by Comcast in conjunction with their cable television and internet services.

Conventional telephone facilities consist of switching stations, trunk lines, and distribution lines located throughout Renton. Switching stations direct calls from one line exchange to another, trunk lines connect switching stations to one another, and distribution lines provide phone connections to individual customers.

The capacity of conventional telephone switching stations is determined by the type of switch employed. Use of modern digital switches increase switch capacity to accommodate growth. Regulations governing telecommunications service require that telephone purveyors provide adequate service on demand. CenturyLink installs new lines and upgrades facilities as required to accommodate customer demand.

Cellular phone and data service providers are licensed by the Federal Communication Commission (FCC) for a particular band of radio frequencies. Major nationwide cellular service providers operating in Renton include AT&T, Verizon Wireless, and T-Mobile.

Cellular telephone systems consist of a series of wireless antennae, each located at the center of a single "cell" of the overall system. The cellular transmitters themselves are generally located where topography and features of the built environment will optimize signal quality, such as existing broadcast communication towers, water towers, high-rise buildings, or vacant open land.

The significant growth in wireless phone and data usage over the past few years is anticipated to continue, placing additional demand on existing cellular networks. The capacity of a cellular transmission cell is limited by the number of radio frequencies available for use; the carrier's FCC license defines what frequency spectrum is allowed. To increase system capacity, carriers often install additional transmitters, thereby creating multiple smaller cells that cover less area than the original, larger cell and serve fewer customers each, increasing overall system capacity.

## Cable and Satellite Television

### Discussion

Comcast provides cable television service in Renton and DirecTV provides satellite television service through an agreement with CenturyLink, allowing customers to bundle their phone, internet, and television services. Satellite television is also available from Dish Network.

Cable television facilities include broadcast receivers, a headend, a trunk system, and a feeder system. After receiving and processing broadcast signals, the trunk and feeder system distribute television signals to individual customers. Cable trunk and feeder lines generally follow existing street rights-of-way.

Satellite television facilities generally consist only of receiver dishes installed at individual customer locations, which receive signal directly from orbiting communications satellites. While uplink transmitters are necessary at the origin of the broadcast, no additional

local infrastructure is needed to receive satellite television signal.

Because Comcast currently holds the cable television franchise for the City of Renton, the company must continue to make cable television service available upon request. Comcast offers telecommunications service over a large portion of western Washington and reviews population growth as part of its ongoing system planning operations.

Satellite television services are provided in response to customer requests. Capacity planning occurs at a regional or national scale due to the substantial investment required to use communications satellites.

## Internet

### Discussion

Broadband internet service is provided in Renton by a variety of private providers; the two largest are Comcast and Lumen, who provide internet services in addition to phone and television.

Wireless internet home service through 5G networks is offered by T-Mobile and Verizon in some areas of the City and is anticipated to grow over time.

Internet service is provided via cable television infrastructure, telephone lines, or wirelessly.

Internet service is not considered an essential public utility for health and safety but is a critical component of opportunity. Internet access at reliable and sufficient speeds is necessary for broad economic vitality and equitable access to information, goods and services, and opportunities for social connection. For these reasons, King County County-wide policies emphasize planning for the equitable provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access to businesses, and to households of all income levels, with a focus on underserved areas. Individual providers conduct system planning in response to population growth and increased demands for service.

## Goals

**Goal UT-T:** Promote the timely and orderly expansion of all forms of telecommunications service within the City and its planning area.

**Goal UT-U:** Promote equitable access to telecommunication.

## Policies

**Policy UT-73:** Require the siting and location of telecommunications facilities be accomplished in a manner that minimizes adverse impacts on the environment and equitably distributes the benefits and burdens of new utility infrastructure.

**Policy UT-74:** Require wireless communication structures and towers to be designed and sited to minimize aesthetic impacts and to be co-located on existing structures and towers wherever possible.

**Policy UT-75:** Encourage healthy competition among telecommunication service providers in the City to promote high-quality, cost-effective service for Renton users.

**Policy UT-76:** Require underground telecommunication infrastructure installation to be coordinated with the City of Renton Public Works Department to prevent damage or conflict with existing utility lines.

**Policy UT-77:** Plan for the provision of telecommunication infrastructure and affordable, convenient, and reliable broadband internet access for residents and businesses, with a focus on underserved areas.

**Policy UT-78:** Expand Wi-Fi at community centers.

# Capital Facilities

The City of Renton provides facilities and services for Renton's residents and businesses to create a functional, safe, and efficient environment. City-owned capital facilities include infrastructure, property, and services such as police protection, parks, streets, water and sanitary sewer service, and storm drainage service.

The Capital Facilities Element of the Comprehensive Plan consists of this 20-year Element and the Capital Investment Program (CIP).

The Capital Facilities Element contains goals and policies related to capital facilities that are consistent with other elements of the Comprehensive Plan, including the Utilities, Land Use, Transportation, and Parks, Recreation, Natural Areas, and Trails Elements. Analyses and policies presented in the other elements help inform this Capital Facilities Element. Capital facilities belonging to privately owned utilities serving Renton are addressed in the Utilities Element.

The CIP is a 6-year plan that inventories existing and proposed capital facilities, forecasts future needs, identifies deficiencies and necessary improvements, and provides a financing plan. The CIP is supplemented by the most current adopted City Budget and city functional plans prepared by city departments and other service providers.

## Goals

**Goal CF-A:** Establish policies that enable the development and implementation of the Capital Investment Program in order to provide high-quality, well-maintained facilities and affordable services that support the social, economic, cultural, public health, safety, transportation, environmental, communication and other needs of the community.

**Goal CF-B:** Prioritize capital facility investments to support growth in the locations targeted in the Land Use Element and ensure facilities will be in place concurrent with development.

**Goal CF-C:** Identify capital facilities service standards that meet community expectations for municipal services and are consistent for existing and new development.

## Plans Adopted by Reference

- Most current Adopted Budget
- Most current Capital Investment Program
- Parks, Recreation and Natural Areas Plan
- Renton Water System Plan Update
- City of Renton Long Range Wastewater Management Plan
- Stormwater Management Program Plan
- Renton Transportation Improvement Program
- Renton School District's Capital Facilities Program
- Issaquah School District's Capital Facilities Plan
- Kent School District's Capital Facilities Plan
- Renton Regional Fire Authority Capital Facilities Plan
- King County Comprehensive Solid Waste Management Plan
- Hazard Mitigation Plan
- Comprehensive Emergency Management Plan
- Disaster Recovery Framework

**Goal CF-D:** Ensure adequate long-term financial capacity to provide capital facilities and services needed to support expected growth at the adopted level of service standards.

**Goal CF-E:** Promote affordable and equitable access to public services for all Renton residents, especially underserved and historically marginalized communities. Ensure the siting of public facilities equitably distributes the burdens and benefits.

## Policies

**Policy CF-1:** Update the Capital Investment Program in conjunction with the City's regular budget adoption process and ensure anticipated funding is adequate to finance capital facilities that are necessary for development at predetermined levels of service and in conformance with the Comprehensive Plan. If funding is insufficient, adjustments should be made to the levels of service, the Land Use Element, sources of revenue, or any combination thereof.

**Policy CF-2:** Ensure adequate public facilities are in place concurrent with development. Concurrent with development shall mean the existence of adequate facilities, strategies, or services when development occurs or the existence of a financial commitment to provide adequate facilities, strategies, or services within six years of when development occurs.

**Policy CF-3:** Pursue funding from a mix of sources for new, improved, or expanded public facilities or services.

**Policy CF-4:** Levy impact fees on development that are commensurate with the cost of funding new or expanded capital facilities and services necessary for the development.

**Policy CF-5:** Individually adopt by reference the most current Capital Facilities Plans for the Kent School District #415, the Issaquah School District #411, and the Renton School District #403, and adopt an implementing ordinance establishing school impact fees consistent with each District's adopted Capital Facilities Plan if the Plan demonstrates that the facilities are needed to accommodate projected growth.

**Policy CF-6:** Adopt by reference the most current Capital Facilities Plans for Renton Regional Fire Authority and adopt an implementing ordinance establishing a fire impact fee consistent with their Capital Facilities Plan if the Plan demonstrates that new facility investments are needed to accommodate projected growth.

**Policy CF-7:** Support private/public partnerships to plan and finance infrastructure development, public uses, structured parking, and community amenities to stimulate additional private investment to attract mixed uses and transit-oriented development.

**Policy CF-8:** Design, site, and install public facilities to protect public health, enhance environmental quality, and promote the conservation of man-made and natural resources.

**Policy CF-9:** Promote conservation and demand-management programs that reduce the impact on public facilities and maximize their efficiency.

**Policy CF-10:** Promote projects that are energy efficient or enhance energy conservation efforts by the City and its residents and businesses, and support investments that move to low-carbon energy sources.

**Policy CF-11:** Encourage investments in renewable and alternative energy sources.

**Policy CF-12:** Coordinate with federal, state, regional and local jurisdictions, private industry, businesses and residents in the planning, design, siting, and development of facilities serving and affecting the community.

**Policy CF-13:** Consider land use compatibility, capital facility needs, financial costs, climate change, potential hazards, and economic and health impacts when siting essential public facilities.

**Policy CF-14:** Work with school districts on school siting and design to support safe, walkable access, including strategies to provide adequate urban capacity for new

schools and to avoid serving urban students with schools in the rural area.

**Policy CF-15:** Locate community facilities and services, including civic places like parks, schools, and other public spaces in centers and near transit, with consideration for climate change.

## Levels of Service

Levels of Service are objective standards of capacity or services that specify minimum metrics and provide an unbiased basis for assessing the need for new facilities or capacity. These standards are established at the local level and influenced by residents, City Council, and Planning Commission recommendations, national and regional standards, state and federal laws, the City's population, and fiscal resources.

*Coulon Park, Source: City of Renton*

**Table CF- 1. Level of Service Standards**

| Capital Facilities (necessary for development) | Level of Service |
|---|---|
| Domestic Water | Minimum of 30 psi at the meter during normal demand conditions and a minimum of 20 psi during an emergency. |
| Surface Water | 1. Development shall treat stormwater runoff and not increase pre-developed stormwater discharge rates.<br>2. Development shall convey stormwater discharge without system surcharging during a 25-year storm event and result in no increased flooding during a 100-year storm event. |
| Sanitary Sewer | 20-year total population projection, as well as, Dept. of Ecology Criteria |
| Fire and Emergency Services | Avg. response time to Fire calls: < 7 minutes<br>Avg. response time to EMS calls: < 6.5 minutes |
| Police Enforcement | Avg. response time to Priority I calls: 3 minutes, 48 seconds<br>Avg. response time to Priority II calls: 5 minutes, 26 seconds<br>Avg. response time to Priority III calls: 9 minutes, 56 seconds<br>Avg. response time to Priority IV calls: 10 minutes, 54 seconds |
| Parks and Recreational Facilities | Developed Parks: 4.12 acres/1,000 population<br>Natural Areas: Minimum of 6.14 acres/1,000 population |
| Transportation<br>Motor Vehicles (SOV & HOV)<br>Transit<br>Pedestrians<br>Bicycles | See policy TR-53. |
| Airport | 100% compliance with FAA |
| Municipal Buildings (e.g., City Hall, libraries) | As needed |
| Municipal Parking Facilities | As needed |

Source: City of Renton, 2025.

# Shoreline Management

**Fulfilling the vision of the state Shoreline Management Act & engaging the community.**

## Planning Framework

The Washington State Shoreline Management Act (the Act) passed in 1971 and is based on the philosophy that the shorelines of our state are among our most "valuable" and "fragile" natural resources and that unrestricted development of these resources is not in the best public interest. Therefore, planning and management are necessary to prevent the harmful effects of uncoordinated and piece-meal development of our state's shorelines.

Shorelines are of limited supply and are faced with rapidly increasing demands for uses such as marinas, fishing, swimming and scenic views, as well as recreation, private housing, commercial and industrial uses.

*Lake Washington, Source: City of Renton*

The policy goals for the management of shorelines harbor the potential for conflict. The Act recognizes that the shorelines and the waters they encompass are "among the most valuable and fragile" of the state's natural resources. They are valuable for economically productive industrial and commercial uses, recreation, navigation, residential amenity, scientific research, and education. They are fragile because they depend upon balanced physical, biological, and chemical systems that may be adversely altered by natural forces and human conduct. Unbridled use of shorelines ultimately could destroy their utility and value. The prohibition of all use of shorelines also could eliminate their human utility and value. Thus, the policy goals of the Act relate both to utilization and protection of the extremely valuable and vulnerable shoreline resources of the state. The act calls for the accommodation of "all reasonable and appropriate uses" consistent with "protecting against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life" and consistent with "public rights of navigation. The planning policies of master programs (as distinguished from the development regulations) may be achieved by several means, only one of which is the regulation of development. Other means, as authorized by Revised Code of Washington (RCW) 90.58.240, include, but are not limited to: the acquisition of lands and easements within shorelines of the state by purchase, lease, or gift, either alone or in concert with other local governments, and accepting grants, contributions, and appropriations from any public or private agency or individual. Additional

other means may include, but are not limited to, public facility and park planning, watershed planning, voluntary salmon recovery projects, and incentive programs.

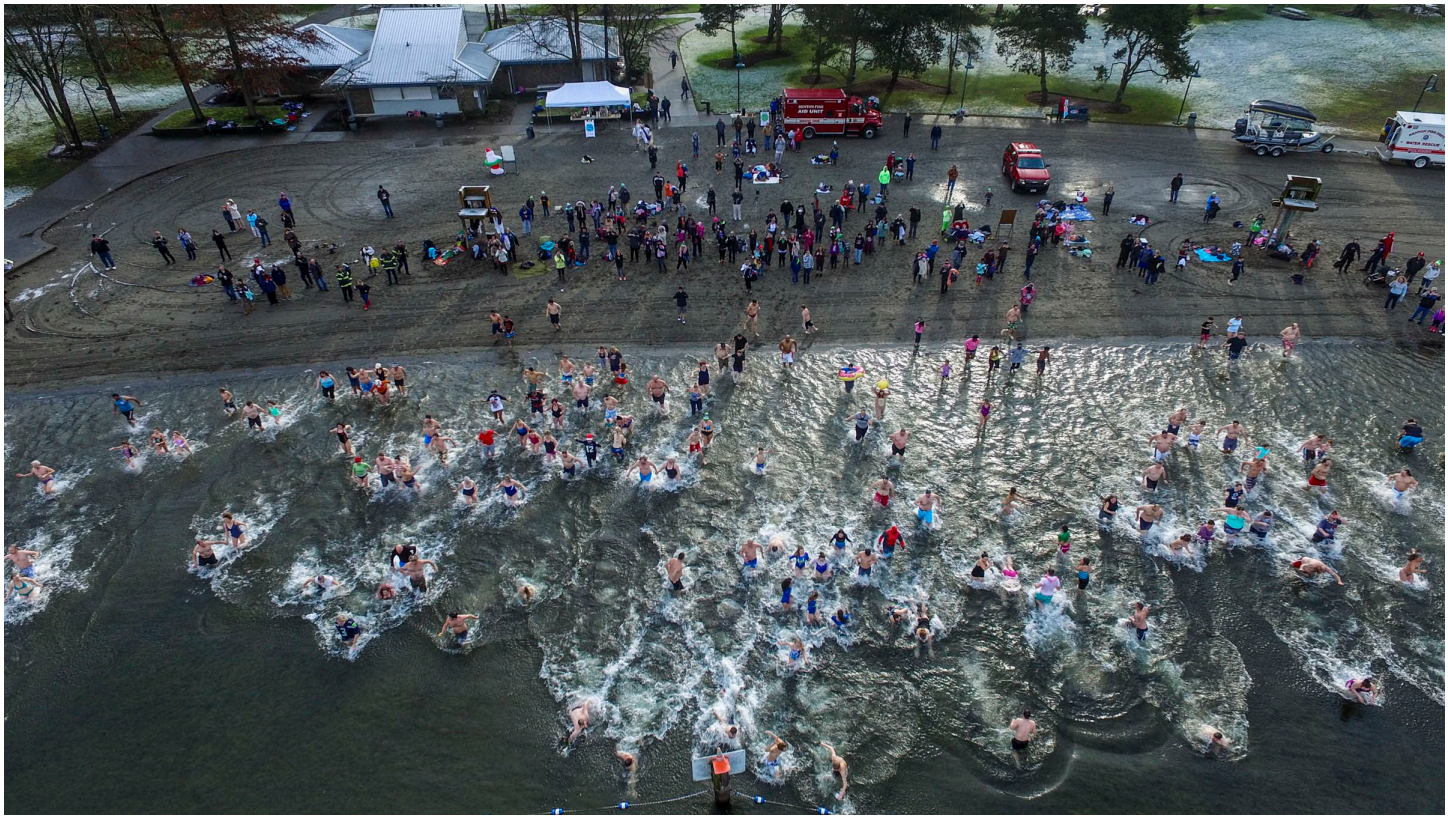
Through numerous references to and emphasis on the maintenance, protection, restoration, and preservation of "fragile" shoreline, "natural resources," "public health," "the land and its vegetation and wildlife," "the waters and their aquatic life," "ecology," and "environment," the Act makes protection of the shoreline environment an essential statewide policy goal consistent with the other policy goals of the Act. It is recognized that shoreline ecological functions may be impaired not only by shoreline development subject to the substantial development permit requirement of the Act but also by past actions, unregulated activities, and development that is exempt from the Act's permit requirements. The principle regarding protection of shoreline ecological systems is accomplished by these guidelines in several ways, and in the context of related principles.

## Goals

The City adopts the goals and principles of the Shoreline Management Act as provided in RCW 90.58.020 and as particularly relevant to Renton.

1. The shoreline jurisdiction is one of the most valuable and fragile of the City's natural resources. There is appropriate concern throughout the watershed and the greater Puget Sound Region relating to the utilization, protection, restoration, and preservation of the shoreline jurisdiction.
2. Ever increasing pressures of additional use are being placed on the shoreline jurisdiction, which in turn necessitates increased coordination in its management and development.
3. Much of the shoreline jurisdiction and the uplands adjacent thereto are in private ownership. Unrestricted construction on the privately owned or publicly owned shorelines is not in the best public interest; therefore, coordinated planning is necessary in order to protect the public interest associated with the shoreline jurisdiction

*Polar Bear Plunge*
*Source: City of Renton*



while recognizing and protecting private property rights consistent with the public interest.

4. There is a clear and urgent demand for a planned, rational, and concerted effort, jointly performed by federal, state, and local governments, to prevent the inherent harm in an uncoordinated and piecemeal development of the City's shoreline jurisdiction.

5. It is the intent of the City to provide for the management of the shoreline jurisdiction by planning for and fostering all reasonable and appropriate uses. The Shoreline Master Program is designed to ensure the development in a manner that, while allowing for limited reduction of rights of the public in the navigable waters, will promote and enhance the public interest.

6. The City's shoreline policies are intended to protect against adverse effects to the public health, the land and its vegetation and wildlife, and the waters of the state and their aquatic life, while protecting generally public rights of navigation and corollary rights incidental thereto.

7. In the implementation of the Shoreline Master Program, the public's opportunity to enjoy the physical and aesthetic qualities of natural shorelines shall be preserved to the greatest extent feasible consistent with the overall best interest of the state, the county, and the people generally. To this end, uses shall be preferred which are consistent with control of pollution and prevention of damage to the natural environment or are unique to or dependent upon use of the state's shoreline.

8. Alterations of the natural condition of the shoreline, in those limited instances when authorized, shall be given priority for single family residences and their appurtenant structures; ports; shoreline recreational uses including but not limited to parks, marinas, piers, and other improvements facilitating public access to shorelines; industrial and commercial developments that are particularly dependent on their location on or use of the shoreline jurisdiction; and other development that will provide an opportunity for substantial numbers of the people to enjoy the shorelines.

9. Permitted uses in the shorelines zone shall be designed and conducted in a manner to minimize, insofar as practical, any resultant damage to the ecology and environment of the shoreline jurisdiction and any interference with the public's use of the water.

## Local Responsibility

Under the Washington State Shoreline Management Act, local governments have the primary responsibility for initiating the planning program and administering the regulatory requirements of the Act, with the Washington State Department of Ecology acting in a supportive, review, or approval capacity depending on the particular shoreline proposal and regulatory requirements.

As set forth in the provisions of the Act, local governments must fulfill the following basic requirements:

- Use a process that identifies, inventories, and ensures meaningful understanding of current and potential ecological functions provided by affected shorelines.
    - Include policies and regulations designed to achieve no net loss of those ecological functions, including:
    - Regulations and mitigation standards ensuring that each permitted development will not cause a net loss of ecological functions of the shoreline.
- Local government shall design and implement such regulations and mitigation standards in a manner consistent with all relevant constitutional and other legal limitations on the regulation of private property.
- Include goals and policies that provide for restoration of impaired ecological functions that include identifying existing policies and programs that contribute to planned restoration goals, as

well as any additional policies and programs that local government will implement to achieve its goals. This Master Program element considers established or funded non-regulatory policies and the direct or indirect effects of other regulatory or non-regulatory programs.

- Evaluate and consider cumulative impacts of reasonably foreseeable future development on shoreline ecological functions and other shoreline functions fostered by the policy goals of the Act, address adverse cumulative impacts, and fairly allocate the burden of addressing cumulative impacts among development opportunities.

## Development of the Master Program

The Washington State Shoreline Management Act of 1971 (RCW 90.58) directs all local governments to develop a Master Program for the management of all shorelines of the state and associated shore lands that are under the local governments' jurisdictions.

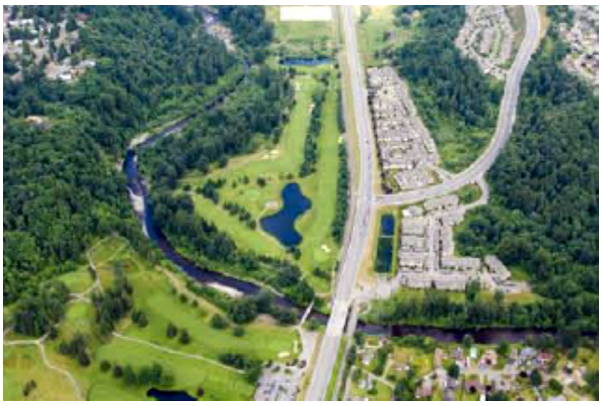
Shoreline management is most effective and efficient when accomplished within the context of comprehensive planning. The Growth Management Act requires mutual and internal consistency between the comprehensive plan elements and implementing development regulations (RCW 36.70A).

This Master Program has been prepared and updated to comply with the requirements of the Shoreline Management and Growth Management Acts and to formulate guidelines that will regulate the utilization and development of the shorelines within the City of Renton. As part of this Master Program, the City of Renton has established administrative provisions, including a permit system for any substantial development, as well as review provisions to ensure that all development complies with the policies and regulations of the program.

The City of Renton has conducted a comprehensive inventory of the natural characteristics, present land uses, and patterns of ownership along the City's shoreline that provides a substantial information base for understanding ecological functions and other considerations for the development of this Master Program update.

The City of Renton, with the involvement of its local citizens, agencies, and interested parties, has developed this Shoreline Master Program to serve as both a planning guide and resource for specific regulations pertaining to development and use of the shorelines in Renton. Included is a description of the goals, objectives, policies, environments, use regulations, and provisions for variances and conditional uses.

The basic intent of this Master Program is to provide for the management of shorelines of the state within Renton's jurisdiction by planning for and fostering all reasonable and appropriate uses and to ensure, if development takes place, that it is done in a manner which will promote and enhance the best interests of the general public. This Master Program has further been composed to protect the public interest and general welfare in shorelines and, at the same time, to recognize and protect the legal property rights of owners consistent with the public interest. The goals and policies of this Master Program are formulated so as to enhance the public use and enjoyment of the shorelines. It is recognized that the Shorelines of the State found in Renton are located within a major urbanized area, and that they are subject to ever increasing pressures of additional uses necessitating increased coordination in the management and development of the shorelines. The Shoreline Master Program is a planned, rational, and concerted effort to increase coordinated and optimum utilization of the Shorelines of the State in Renton.



# Regulated Shorelines

## Overview

Over 18 miles of shoreline in the City of Renton's planning area are under the jurisdiction of the Shoreline Management Act of 1971. By statutory standards, the Green River and Lake Washington are classified as Shorelines of Statewide Significance, and comprise approximately 5.8 miles of the Shorelines of the State regulated by City of Renton. In addition, the shorelines of the Cedar River, Black River, Springbrook Creek, and May Creek are shorelines within the City. These 18 miles of shoreline in the City of Renton are an extremely valuable resource not only to the City of Renton, but also for the watersheds of which they are part and for the greater Puget Sound community of which Renton is an integral part.

## Shoreline Jurisdiction and Applicability

The Renton Shoreline Master Program applies to Shorelines of the State, which includes Shorelines of Statewide Significance and Shorelines as defined in Renton Municipal Code (RMC) 4-11 and as listed below.

1. Shorelines of Statewide Significance:
   A. Lake Washington
   B. Green River (The area within the ordinary high water mark of the Green River is not within the Renton City Limits, but portions of the 200-foot shoreline jurisdiction are within city limits.)
2. Shorelines:
   A. Cedar River
   B. May Creek from the intersection of May Creek and NE 31st Street in the southeast quarter of the southeast quarter of Section 32-24-5E WM
   C. Black River
   D. Springbrook Creek from the Black River on the north to SW 43rd Street on the south
   E. Lake Desire (in the city's future annexation area)

## Extent of Shoreline Jurisdiction

The jurisdictional area includes:

1. Lands within 200 feet, as measured on a horizontal plane, from the ordinary high water mark, or lands within 200 feet from floodways, whichever is greater;
2. Contiguous floodplain areas; and
3. All marshes, bogs, swamps, and river deltas associated with streams, lakes, and tidal waters that are subject to the provisions of the State Shoreline Management Act.

## Shorelines of Statewide Significance:

Each shoreline has its own unique qualities which make it valuable, particularly Shorelines of Statewide Significance, which in Renton include Lake Washington and the Green River. Preference is, therefore, given to the following uses in descending order of priority (as established by Chapter 90.58.020 RCW) for Shorelines of Statewide Significance:

1. Recognize and protect the statewide interest over local interest for Shorelines of Statewide Significance.
2. Preserve the natural character of the shorelines.
3. Result in long-term over short-term benefits.
4. Protect the resources and ecology of the shorelines.
5. Increase public access to publicly owned areas of the shorelines.
6. Increase recreational opportunities for the public in the shoreline.
7. Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

Development, redevelopment, and use of Lake Washington shall recognize and protect the statewide interest in terms of providing for benefits to the general public in terms of:

- Preserving and enhancing the natural character and ecological functions of the shoreline to provide long-term public benefits to fish stocks,

many of which depend on south Lake Washington for a key phase of their lifecycle.

- Increasing public access to the shoreline and integrating public access on individual sites with an integrated non-motorized trail system to allow access to persons not living on or near the shoreline.
- Ensuring that impacts of development are mitigated to ensure the long-term benefits of a productive environment over short-term economic benefits.
- Providing a variety of recreational opportunities for the public in multiple use development on the shoreline.
- Providing high standards for design and aesthetics in the shoreline site and building design to address the visual character and quality of the range of public use of the lake and shorelines. Design and review standards shall achieve high-quality landmark developments that are integrated with the natural environment, that provide appropriate transition to areas of less intense development, and integrate building height, bulk, setbacks, landscaping, and signage into a cohesive whole.
- The redevelopment of former industrial areas on the Lake Washington shoreline will lead to the creation of a vibrant new lakefront community providing additional housing, shopping, and employment opportunities to the region. Multiple use projects will take advantage of the amenities of the lake while providing opportunities for water-oriented uses, public access and/ or ecological enhancement.

# Geographic Environments

Shorelines are classified into separate geographic areas known as “use environments” based upon current development pattern, biophysical capabilities, and other factors. Policies, standards, and regulations can be customized by the use environment, shoreline, and other uses depending on need. Generally, regulated shorelines include the water bodies and their shorelands extending landward from the floodway or ordinary high water mark for 200 feet in all directions. This jurisdictional area increases to include all marshes, bogs, swamps, and river deltas associated with the regulated Shorelines of the State. The total of this area is subject to shoreline use classification and regulation.

The overlay districts in the Renton Shoreline Master Program are classified as zoning overlay districts and include six districts:

## 1. Shoreline Natural Environment Overlay District

***Objective:***

The objective in designating a natural environment is to protect and preserve unique and fragile shoreline or wetland environments that are ecologically intact as close to their natural state as possible. The natural environment is intended to provide areas of wildlife sanctuary and habitat preservation.

### Areas to be Designated as a Natural Environment:

A Natural Area designation is assigned to shoreline areas if any of the following characteristics apply:

- The shoreline retains the majority of natural shoreline functions, as evidenced by the shoreline configuration and the presence of

native vegetation. Generally, but not necessarily, ecologically intact shorelines are free of structural shoreline modifications, structures, and intensive human uses.

- Shoreline areas that provide valuable functions for the larger aquatic and terrestrial environments, which could be lost or significantly reduced by human development.
- The shoreline represents ecosystems that are of particular scientific and educational interest.
- Shorelines with large areas of relatively undisturbed areas of wetlands.
- Shorelines that support specific important wildlife habitat, such as heron rookeries.
- The shoreline is unable to support new development, extractive uses, or physical modifications or uses without significant adverse impacts to ecological functions.

## 2. Shoreline Urban Conservancy Environment Overlay District

***Objective:***

The purpose of the Urban Conservancy environment is to protect, conserve, restore, and manage existing areas with ecological functions of open space, floodplain, and other sensitive lands where they exist in urban and developed settings, while allowing compatible uses.

### Areas to be Designated as a Natural Environment:

- Areas of high scenic value.
- Areas of open space, floodplain, or other sensitive areas such as wetlands or geological hazards that should not be more intensively developed.
- Areas that retain important ecological functions, including areas, which, even though they are partially developed, provide valuable wildlife habitat or essential aquatic habitat functions.
- Areas with the potential for ecological restoration.
- Areas that cannot provide adequate utilities for intense development.
- Areas with unique or fragile features.

## 3. Shoreline Single Family Residential Overlay District

***Objective:***

The objective of the Single-Family Residential Shoreline Overlay District is to accommodate residential development and appurtenant structures that are consistent with this chapter.

### Areas to be Designated as a Natural Environment:

The Single-Family Residential Shoreline Overlay District is applied to and characterized by single-family use and zoning.

## 4. Shoreline High-Intensity Overlay District

***Objective:***

The objective of the High Intensity Overlay is to provide opportunities for large-scale office and commercial employment centers as well as multi-family residential use and public services. This district provides opportunities for water-dependent and water-oriented uses while protecting existing ecological functions and restoring ecological functions in areas that have been previously degraded. Development may also provide for public use and/or community use, especially access to and along the water's edge.

### Areas to be Designated as a Natural Environment:

The Shoreline High-Intensity Overlay District is designated in areas characterized by: commercial, industrial, or mixed-use zoning or use, but not meeting the criteria for conservancy or natural designation.

### Management Policies:

#### *Water-Oriented Activities:*

Because shorelines suitable for high-intensity urban uses are a limited resource, development opportunities are largely limited to redevelopment. Existing industrial and commercial uses on the shoreline are not water-dependent. It is unlikely that the Renton shoreline will provide opportunities for a commercial port, or other major water-oriented industrial uses. However, there may be opportunity for some types of water-dependent uses to be integrated into existing multiple-use developments or redevelopment projects, particularly on Lake Washington. Opportunities for water-dependent and water-oriented uses are likely to be oriented to recreation, public enjoyment, transportation, and moorage. Emphasis shall be given to development within already developed areas and particularly to water-oriented industrial and commercial uses.

#### *Non-Water-Oriented Activities:*

Non-water-oriented uses should be permitted as part of development that also includes water-oriented use. Non-water-oriented uses should be allowed in limited situations where they do not conflict with or limit opportunities for water-oriented uses, or on sites where there is not direct access to the shoreline. Non-water-oriented uses allowed in the shoreline should provide ecological restoration and/or public access along the full length of shoreline frontage.

#### *Public Access:*

Priority is also given to planning for public visual and physical access to water in the High Intensity Overlay District. Identifying needs and planning for the acquisition of urban land for permanent public access to the water is addressed in Public Access regulations in 4-3-090.E.4.g Table of Public Access Requirements by Reach. Public access is one of the primary public benefits that may be necessary to locate development on the shoreline.

#### *Ecological Restoration:*

Providing for restoration of ecological functions is one of the public benefits necessary to locate non-water-oriented development on the shoreline. Ecological restoration opportunities are limited in Renton due to the developed nature of much of the shoreline. Generally, new development and redevelopment should remove and replace shoreline armoring that does not meet standards of this code, restore native vegetation and wetlands, as well as restore the aquatic substrate. Public access may be required to be set back from restored areas with controlled access to the water's edge at locations that are less ecologically sensitive.

#### *Aesthetics:*

Aesthetic objectives shall be implemented by appropriate development siting, building bulk, design standards, screening, landscaping, and maintenance of natural vegetative buffers.

## 5. Shoreline Isolated High-Intensity Overlay District

### Objective and Areas to be Designated:

The objective of the High Intensity Overlay – Isolated Lands overlay is to provide appropriate regulations for areas that are within shoreline jurisdiction but are with separate parcels effectively isolated from the water by intervening elements of the built environment, largely consisting of railroads and roads or intervening private parcels. In most cases, these areas function as parallel designations with other designations applied to the area adjacent to the water.

## 6. Aquatic Environment Overlay District

***Objective:***

The objective of the Aquatic designation is to protect, restore, and manage the unique characteristics and resources of the areas waterward of the ordinary high water mark.

### Areas to be Designated:

The Aquatic Overlay District is defined as the area waterward of the ordinary high water mark of all streams and rivers, all marine water bodies, and all lakes, constituting shorelines of the state together with their underlying lands and their water column; but do not include associated wetlands and other shorelands shoreward of the ordinary high water mark.

### Management Policies:

Development within Aquatic Areas shall be consistent with the following:

- Allowed uses are those within the adjacent upland shoreline overlay, limited to water-dependent use or public access.
- New uses and over-water structures are allowed only for water-dependent uses, single-family residences, public access, or ecological restoration and only when no net loss of ecological functions will result.
- The size of new over-water structures shall be limited to the minimum necessary to support the structure's intended use. In order to reduce the impacts of shoreline development and increase effective use of water resources, multiple-use of over-water facilities is encouraged and may be required.
- All developments and uses on navigable waters or their beds shall be located and designed to minimize interference with surface navigation, to consider impacts to public views, and to allow for the safe, unobstructed passage of fish and wildlife, particularly those species dependent on migration.
- Shoreline uses and modifications shall be designed and managed to prevent degradation of water quality, minimize alteration of natural conditions and processes, and result in no net loss of ecological functions
- Uses and modification of Public Aquatic Land shall incorporate public access and ecological enhancement, except where inconsistent with the operation of water-dependent uses.
- Fish and wildlife resource enhancement, including aquaculture related to fish propagation are allowed and encouraged.

*Source: City of Renton*


# Objectives and Policies

## Shoreline Uses and Activities Policies

Objective SH-A: Provide for use of the limited water resource consistent with the goals of the Shoreline Management Act by providing a preference for water-oriented uses.

Objective SH-B: Provide that the policies, regulations, and administration of the Shoreline Master Program ensure that new uses, development, and redevelopment within

the shoreline jurisdiction do not cause a net loss of shoreline ecological functions.

**Objective SH-C:** Ensure that the policies, regulations, and administration of the Shoreline Master Program are consistent with the land use vision of the City's Comprehensive Plan.

**Policy SH-1:** Reasonable and appropriate shoreline uses and activities should be planned for:

1. Short-term economic gain or convenience in development should be evaluated in relationship to potential long-term effects on the shoreline.
2. Preference should be given to those uses or activities which enhance the natural functions of shorelines, including reserving appropriate areas for protecting and restoring ecological functions to control pollution and prevent damage to the natural environment and public health.
3. Provide for the following priority in shoreline use and modification of the shoreline:
    a. Water-dependent and associated water-related uses are the highest priority for shorelines unless protection of the existing natural resource values of such areas precludes such uses.
    b. Water-related and water-enjoyment uses that are compatible with ecological protection and restoration objectives, provided that adequate area is reserved for future water-dependent and water-related uses.
    c. Multiple use developments may be allowed if they include and support water-oriented uses and contribute to the objectives of the act including ecological protection and restoration and/or public access.
    d. Limit non-water-oriented uses to those locations where access to the water is not provided or where the non-water-oriented uses contribute to the objectives of the Act, including ecological protection and restoration and/or public access.
    e. Preserve navigational qualities, and the infrastructure that supports navigation, to support water-oriented use.
4. Recognize existing single-family residential uses and neighborhood character and ensure that existing uses, new uses, and alteration of facilities:
    a. Do not result in a net loss of shoreline ecological functions.
    b. Avoid disturbance of unique and fragile areas.
    c. Are provided with adequate public services including water, sanitary sewer, and stormwater management.
5. Future shoreline subdivision, multi-family developments, and planned urban developments of more than four units should provide public benefits, including ecological protection and restoration, and/or public or community access.
6. New residential developments should provide open space areas at or near the shoreline through clustering of dwellings.

**Policy SH-2:** Aesthetic considerations should be integrated with new development, redevelopment of existing facilities, or for general enhancement of shoreline areas and should include:

1. Identification and preservation of areas with scenic vistas and areas where the shoreline has high aesthetic value as seen from both upland areas, areas across the water, and recreational and other uses on the water.
2. Appropriate regulations and criteria should ensure that development provides designs that contribute to the aesthetic enjoyment of the shoreline for a substantial number of people and provide the public with the ability to reach, touch, and enjoy the water's edge and view the water and shoreline.
3. Regulations and criteria for building siting, maximum height, setbacks, screening, architectural controls, sign regulations, designation of view corridors, and other provisions should ensure that development minimizes adverse impacts on views of the water

from public property or views enjoyed by a substantial number of residences.

## Conservation Policies

**Objective SH-D:** The resources and amenities of all shorelines and the ecological processes and functions they provide, such as wetlands, upland and aquatic vegetation, fish and wildlife species and habitats, as well as scenic vistas and aesthetics should be protected and preserved for use and enjoyment by present and future generations. Natural shorelines are dynamic with interdependent geologic and biological relationships. Alteration of this dynamic system has substantial adverse impacts on geologic and hydraulic mechanisms important to the function of the water body and can disrupt elements of the food chain.

**Policy SH-4:** When necessary, Shoreline modifications should emulate and allow natural shoreline functions to the extent feasible and where needed utilize bioengineering or other methods with the least impact on ecological functions.

**Policy SH-5:** Native shoreline vegetation should be conserved to maintain shoreline ecological functions and mitigate the direct, indirect and/or cumulative impacts of shoreline development, wherever feasible. Important functions of shoreline vegetation include, but are not limited to:

- Providing shade necessary to maintain water temperatures required by salmonids, forage fish, and other aquatic biota.
- Regulating microclimate in riparian and nearshore areas.
- Providing organic inputs necessary for aquatic life, including providing food in the form of various insects and other benthic macro invertebrates.
- Stabilizing banks, minimizing erosion and sedimentation, and reducing the occurrence/severity of landslides.
- Reducing fine sediment input into the aquatic environment by minimizing erosion, aiding infiltration, and retaining runoff.
- Improving water quality through filtration and vegetative uptake of nutrients and pollutants.
- Providing a source of large woody debris to moderate flows, create hydraulic roughness, form pools, and increase aquatic diversity for salmonids and other species.
- Providing habitat for wildlife, including connectivity for travel and migration corridors.

**Policy SH-6:** Existing natural resources should be conserved through regulatory and non-regulatory means that may include regulation of development within the shoreline jurisdiction, ecologically sound design, and restoration programs, including:

1. Water quality and water flow should be maintained at a level to permit recreational use, to provide a suitable habitat for desirable forms of aquatic life, and to satisfy other required human needs.
2. Aquatic habitats and spawning grounds should be protected, improved and, when feasible, increased to the fullest extent possible to ensure the likelihood of salmon recovery for listed salmon stocks and to increase the populations of non-listed salmon stocks.
3. Wildlife habitats should be protected, improved and, if feasible, increased.
4. Unique natural areas should be designated and maintained as open space for passive forms of recreation and provide opportunities for education and interpretation. Access and use should be restricted, if necessary, for the conservation of these areas.

**Policy SH-7:** Existing and future activities on all Shorelines of the State regulated by the City of Renton should be designed to ensure no net loss of ecological functions.

**Policy SH-8:** The City of Renton should work with other responsible government agencies to assure that surface

water management in all drainage basins is considered an integral part of shoreline planning.

1. Soil erosion and sedimentation that adversely affect any shoreline within the City of Renton should be prevented or controlled.
2. The contamination of existing water courses should be prevented or controlled.

**Policy SH-9:** Shoreline stabilization should be developed in a coordinated manner among affected property owners and public agencies for a whole drift sector (net shore-drift cell) or reach where feasible, particularly those that cross jurisdictional boundaries, to address ecological and geo-hydraulic processes, sediment conveyance and beach management issues. Where erosion threatens existing development, a comprehensive program for shoreline management should be established.

**Policy SH-10:** Shoreline areas having historical, cultural, educational, or scientific value should be identified and protected.

1. Public and private cooperation should be encouraged in site identification, preservation, and protection.
2. Suspected or newly discovered sites should be kept free from intrusions for a reasonable time until their value is determined.

**Policy SH-11:** Critical areas in the shoreline should be managed to achieve the planning objectives of the protection of existing ecological functions and ecosystem-wide processes and restoration of degraded ecological functions and ecosystem-wide processes. The regulatory provisions for critical areas should protect existing ecological functions and ecosystem-wide processes. In protecting and restoring critical areas within the shoreline, the City should integrate the full spectrum of planning and regulatory measures, including the comprehensive plan, interlocal watershed plans, local development regulations, and state, tribal, and federal programs.

**Policy SH-12:** The City shall implement the Restoration Plan provided as an adjunct to The Shoreline Master Program in coordination with other watershed management agencies and groups, and shall manage public lands and may acquire key properties and provide for off-site mitigation on city or other public or private sites.

**Policy SH-13:** Preservation of natural shoreline areas can best be ensured through public or non-profit ownership and management. Therefore, where private development is proposed in areas so designated, the City should require dedication as necessary.

**Policy SH-14:** Shoreline use and development should be carried out in a manner that prevents or mitigates adverse impacts so that the resulting ecological condition does not become worse than the current condition. This means ensuring no net loss of ecological functions and processes in all development and use. Permitted uses should be designed and conducted to minimize, in so far as practical, any resultant damage to the ecology and environment (RCW 90.58.020). Shoreline ecological functions that should be protected include, but are not limited to, fish and wildlife habitat, food chain support, and water temperature maintenance. Shoreline processes that shall be protected include, but are not limited to, water flow; littoral drift; erosion and accretion; infiltration; ground water recharge and discharge; sediment delivery, transport, and storage; large woody debris recruitment; organic matter input; nutrient and pathogen removal; and stream channel formation/maintenance.

## Economic Policies

Objective SH-E: Existing economic uses and activities on the shorelines should be recognized and economic uses or activities that are water-oriented should be encouraged and supported.

Policy UT-15: Shoreline uses should be integrated with the land use vision of the Comprehensive Plan. Harbor areas in Renton do not have reasonable commercial accessibility and necessary support facilities such as transportation and utilities to warrant reservation for commercial ports and related uses, but may support other water-dependent uses such as a marina or passenger ferry service. Water-oriented uses should be encouraged in multiple use development to provide opportunities for substantial numbers of people to enjoy the shorelines. Multiple uses should prove a significant public benefit with respect to the Shoreline Management Act's objectives such as providing ecological restoration and/or public access to and along the water's edge.

Policy SH-16: Future economic uses and activities should utilize the shoreline to achieve the use and other goals of the Act and The Shoreline Master Program, including:

1. Economic uses and activities should locate the water-oriented portion of their development along the shoreline.
2. New over-water structures should be limited to water-dependent use and the length, width, and height of over-water structures should be limited to the smallest reasonable dimensions.
3. Shoreline developments should be designed to maintain or enhance aesthetic values and scenic views.

Policy SH-17: Shoreline facilities for the moorage and servicing of boats and other vessels may be allowed in appropriate locations within residential, commercial, and other areas, provided they are located and designed to result in no net loss of ecological functions.

1. Shared moorage is encouraged over individual single family docks.
2. Commercial docks and marinas should meet all health standards. Marinas and other economic activities should be required to contain and clean up spills or discharges of pollutants associated with boating activities.
3. Shoreline facilities for the moorage and servicing of boats and other vessels should be developed in size and location when it would not impair unique or fragile areas, or impact federal or state-listed species.

Policy SH-18: All economic activities on the shoreline shall provide for no net loss of ecological functions during construction and operation.

Policy SH-19: Festivals and temporary uses providing public benefits such as recreation or public access, and which are compatible with ecological functions, including water quality, water flow, habitat, or unique and fragile areas, may be permitted with appropriate review and conditions.

## Public Access Policies

Objective SH-F: Increase public accessibility to shorelines and preserve and improve the natural amenities.

Policy UT-20: Public access should be provided consistent with the existing character of the shoreline and consideration of opportunities and constraints for physical and visual access, as well as consideration of ecological functions, as provided in Policy SH-31 Table of Public Access Objectives by Reach, and in conjunction with the following policies.

Policy SH-21: Public access to and along the water's edge should be available throughout publicly owned shoreline areas although direct physical access to the water's edge may be restricted to protect shoreline ecological values. Public access shall be provided over all public aquatic lands leased for private activity, consistent with compatibility with water-dependent uses.

Policy SH-22: Public access from public streets shall be made available over public property and may be acquired

by easement or other means over intervening private property.

Policy SH-23: Future multi-family, planned unit developments, subdivisions, commercial, and industrial developments that provide physical and visual public/community access along the water's edge should be guided by the policy provided in Policy SH-26 Table of Public Access Objectives by Reach.

Policy SH-24: Public access to and along the water's edge should be located, designed, and maintained in a manner that protects the natural environment and shoreline ecological functions and is consistent with public safety as well as compatible with water-dependent uses. Preservation or improvement of the natural processes shall be a basic consideration in the design of shoreline areas to which public access is provided, including trail systems.

Policy SH-25: When making extensive modifications or extensions to existing commercial, industrial, multi-family planned unit developments, or subdivisions, and public facilities, public/community access to and along the water's edge should be provided if physically feasible.

Policy SH-26: Both passive and active public areas should be designed and provided.

Policy SH-27: In order to encourage public use of the shoreline corridor, public parking should be provided at frequent locations on public lands and rights of way and may be required on private development.

Policy SH-28: In planning for public access, emphasis should be placed on foot and bicycle paths consistent with the Renton Bicycle and Trails Master Plan, rather than roads, except in areas where public boat launching would be desirable.

Policy SH-29: Physical or visual access to shorelines should be required as a condition of approval for open space tax designations pursuant to RCW 84.34.

Policy SH-30: Development and management of public access should recognize the need to address adverse impacts to adjacent private shoreline properties and should recognize and be consistent with legal property rights of the owner. Just compensation shall be provided to property owners for land acquired for public use. Private access to the publicly owned shoreline corridor shall be provided to owners of property contiguous to said corridor in common with the public.

## Recreation Policies

Objective SH-G: Water-oriented recreational activities available to the public should be encouraged to the extent that the use facilitates the public's ability to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and the shoreline.

Policy UT-31: Table of Public Access Objectives by Reach is included in the Comprehensive Plan technical appendix. It outlines the policy objectives for maintaining and improving public access within the shoreline. Application of public access objectives should be considered along with other objectives of the Shoreline Management Act, such as ecological restoration and priority uses.

Policy SH-32: Water-oriented recreational activities should be encouraged.

1. Accessibility to the water's edge should be improved in existing parks and new development, substantial alteration of existing non-single family development, and intensification of existing uses where consistent with maintaining ecological functions.
2. A balanced choice of public recreational opportunities should be provided on Lake Washington as a Shoreline of Statewide Significance that recognizes and protects the interest of all people of the state as well as Renton residents. Recreation use includes enjoyment and use of the water from boating and other activities. Shoreline park and recreation areas should be increased in size and number and managed for multiple uses including shoreline recreation and preservation and enhancement of ecological functions.

3. Areas for specialized recreation should be developed at locations where physical and ecological conditions are appropriate.
4. Both passive and active recreational areas should be provided.

Policy SH-33: Recreational boating and fishing should be supported, maintained, and increased.

Policy SH-34: Public agencies, non-profit groups, and private parties should use cooperative and innovative techniques to increase and diversify recreational opportunities including incorporation in development as well as public purchase of shoreland. Public agencies should establish the intent to acquire lands by incorporation of such policies in their plans and declaring public intent.

Policy SH-35: Public land, including city parks and public aquatic lands, should be managed to provide a balance of public recreation, public access to the water, and protection and enhancement of ecological functions.

Policy SH-36: Subject to policies providing for no net loss of ecological functions as well as local, state, and federal regulations, the water's depth may be changed to foster recreational aspects.

Policy SH-37: Provision of recreation facilities and use shall be consistent with growth projections and level-of-service standards established by the comprehensive plan.

## Circulation Policies

Objective SH-H: Minimize the impacts of motor vehicular traffic and encourage non-motorized traffic within the shorelines as part of achieving no net loss.

Policy UT-38: Always within shorelines should be scenic boulevards, where possible, to enhance the scenic views of the shoreline and provide opportunities for public visual access to the shoreline. Existing arterials on the shoreline should incorporate substantial plantings of street trees or other landscaping and emphasize enjoyment of the shoreline.

Policy SH-39: Viewpoints, parking, trails and similar improvements should be considered for transportation system projects in shoreline areas. Bridge abutments should incorporate stairs or trails to reach streams where appropriate.

Policy SH-40: Public transportation should be encouraged to facilitate access to shoreline recreation areas.

Policy SH-41: Pedestrian and bicycle pathways, including provisions for maintenance, operation and security, should be developed.

1. Access points to and along the shoreline should be linked by pedestrian and bicycle pathways.
2. Separate pedestrian and bicycle pathways should be included in new or expanded bridges or scenic boulevards within the shorelines.
3. Separate pedestrian and bicycle pathways should be included in publicly financed transportation systems or rights of way, consistent with public interest and safety.
4. Public access provided in private development should be linked to public pathways.
5. Public access and non-motorized access to shorelines should be considered when rights of way are being vacated or abandoned.

Policy SH-42: Rail lines within the shoreline should provide opportunities for public access and circulation:

1. The rail line along the east shore of Lake Washington should be reserved for use as a public trail if rail use ceases. If rail use continues, joint trail and rail use should be explored.
2. Rail lines adjacent to the Green River should provide means for public access across the rail lines to access shorelines and public trails where this can be accomplished safely through bridges or undercrossings.

Policy SH-43: Trails should be developed to enhance public enjoyment of and access to the shoreline:

1. Trails within the shoreline should be developed as an element of non-motorized circulation, of the City's Parks, Recreation and Open Space and Trails and

Bicycle Master Plan and of the Shoreline Public Access program. Trails provide the potential for low impact public physical and visual access to the shoreline.

2. Trails should be developed as an element of a system that links together shoreline public access into an interconnected network including active and passive parks, schools, public and private open space, native vegetation easements with public access, utility rights of way, waterways, and other opportunities.
3. Public access to and along the water's edge should be linked with upland community facilities and the comprehensive trails system that provides non-motorized access throughout the City.
4. A system of trails on separate rights of way and public streets should be designed and implemented to provide linkages along shorelines including the Lake Washington Loop, the Cedar River, the Black/River Springbrook Creek, and the Green River.

Policy SH-44: Road standards should meet roadway function and emergency access standards and provide for multiple modes, while reducing impervious surfaces, where feasible, and managing surface water runoff to achieve appropriate water quality.

Policy SH-45: Commercial boating operations, other than marinas, should be encouraged as they relate to water-dependent uses and should be limited to commercial and industrial areas.

## Shoreline Historical / Cultural / Scientific / Education Resources and Activities Policies

Objective SH-I: Provide for protection and restoration of buildings, sites, and areas having archaeological, historical, cultural, scientific, or educational value.

Policy UT-46: Sites with archaeological, historical, cultural, and scientific or educational value should be identified and protected or conserved in collaboration with appropriate tribal, state, federal, and local governments as well as private parties.

Policy SH-47: Such features may be integrated with other shoreline uses if appropriate to the character of the resource.

Policy SH-48: Include programs and interpretive areas in recreational facilities in or near identified shoreline areas with historical, cultural, educational, and scientific value.

## Shoreline Restoration and Enhancement Policies

Objective SH-J: Provide for the timely restoration enhancement of shorelines with impaired ecological functions. Such restoration should occur through a combination of public and private programs and actions. This Master Program includes a restoration element that identifies restoration opportunities and facilitates appropriate publicly and privately initiated restoration projects. The goal of this effort is to improve shoreline ecological functions.

Policy UT-49: A cooperative restoration program among local, state, and federal public agencies; tribes; non-profit organizations; and landowners should be developed to address shorelines with impaired ecological functions.

Policy SH-50: The restoration plan incorporated by reference into The Shoreline Master Program is based on:

1. Identification of degraded areas, areas of impaired ecological functions, and sites with potential for ecological restoration.
2. Establishment of overall goals and priorities for restoration of degraded areas and impaired ecological functions.
3. Identification of existing and ongoing projects and programs that are being implemented, or are reasonably assured of being implemented, which are designed to contribute to local restoration goals.
4. Identification of additional projects and programs needed to achieve restoration goals.

5. Identification of prospective funding sources for those projects and programs.
6. Identification of timelines and benchmarks for implementing restoration projects and programs.
7. Development of strategies to ensure that restoration projects and programs will be implemented according to plans, periodically reviewed for effectiveness, and adjusted to meet overall restoration goals.

# Glossary

**Accessory housing:** Dwellings constructed within an existing single-unit home, usually for use as a rental unit.

**Accessory unit:** A dwelling physically separated from the primary dwelling unit, which includes kitchen, sleeping, and bathroom facilities. Also known as a "mother-in-law apartment."

**Activity node:** An area of clustered higher density, mixed land uses.

**Adaptive use**: The use of an older building that is no longer suited for its original use but may be modified and used for a different use, such as housing. A common example is the conversion of older public school buildings to rental or condominium apartments.

**Affordable housing**: Housing that meets the needs of a household earning at or below eighty percent (80%) of county median income (adjusted for household size), for which the household pays no more than thirty percent (30%) of its gross income toward housing costs, including utilities.

**Aquifer**: Groundwater-bearing geologic formations or formations that contain enough saturated permeable material to yield significant quantities of water to wells.

**Aquifer protection zones:** Zones of an APA designated to provide graduated levels of aquifer protection. Each APA may be subdivided by the City into two aquifer protection zones.

- Zone 1: The land area situated between a well or well field owned by the City of Renton and the 365-day groundwater travel time contour.
- Zone 2: The land area situated between the 365-day groundwater travel time contour and the boundary of the zone of potential capture for a well or well field owned or operated by the City of Renton

**Arterial, minor:** Right-of-way that serves as a distributor of traffic from a principal arterial to lower classified streets, directly to secondary traffic generators such as community shopping areas and high schools and serves trips between neighborhoods within a community. Minor arterials are more intensive than collectors, but less intensive than principal arterials.

**Arterial, principal:** Right-of-way that connects regional arterials to major activity areas and directly to traffic destinations. Principal arterials are the most intensive arterial classification, serve major traffic generators such as the Urban Center and major shopping and commercial districts, and move traffic from community to community.

**Basin (Surface Water Utility):** An area drained by a river and its tributaries.

**Basin (Water Utility):** An area defined by the natural features of the landscape such that any flow of water in said area will flow toward one low point.

**Best Management Practices (Surface Water Utility):** Conservation practices or systems of practices and management measures that:

- Control soil loss and reduce water quality degradation caused by nutrients, animal waste, toxins, and sediment;
- Minimize adverse impacts to surface water and groundwater flow, circulation patterns, and to the chemical, physical, and biological characteristics of wetlands; and
- Include allowing proper use and storage of fertilizers/pesticides.

**Bicycle facility:** An improvement designed to facilitate bicycle use, including bicycle trails, bicycle lanes, storage facilities, etc.

**Boulevards:** A broad thoroughfare that is often separated by a landscaped median or center divider that has the potential to function as linear open space. Boulevard designation implies a higher priority for landscape, sidewalk, or trail improvements.

**Buildable Lands Analysis (BLA):** An assessment required by Washington State law that requires six counties to determine the amount of land suitable for urban development and its capacity for growth, based upon a five-year measurement of actual development activity. King County (and five others) must report the results of the Buildable Lands Analysis to the State every five years.

**Capacity:** The space to accommodate population growth or increases in employment or residential uses as determined by the methodology used in the Buildable Lands Analysis.

**Capacity problem (Wastewater Utility):** When flow rates exceed what the facility is designed to convey.

**Capital facilities:** Infrastructure, structures, improvements, pieces of equipment or other major assets, and land that serve public purposes and provide public services, such as police and fire, schools, and water, sewer, and stormwater systems.

**Cell (Cellular Telephone Service):** The geographic cellular telephone coverage area, approximately 2 to 10 miles in radius, served by low-powered transmitters.

**Cell site (Cellular Telephone Service):** A communications site that includes cellular transmitting and receiving antennas, cellular base station radios, and interconnecting equipment. This equipment is necessary to route the cellular telephone system through the mobile telephone switching office and connect to the conventional wire-line telephone network.

**Cell splitting (Cellular Telephone Service):** The process of dividing a larger cell into several smaller units, to provide additional channels within the same cell.

**Chemicals (Surface Water Utility):** All "Regulated Substances" as defined by the City of Renton in the Aquifer Protection Ordinance (APO).

**Circuit:** A set of conductors through which an electric current is intended to flow. Also known as a "line."

**Cluster development:** A residential development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally critical areas.

**Collocation:** The practice of placing public facilities at or near other public facilities to provide increased public access. One example is the collocation of a public school with a community center.

**Commercial use:** A business or employment activity or other enterprise that is carried out for profit on a property by the owner, lessee, or licensee.

**Community:** A subarea of the City consisting of residential, institutional, and commercial land uses and sharing a common identity (e.g., the Highlands in Renton).

**Community separator:** See “Urban Separator”

**Commute trip:** A trip made from an employee's residence to a worksite for a regularly scheduled workday.

**Commute Trip Reduction (CTR):** A Washington State law requiring counties with a population greater than 150,000 to implement a plan to reduce single occupant commute trips and number of commute trip vehicle miles traveled per employee by employees of major public and private sector employers. The plan is developed in cooperation with local transit agencies, regional transportation planning organizations, major employers, and the owners of and employers at major worksites.

**Concurrency:** A Growth Management Act requirement that transportation facilities and other infrastructure, such as water and sewer, needed to maintain adopted Level of Service (LOS) standards, are available within six years of development at the time of occupancy or within a specified time period.

**Conductor:** A wire or cable intended to carry electric power, supported by poles, towers, or other structures.

**Countywide Planning Policies (CPPs):** A series of policies that address growth management issues in King County. The CPPs provide a countywide vision and serve as a framework for each jurisdiction to develop its own comprehensive plan, which must be consistent with the overall vision for the future of King County.

**Critical areas:** Wetlands, aquifer recharge areas, fish and wildlife habitat, frequently flooded, and geologically hazardous areas regulated by the City of Renton's Critical Areas Ordinance.

**Demand (Water Utility):** The quantity of water obtained from the water supply source over a period of time to meet the needs of domestic, commercial, industrial, and public use, firefighting water, system losses, and miscellaneous other water uses. Demands are normally discussed in terms of flow rate, such as million gallons per day (mgd) or gallons per minute (gpm). The flow rates can be described in terms of a volume of water delivered during a certain time period. Flow rates pertinent to the analysis and design of water systems are:

- Average Daily Demand (ADD). The total amount of water delivered to the system in a year divided by the number of days in the year. This is further divided into average residential (ADDR), commercial (ADDC), industrial (ADDI), and unaccounted for (ADDN) demands.
- Maximum Month Demand. The total amount of water delivered to the system during the month of maximum water use.
- Peak Hour Demand. The amount of water delivered to the system in the hour of maximum use usually occurring during the maximum day.

**Density:** The number of dwelling units per acre. See "net density."

**Density bonus:** Incentive provided to a developer of housing, in exchange for meeting a specified condition or conditions such as quality of design or provision of a certain type of housing unit, community amenity, or other use.

**Detention/retention facilities:** Facilities designed either to hold runoff for a short period of time and then release it to the point of discharge at a controlled rate or to hold water for a considerable length of time and then consume it by evaporation, plants or infiltration into the ground.

**Development standards:** Restrictions, requirements and provisions for land development imposed by ordinance. In Renton, development standards are included in the Renton Municipal Code Title IV, "Development Regulations."

**Duplex:** A residential building located on a single lot that contains two attached dwelling units under one roof. Also known as a "flat."

**Dwelling unit:** One or more rooms located within a structure, designed as and arranged for living accommodations, and occupied or intended to be occupied by not more than one family and permitted roomers and boarders, independent from any other family. The existence of a food preparation area and sanitation facilities within the room or rooms shall be evidence of the existence of a dwelling unit. Dormitories, institutional housing, and other group quarters are not counted as dwelling units.

**Emergency housing (EH)**: is defined as temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement.

**Emergency shelter (ES):** is defined as a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

**Employment Center:** An area of the City where various industries provide higher than average concentrations of employment.

**Equalizing storage (Water Utility):** The act of balancing the difference between the capacity of the sources of supply and the maximum demand rate (generally considered the highest use hour of the hottest day of the year).

In water systems that service a large number of residences, the demand for water varies hourly and supply facilities are sized to meet the average rate of the maximum day demand. The maximum hour demand rate is typically about twice the average maximum day rate.

If equalizing storage is not available to provide water during peak hours, the supply facilities and major pipelines would have to be sized for the maximum hour demands. However, during non-peak hours, much of the supply capacity would not be used.

Instead, equalizing storage facilities are used to make up the difference between maximum hour and maximum day demand. The stored water is released when demand exceeds the supply and replenished when the supply exceeds demand. Equalizing storage facilities enable supply facilities and pipelines to be smaller and, therefore, lower costs for supply and pipeline facilities are obtained.

**Feeder system (Cable Television Service):** The line that carries the signal from a trunk line amplifier to the subscriber's service drop.

**Fiber optic cable:** A multi-layered cable composed of fine strands of glass fibers capable of transmitting large quantities of coded data by means of modulated light rather than electronic signals. It is preferred as a medium for television signals as it can carry more signals with less dissipation.

**Fireflow:** The rate of flow of water required during firefighting.

**Fire storage:** Reservoir capacity required to meet fire flows.

**Force main:** A sanitary sewer main that utilizes artificial means (pressure) to transport waste. A force main usually moves sewage from a lower elevation to or across a higher elevation. A lift station typically pumps sewage from one basin through a force main to another basin.

**Functional plans:** Long range plans developed by City departments that establish long-range goals and objectives to guide their operations and capital development requests. Functional plans typically represent the ideal goals for the department in providing urban services and facilities.

**Gate station (Natural Gas Service):** The point at which gas from Northwest Pipeline enters the Puget Sound Energy system, where odorant is added for safety, pressure is reduced between 200 to 300 psi, and the gas is metered.

**Gateway:** A point of entry that identifies a transition between different land uses, landscapes, and jurisdictional boundaries and enhances a feeling of anticipation and arrival for the approaching traveler.

**Geologically hazardous:** Areas that may be prone to one or more of the following conditions: erosion, flooding, landslides, coal mine hazards, or seismic activity.

**Gravity sewer:** A sanitary sewer main installed with the intention of utilizing gravity or "downhill flow" to move the waste. The maximum capacity for a gravity sewer is the volume of flow that can be carried in a sewer at a depth to diameter ratio of 0.70.

**Greenbelt:** An area intended for open space, recreation, very low-density residential uses, agriculture, geographic relief between land uses, or other low-intensity uses.

**Growth Management Act (GMA) of 1990:** A law passed by the Washington State Legislature in 1990 (RCW 36.70A), and amended periodically thereafter, that mandates comprehensive planning in designated counties and cities.

**Hazardous waste:** Any wastes included in the State of Washington, Department of Ecology Dangerous Waste Regulations, Chapter 173-303 of the Washington Administrative Code (WAC).

**Headend (Cable Television Service):** The electronic equipment that amplifies and processes television signals from all sources. After being assigned a channel, the signals leave via the trunk system.

**Heavy industrial:** A type of land use including manufacturing processes using raw materials, extractive land uses, and any industrial uses that typically are incompatible with adjacent uses due to noise, odor, toxic chemicals, or other activities which could pose a hazard to public health and safety.

**High-occupancy vehicle (HOV):** A vehicle carrying two or more people.

**Housing unit:** Any dwelling unit, housekeeping unit, guest room, dormitory, or single-occupancy unit.

**Impact fees:** Fees imposed on developers to pay for the community's costs of providing services to a new development. Such charges are an extension of efforts to make new development pay for their impact on the community. Impact fees may also involve some effort to predict the total cost of the community for servicing the new development and relate it to the revenues that will be produced by the development once it is completed.

**Impervious surface:** A hard surface area that either prevents or retards the entry of water into the soil mantle under natural conditions prior to development, and/or a hard surface that causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development.

Common examples include, but are not limited to, roof tops, walkways, patios, decks, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed or oiled earthen materials, macadam, or other surfaces that similarly impede the natural infiltration of storm water.

**Industrial:** A type of land use characterized by production, manufacturing, distribution or fabrication activities.

**Infill development**: Development that occurs on vacant or underutilized parcels, typically in urban areas that are largely developed.

**Infill housing:** Construction of new dwelling units on vacant or underutilized parcels in built-up areas. Because utilities, transit, and other infrastructure are already in place, the costs and impacts of new units are generally lower than for development on raw land.

**Infiltration (Wastewater Utility):** The entrance of ground water into the sanitary sewer system through cracks, pores, breaks, and defective joints in the sewer piping network.

**Inflow:** Direct flow of storm water into sanitary sewer systems through hookups from storm water collection facilities and illegal connections.

**Infrastructure:** Facilities and services needed to sustain industry, residential, commercial, and all other land use activities, including water, sewer lines, and other utilities, streets and roads, communications, and public facilities such as fire stations, parks, schools, etc.

**Institution:** A structure (or structures) and related grounds used by organizations providing educational, medical, social, and recreational services to the community such as hospitals, vocational or fine arts schools, child care centers, whether operated for nonprofit or profit-making purposes; and nonprofit organizations such as colleges and universities, elementary and secondary schools, community centers and clubs, private clubs, religious facilities, museums, and institutes for advanced study.

**Intensive office:** Mid- to high-rise office development including structured parking typically located in areas with regional transportation access.

**Intermediate pressure (ip) distribution main:** Underground lines varying from 1.25 to 6 inches in diameter. Pressure averages 35 psi

**Jobs/housing balance**: The ratio between jobs and housing within a specified area. The jobs/housing balance can influence housing costs and transportation demand.

**Land use zoning:** Traditionally, a technical or physical approach to the segregation of incompatible land uses, such as residential and industrial use, through systems of land use and development controls. More recently, the techniques have emphasized reinforcing relationships between compatible land uses such as residential and

neighborhood commercial. The contemporary approach also emphasizes the close relationship between transportation and land use to more effectively respond to accessibility, reduction of infrastructure costs, urban design, air, noise, and water pollution, energy conservation, and conservation of resource lands.

**Landfill:** A disposal facility, or part of a facility, where solid waste is permanently placed in or on land and which is not a land spreading disposal facility.

**Large scale multi-unit:** A residential building, or group of buildings that contain more than four dwelling units in each building.

**Level-of-service (LOS):** A qualitative rating of how well some unit of transportation supply (e.g., street, intersection, sidewalk, bikeway, transit route, ferry) meets its current or projected demand.

**Linear parks:** Parks that are long and narrow, and follow a natural or man-made corridor such as a road or stream course.

**Lift station:** A sewage pumping facility that consists of a wet well for collecting wastewater, mechanical equipment such as pumps, valves and piping, electrical and control equipment, and a force main. The maximum capacity for a lift station is equal to the peak, wet weather flow that the largest pump within the lift station has been designed to convey.

**Light industrial:** A type of land use including small scale or less intensive production, manufacturing, distribution or fabricating activities. Some office activities and supporting convenience retail activities may also be included.

**Looping main (Natural Gas Service):** A main that connects to a supply line at both ends, thereby providing an alternate route for natural gas to travel to an area needing additional supply.

**Manufactured housing:** A broad term including mobile homes, modular homes, and other "factory built" housing. The main distinction between manufactured homes and site-built homes is that manufactured homes are created in one or more parts away from the site, and then transported to it.

"Red Seal" manufactured homes are built to HUD standards, with the chassis included as a permanent part of the home, although the axles must be removed when the home is installed. These homes, however, are built so that they may be placed on a permanent foundation.

"Gold Seal" modular homes are constructed in a factory in several pieces that may be smaller or less complete than the pieces of a "Red Seal" manufactured home. "Gold Seal" homes are built to the specifications of the Uniform Building Code, and are placed on a permanent foundation, similar to a "stick-built" home. Unlike "Red Seal homes", the chassis for transportation is not a permanent part of the home.

Mobile homes, as opposed to manufactured or modular homes, are typically located in established mobile home parks and were built before HUD standards for manufactured housing went into effect June 15, 1976.

**Master plan:** A plan that shows how proposed development will comply with the development standards in the applicable zoning. It also is intended to show compatibility of development within the Master Plan, and compatibility of anticipated uses in areas adjacent to and abutting the Master Plan area. It provides long-term guidance for a smaller area than a Conceptual Plan, but a larger area than a detailed Site Plan.

**Metro:** A countywide agency run by Metropolitan King County that provides regularly scheduled public transit service (both express and local service), park and ride lots, vanpools, ride-sharing, and customized service to meet people with special needs. Metro is also a regional sewage treatment agency charged with the collection, treatment, and disposal of sewage from the City of Renton and much of King County.

**Middle housing:** Housing that is at a middle scale between detached housing and large attached residential buildings.

**Minimum density:** A development standard that sets the least amount of density permitted in a residential zone,

as a measure of dwelling units per acre, and results in a more efficient use of urban land than might otherwise be attained through market forces.

**Mitigation (Surface Water Utility):** Avoiding, minimizing or compensating for adverse wetland impacts. Mitigation, in the following order of preference, is:

a. Avoiding the impact altogether by not taking a certain action or parts of an action;
b. Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking deliberate steps to avoid or reduce impacts;
c. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
d. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;
e. Compensating for the impact by restoring or providing substitute resources or environments;
f. Monitoring the impact and the compensation project and taking appropriate corrective measures.

Mitigation for individual actions may include a combination of the above measures.

**Mixed-use:** The presence of more than one category of use in a structure or development project, for example, a mixture of residential units and retail or offices in the same building or if in separate buildings, in close proximity to one another. The uses are physically and functionally integrated and mutually supporting.

**Mode:** Types of transportation available for use, such as a bicycle, an automobile, or a bus.

**Mode-split:** The proportion of total persons using a particular mode of travel. In this document, mode-split generally refers to the percentage of people using public transportation as opposed to other motorized modes.

**Multi-use use:** A structure or portion of a structure containing two or more dwelling units.

**Multi-modal:** Referring to accessibility by a variety of travel modes, typically pedestrian, bicycle, transit, and automobile modes, but may also include water and air transport modes.

**Natural gas:** For the most part methane, a naturally occurring mixture of hydrocarbon and non-hydrocarbon gases found in porous geologic formations beneath the earth's surface, often in association with petroleum.

**Neighborhood commercial:** Small commercial areas providing limited retail goods and services such as groceries and dry cleaning for nearby customers.

**Net density:** A calculation of the number of housing units that would be allowed on a property after sensitive areas, public streets, and private access easements are subtracted from the gross area (gross acres minus streets, easements, and sensitive areas multiplied by allowable housing units per acre). This calculation applies to residential uses only.

**Northwest Pipeline:** Interstate pipeline providing gas to Puget Sound Energy. Pressure varies from 600 to 900 psi in two parallel pipes, 26 and 30 inches in diameter.

**Off-site release rates (Surface Water Utility):** As a result of development, the peak release rate of water from the developed property during the design storm.

**On-street parking:** Parking spaces in the rights-of-way.

**Open space:** Any area of land, or water that provides physical or visual relief from the developed environment. Open space may be essentially unimproved and set aside, designated or reserved for public use or enjoyment, or for the private use and enjoyment of adjacent property owners. Open space may also consist of undeveloped or developed areas including urban plazas, parks, pedestrian corridors, landscaping, pastures, woodlands, greenbelts, wetlands, and other natural areas or street rights-of-way which provide visual relief within developed areas. The term does not include stormwater facilities, driveway, parking lots, or other surfaces designed for vehicular travel.

**Outfall:** The point, location, or structure where wastewater or drainage discharges from a sewer, drain, or other conduit.

**P-1 Channel:** An existing channel in the lower Green River Valley that transports the surface water flows of Springbrook Creek to the Black River Pump Station.

**Peak flow (wastewater utility):** The maximum amount of sewage, either actual or estimated, that must be transported through the system in a given time (usually in gallons per minute). Peak flow is usually measured or calculated during the wettest time of the year when rain and high ground water add inflow and infiltration to the normal flow of the system at the time of day when domestic use is the greatest.

**Peak hour:** One-hour interval within the peak period when travel demand is usually highest (e.g., 7:30-8:30 a.m. and 4:30-5:30 p.m.).

**Pedestrian-orientated:** A type of development where the location and access to buildings, types of uses permitted on the street level, and design of building facades are attractive to and based on the needs of pedestrians.

**Pedestrian facility:** An improvement designed to facilitate accessibility by foot or wheelchair, including sidewalks, curb ramps, crosswalks, overpasses and undercrossings, etc.

**Permanent supportive housing (PSH):** is defined as subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors.

Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW.

**Pipeline:** Buried pipe systems (including all pipe, pipe joints, fittings, valves, manholes, sumps, and appurtenances that are in contact with the substance being transported) utilized for the conveyance of regulated substances. Pipelines include, but are not limited to, sanitary sewers, side sewers, leachate pipelines, and product pipelines, such as petroleum.

**Planning Area:** A geographic area defined on a map in a comprehensive plan that is a logical area for expansion of the system. Conversion of a planning area to a utility service area requires King County approval of an amendment to a comprehensive plan.

**Platting:** A map or representation of a piece of land that shows the location, boundaries, area, and other details of existing and proposed lots, streets, utilities, public areas, and all other necessary data to demonstrate compliance with subdivision regulations; state statutes provide for the recording of plats, and the selling of lots or parcels of land by referring to the recorded plat.

**Potential Annexation Area (PAA):** The area within the Urban Growth Area that is not already incorporated as a city and is designated for future annexation to the City within the twenty year planning horizon by agreement with King County as required by the Countywide Planning Policies and the Growth Management Act.

**Pre-development levels (Surface Water Utility):** The rate of flow under a design storm occurrence that would occur in absence of a development.

**Pressure zone (Water Utility):** A water system subsection operating from one source at a common hydraulic elevation.

**Protected APA designated Zone 2:** If the aquifer supplying water to a well, well field, or spring is naturally protected by overlying geologic strata, the City of Renton may

choose not to subdivide an APA into two zones. In such a case, the entire APA will be designated as Zone 2.

**Public facilities:** Publicly owned, operated, or leased land and the public facilities and/or uses contained therein, such as streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, park and recreational facilities, schools and public buildings.

**Public Works:** The City of Renton's Public Works Department.

**Recyclables (Solid Waste Utility):** Newspaper, uncoated mixed paper, aluminum, glass and metal, food and beverage containers, Polyethylene terepthalate (PET #1) plastic bottles, High Density Polyethylene (HDPE #2) plastic bottles, and such other materials that the City and contractor determine to be recyclable.

**Religious organization:** means the federally protected practice of a recognized religious assembly, school, or institution that owns or controls real property. *RCW 36.01.290(6)(c).*

**Residential use:** Any land use that provides for living space. Examples include artist studio/dwelling, boarding house, caretaker's quarters, single unit, multi-unit, special residence, floating homes, and mobile home parks.

**Rezoning:** An amendment approved by the governing body, to the Official Zoning Map and/or text of development standards to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated lot or land area. Rezoning can take two forms: 1) a Comprehensive Plan Amendment (revision or modification of the text and/or map), or 2) a change of the zoning district applied to a particular lot or lots, without a change in the Comprehensive Plan land use designation.

**Right(s)-of-way:** A public or private area that allows for the passage of people or goods. Right-of-way includes passageways such as freeways, streets, bike paths, alleys, and walkways. A public right-of-way is a right-of-way that is dedicated or deeded to the public for public use and under the control of a public agency.

**Runoff:** That portion of precipitation that flows over land surface and enters a natural drainage system or constructed storm sewer system during and immediately following a storm.

**Rural area:** A sparsely developed area located outside of the Urban Growth Area, where the land is undeveloped or primarily used for agricultural, forestry, resource extraction, very low-density residential uses, or open space purposes.

**Sanitary sewer**: A piping system that carries liquid and waterborne wastes from residences, commercial buildings, industrial plants, and institutions, together with minor quantities of ground, storm, and surface waters that are not admitted intentionally.

**SEPA:** See State Environmental Policy Act.

**Service area:** A geographic area within which service to customers is available as specifically defined on a map in a utilities service plan and approved by King County.

**Side sewer:** In plumbing, the extension from the building drain to the public sewer or other place of disposal. Also called house connection or side sewer (private). A side sewer stub is that portion of the side sewer between the collector sewer and the individual property line.

**Single-occupant vehicle (SOV):** A vehicle carrying only one person.

**Solid waste:** A general term for discarded materials destined for disposal but not discharged to a sewer or to the atmosphere.

**Special benefit districts:** Subareas of a community designated by city ordinance to assess payments for construction or installation of public facilities which primarily benefit the property owners within the district.

**Special needs housing:** This category refers to housing that is provided for low income or indigent persons and, where applicable, their dependents who, by virtue of disability or other personal factors, face serious

impediments to independent living and who require special assistance and services in order to sustain appropriate housing on a permanent, long-term or transitional basis.

**State Environmental Policy Act (SEPA):** The state law passed in 1971 requiring state and local agencies to consider environmental impacts in the decision-making process.

**Storm sewer or storm drain:** A sewer that carries storm water and surface water, street wash, and other wash waters, or drainage, but excludes domestic wastewater and industrial wastes.

**Storm water:** Water originating from precipitation, surface runoff, shallow ground water, or other drainage that does not include domestic wastewater or industrial wastes.

**Strip commercial:** An area occupied by businesses along an arterial street, located in one-story structures or platted lots and/or small shopping centers arranged in a line and set back from the street to allow front of store parking lots with individual driveway entrances and individual parking.

**Structured parking:** Vehicle parking within a building having one or more stories.

**Surface parking:** Open lots or grounds with at-grade vehicle parking facilities.

**Townhouse:** A form of ground-related housing where individual dwelling units are attached along at least one common wall to at least one other dwelling unit. Each dwelling unit occupies space from the ground to the roof.

**Transfer of development rights (TDRs):** A program in which the unused portion of a "sending" property's zoned capacity – one of the separable rights of property – is sold to the developer of a "receiving" site, who is allowed to add the capacity to the zoned limit of that site.

**Transfer station:** Permanent, fixed, supplemental collection and transportation facility, used by persons and route collection vehicles to deposit collected solid waste from off-site into a larger transfer vehicle for transport to a solid waste handling facility. Transfer stations may also include recycling facilities and compaction/baling systems.

**Transit:** Public transportation by public bus, light rail, heavy rail, and commuter rail transport, but not ferries or vanpools.

**Transitional housing (TH):** is defined as a project that provides housing and supportive services to homeless persons or families for up to two years and that has as its purpose facilitating the movement of homeless persons and families into independent living. RCW 84.36.043(3)(c).

**Transportation Demand Management (TDM):** A system for reducing traffic congestion and providing multi-modal transportation opportunities, which is implemented in Washington State through the Commute Trip Reduction law. See Commute Trip Reduction (CTR) definition.

**Transportation Improvement Program (TIP):** A plan, adopted by a jurisdiction, that details the priority for improvements to the transportation system related infrastructure and the means and methods of financing those improvements.

**Transportation Systems Management (TSM):** Accommodating transportation demand by using the existing supply more efficiently and by emphasizing lower cost improvements that can be implemented quickly. For example, converting a general purpose traffic lane into a transit-way might increase the person-carrying capacity of a highway more easily and quickly than widening the highway for additional traffic lanes.

**Trip bank:** The document created and maintained by the City to record the available vehicle internal trip ends, reservation of trips, and the balance of available vehicle internal trip ends following subtraction of vehicle internal trip ends from each concurrency approval.

**Trunk system (Cable Television Service):** The cables that carry signals from the headend to the feeder lines. Since the signal loses strength as it travels down the cable, a series or cascade of amplifiers, located at intervals along its length, boost signal strength.

**Undeveloped rights-of-way:** Any undeveloped portion of a strip of land legally established for the use of pedestrians, vehicles, or utilities.

**Upzoning:** Changing the Official Zoning Map and/or text of development standards in a way that allows less restrictive uses (e.g., from residential to commercial) or allowing higher densities for a given area of land.

**Urban Center:** Defined by the Countywide Planning Policies, recognized by the Puget Sound Regional Council, and so designated by City Council Resolution, the Urban Center is an area of Renton with existing and/or future high employment concentration, residential use at high density, and accessibility. These areas promote non-SOV mobility, reduce sprawl, and maximize benefits of existing public investment.

**Urban growth area:** Area designated by the City and endorsed by the County for development over the next twenty years as required by the Growth Management Act. Urban growth patterns should not occur outside these areas.

**Urban separator:** Corridors of natural areas or very low density rural development between higher density urban areas. Examples include lands useful for open space, wildlife habitat, recreation trails and connection of critical areas, agricultural uses, or lands which have a rural character.

**Utilities:** All lines and facilities related to the provision, distribution, collection, transmission, or disposal of water, storm and sanitary sewage, oil, gas, power, information, telecommunication and telephone cable and includes facilities for the generation of electricity.

**Vision 2050:** Puget Sound Regional Council's 2020 adopted Regional Growth Strategy and Multicounty Planning Policies that focus on growth in centers and near transit, with the goal of sustaining and creating different types of urban communities while preserving the region's working resource lands and open spaces.

**Wastewater:** The spent or used water of a community or industry that contains dissolved and suspended contaminants that cannot be discharged directly to a lake, stream or river.

**Wetlands:** Areas characterized by the presence of surface or groundwater at a frequency or duration to support vegetation adapted for life in saturated soil conditions. For the purposes of inventory, incentives and non-regulatory programs, those lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface of the land is covered by shallow water. For the purposes of regulation, wetlands are defined by the Federal Manual for the Regulation and Delineation of Jurisdictional Wetlands pursuant to this Chapter, Section 4-32-3.C. Wetlands created or restored as part of a mitigation project are regulated wetlands. Wetlands intentionally created for purposes other than wetland mitigation, including but not limited to, stormwater management, wastewater treatment or landscape amenities, drainage ditches are not considered regulated wetlands.

**Wildlife habitat**: An area characterized by wildlife that forage, nest, spawn, or migrate through, in search of food and shelter.

**Yard waste (Solid Waste Utility):** Debris from leaves, grass and clippings of woody as well as fleshy plants. Materials larger than two inches (2") in diameter and four feet (4') in length shall not be considered yard waste.

# Appendix A. Renton Community Profile & Existing Conditions

Located southeast of Seattle along the southern edge of Lake Washington, the City of Renton's vision is to be the center of opportunity in the Puget Sound region, where families and businesses thrive. The City is dedicated to providing a range of housing options affordable to all residents, attracting clean, high-paying jobs, providing high-quality multi-modal transit options, and providing a range of amenities and services to keep Renton a great place to live, work, learn, and visit.

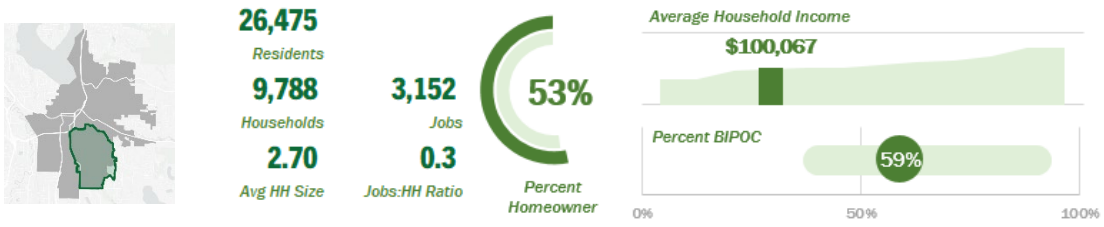
Renton is a diverse city with a strong sense of community and many established neighborhoods. The City prioritizes consistent and equitable engagement with its residents, businesses, and organizations to facilitate and foster healthy, vibrant communities and involve those in the decision-making that affects their communities.

.

## Community Planning Areas

Renton includes many distinct communities, each with unique qualities, attributes, and amenities. In 2008, Renton established Community Planning Areas to better align city planning and services to the local experience of Renton's community members. The Community Planning Areas provide a valuable framework to engage stakeholders in identifying shared vision and goals for each of Renton's distinct communities. The City's Comprehensive Plan provides an overall framework for the city and its role within the county and region. Under its unifying vision, community planning allows neighborhood stakeholders to work together refine solutions based on local conditions.

### Benson

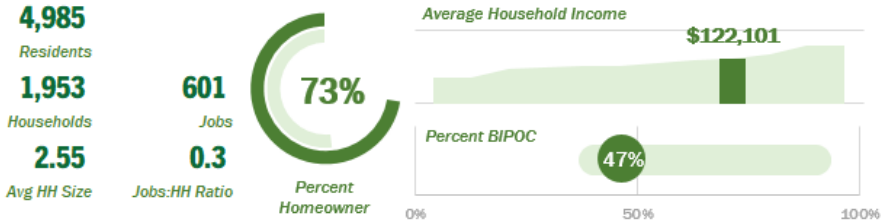



Renton's Benson Hill includes 2,960 acres of predominantly residential uses with two major commerce centers in the southeastern portion of Renton. Several parks, trails, and major utility corridors provide lots of opportunities for recreation. Approximately 300 acres of Benson Hill is an undeveloped wildlife corridor, wetlands, and other natural areas, leaving water quality and wildlife habitat important considerations for the area.

Plans Adopted by Reference:

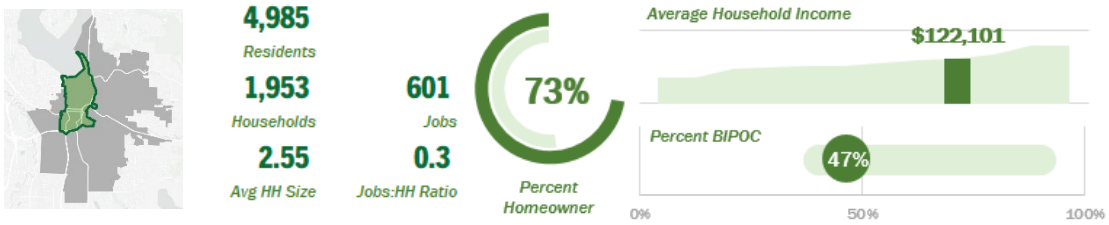
- Benson Hill Community Plan

## Cedar River




The Cedar River flows directly through the Cedar River community planning area. Along the river is the Cedar River Trail, a regional trail offering a scenic setting for runners, walkers, cyclists, and outdoor enthusiasts. Cedar River is also home to notable attractions, such as the Renton Civic Theater, Renton Community Center, Henry Moses Aquatic Center, and Maplewood Golf Course, which offer activities for Renton residents and visitors to the city.

## City Center



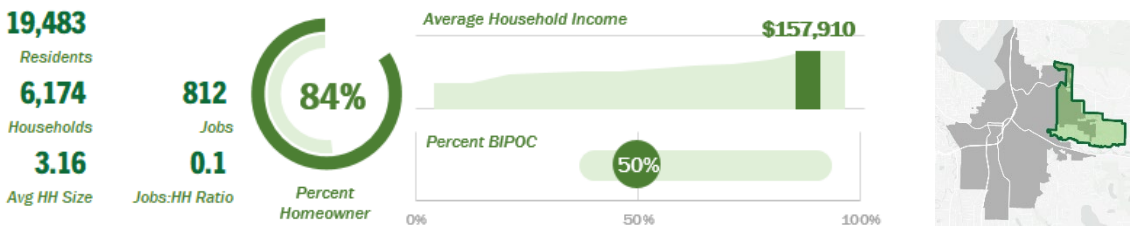

Renton's City Center is in the heart of the City of Renton. The City Center's boundaries are generally Lake Washington to the North, I-405 to the south and east, and Lind Avenue SW and Rainier Avenue to the west. The City Center is a unique area that is comprised of diverse activities and land uses ranging from airport industrial uses to regional and local retail districts to residential neighborhoods.

PSRC's VISION 2050 designates City Center as a Regional Growth Center intended to include a mix of uses and activities connected by efficient transportation.

Plans Adopted by Reference:

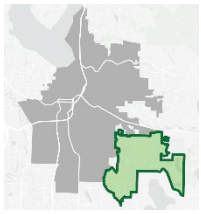
- City Center Community Plan
- Puget Sound Regional Council's Regional Growth Strategy

## East Plateau

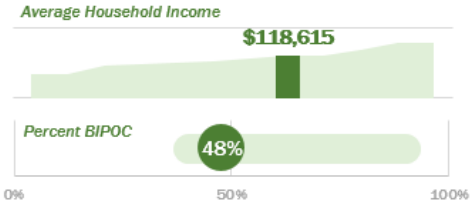


East Plateau is Renton's eastern most neighborhood East Plateau is largely residential area and contains both single unit detached and attached housing options. East Plateau has the highest average household income out of all Renton's community planning areas.

## Fairwood



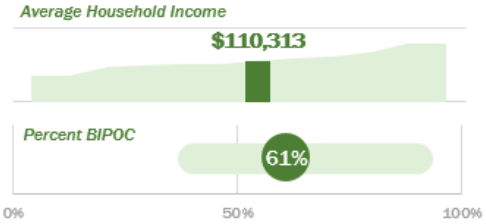
22,970 Residents
8,141 Households
2.82 Avg HH Size
1,934 Jobs
0.2 Jobs:HH Ratio
56% Percent Homeowner

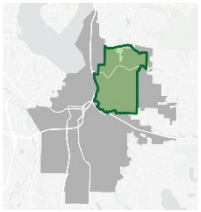



Fairwood is one of the City's Potential Annexation Areas. It is east of Benson and offers a variety of recreation opportunities, including Lake Desire and Shady Lake, Petrovitsky Park, and Fairwood Golf & Country Club. Fairwood offers residential areas, a variety of civic uses (such as the Fairwood Library and Northwood Middle School), and commercial centers.

## Highlands

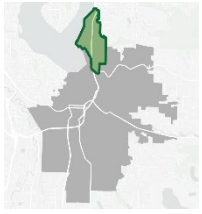
31,570 Residents
11,680 Households
2.70 Avg HH Size
4,030 Jobs
0.3 Jobs:HH Ratio
53% Percent Homeowner



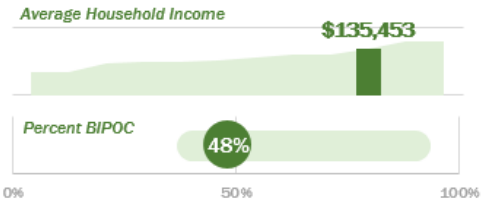



Located in northeast Renton, the Highlands planning area has the greatest population of all of Renton's community planning areas at 31,570 residents. Highlands has a large BIPOC [black, indigenous, and persons of color] population, as well as a high number of foreign-born populations and residents with Limited English Proficiency near commercial areas in the neighborhood. The area offers a variety of activities for Renton residents and visitors alike; the neighborhood is home to the Jimi Hendrix Memorial, several parks, and Renton Technical College, a community college offering academic degrees and certificates in professional-technical fields. Highlands has a strong commercial district and is home to many local restaurants and shops.

## Kennydale



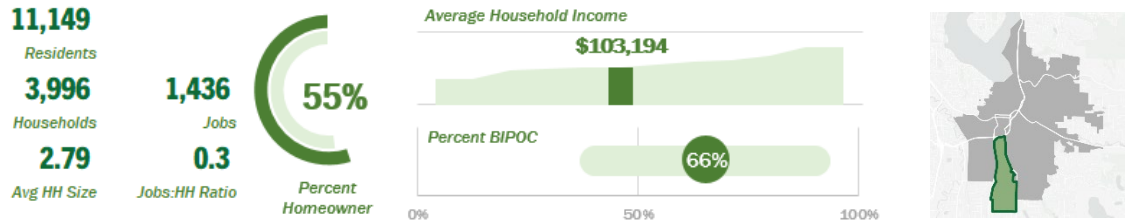
6,784 Residents
2,824 Households
2.40 Avg HH Size
766 Jobs
0.3 Jobs:HH Ratio
67% Percent Homeowner




Located in Northern Renton and along the shores of Lake Washington, Kennydale boasts beautiful shoreline views and swimming and boating opportunities at Kennydale Beach Park. Kennydale is largely residential, though the neighborhood does have pockets of commercial uses and public uses, such as Renton Fire Station 15 and Kennydale

Elementary School. The Kennydale CPA is relatively less diverse compared to other parts of Renton, though there is a high number of households with Limited English Proficiency and foreign born populations, especially east of I-405 and south of May Creek Park.

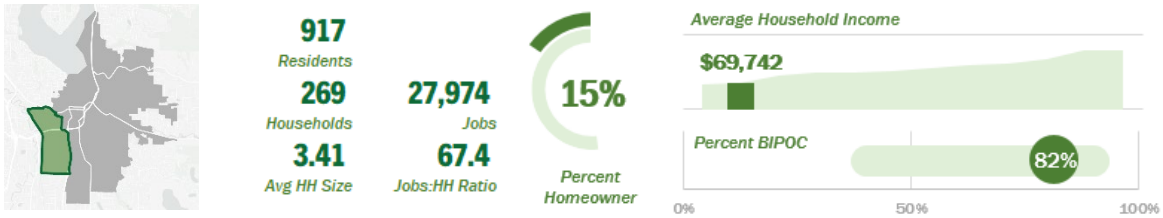
## Talbot




Talbot offers a variety of recreation opportunities, from playground fun at Victoria Park Children's Park to pickleball at Talbot Hill Reservoir Park. Talbot contains the Valley Medical Center, though is largely residential and features many tree lined neighborhood streets with townhomes, apartments, and single, detached dwellings. Talbot has a large BIPOC population, as well as a large number of residents with Limited English Proficiency.

## Valley

Largely commercial in nature, Renton's Valley is one of the City's main job hubs, home to IKEA, business parks, and a variety of other commercial uses. Fostering easy connections to and from the area is the Tukwila Sounder Station, located on the western boundary of the area. The Black River and Springbrook Creek run through the Valley Planning Area. Valley has the smallest number of residents of the Community Panning areas with 917 residents.




## West Hill

West Hill is almost entirely comprised of another one of the City's Potential Annexation Areas. It lies west of Renton and borders Lake Washington and the City of Seattle. Much of West Hill is residential with commercial nodes and parks. The West Hill community planning area has one of the greatest proportions of BIPOC residents, as nearly three quarters (74%) of the CPA residents are BIPOC.

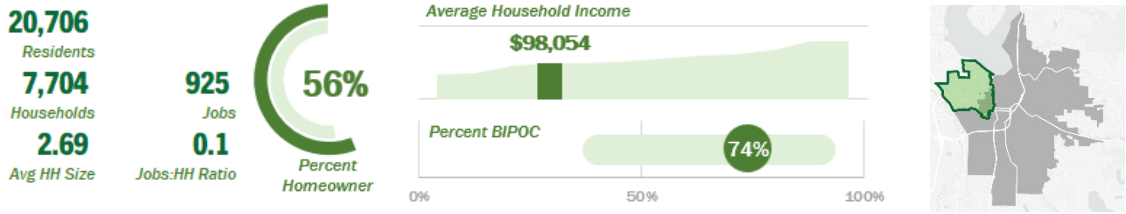
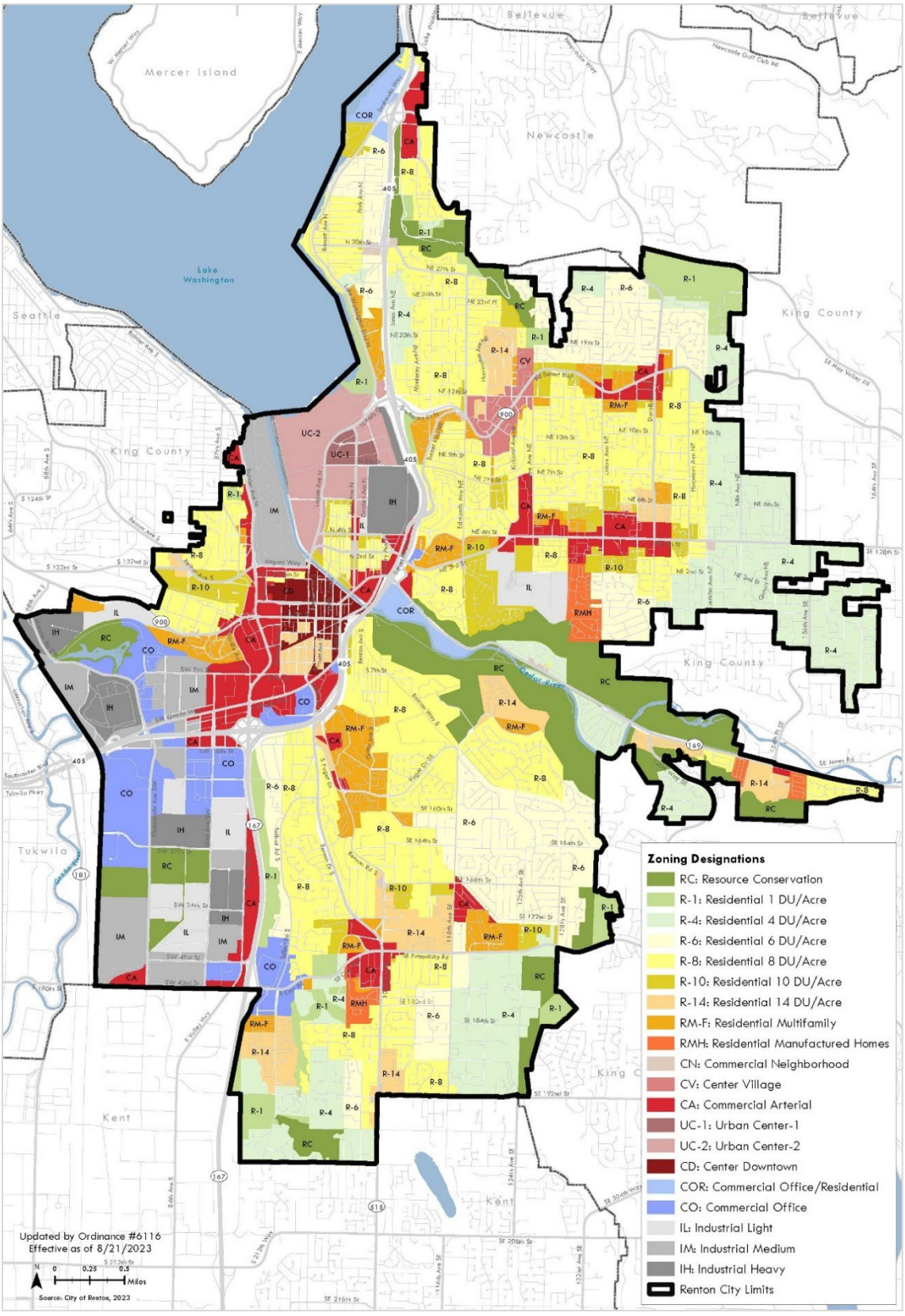


**Exhibit 1. Zoning Map**

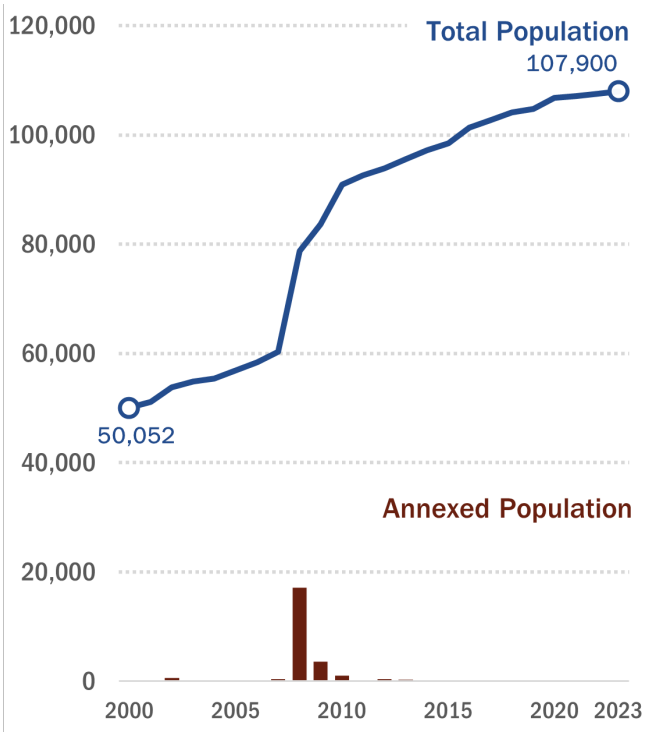



Sources: City of Renton, 2023;

# Community Profile

Located at the center of the Puget Sound Region, Renton is a growing and diverse city. Renton has more than doubled in population since 2000, through both annexation and by residents moving in. Renton is growing at a rate slightly lower than King County as a whole, but faster than other cities such as Tukwila, Kent, and Burien.

**Exhibit 2. Renton Population, 2000 – 2023**

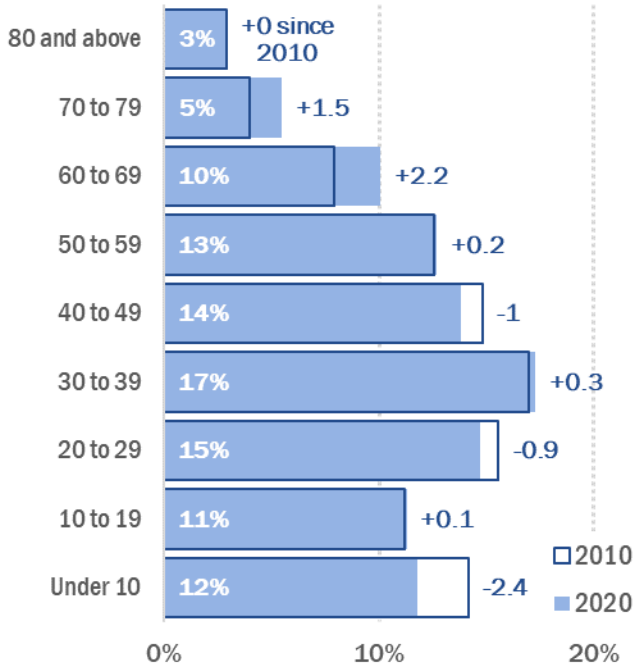



Sources: WA OFM, 2023; BERK, 2023.

Renton's age profile is like King County as a whole, with about a quarter of the population being children (23%) and adults ages 70 and older comprising about 8% of the population (shown in Exhibit 3). Like King County, the average age of a Renton resident has become older due to an increase in the proportion of the population aged 60 years and older and a reduction in the proportion of the population that is younger than 19 years.

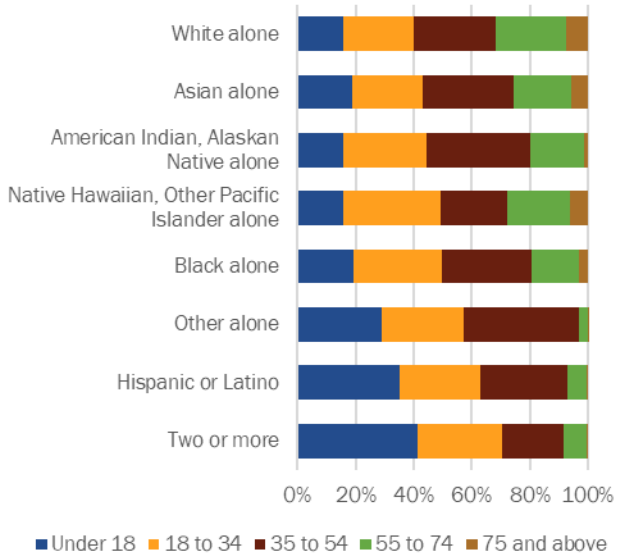
Exhibit 4 presents simplified age categories across different racial and ethnic groups. The age composition is not significantly different among groups, with an observed pattern of people who identify as two or more races, a race other than the options provided, or as having Hispanic or Latino heritage being more represented in the younger age groups.

**Exhibit 3. Renton Population by Age, 2010 & 2020**




Sources U.S. Decennial Census, 2010 and 2020; BERK, 2020.

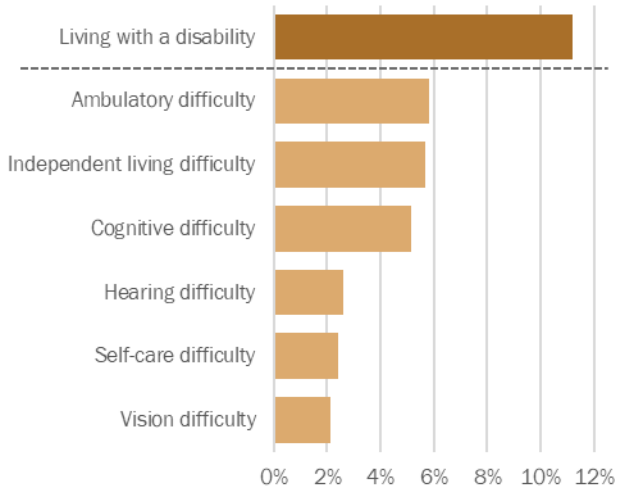
**Exhibit 4. Age Distribution by Race and Ethnicity**




Sources: ACS 5-year estimates, 2017-2021; BERK 2023.

Approximately 11% of Renton's population lives with one or more disabilities, as shown in Exhibit 5.

**Exhibit 5: Population Living with a Disability (Total, and by One or more Disabilities), 2021**



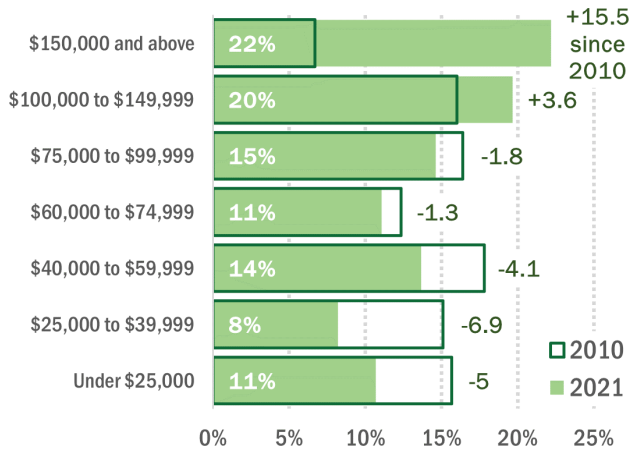

Sources: ACS 5-Year Estimates, 2017-2021; BERK, 2023.

Renton has long been a home to waves of new Americans and today is diverse community in which no one racial or ethnic group makes up most of the population (see Exhibit 7). The Coast Salish people, are the original stewards of the land on which Renton sits. The community composition today reflects Renton's colonial history as well as historical inequities that limited housing opportunity for Black, Indigenous, and People of Color (BIPOC) households.

While no neighborhood in Renton is completely comprised of a single or even two racial or ethnic groups, there are communities with significantly greater representation of specific racial and ethnic groups, such as Asian populations in the East Plateau and Benson Planning Areas, Black populations in the Highlands, Talbot, and Benson Planning Areas, Hispanic/Latino populations in the Highlands Planning Area, and White populations along the shoreline in the Kennydale and the Cedar River Planning Areas. Exhibit 7 (next page) displays the distribution of population by the most common race or ethnicity categories.

All households need safe, affordable housing, access to services, transportation, and economic opportunity. Household income is the primary driver of access to services and housing and is relevant to understanding the needs for services and economic opportunity in a community. Renton household income spans a broad range, with representation all along the income spectrum.

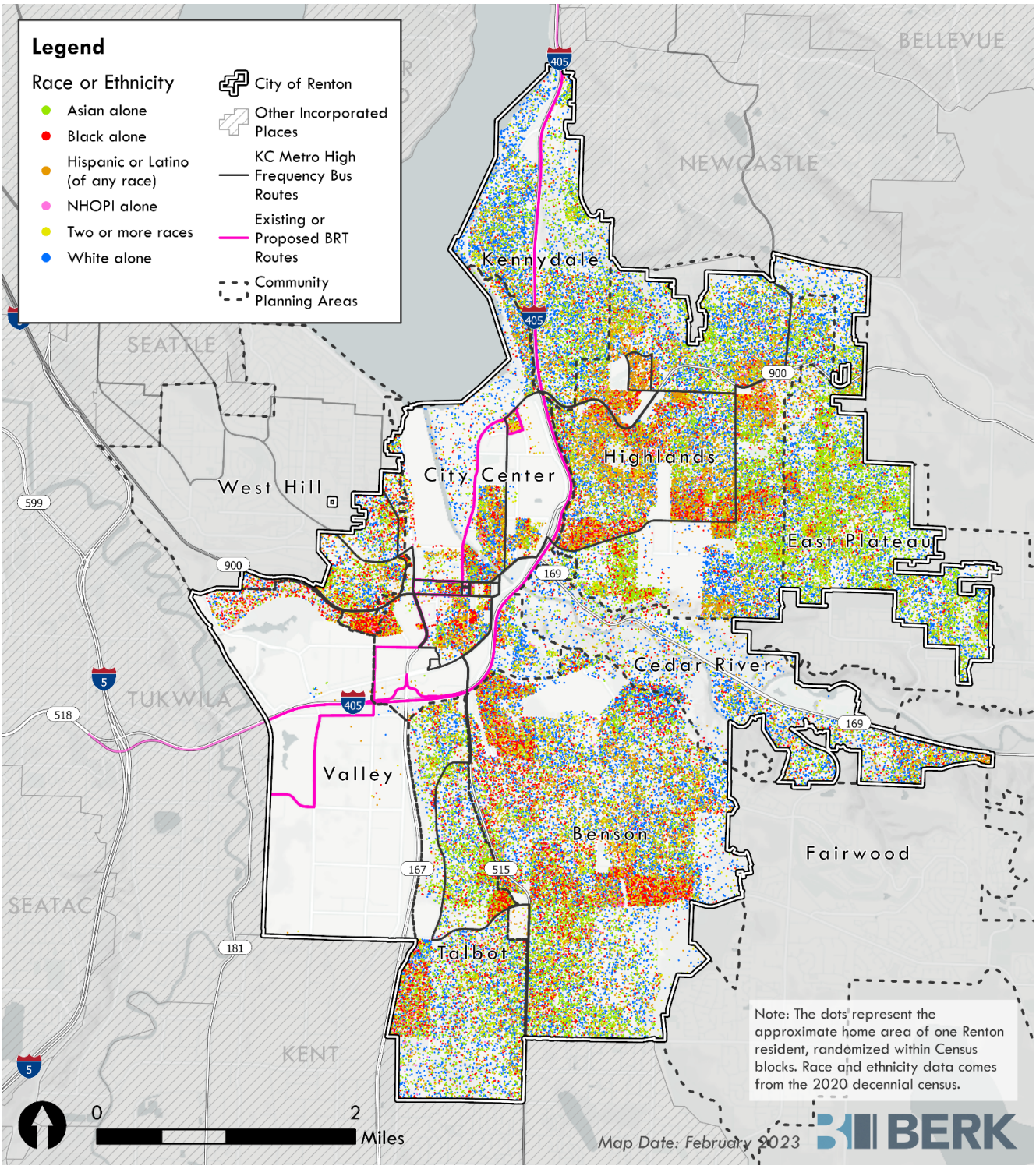
**Exhibit 6. Household Income, 2010 & 2021**




Sources: ACS 5-year estimates, 2006-2010 and 2017-2021; BERK 2023.

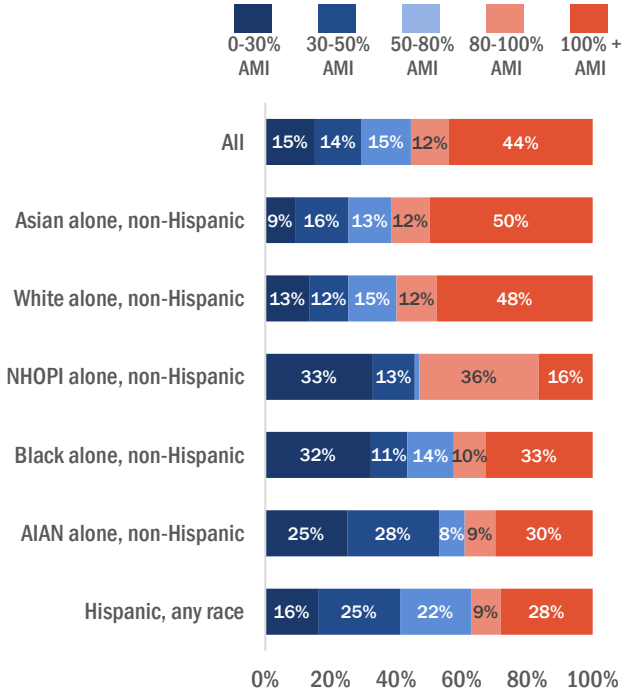
In 2021, about 42% of Renton's households had incomes above $100,000. Between 2010 and 2021, Renton experienced an increase in the proportion of households with incomes above $100,000 and a loss of households with incomes less than $100,000 with the greatest reductions in households earning between $25,000 and $39,999. Some of the loss of households with incomes in the lower ranges may be the result of household incomes rising, but likely also could include the displacement of households with lower incomes out of Renton.

**Exhibit 7. Distribution of Population by Race and Ethnicity, 2020**




Sources: U.S. Decennial Census, 2020; BERK, 2023.

**Exhibit 8: Proportion of Households by Race and Income, 2019**




Sources: U.S. Department of Housing and Urban Development, Comprehensive Housing Affordability Strategy data (based on 2015-2019 ACS 5-year estimates); BERK, 2023.

## Household Income in the Regional Context

Located in the center of the Puget Sound region, Renton's housing market is shaped by influences across the region. Many of Renton's residents work outside the city, and many people who work in Renton live elsewhere. To better characterize local housing and service needs, household income is benchmarked to the area median income. Washington cities and counties use area median income categories established by the US Department of Housing and Urban Development (HUD) for King and Snohomish Counties. Due to data lags, household and housing estimates are based on self-reported 2019 household income and adjusted for household size.

Household income patterns vary across racial and ethnic groups. Renton's households led by a person that identifies as Black, Hispanic, or American Indian or Alaska Native have lower median incomes than Renton's households led by someone who identifies as White and Asian. More than half of American Indian or Alaska Native households (53%) have household incomes of less than 80% of King County median income (see Exhibit 8 on the next page). Housing policies must ensure enough variety in housing opportunity and offer protective measures for vulnerable populations to reduce housing disparities across racial and ethnic groups.

The HUD-reported **2019 Median Income (4-person household)** is $108,500. HUD also establishes income-limits based that account for account for household size and areas of unusually high median incomes to determine eligibility for housing assistance programs.

**2019 HUD-defined income limits (4-person household):**

- 80% AMI = $88,250
- 50% AMI = $55,350
- 30% AMI = $33,200

## Displacement Risk

Displacement occurs when people are forced out of their homes for reasons beyond their control. Local planning laws and regulations can influence displacement by restricting housing supply, discouraging investment or maintenance of existing housing, or insufficiently managing exposure to environmental hazards such as flooding, urban heat, or air pollution. Exhibit 9 (next page) presents an assessment of displacement risk, further identified in bullets that follow, based on the social vulnerability of current residents; evidence of demographic change associated with gentrification; and changes in market prices relative to city-wide patterns.

- **Social vulnerability** is assessed based on the factors that would make it difficult for a household to find new housing in the area if they should be displaced from their current unit. This includes the share of households that rent, the share of the population that

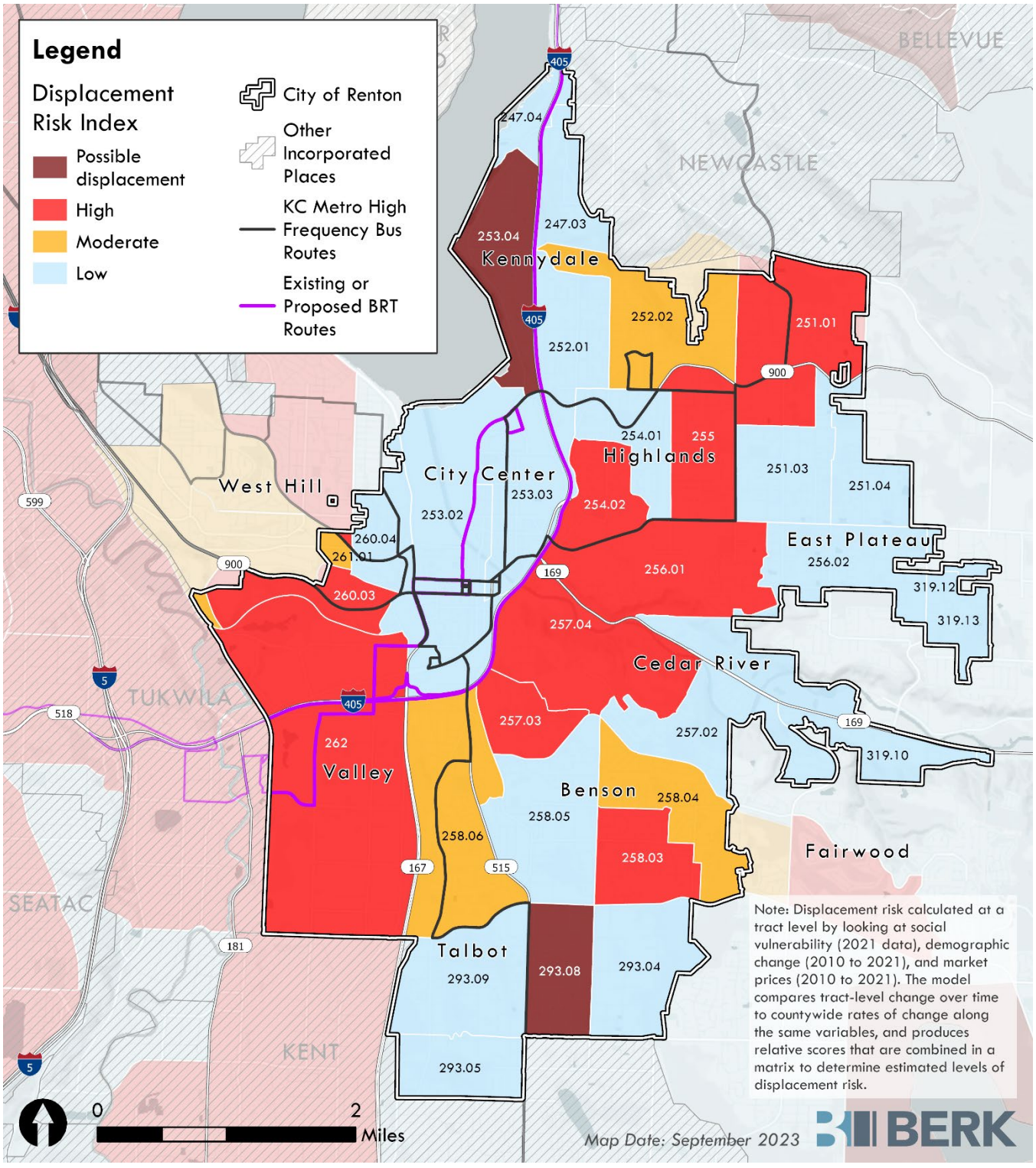
identifies as a person of color, and median income relative to the countywide median income.

- **Demographic change** is the change over time (e.g., 2010 to 2021) in the BIPOC share of the population and proportion of households with household incomes of less than 80% of King County AMI. Patterns are assessed for how much they deviate from countywide patterns.
- **Market prices** are assessed based on whether the area was relatively affordable in 2015 and changes in rent for occupied rental units between 2010 and 2021.

The results from these three risk factors are evaluated to assign a displacement risk score for the entire census tract. For example, an area with high social vulnerability, no demographic change, but accelerating market prices would have a high displacement risk. Measuring by census tract provides a high-level screening of displacement risk, but the effects of displacement may be concentrated in a much smaller area such as a neighborhood or few square blocks.

- The **Highlands Planning Area** has the highest degree of displacement risk. The Highlands Planning Area had relatively affordable rents in 2015 but has seen higher rent increases through 2021 than other areas of the city. In addition, the population has higher rates of social vulnerability. The Highlands Planning Area has the greatest number of BIPOC-identified people compared to all other planning areas as well as high proportions of renters and lower average household incomes compared to county-wide patterns.
- The **Benson Planning Area** has a mixed finding of displacement risk. Higher displacement risk is associated with the area between SE 168th St and SE Petrovitsky Road which includes a higher proportion of apartment housing. Higher displacement risk is associated with the areas East of SR515 which has moderately high proportions of renters and higher proportions of people who identify as BIPOC, particularly Hispanic and Latino people.
- The analysis suggests that displacement may have already occurred in the central part of the **Talbot Planning Area** south of S 43rd Street based on the area lagging the county-wide change in BIPOC population. However, since the area already had a high proportion of BIPOC people, which continued to increase between 2010 and 2020, the analysis likely overstates the finding of displacement.
- The analysis indicates high displacement risk in the **Valley Planning Area**. However, only 0.7% of the population associated with the census tract lies within Renton city boundaries. Most of the residential areas in the census tract are within the jurisdiction of the City of Tukwila.

**Exhibit 9: Displacement Risk by Census Tract, City of Renton**



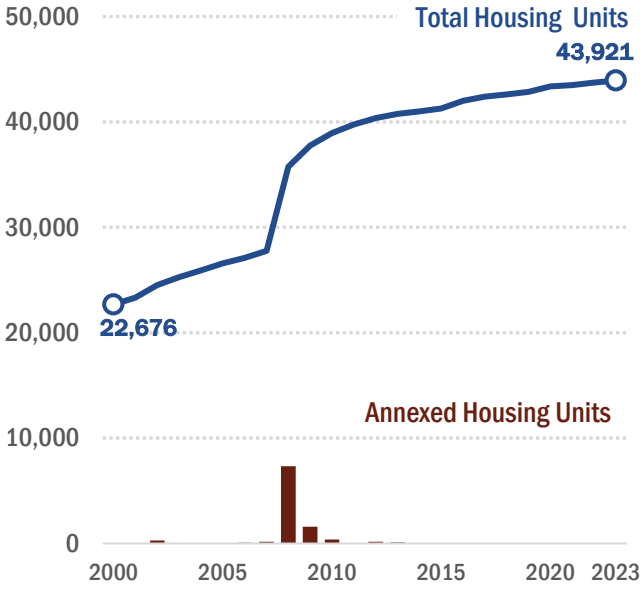

Sources: U.S. Decennial Census 2010 and 2020; ACS 5-year estimates, 2006-2010, 2011-2015, 2017-2021; BERK 2023.

# Housing Conditions

## Housing Supply

Renton needs a wide variety of housing and neighborhood types to meet the needs of all Renton's residents. In 2023, Renton has an estimated 43,921 housing units (see Exhibit 10). This represents an increase of 4,991 units since 2010 with an average annual growth rate of 93%.

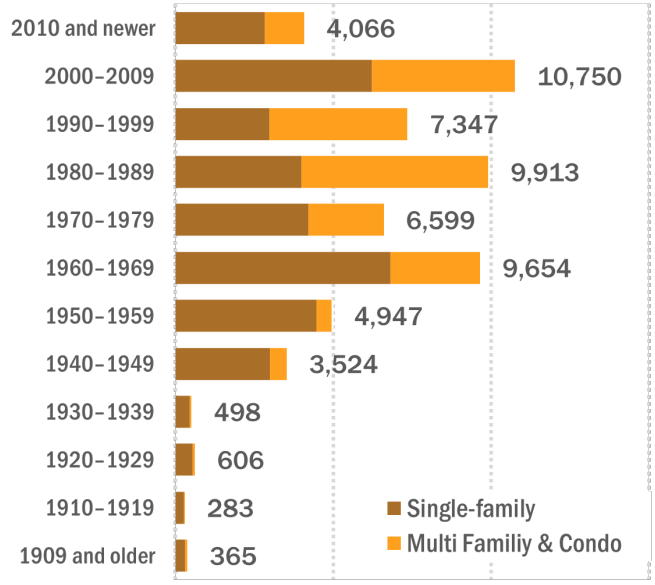
**Exhibit 10: Total Housing Units in Renton, 2000 - 2023**




Sources: WA OFM, 2023; BERK, 2023.

Renton's housing stock includes a mix of single unit, detached homes and attached homes in multiplex formats. About one quarter of Renton's housing stock has been built since 2000 (see Exhibit 11), including a mixture of single unit, detached housing and attached housing including apartment and condominium housing.

**Exhibit 11: Renton Housing Units by Year Built, 2023**




Sources: King County Assessor, 2020; BERK, 2020.

The housing stock ranges from studio to 5 or more bedrooms, with more than half the housing units having 2 or 3 bedrooms, showing in Exhibit 12. Approximately 60 percent of Renton Households are 2 or fewer people. Increasing the supply of housing in smaller formats such as studio, 1-bedrrom, and 2-bedroom options may offer more affordable choices for smaller households.

**Exhibit 12. Renton Housing Unit Size**

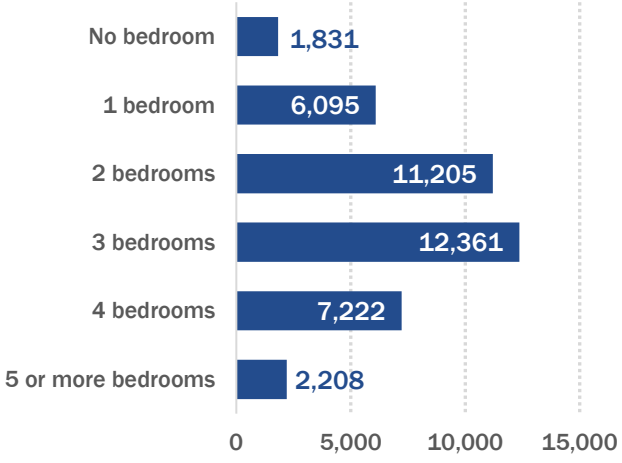


**Exhibit 13: Overcrowded Housing Units by Tenure, 2021**

| | Yes | No |
|---|---|---|
| Owner occupied | 1% | 99% |
| Renter occupied | 8% | 92% |

Sources: ACS 5-Year Estimates, 2017-2021; BERK, 2020.

**Exhibit 14. Housing Units with Housing Conditions, 2021**

| Category | Number |
|---|---|
| Total Housing Units | 43,921 |
| Lacking complete kitchen facilities | 249 |
| Lacking complete plumbing facilities | 74 |

Sources: ACS 5-Year Estimates, 2017-2021; OFM, 2023; BERK, 2020.

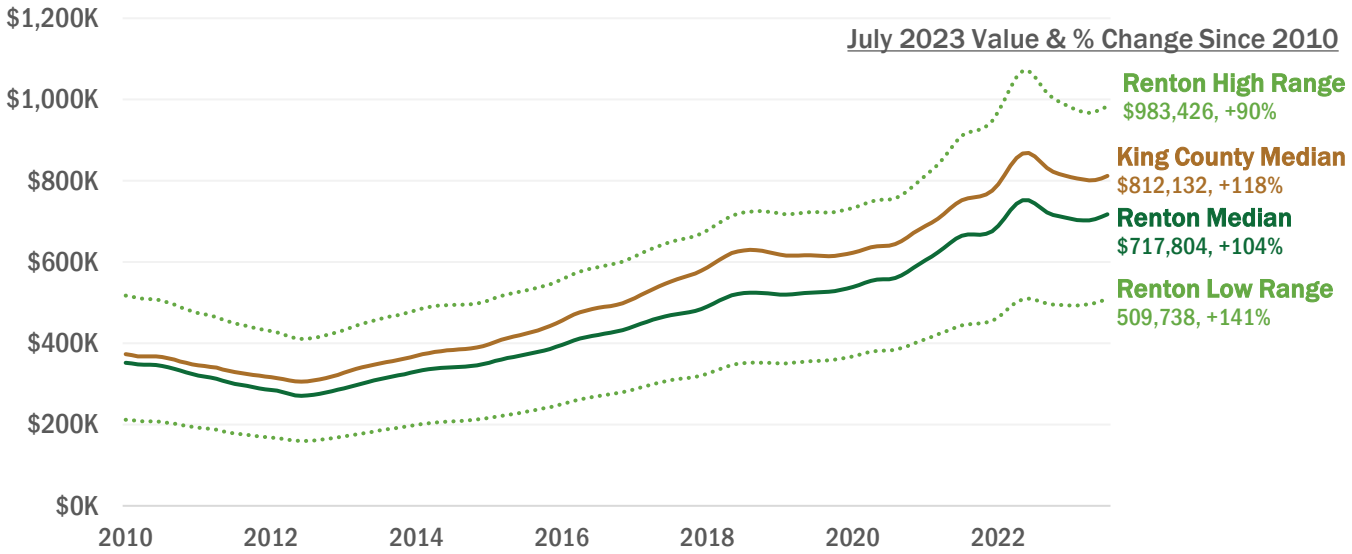
Overcrowding (a measure of the ratio of housing unit rooms to household members) and completeness of housing sanitation facilities are required measures of housing quality. However, the margin of error for these variables can be high and should be interpreted with caution. The American Community Survey estimates about 8% of Renton's renter households are experiencing overcrowding compared to 1% of owner households. Less than 1% of housing units lack complete kitchen or plumbing facilities.

## Market Conditions

Housing development in Renton has largely kept pace with expected demands from regional projections. However, lower than needed housing production across the region has led to shortfalls in housing supply putting pressure on the Renton market.

Exhibit 15 presents trends in Renton home values between January 2010 and July 2023. The 2008-2009 Great Recession caused a slight drop in prices that lasted through the end of 2012. Prices rebounded by 2014 and increased until 2022. In July 2023, Renton's median home value was $717,804 representing a 104% increase since July of 2010. An even higher precent increase of +141% is observed for homes in the 5th to 35th percentile range, a range that is typically associated with first-time homeownership.

**Exhibit 15. Renton Home Value Change, 2010 – 2023**




*Zillow Home Value Index is a seasonally adjusted measure of the typical home value in the region. "Median" is the typical home value in the 35th to 65th percentile range, "high" is the typical home value in the 65th - 95th percentile, "low" is the typical value in the 5th to 35th percentile range.

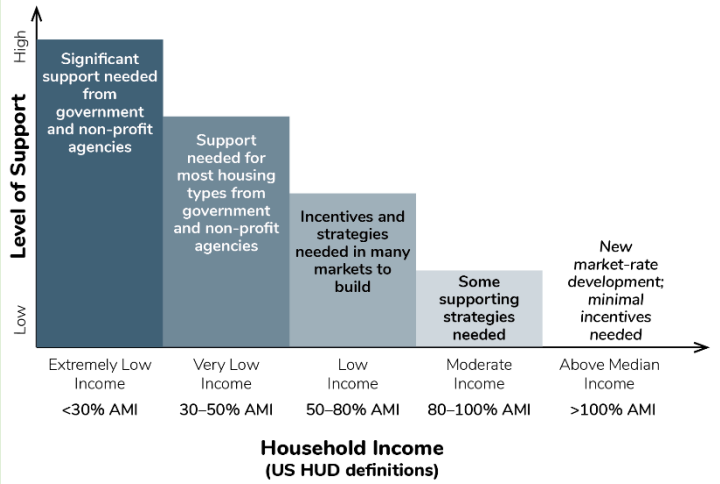
Sources: Zillow, 2023; BERK, 2023

## Meeting the Housing Need for Households with Very Low Incomes

Market rents vary across the region. In areas, market-rate rents are affordable to low- and moderate-income households. However, households with incomes below 50% of AMI are not able to afford current market prices anywhere in the region. The amount these households can pay is considerably lower than market rents, and in many cases not enough to cover the ongoing expenses of the building. Government and Non-profit support is necessary to bridge this gap to ensure that affordable housing is feasible and sustainable. As household income rises, less support is needed.

- Therea is a range of supports that can be provided for building and preserving affordable housing such as
- Direct financial support for development, such as grants, loans, donated land, or tax credits
- Indirect financial support for development, such as fee waivers or tax exemptions
- Regulatory incentives, such as bonus site densities, lower parking requirements, or flexible development requirements
- Financial support for residents, such as housing vouchers or other types of rental assistance

However, available resources are currently outstripped by the need for affordable housing. Development costs can be upwards of $300,000 per unit or more, depending on project characteristics and market conditions. Many projects serving specialized populations that require on-site services have additional expenses. A rough estimate would suggest that to meet the need for an additional 6,271 units affordable to households with incomes less than 30% of county-wide AMI would cost $1.9 billion dollars. Different levels of support would likely be needed to provide the target of 1,624 units affordable to households with incomes between 30-50% AMI as well. While new funding from sales taxes under the SHB 1406 and HB 1590 programs can help to address this gap, long-term solutions cannot be addressed by the City alone.

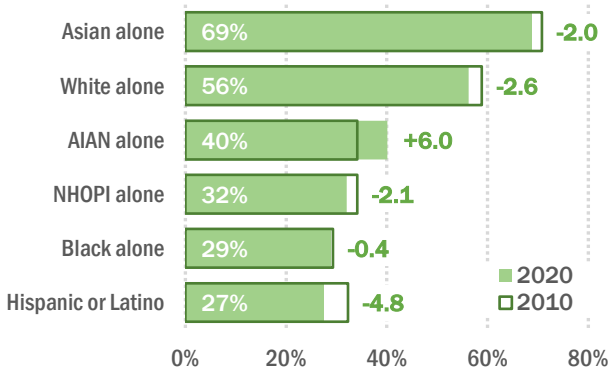



About 53% of Renton's households live in housing that they own. Homeownership offers many advantages including the ability to lock in monthly housing payments, favorable tax benefits, the ability to withstand displacement pressure, and wealth-building through land value appreciation. The Renton community values homeownership opportunity as an important component of an inclusive community.

Due to historic and current discrimination, BIPOC households have been denied equal access to homeownership, resulting in persistent disparities in homeownership and exclusion from neighborhoods that have predominantly owner-occupied housing units.

For example, the University of Washington's Seattle Civil Rights & Labor History Project identified 7 areas with racially restrictive covenants within Renton's current city boundaries. Exhibit 16 presents Renton's homeownership rate by race and ethnicity. While more than two-thirds of Asian alone households (69%) live in homes they own, the rate is less than half for Black households (29%) and Hispanic or Latino households (27%). Similar to the Puget Sound Region, Renton has experienced declines in homeownership rates between 2010 and 2020. The reduction in homeownership is observed across all race and ethnic categories except the American Indian Alaska Native alone (non-Hispanic) population.

**Exhibit 16. Homeownership Rate by Race and Ethnicity, 2010 and 2020**

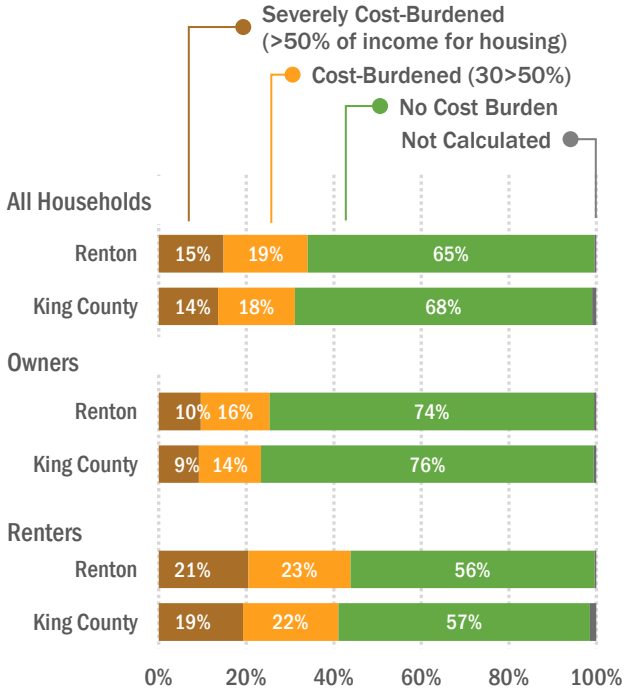



Sources: Decennial Census 2010 and 2020; BERK 2023

One significant factor of homeownership opportunity is affordable housing. Consistent with increased homeownership costs, Renton has experienced rising rental costs. After years of relative rental affordability, rents in Renton have increased faster than the regional average.

The affordability of housing is assessed by a ratio of household income to housing costs. Housing is affordable if it costs less than 30% of a household's income. Households spending more than 30% of income on housing are housing cost burdened and households spending more than 50% of household income are severely cost-burdened. Exhibit 17 presents patterns of cost-burden for Renton's owner and renter households.

**Exhibit 17. Renton Housing Cost Burden, 2020**




Sources: US HUD Comprehensive Housing Affordability Strategy (CHAS) data, 2016–2020, BERK 2023

## Renton's Efforts to Increase Housing Availability and Affordability for all Economic Segments

### *Housing Action Plan, 2021*

Renton developed a Housing Action Plan that identifies a broad set of short-term strategies to build on the City's efforts to expand housing options.

### *Middle Housing Assessment, 2023*

Renton developed a Missing Middle Housing Assessment and Strategy to identify how to best accommodate middle housing types (i.e., duplexes, triplexes, townhomes, courtyard apartments) within existing neighborhoods.

## Projected Housing Need

In 2023, the Department of Commerce released projected housing needs at each affordability level for counties across the state. King County adopted these future targets in its Countywide Planning Policies and allocated the countywide need to all incorporated and unincorporated areas within the county. Renton's share of the total county future need (in 2044) is 60,362 housing units, which represents an increase of 17,000 units above the 2020 housing stock. More importantly, 43% of Renton's net new need between 2024 and 2044 is for units affordable to households earning 50% of AMI or less, with 37% of the need for households

with incomes at or below 30% of AMI. Renton also must plan for capacity to accommodate more than 3,200 emergency housing beds by 2044, as shown in Exhibit 18.

These future housing targets represent a bold step to address housing affordability challenges and supply shortages, particularly at moderate- and lower-income levels. Currently, Renton can nearly meet its overall housing growth target of 17,000 units by 2044. To meet the unit targets for all affordability levels, Renton has made significant land use and policy changes to allow and encourage the development of housing types that are associated with moderate and low-income affordability levels.

Renton's current inventory (2022) of income-restricted units is presented in Exhibit 20. The list does include units dedicated to domestic abuse survivors or properties owned by King County Housing Authority with fewer than 5 units. Across the 41 properties listed in the King County Department of Community and Human Services database, Renton has 2,244 units income-restricted units. Two-thirds (66 %) are restricted for households with income between 51 and 80% of AM. Only 7% are restricted for households with incomes of 30% AMI or less.

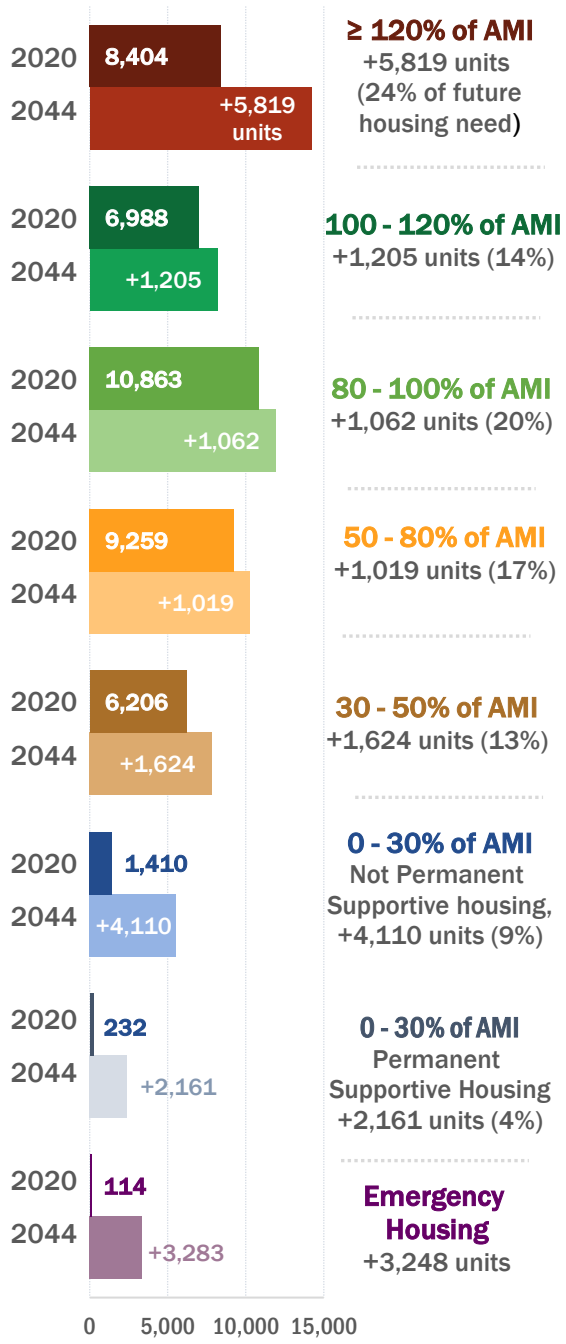
Among Renton's 2,244 income-restricted units, 1,662 are within a ½ mile of High-Capacity Transit, presented in Exhibit 18.

**Exhibit 18. Number of Income Restricted Units within a ½ Mile Walkshed of High-Capacity or Frequent Transit Services**

| | Units | Percent |
|---|---|---|
| 0 – 30% AM | 157 | 9% |
| 30 – 50% AM | 227 | 14% |
| 50 – 80% AMI | 1,278 | 77% |
| 80% + AMI | 0 | |
| Total | 1,662 | |

Sources: King County DCHS, 2024; BERK; 2024

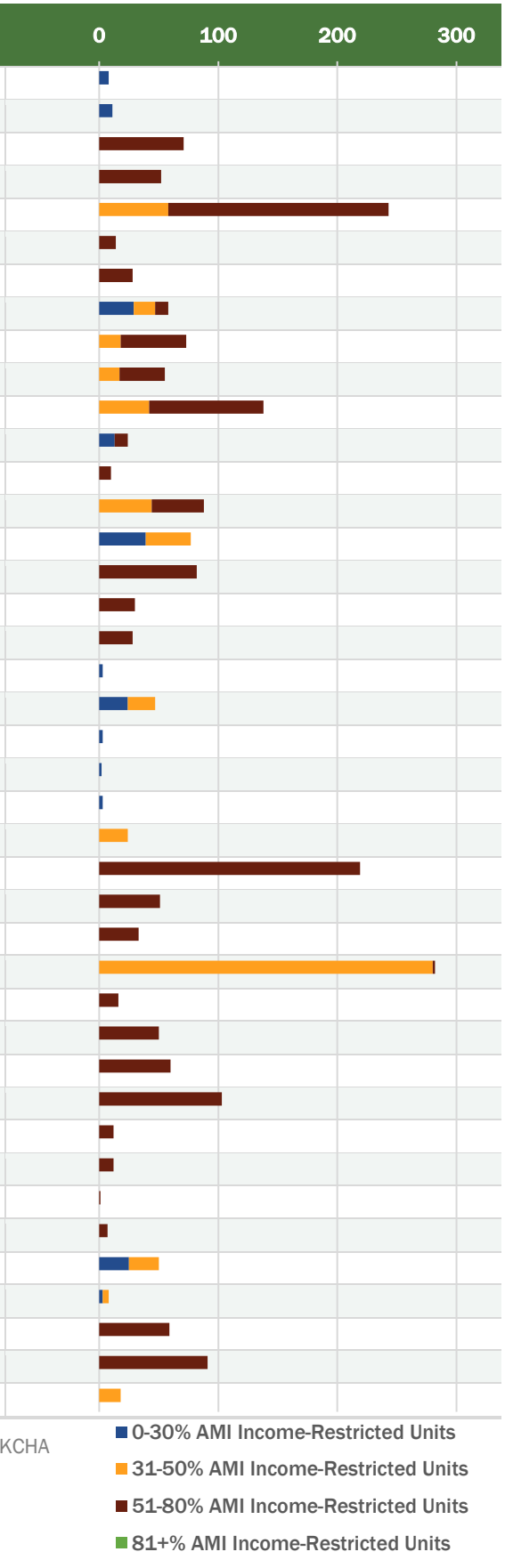
**Exhibit 19. Renton Housing Supply and Future Housing Need 2020 – 2044**




Source: King County, 2022; Renton, 2023

# Exhibit 20. Income Restricted Units in Renton

| Property Name | Total Income Restricted Units |
|---|---|
| Griffin Home - Two Foster Homes | 8 |
| Children's Village | 11 |
| Cedar River Terrace | 71 |
| Golden Pines | 52 |
| Cedar Park | 243 |
| Highland House | 14 |
| Cole Manor | 28 |
| Compass Center Renton Lutheran Regional | 58 |
| Spencer Court Apartments | 73 |
| Stonebrook Ii Apartments | 55 |
| Stonebroook Apartments | 138 |
| Renton Family Housing | 24 |
| Glenview Heights | 10 |
| Wonderland Estates | 88 |
| Vantage Point Apartments | 77 |
| Vantage Glen | 82 |
| Vista Heights | 30 |
| Youngs Lake Commons | 28 |
| Kent Renton Triplex | 3 |
| June Leonard Place | 47 |
| Parkview Vi | 3 |
| Parkview Iii | 2 |
| Parkview Iii | 3 |
| Residential Housing-Dev Disabled | 24 |
| Reserve At Renton | 219 |
| Heritage Grove Apartments | 51 |
| Sunset Pointe Apartments | 33 |
| Royal Hills Apartments | 282 |
| Chantelle | 16 |
| Evergreen Terrace | 50 |
| Hillcrest Terrace | 60 |
| Houser Terrace | 103 |
| La Fortuna Phase Ii | 12 |
| Willowcrest Townhomes | 12 |
| Sunridge Townhomes | 1 |
| Earlington Townhomes | 7 |
| Sunset Court Apartments | 50 |
| Glennwood Townhomes | 8 |
| Sunset Oaks | 59 |
| Liberty Square Apartments | 91 |
| Kirkland Avenue Townhomes | 18 |




The list does not include properties that serve domestic violence survivors or KCHA owned properties with 5 or fewer units.

Source: King County DCHS, 2022; BERK, 2023

# Employment and Economic Development

Renton is an opportunity-rich city with a dynamic and varied economic base. The City of Renton is focused on sustaining a prosperous and sustainable economy for all people. Nationally recognized companies such as Boeing, PACCAR, and IKEA have locations in the city, and Renton has also attracted "new economy" companies, including Parallels, Microscan, and Wizards of the Coast. Renton is a medical hub with Valley Medical Center, Kaiser Permanente, and Providence systems.

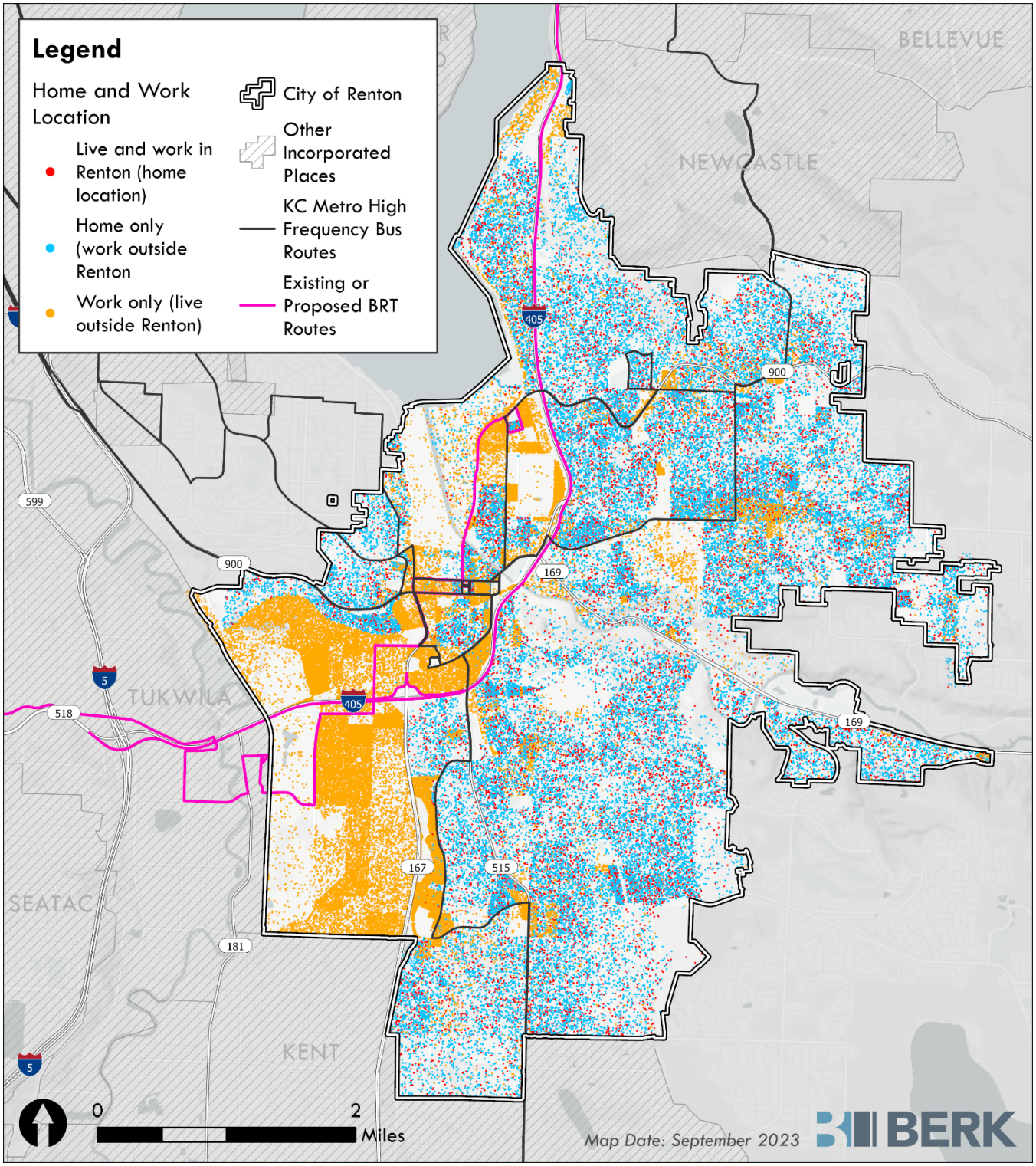
The City aims to reduce barriers for communities and businesses and focus development in targeted economic centers. Recent planning efforts include:

- The Downtown Civic Core Vision and Action Plan, adopted in 2018, envisions that "the Civic Core and Downtown are places where people of all ages and abilities live, work, shop, recreate, and gather, connected by art and public spaces that encourage investment and creativity."
- In 2011, the City adopted the Clean Economy Strategy, a roadmap to reduce greenhouse gas emissions, enhance environmental sustainability, and build resilience for impacts from a changing climate. In 2023 Renton is updating the strategy to further integrate climate action.

## Existing Employment

Renton functions as both an employment hub and a bedroom community. Exhibit 21 presents a map of Renton's regional employment centers, that is the areas where people who live elsewhere come to work in Renton. Indicated with yellow dots (●), employment concentrations can be seen throughout the Valley Planning Area, the area along SR 167, and the southern part of the City Center Planning Area. In addition, employment nodes can be seen throughout Renton associated with neighborhood service centers. Areas dominated with blue dots (●) represent the home locations of people who work outside of Renton. Many of Renton's residential communities are bedroom communities for workers in Seattle, Bellevue, and Kent among others, see Exhibit 22. A relatively small proportion of Renton's workforce also lives in Renton (6% indicated with red dots (●)), with no obvious geographic pattern. Renton is seeking pathways for people to live and work in Renton to provide economic opportunity for all.

**Exhibit 21: Home and Work Location for Employed Persons who Live and/or Work in Renton**




Source: Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics, 2020; BERK 2023.

**Exhibit 22: Place of Residence/Work for Employed People who Work or Live in Renton**

| Work in Renton, Live Elsewhere | | Live in Renton, Work Elsewhere | |
|---|---|---|---|
| Seattle city | 7,105 | Seattle city | 14,515 |
| Kent city | 5,094 | Bellevue city | 6,201 |
| Unspecified Location | 4,908 | Kent city | 2,932 |
| Auburn city | 2,197 | Tukwila city | 2,483 |
| Federal Way city | 2,129 | Redmond city | 2,322 |
| Tacoma city | 1,890 | Issaquah city | 1,602 |
| Bellevue city | 1,887 | SeaTac city | 1,221 |
| Burien city | 1,182 | Auburn city | 1,174 |
| Fairwood CDP | 1,058 | Kirkland city | 1,165 |
| Maple Valley city | 968 | Tacoma city | 798 |

Source: Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics, 2020; BERK 2023.

As of 2022, there were 64,942 jobs covered by the Washington Unemployment Insurance Act within Renton, which represents roughly 90% of all employment (and excludes self-employed individuals, proprietors, corporate officers, and military personnel). This is an 18% increase since 2011, but a 5% drop from pre-COVID-19 pandemic levels in 2019. The job losses over the last few years were almost exclusively in the manufacturing sector, which was particularly impacted by the pandemic with more than 4,700 jobs lost since 2019. This followed significant growth of the manufacturing sector before the pandemic, with Renton adding more than 3,000 manufacturing jobs between 2011 and 2019. Most of the other economic sectors have rebounded from the pandemic with modest or considerable growth. Retail is a notable exception; the sector had experienced the slowest growth of all sectors in Renton before 2019 and has since lost all gains to below 2011 levels.

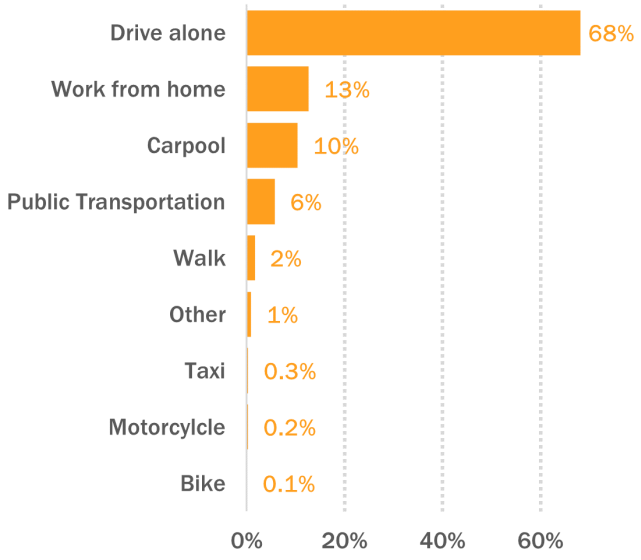
**Exhibit 23: Covered Employment in Renton, 2011 - 2022**

| | 2011 | 2019 | 2022 | 2011-2019 Change | 2019- 2022 Change |
|---|---|---|---|---|---|
| Construction & Resources | 1,625 | 2,599 | 3,238 | 60% | 25% |
| Finance, Insurance, & Real Estate | 1,884 | 2,113 | 2,313 | 12% | 9% |
| Manufacturing | 15,700 | 18,782 | 14,063 | 20% | -25% |
| Retail | 5,374 | 5,509 | 5,158 | 3% | -6% |
| Services | 17,808 | 23,768 | 24,591 | 33% | 3% |
| Wholesale Trade, Transportation, & Utilities | 4,374 | 5,368 | 5,676 | 23% | 6% |
| Government | 6,272 | 7,547 | 7,563 | 20% | 0% |
| Education | 2,136 | 2,371 | 2,339 | 11% | -1% |
| **Total** | **55,173** | **68,057** | **64,942** | **23%** | **-5%** |

Source: PSRC Covered Employment Estimates; BERK 2023

Commuting patterns for employed residents have shifted significantly since the COVID-19 pandemic. The largest change is the share of workers who work from home, with at least 13% of employed residents working remotely, up from under 5% in 2019. This change is largely responsible for the decrease in mode share for residents who drive alone to work, and those who take public transportation.

**Exhibit 24: Commute Mode Share for Employed Renton Residents, 2021**




Source: ACS 5-year estimates, 2017-2021, Table B08301; BERK 2023.

### Future Employment

King County estimates a total job growth within its urban growth areas at roughly 491,000 by 2044.[5] Classified as one of eleven "core cities" under PSRC's Vision 2050, Renton is projected to add nearly 32,000 jobs by 2044, the second most among "core cities" and fourth overall in King County. This represents an overall job growth of 48% over 2019 levels. Using the city's original 2035 targets, King County's Urban Growth Capacity report estimated that Renton had sufficient industrial and mixed-use land supply to accommodate its job growth target (at the time of the UGC report, the city did not have any vacant or redevelopable commercial parcels). However, when evaluated against King County's updated 2044 target for the city, Renton sits at a deficit of 5,500 jobs. Land use policy changes and potential rezones will need to be considered to close this gap and ensure that Renton's land supply can accommodate needed growth.

# Parks and Natural Environment

## Natural Areas

Renton is home to much natural beauty, with riparian forests, rivers and creeks, and Lake Washington on its northern boundary. Natural areas within the city preserve habitat or include environmentally sensitive lands, including streams, ravines, steep hillsides, and wetlands. They are undeveloped areas that protect sensitive resources and, where appropriate, provide trail access. Renton's extensive floodplains are concentrated along the Cedar River, May Creek, Soos Creek, and the Green River.

## Parks and Trails

Renton maintains an extensive system of parks, trails, recreational facilities, and natural areas. This system offers a variety of opportunities for active recreation and peaceful reflection that serves an important

[5] King County Countywide Planning Policies, 2021.

connection between people and the environment, builds stewardship, fosters connections, encourages active lifestyles, helps attract residents and businesses, and helps protect and conserve natural resources. Parks range in scale from smaller neighborhood parks, such as Glencoe Park to larger regional parks, such as Gene Coulon Memorial Beach Park.

The City has an adopted Parks, Recreation, and Natural Areas Plan (2020) and a Renton Trails and Bicycle Master Plan (2019). With these plans, Renton is committed to promoting a walkable, bicycle friendly city with a variety of recreation opportunities and connections between neighborhoods and community spaces. Investments in pedestrian and bicycle infrastructure reflect the City's commitment to reducing reliance on vehicles and improving environmental resiliency.

With 33 total developed park sites covering nearly 450 acres, Renton strives to provide access to parks and trails within a 10-minute walk from home, see Exhibit 25. The city has an additional 16 undeveloped sites or natural areas that comprise an additional 805 acres. More than half of Renton's parks are neighborhood parks located in close proximity to residential neighborhoods.

Renton's parks and natural areas include 13 maintained miles of trails, 20 playgrounds, 18 sports fields, 17 tennis courts, 12 basketball courts, and a skate park. There are two community gardens and a dog park. The city sponsors more than 60 annual events across its park system.

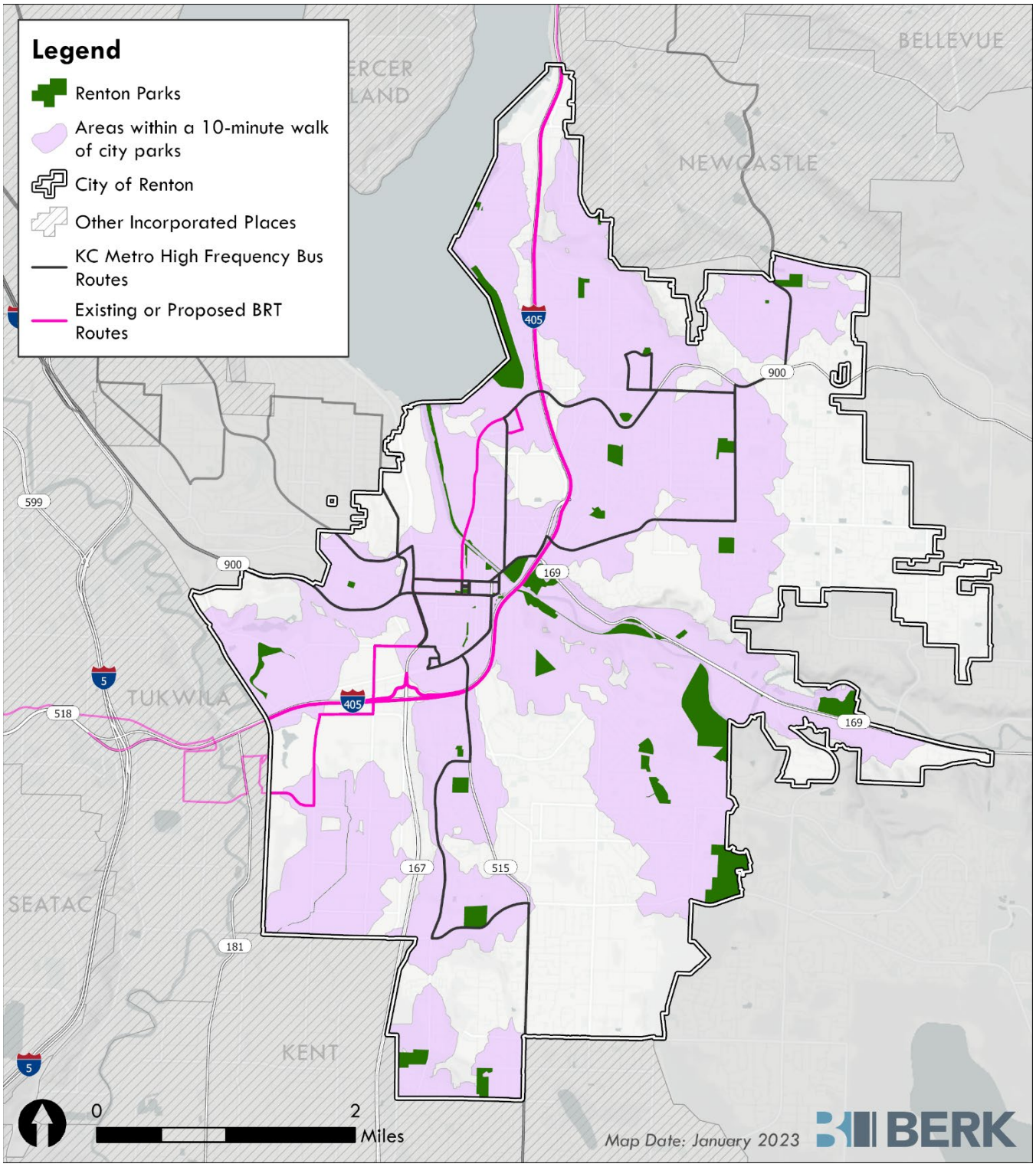
## Tree Canopy

Renton completed an Urban Tree Canopy Assessment in 2018, which showed a citywide canopy coverage of 4,382 acres, or 29.3% of Renton's geographic area at the time. This represented a slight increase from the previous assessment in 2011. In addition to Renton's upland forests, street trees are an important part of the city's tree canopy, with more than 10,000 street trees across the city and more than 20,000 trees within the city's developed parks. Meanwhile, Renton's natural areas are home to nearly 110,000 trees. An additional 20% of the city's land area not presently occupied by tree canopy is suitable for tree plantings.

## Shorelines

Renton is dedicated to protecting and enhancing its shorelines, largely through the City's Shoreline Master Program, which provides regulations to guide and manage development along the shorelines. Renton has over 18 miles of shoreline, including Lake Washington, Green River, Cedar River, May Creek, and Springbrook Creek. These waterbodies are home to chinook, sockeye, and coho salmon runs.

**Exhibit 25: 10-Minute Walkshed from Renton Parks**




Source: City of Renton; King County; BERK 2023

# Utilities, Facilities, and Public Services

## Utility Service

Renton aims to provide sustainable, cost-effective utility service while meeting the City's current and future needs and protecting existing neighborhoods and the natural environment. The city owns and operates a multi-source municipal water system, which includes supplying, treating, storing, and distributing potable water to residential, commercial, industrial, and wholesale customers. Most of Renton's water supply comes from the Cedar Valley Aquifer, a sole-source aquifer that the City protects for long-term benefit, and the rest from Springbrook Springs in the south end of Renton. The entire system serves users across sixteen square miles.

Renton also owns, operates, and maintains its Wastewater Utility, which covers an area of twenty-one square miles. Collected wastewater is discharged to King County wastewater facilities, where it is transmitted to the King County South Treatment Reclamation Plant.

Three energy providers distribute electricity throughout Renton. Most electricity consumers in the city receive power from Puget Sound Energy. Seattle City Light provides electricity to the Bryn Mawr and Skyway areas. Meanwhile, the Bonneville Power Administration operates transmission lines that transmit power from generation facilities to retailers across the state, who then sell power to local customers.

Puget Sound Energy provides natural gas service within the city. PSE receives natural gas from the Northwest Pipeline Corporation, which operates pipelines that cross the Renton Planning Area and terminate at the South Seattle Gate Station.

The City also provides no-charge public wireless network for residents and visitors in and near every city building, and around select parks, intersections, and reservoirs.

## Fire and Emergency Services

The Renton Regional Fire Authority (RFFA) serves the Renton area and provides three core services: response operations, community risk reduction, and safety and support. Voters established the RFFA as a special purpose district in 2016. It operates seven stations within the Renton city limits. In addition to engines and aid units, it has one hazmat unit, one water unit, and one FD CARES unit.

## Police Services

The Renton Policy Department employs 120 sworn and 28 non-sworn personnel. It is accredited by the Washington Association of Sheriffs and Police Chiefs, and its average response times range from under 3.5 minutes for Priority I calls, to under 21 minutes for Priority IV calls.

## Schools

Renton, Kent, and Issaquah School Districts all overlap Renton's city limits. During the 2022-2023 school year, more than 60,000 students were enrolled across all three districts, with more than 15,000 in the Renton School District. All three districts have diverse student bodies, with no one race or ethnicity comprising a majority. Within the Renton School District, Hispanic or Latino students are the largest share of all students (28%), followed by students that identify as Asian (25%), White (21%), and Black (15%). Roughly 77% of students in the Renton School District are English language learners, and 16% live with disabilities. About 4% of students in the district are experiencing homelessness.

The three school districts are home to 102 schools, with 29 schools within the Renton School District. Eleven of those schools provide pre-kindergarten services.

# Transportation

## Transit

Renton serves as a key hub for the region's multimodal transportation system. Renton strives to ensure that the City's transportation systems provide options that meet all users' needs.

Renton's location offers convenient access to SeaTac International Airport, I-5, I-405, and state routes 167, 169, 515, and 900. Transit projects underway in Renton, such as Sound Transit's Stride project extension of Bus Rapid Transit (BRT) to I-405 and construction of a new Transit Center in south Renton (see Exhibit 26), reflect the Region's emphasis on reducing the number of trips in single occupancy vehicles and reducing transportation impacts on the environment. The Renton Trails and Bicycle Master Plan identifies action for improvements to the City's walking and biking environment.

In addition to Sound Transit's project that will bring BRT service to the South Renton Transit Center (via the S1 line from Burien to Bellevue), Renton is also served by King County Metro's RapidRide F Line BRT service, which has several stops in the city, including at the Renton Transit Center (see Exhibit 27). Meanwhile, the future RapidRide I Line will bring an additional BRT service to the city, connecting the Renton Transit Center with Auburn's transit station to the south. I Line is expected to begin service in 2026. Moreover, Renton has the capacity for roughly 16,300 housing units within a half-mile of high-frequency transit stops.

**Exhibit 26. Future Service Map for King County Metro RapidRide I Line and Sound Transit S1 Line**

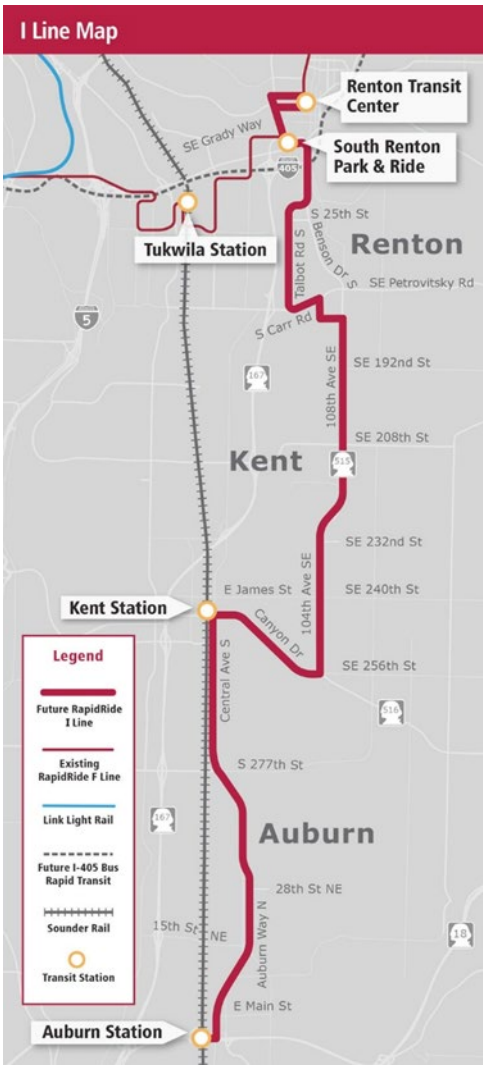
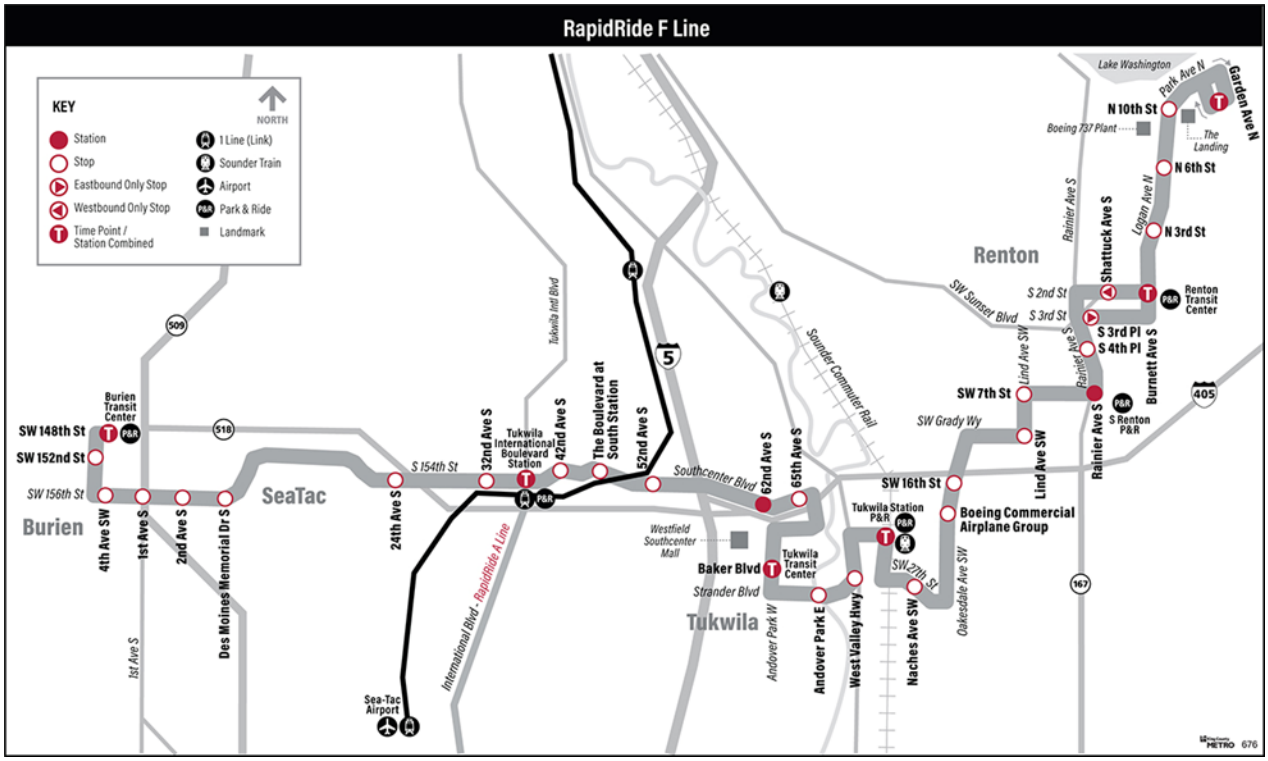



**Exhibit 27: Map of King County RapidRide F Line**




## Bicycle and Pedestrian Infrastructure

Renton completed a Trails and Bicycle Master Plan in 2019, which described a vision and set of goals related to trails and bicycle facilities. As of 2019, the city managed 30 miles of regional and local trails and bicycle facilities. The network services about one-third of Renton's population and about two-thirds of the city's employees; however, Renton seeks to create a larger and more connected system to support the city's growing population and thriving economy and to increase comfort, safety, and access for all ages and abilities. The future proposed network will increase the system from 30 to 128 miles within the city limits, with another 8 miles of new trails planned in areas immediately outside of the city.

Many areas within Renton are walkable, and the city has at least 343 miles of existing sidewalk. However, there are gaps in the pedestrian network – particularly along local neighborhood streets – with at least 188 miles of missing sidewalk and low levels of pedestrian comfort in some areas.

In 2023, the city initiated a Comprehensive Walkway Plan process that will evaluate existing conditions for pedestrians across the city and produce a set of prioritized recommendations to improve the walkability, safety, and overall pedestrian experience.

# Appendix B. Growth Capacity and Adequate Provisions

## Introduction & Context

The Growth Management Act (GMA), adopted in 1990, provides the statewide framework for Washington state to manage its growth, including planning for future housing needs. The GMA directs the Office of Financial Management to project long-term growth and requires counties to allocate the growth in consultation with cities. King County has an inter-governmental process to establish growth targets so that each planning agency provides enough development capacity to accommodate their allocated share of future growth. To help address the legacy of discriminatory housing and land use policies and practices (e.g., redlining, racially restrictive covenants, exclusionary zoning, etc.) that have led to significant racial and economic disparities in access to housing and neighborhoods of choice, 2020 revisions to the GMA expanded the obligations of planning agencies to ensure development capacity in the densities and land use types necessary to meet growth targets for each economic sector.

**This appendix describes how Renton's updated Comprehensive Plan provides sufficient development capacity to accommodate its allocated housing targets for each economic segment of the community.**

CONTENTS

# Regional Growth Strategy

Located in King County, growth targets for the City of Renton began with the development of the Puget Sound Regional Council's VISION 2050, which is a four-county (King, Snohomish, Pierce, and Kitsap counties) regional plan for managing long-term growth. Adopted in October 2020, VISION 2050 provides common goals and guidance for updating county and city policies and regulations and sets growth shares by bands of communities based on their role in the region.

Within this regional framework, Renton is categorized as one of sixteen "Core Cities" with designated regional growth centers connected to the region's high-capacity transit system. As a core city, Renton is expected to be among the most intensely urban places in the region.

King County Countywide Planning Policies (CPPs), adopted in 2021, implement the VISION 2050 plan for growth and establish population, housing, and job targets for its 39 cities and unincorporated urban areas. The targets are designed to accommodate the addition of approximately 660,000 people and 490,000 jobs in King County by 2044.

In coordination with the cities in King County, the projected county-wide growth was apportioned to planning areas (cities and potential annexation areas) in the King County Countywide Planning Policies (CPPs) so that:

- All the projected growth was accommodated.
- The pattern for growth is consistent with VISION 2050 by
  - Focusing growth within cities and Potential Annexation Areas with designated centers and within high-capacity transit station areas
  - Limiting development in the Rural Area and protecting the designated Natural Resource Lands
  - Allocating growth to Potential Annexation Areas within urban areas where there is capacity for housing and employment growth
- Efficient use of urban land and existing and planned infrastructure.
- Promoting a land use pattern that can be served by a connected network of public transportation services and pedestrian and bicycle infrastructure.
- Improving jobs/housing balance
- Ensuring racial and social equity in housing and employment opportunity

# Renton's Housing Targets

The King County CPPs establish a countywide need for affordable housing defined as the additional housing units needed in King County by 2044 so that no household with a household income at or below 80 percent of Area Median Income (AMI) is housing cost-burdened. Renton's housing growth targets are presented in **Exhibit 1.**

**Exhibit 28. Renton Housing Supply and Future Housing Need**

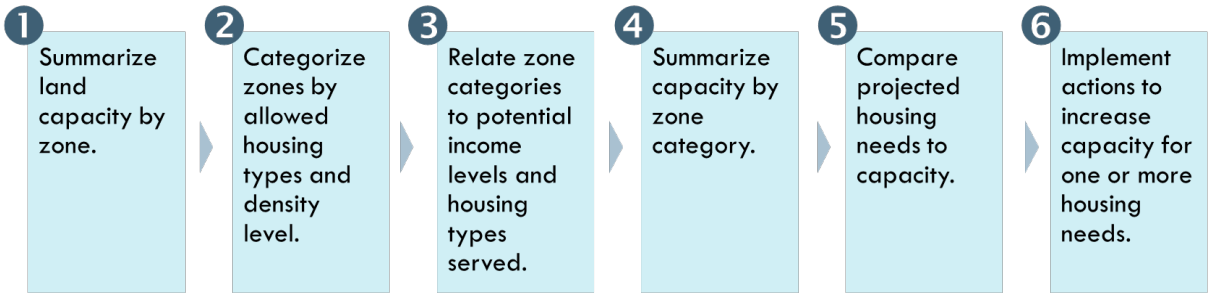
| | Total | 0 to 30% AMI Non-PSH | 0 to 30% AMI PSH | 30 to 50% AMI | 50 to 80% AMI | 80 to 100 AMI | 100 to 120% AMI | ≥120% AMI | Emergency Housing |
|---|---|---|---|---|---|---|---|---|---|
| Housing Supply: 2020 | 43,362 | 1,410 | 232 | 6,206 | 9,259 | 10,863 | 6,988 | 8,404 | 114 |
| **Net New Need: 2020 - 2044** | **17,000** | **4,110** | **2,161** | **1,624** | **1,019** | **1,062** | **1,205** | **5,819** | **3,248** |
| Total Future Need: 2044 | 60,362 | 5,520 | 2,393 | 7,830 | 10,278 | 11,925 | 8,193 | 14,223 | 3,362 |
| *Share of Future Housing Need* | | *9%* | *4%* | *13%* | *17%* | *20%* | *14%* | *24%* | |

Source: King County Countywide Planning Policies, 2021; Renton, 2023

- Between 2019 and 2044, Renton must plan to accommodate 17,000 new housing units, representing an increase of approximately 39% over the 2020 housing supply.
- Based on the affordability levels of the 2020 housing supply:
  - Approximately 26% of the new unit capacity should be affordable to households in the lowest income categories (below 50% AMI). This includes a combination of Permanent Supportive Housing (4% of units)[6] and deeply affordable housing without services (non-PSH).
  - Approximately 38% of new unit capacity should be affordable to households with income at 100% of AMI or greater.

# Land Capacity Analysis

To meet its obligations for planning for housing for all economic segments, the Land Capacity Assessment determines if Renton is planning for sufficient buildable land to ensure capacity to accommodate the housing targets for each economic sector. The methodology follows the Washington State Department of Commerce's Draft Guidance for Land Capacity Analysis. This guidance was developed to help jurisdictions conduct housing land capacity analysis as part of housing element updates implementing HB 1220. It provides directions on how to categorize zones, and default assumptions for high-cost communities like Renton about which household income levels can feasibly be served by residential development under the zoning schema. The Guidance specifies six steps:




[6] Permanent supportive housing (PSH) is defined in RCW 36.70A.030 (16) as non-time-limited housing for persons with disabling conditions who have experienced homelessness or risk of homelessness and are offered voluntary supportive services aimed at assisting the client in maintaining the terms of their lease agreement.

## Step 1. Summarize land capacity by zone.

GMA requires reviewing and updating the development capacity for each county and city planning under the act. The larger, faster-growing counties are subject to the Buildable Lands Program, which requires reviewing and evaluating urban growth capacity to ensure each jurisdiction has designated adequate residential, commercial, and industrial lands to meet growth allocations developed by the counties in consultation with their cities.

The King County Urban Growth Capacity Report (adopted December 14, 2021) assesses the available development capacity for each parcel in King County based on planned density assumptions under the zoning in place in 2020. Growth capacity was determined for existing residential parcels that are suitable for redevelopment as well as parcels for which new projects had been issued a permit but had not yet been built. The sum of the capacity in these two groups of parcels is the total capacity, presented in Exhibit 2.

**Exhibit 29. Renton Land Capacity for Housing by Zone (2019 data)**

| | | | Residential Capacity (2019) | | |
|---|---|---|---|---|---|
| Zone Name | Zone | Adjusted Buildable Acres | Redevelopable Residential Parcels | Pipeline Parcels | Total Capacity |
| Commercial Arterial | CA | 60 | 3,257 | 24 | 3,281 |
| Center Downtown | CD | 8 | 855 | 530 | 1,385 |
| Commercial Neighborhood | CN | 1 | 6 | - | 6 |
| Commercial Office | CO | 6 | 637 | 73 | 710 |
| Commercial Office (TOD) | CO (TOD) | 26 | 2,590 | - | 2,590 |
| Commercial Office Residential | COR | 39 | 1,592 | 1,281 | 2,873 |
| Center Village | CV | 13 | 1,041 | 184 | 1,225 |
| Residential-1 | R-1 | 28 | 45 | - | 45 |
| Residential-10 | R-10 | 32 | 302 | - | 302 |
| Residential-14 | R-14 | 29 | 357 | 80 | 437 |
| Resdiential-4 | R-4 | 147 | 733 | 86 | 819 |
| Residential-6 | R-6 | 61 | 200 | - | 200 |
| Residential-8 | R-8 | 192 | 518 | 148 | 666 |
| Resource Conservation | RC | 13 | 2 | - | 2 |
| Residential Multi-Family | RM-F | 9 | 152 | 30 | 182 |
| Urban Center | UC | 16 | 1,781 | - | 1,781 |
| | **Total** | **680** | **14,067** | **2,436** | **16,503** |

Sources: Residential capacity elements are based on the 2021 King County Urban Growth Capacity Report (June 2021) based on 2019 data; City of Renton, 2021

The 2021 analysis (2019 data) assessed Renton's residential capacity at 16,503 units, a 497 unit shortfall from the 2020–2044 17,000 unit growth target.

For the 2024 Comprehensive Plan update, Renton has identified redeveloped and pipeline lots and updated its analysis of vacant and developable lands, as presented in Exhibit 3. Analysis assumptions include:

- Adjusted Buildable Acres include all vacant and developable acres, less the critical areas and pipeline acres (acres already with a permit for development). The result is 955 buildable acres.
- Built/Pipeline between 2020 and 2024 are the units that have been built or are imminent between the original 2021 analysis and the 2024 Comprehensive Plan Update. Since 2019, Renton has added 9,457 new housing units, representing 56% of its 2000 – 2044 growth targets, primarily in mixed-use areas.

- **Housing Unit Capacity Baseline** is calculated by multiplying the available acres by the assumed density (housing units per acre) with deductions based on:
  - Mixed Use. For zones that allow mixed-use development, the analysis subtracts a proportion of the development capacity from residential use. The deductions range from 5% in the COR zone to 90% in the CO zone.
  - Right of way. The analysis deducts a portion of the developable acreage to account for public rights of way based on zoning. The deductions range from 3% in the mixed-use zones to 15% in the low-density residential zones.
  - Public purposes. The analysis subtracts land used for public services such as public facilities from the developable acreage.
  - Market factors. Not all landowners chose to develop their land to its full development potential. The market factor deduction estimates underutilized development capacity based on landowner preferences. Assumptions by zone are within ranges recommended in the 2021 King County Buildable Lands analysis and observed market conditions in Renton.
- **Existing Units** account for existing units lost when redevelopment occurs.

**Exhibit 30. Renton Land Capacity for Housing by Zone updated 2024 analysis**

| | | | | Residential Capacity 2024 | | |
|---|---|---|---|---|---|---|
| Zone Name | Zone | Adjusted Buildable Acres | Built/Pipeline between 2020 and 2024 | Housing Unit Capacity Baseline | Existing Units | Housing Unit Capacity |
| Commercial Arterial | CA | 117 | 914 | 2,054 | 10 | 2,044 |
| Commercial Arterial 150 du/acre | CA (PAA 150) | 52 | - | 4,270 | 10 | 4,260 |
| Commercial Arterial 200 du/acre | CA (PAA 250) | 17 | - | 2,372 | 10 | 2,362 |
| Center Downtown | CD | 9 | 860 | 880 | 2 | 878 |
| Commercial Neighborhood | CN | 4 | - | 18 | - | 18 |
| Commercial Office | CO | 26 | 3,389 | 397 | - | 397 |
| Commercial Office (TOD) | CO (TOD) | 20 | - | 2,278 | - | 2,278 |
| Commercial Office Residential | COR | 12 | 1,666 | 373 | - | 373 |
| Center Village | CV | 10 | 1,046 | 433 | 4 | 429 |
| Residential-1 | R-1 | 46 | 2 | 53 | 9 | 44 |
| Residential-10 | R-10 | 50 | 4 | 305 | 23 | 282 |
| Residential-14 | R-14 | 28 | 269 | 243 | 28 | 215 |
| Resdiential-4 | R-4 | 188 | 200 | 639 | 62 | 577 |
| Residential-6 | R-6 | 88 | 45 | 355 | 195 | 160 |
| Residential-8 | R-8 | 250 | 321 | 1,016 | 724 | 292 |
| Resource Conservation | RC | 21 | - | 2 | 3 | (1) |
| Residential Multi-Family | RM-F | 11 | 201 | 86 | 8 | 78 |
| Urban Center | UC-2 | 7 | 540 | 310 | - | 310 |
| | **Total** | **955** | **9,457** | **16,085** | **1,088** | **14,997** |

| | |
|---|---|
| *Units built 2020 - 2024* | 9,457 |
| *Additional unbuilt capacity* | 14,997 |
| *Housing Unit Target 2020 - 2044* | 17,000 |
| ***Total development capacity relative to target (surplus/ -deficit )*** | **7,454** |

Sources: City of Renton, 2023; BERK, 2024

The updated Housing Unit Capacity includes 14,997 units. This, combined with the new 9,457 units already built, results in a development capacity of 24,454 units between 2020 and 2044, 7,454 units above the 17,000 unit target.

## Steps 2, 3 & 4 Capacity by Affordability Level

Housing costs vary significantly by the housing type, primarily due to land associated with the specific unit. Since zoning and other local development regulations specify the type of housing and densities that can be built, they impact the availability of housing affordable to different economic segments. The Commerce Guidance Steps 2 through 4 estimate the residential development capacity according to the economic needs served.

Step 2 is identifying the housing types and density allowed in each zone. Exhibit 4 presents the allowed housing types in each of Renton's residential zones and identifies an "Assigned Zone Category" based on a rubric provided by the Commerce Guidance.

Step 3 includes assumptions about the potential income levels served by *market rate production* in each of the city's zones. Under King County's current market conditions, developers are not able to deliver new housing units that are affordable to households with very low incomes.[7] To address this challenge, Exhibit 4 includes assumptions for both Market Rate housing as well as housing built With Subsidies based on the Commerce Guidance, local market conditions, and a review of achieved densities and housing affordability levels in Renton's recent development projects.

**Exhibit 31. Categorization of Renton's Zones by Affordability Level**

| Zone Name | | Zone Abbreviation | Housing Types Allowed | Buildable Density | Total Capacity | Assigned Zone Category | Lowest Potential Income Level Served | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | Market Rate | With Subsidies |
| Resource Conservation | RC | RC | SF, ADU | 0 | (1) | Low Density | >120% | Not Feasible |
| Residential-1 | R-1 | R-1 | SF, ADU | 2 | 46 | Low Density | >120% | Not Feasible |
| Resdiential-4 | R-4 | R-4 | SF, ADU | 5 | 777 | Low Density | >120% | Not Feasible |
| Residential-6 | R-6 | R-6 | SF, ADU | 6 | 205 | Low Density | >120% | Not Feasible |
| Residential-8 | R-8 | R-8 | SF, ADU | 6 | 613 | Low Density | >120% | Not Feasible |
| Residential-10 | R-10 | R-10 | SF, TH, MPL, MI | 10 | 286 | Moderate Density | >80-120% | 0-50% |
| Residential-14 | R-14 | R-14 | SF, TH, MPL, MI | 13 | 484 | Moderate Density | >80-120% | 30-80% |
| Residential Multi-Family | RM-F | RM-F | MF | 17 | 279 | Moderate Density | >50-80% | 30-50% |
| Commercial Neighborhood | CN | CN | TH, MF, MU | 17 | 18 | Mid Rise | >50-80% | 0-50% |
| Commercial Arterial | CA | CA | MF, MU | 54 | 2,958 | Mid Rise | >50-80% | 0-50% |
| Commercial Arterial PAA | CA | CA (PAA 150) | MF, MU | 136 | 4,260 | Mid Rise | >50-80% | 0-50% |
| Commercial Arterial PAA | CA | CA (PAA 250 | MF, MU | 226 | 2,362 | Mid Rise | >50-80% | 0-50% |
| Center Village | CV | CV | TH, MF, MU | 78 | 1,475 | Mid Rise | >50-80% | 0-50% |
| Commercial Office Residential | COR | COR | MF, MU | 41 | 2,039 | High Rise | >120% | 80-120% |
| Commercial Office | CO | CO | MF, MU | 200 | 3,786 | High Rise | >120% | 80-120% |
| Commercial Office (TOD) | CO (TOD) | CO (TOD) | MF, MU | 200 | 2,278 | High Rise | >120% | 0-80% |
| Center Downtown | CD | CD | MF, MU | 175 | 1,738 | High Rise | >120% | 0-50% |
| Urban Center | UC-2 | UC-2 | MF, MU | 112 | 850 | High Rise | >120% | 50-80% |

* The Commercial Neighborhood zone allows residential development at an approximate density of 8.19 du/acre, which is typically associated with "Low Density" or "Moderate Density" development patterns. However, the zone's intended development pattern is for a higher intensity than typical of residential zones and of which residential is only one component. In addition, the zone allows for Multifamily Housing.
Sources: City of Renton, 2023; BERK, 2024

[7] To meet all economic needs of the community, Renton will need new affordable housing over the 20 year planning period. New affordable housing can be gained through the development of new, income-qualified units using a combination of public and private funds, trickle down effects whereby older housing becomes more affordable as new, higher amenity housing is built, and (if overall housing supply is sufficient) rising incomes of households with low-incomes.

Since the last 2015 Comprehensive Plan update, Renton has made numerous changes to its zoning regulations to encourage a greater variety of housing types, in denser forms, organized around key public investments, including high-capacity transit. The updated analysis includes revisions to:

- **Housing Types Allowed.** Since the 2021 analysis, Renton has expanded middle housing options across its residential areas. Accessory Dwelling Units are now allowed in the Resource Conservation zone and all Residential Zones. Townhomes are no longer permitted in Residential Multi-Family or Commercial Arterial zones to encourage higher densities in Renton's growth centers and adjacent to regional transit investments.
- **Buildable Density.** Buildable densities have been updated based on regulation changes and observed market preferences:
  - **Center Downtown zone**. Current zoning allows a maximum of 200 units/acre. In 2019, the observed built density was 108.7 units/acre, but new development proposals are at much higher densities. The analysis updates the density assumption to 175 units/acre.
  - **Commercial Neighborhood zone**. The 2019 analysis showed an achieved density of 8.19 units/acre. There was significant demand for residential uses in Commercial Neighborhood zones, but the zoning requirements for vertically integrated mixed-use buildings posed a barrier to development. In 2022, the City updated the CN zoning (Ordinance 6089) to not require ground floor commercial in vertically mixed-use buildings and provide the option to arrange the required commercial and residential products in separate buildings (on the same site). The zoning was updated to allow a maximum of 20 units/acre. The analysis assumes 17.42 units/acre, similar to observed densities in the Residential Multi-Family zones.
  - **Commercial Office**. The Commercial Office zone is intended to provide areas appropriate for professional, administrative, and business offices and related uses, offering high-quality and amenity work environments. The primary land use is commercial to accommodate the development necessary to meet Renton's employment growth targets. In 2015, Renton (Ordinance 5759) updated the zone to allow multifamily housing where it is within ¼ mile of mass transit facilities. Since that update, new qualifying mass transit facilities have made nearly every developable CO-zoned lot eligible for residential development. In 2022, Renton (Ordinance 6093) updated zoning requirements to impose limits on the proportion of the development that can be residential, allowing a greater percentage of residential to incentivize dedicated affordable housing, eliminating the requirement that a residential building be a minimum of eight stories, and requiring residential development to be entitled through the Planned Urban development (PUD) or Master Plan Review process depending on site size. Assumed density on the residential portion of the CO lots has been updated to 17.42 units/acre to reflect likely development.
  - **Commercial Office (TOD).** The maximum development in the CO-TOD zone is 250 units/acre. The original analysis used the 2019 achieved density of 101 units/acre. The updated analysis uses 200 units/acre which is more reflective of recent development.
  - **Commercial Arterial (Planned Action Area).** In 2020, Renton established a Rainier/Grady Junction TOD Subarea Plan to create a commercial and residential district oriented around near-term bus rapid transit with potential for future light rail service. An Environmental Impact Statement (EIS) was completed in March 2024 to assess the impact of implementing the land use vision of the subarea plan through development regulation changes.
- **Total Capacity.** Total capacity includes the total development capacity (2024) plus the development built since 2020 or is currently in the pipeline, minus the existing housing units on lots likely to be redeveloped before 2044.

Step 4 is summarizing the capacity by assigned zone category. The Commerce Guidance models how to assign an affordability category to each zone based on allowed housing types and density. Renton has many affordable housing incentives in place to encourage a mix of affordability levels. The analysis follows the Commerce Guidance with some

adjustments to affordability assumptions based on updated middle housing regulations and observed development between 2020 and 2024.

- **Assigned Zone Category.** The Zone Category is based on the Commerce Guidance rubric and ground-truthed based on current market conditions in Renton and observed development.
- **Lowest Potential Income Served.** The income level service is based on the Commerce Guidance and observed development in Renton. Commerce's guidance suggests that new affordable, income-qualified housing production is most commonly feasible in multi-family developments associated with low- and mid-rise apartments.

  Renton has several affordable housing incentives in place. As a result, private development can achieve some affordable housing in some of Renton's low-rise zones (Residential Multi-Family and Commercial Neighborhood) without subsidies. Additionally, since 2019, Renton has added 193 units of affordable housing to its Center Downtown zone (assigned to the High Rise zone category), with housing at all affordability levels less than 80% AMI. Exhibit 5 presents the Exhibit 1analysis assumptions of the intended affordability mix in each zone.

**Exhibit 32. Anticipated Affordability Mix in Renton's Zones**

| Zone Name | Housing Types Allowed | Total Capacity | Assigned Zone Categor | Anticipated Affordability Mix | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | 0-30% | 30-50% | 50-80% | 80-120% | >120% |
| Resource Conservation | SF, ADU | (1) | Low Density | | | | | 100% |
| Residential-1 | SF, ADU | 46 | Low Density | | | | | 100% |
| Resdiential-4 | SF, ADU | 777 | Low Density | | | | | 100% |
| Residential-6 | SF, ADU | 205 | Low Density | | | | | 100% |
| Residential-8 | SF, ADU | 613 | Low Density | | | | | 100% |
| Residential-10 | SF, TH, MPL, MF | 286 | Moderate Density | | | | 100% | |
| Residential-14 | SF, TH, MPL, MF | 484 | Moderate Density | | 20% | 20% | 60% | |
| Residential Multi-Family | MF | 279 | Moderate Density | | 20% | 60% | 20% | |
| Commercial Neighborhood | TH, MF, MU | 18 | Mid Rise | | | 80% | 20% | |
| Commercial Arterial | MF, MU | 2,958 | Mid Rise | | | 60% | 40% | |
| Commercial Arterial PAA | MF, MU | 4,260 | Mid Rise | | | 60% | 40% | |
| Commercial Arterial PAA | MF, MU | 2,362 | Mid Rise | | | 50% | 50% | |
| Center Village | TH, MF, MU | 1,475 | Mid Rise | 20% | 20% | 20% | 40% | |
| Commercial Office Residential | MF, MU | 2,039 | High Rise | | | 20% | 30% | 50% |
| Commercial Office | MF, MU | 3,786 | High Rise | | | 20% | 30% | 50% |
| Commercial Office (TOD) | MF, MU | 2,278 | High Rise | 10% | 10% | 20% | 20% | 40% |
| Center Downtown | MF, MU | 1,738 | High Rise | 20% | 10% | | 20% | 50% |
| Urban Center | MF, MU | 850 | High Rise | | | 25% | 50% | 25% |

Sources: City of Renton, 2023; BERK, 2024

- New development in the **Low Density** zones (Resource Conservation, Residential-1, Residential-4, Residential-6, and Residential-8) is anticipated to serve affordability levels at the high end of the spectrum in primarily single unit detached housing and accessory dwelling units.
- New development in the **Residential-10** zones is anticipated to serve affordability in the 100 – 120% income range given the mix of single-unit detached housing, townhome, and multiplex and multifamily housing.
- New development in **Residential-14** and **Residential Multi-family** zones is anticipated to achieve slightly lower affordability levels given the higher density, an option for cottage housing, and the availability of density bonuses of up to 30% (RMC 4-9-065) for affordable housing. The City's middle housing regulations are designed to increase housing options and affordability in Renton's higher-cost neighborhoods. As a result, these zones accommodate housing needs

in 80% - 120% AMI and 80% and less income groups through ADUs, adult family homes, group homes, permanent supportive housing, and transitional housing.

- Renton's Midrise Zones primarily serve workforce housing in the 50 – 120% affordability range, with slightly lower market affordability achieved through bonus densities, parking reductions, and tax exemptions for affordable housing. Recent developments by affordable housing developers in the Center Village zone have achieved deeper affordability levels using multiple incentives for affordable housing, including bonus densities, reduced parking requirements, and multifamily tax exemptions.
- Renton's High Rise Zones are designed to encourage neighborhoods with mixed affordability levels in close proximity to services and transit. Affordability assumptions reflect recent development patterns.

Error! Not a valid bookmark self-reference. presents the final summary and demonstrates how Renton is satisfying its obligations for development capacity to accommodate its affordable housing targets.

**Exhibit 33. Summary of Development Capacity by Income Level and Special Housing Needs**

| Income Level (%AMI) and Special Needs Housing | Housing Target | Housing Target by Zone Category | Housing Forms | Pipeline + Capacity in Zones | Capacity Surplus or (Deficit) |
|---|---|---|---|---|---|
| >120% | 5,819 | 5,819 | Low density single unit, ADU, and high rise in areas with higher services and transit | 6,546 | 727 |
| >100-120%<br>>80-100% | 1,205<br>1,062 | 2,267 | single unit, townhomes, multiplex, multifamily, and cottage housing | 8,270 | 6,003 |
| >50-80%<br>>30-50%<br>0-30% Other<br>0-30% PSH | 1,019<br>1,624<br>4,110<br>2,161 | 8,914 | Low rise multifamily, townhome, mixed-use and multifamily | 9,638 | 724 |
| **Total** | **17,000** | **17,000** | | **24,454** | |

Sources: City of Renton, 2023; BERK, 2024

- Income level >120% AMI. Primarily provided in Low Density Residential & High Rise zones, Renton has capacity for 6,546 households earning more than 120% of Area Median Income. This includes the zones Resource Conservation, Residential-1, Residential-4, Residential-6, and Residential-8, as well as Renton's High Rise zones in new development in mixed-use areas near new or planned high-capacity transit.
- Income levels 80% AMI – 120% AMI. Primarily served through Renton's three Moderate Density Residential Zones, Renton has a capacity for 8,270 units mostly affordable to households with incomes between 80 to 120% of AMI, with some production for the lower affordability categories through attached flats, townhouses, cottage houses, ADUs, adult family homes, group homes, permanent supportive housing, and transitional housing.
- Income levels >80% AMI. Primarily served through Renton's Low Rise and Mid Rise zones, it provides capacity for 9,638 households earning between 50 and 80% of AMI and reaching deeper affordability levels with affordable housing incentives and subsidies.

# Permanent Supportive Housing

In compliance with RCW 35.21.683, all zones that allow residential dwelling units or hotels also allow Permanent Supportive Housing and Transitional Housing, as shown in Exhibit 7.

To address the needs of those experiencing homelessness, Renton has a defined Homeless Services Use allowed in all Renton's Commercial Zones as well as R-1, R-10, and R-14. Homeless Services Use includes all homeless services apart from those allowed under a temporary use permit, hosted by a religious organization within buildings on their property, social service organizations, unrelated individuals living together as a family, and housing for tenants that fall under the protections of the Residential Landlord-Tenant Action (RW 59.18).

Homeless services use includes Emergency Shelters and requires a conditional use permit approved by a Hearing Examiner, or the applicant may request the Council approve a negotiated development agreement. Emergency Shelters cannot be located within a ½ mile from another homeless services use unless they do not serve more than a combined 115 residents. Facilities with more than fifty beds shall be located within one mile of a public transit stop.

**Exhibit 34. Renton Zoning Use Table for Permanent Supportive Housing**

| | Permenant Supportive Houisng | Transitional Housing | Hotel Use Allowed | Homeless Services Use* | Emergency Shelter | Land Supply (acres) |
|---|---|---|---|---|---|---|
| RC | H | H | | | | 21.37 |
| R-1 | H | H | | H | Up to 10 occupants (including staff) | 45.72 |
| R-4 | H | H | | | | 187.55 |
| R-6 | H | H | | | | 87.71 |
| R-8 | H | H | | | | 249.83 |
| R-10 | H | H | | H | Up to 14 occupants (including staff) | 49.78 |
| R-14 | H | H | | H | | 27.72 |
| RM-F | H | H | | | | 10.99 |
| CN | H6 | H | | | | 3.77 |
| CA | H6 | H6 | P20 | | | 116.72 |
| CA (PAA 150) | | | | | | 51.77 |
| CA (PAA 250) | | | | | | 17.26 |
| CV | H6 | H6 | P | H | Up to 100 occupants (115 with city approval) | 10.38 |
| COR | H6 | H6 | P | H | | 12.45 |
| CO | H16 | H16 | P | H | | 25.80 |
| CO (TOD) | | | | | | 19.77 |
| CD | H6 | H6 | P29 | | | 9.45 |
| UC-2 | H6 | H6 | P18 | H | Up to 100 occupants (115 with city approval) | 7.17 |
| IL | H | H | P29 | H | | 24.66 |
| IM | H | H | P29 | H | | 22.08 |
| IH | H | H | P29 | H | | 6.40 |

H=Hearing Examiner Conditional Use

P=Permitted Use

P#=Permitted up to number specified

# Emergency Housing

In 2020, Renton had two emergency housing facilities that had since closed. The facilities were located in municipal buildings and church facilities. However, one facility has closed and the other has moved to a new location outside of the City's boundaries. As of November 2024, Renton did not have any formal emergency housing facilities.

To assess the capacity for emergency housing, we reviewed the buildable lands data submitted for the 2021 King County Urban Growth Capacity process (vacant + redevelopable parcels) with additional updates to account for pipeline and built parcels between 2020 and 2024.

Capacity for emergency housing is based on the following criteria.

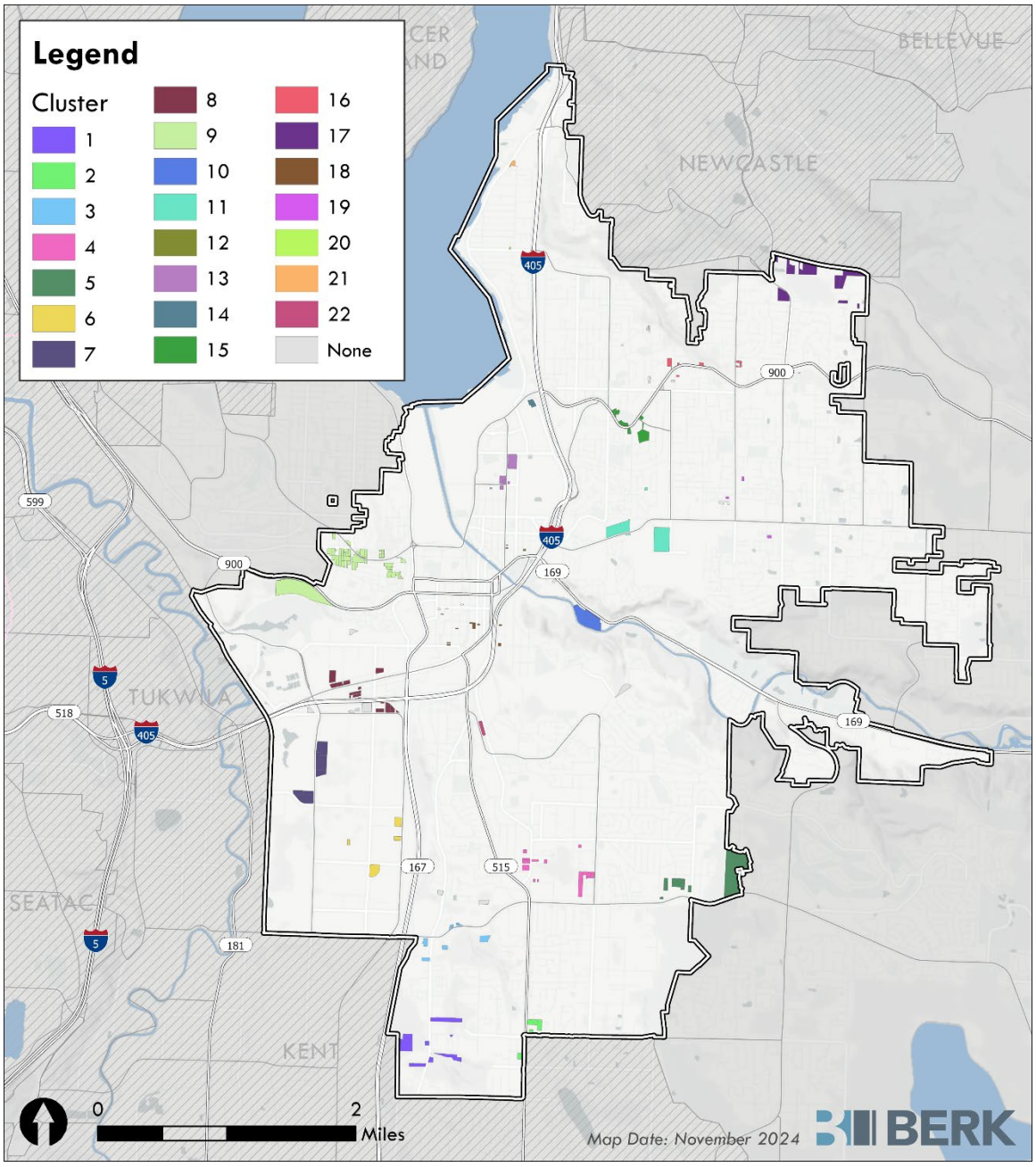
- **Zoning.** Renton's zoning and use table establishes zones eligible for emergency housing beds and capacity limits per facility.
    - The analysis assumes that bed capacity is based on the entire parcel, not on a bed/acre basis or some other area-based calculation. For example, if the zone limit was 14 beds, the analysis applies the limit of 14 beds to the entire parcel, regardless of parcel size. This assumption potentially undercounts the emergency capacity in Renton when larger parcels could be subdivided in future development.
- **Geographic densities.** Per Renton's development regulations, emergency housing shelters cannot be located within a ½ mile from another property with Homeless Services Use unless they do not serve more than a combined 115 persons. In other words, any given half-mile cluster of parcels cannot exceed 115 emergency housing beds.
- **Proximity to transit.** Per Renton's development regulations, facilities with more than fifty beds must be located within one mile of a public transit stop.

Given these parameters, the analysis finds

- Roughly 222 eligible parcels
- 22 distinct (non-overlapping) half-mile parcel clusters, including 195 parcels.
    - 27 parcels were excluded from the clusters because they did not cleanly fit inside only one half-mile cluster area. These partial clusters could accommodate additional emergency housing if there are services for fewer than 115 persons within ½ mile.

The geographic density restrictions create some challenges for assessing capacity. Since the eligibility of one parcel depends on the use of adjacent parcels up to ½ mile, it is challenging to design an automated cluster designation process given the complexity of avoiding overlapping half-mile areas. To analyze with fidelity to Renton's current regulations, we manually designated 1/2 parcel clusters based on visual inspection and measurement of the eligible parcel layer. The analysis uses the clusters to evenly distribute beds across the full ½ mile cluster in order to calculate theoretical capacity. This approach is not mathematically optimized based on zoning, number of parcels, or other criteria, so it may underassess the capacity for emergency housing. However, when assigning clusters manually we attempted to target concentrations of parcels to capture as many parcels as possible in the analysis. Ultimately, 195 of the 222 eligible parcels were included in the analysis. The remaining 27 parcels represent additional capacity for emergency housing but are not calculated in the analysis. Exhibit 8 presents the cluster analysis results.

**Exhibit 35. Renton Emergency Housing Capacity Cluster Analysis**




**Given current regulations, the analysis finds a theoretical capacity of 3,406 emergency housing beds, representing a conservative 158-bed surplus over Renton's 3,248 emergency housing target.**

This analysis demonstrates the theoretical capacity to meet Renton's emergency housing capacity needs. However, it is unlikely that emergency housing use would happen in a series of adjacent or very nearby properties. In addition, actual emergency housing facilities in Renton have historically been provided in public or religious-affiliated properties, which are not included in the buildable lands data set of parcels suitable for redevelopment.

# Addressing Barriers to Affordable Housing

Step 6 of the Commerce Guidance is to "Implement actions to increase capacity for one or more housing needs." Renton's Housing Action Plan (2020) reviewed current barriers to affordable housing production in Renton, including financing, land availability and costs, construction costs, regulations and permitting. The analysis identified several possible remedies of which Renton has implemented the following:

## Recommendation 1: Participate in Partnerships to Meet Housing Goals.

The City works with developers and residents to identify challenges and barriers to local development and growth, including local housing affordability challenges, increases in development costs, changes in community demands for housing types, and other trends. Ongoing community engagement informs city actions to address future housing needs and integrate new housing into existing neighborhoods.

Renton has taken the following steps to implement this remedy:

- ✓ Expanded Renton's Human Services Advisory Committee to include housing issues. Renton's Human Services Advisory Committee is a diverse group of Renton residents who recognize community assets, anticipate need, and advise the mayor, city council, and city staff on human services issues of concern to Renton residents.
- ✓ Continued efforts with neighboring communities to address housing needs in south King County.
- ✓ Continued coordination with county and regional agencies on affordable housing needs.
- ✓ Identifying long-term funding sources for the Renton Housing Authority to promote the development of affordable housing options.
- ✓ Conducting community planning that integrates housing goals.

## Recommendation 2: Promote Diverse Housing Types and Sizes in Neighborhoods

✓ Renton has updated planning regulations to allow for additional housing types and sizes at higher densities in targeted areas to create more affordable and accessible options for a range of households. Regulation updates provide opportunities for new housing, in more options, at a faster rate.

### 2.1 Permitting additional housing types.

**Renton has updated the use table to allow:**

- ADUs

  - ✓ Ordinance 5960 was adopted in 2019, amending Renton Municipal Code subsections 4-2-060.D, 4-2-080.A.7, 4-2-110.A, 4-2-110.B, 4-2-110.C, 4-2-110.D, 4-2-110.E, 4-2-110.F, 4-3-110.E.5.A.I, 4-4-080.E.2.A, 4-4-080.E.2.E, and 4-4-080.F.10.D; Chapter 4-2; and Section 4-9-030; by amending Accessory Dwelling Unit (ADU) development standards, including adding a new Section 4-2-116 Regulating ADU Design Standards, amending Parking Standards relating to ADUs, adding a new Subsection 4-9-030.H.
  - ✓ Ordinance 6046 was adopted in 2021, amending Subsections 4-4-080.A.7 and 4-4-080.F.10.D, SECTION 4-9-030, and the definition of "Dwelling Unit, Accessory" in Section 4-11-040 of the Renton Municipal Code, amending Accessory Dwelling Unit (ADU) regulations.

- ✓ Ordinance 6002 was adopted in 2020, revising Accessory Dwelling Unit (ADU) regulations by amending Subsections 4-2-110.C, 4-2-110.E, and 4-2-116.B.2 of the Renton Municipal Code.

- Cottage Housing

  - ✓ Ordinance 6042 was adopted in 2021, amending Sections 4-2-110 and 4-2-115, Subsections 4-4-080.F.10.D, 4-4-090.A, and 4-4-090.B, Section 4-7-090, Subsections 4-9-065.A, 4-9-065.B, 4-5-065.D, 4-9-200.B, and 4-9-200.D, and Section 4-11-030 of the Renton Municipal Code, adding cottage house development regulations, including adding a definition of "Cottage House Development" to Section 4-11-030.

### 2.2 Adjusted minimum densities.

- ✓ Ordinance 6101 was adopted in 2022, amending Subsections 4-2-110.E, 4-2-120.B, 4-2-120.C, and 4-2-130.B of the Renton Municipal Code to adjust the maximum building height in the Center Downtown Zone and correct references to the Airport Related Height restrictions.
- ✓ Established a new requirement that new projects result in densities of at least 50–75% of the maximum density in Residential High-Density areas.

### 2.3 Increase allowed zoning densities to allow for greater flexibility with high-density residential uses.

- ✓ Ordinance 6048 was adopted in 2021, amending Subsections 4-2-110.A and 4-2-110.E.20 of the Renton Municipal Code, amending height and setback regulations in the RMF (Residential Multi-Family) Zone.
- Renton is considering creating separate RMF-20 and RMF-40 zones that allow for targeted locations in RMF zones to accommodate up to 40 units per acre as of right to help increase housing capacity in higher-density neighborhoods.

### 2.4 Adjusting Residential Development Standards

- Adjusted Open space Standards for R-10 and R-14 to allow walkup, townhouse design.

### 2.5 Adjust zoning in R-10, R-14, and RMF to encourage more density and diverse housing types

- Renton is exploring targeted upzoning that will allow for more intensive residential development, specifically with the goal of increasing infill and redevelopment in these neighborhoods where practical. Renton is also reviewing potential rezones to Commercial Neighborhood (CN) to help foster opportunities for walkability and commercial amenities throughout the city.

### 2.6 Streamline Permitting

- ✓ To simplify and streamline permitting, the City of Renton has already offered pre-approved DADU construction plans that create a faster, easier, and more predictable design and permitting process.[8]

### 2.7 Coordinate outreach to ensure residential design standards promote high-quality design and compatibility.

## Recommendation 3. Affordable Housing Incentives

### 3.1 Adjust Parking Requirements.

- ✓ City of Renton is strategic in minimizing the amount of parking required for new development, especially for affordable housing projects (which are only required at the rate of one space for every four affordable units). The City maintains a policy to "regularly review and refine parking ratios to account for existing parking

[8] See: https://www.rentonwa.gov/city_hall/community_and_economic_development/permit_ready_a_d_u_program.

supply, land use intensity, and access to transit." The City also grants parking flexibility to developers that submit a supportive parking demand study. These efforts have allowed for effective parking requirement management that has reduced development costs.

- ✓ ADUs within 1/4 mile of a mass transit facility, as defined in RMC 4-2-080, are exempt from off-street parking requirements.

### 3.2 Ground-Floor Commercial Space in Mixed Use Buildings

- ✓ Renton's regulations are designed to provide housing, jobs, and local services to support resident needs and promote walkability in neighborhoods. To that end, there are requirements under RMC 4-4-150 for the CA, CN, and UC zones to accommodate commercial space in 50% of the gross square footage of the ground floor of mixed-use projects.

  The City has increased flexibility in mixed-use zones to balance the long-term need for walkable, complete urban neighborhoods while supporting short-term development feasibility where commercial requirements pose a constraint to development.

## Recommendation 4. Promote Affordable Housing Production and Preservation

- ✓ Renton works to preserve existing affordable housing and encourage new affordable housing development. The City provides funding for income-restricted units and incentivizes property owners to maintain rents at affordable levels. The City also supports increased production of new income-restricted units, either as part of market-rate development or wholly affordable projects.

### 4.1 Density Bonus

- ✓ Under RMC 4-9-060, density bonuses of up to 30% can be provided in CD, UC, CV, CO, COR, R-14, and RMF zones, with one bonus market-rate unit provided for each affordable dwelling unit constructed on site (assumed to be 80% AMI for owner-occupied housing and 50% AMI for rental housing).
- ✓ Density bonus provisions in R-1 of up to eighteen (18) dwelling units per acre to allow assisted living to develop with higher densities within the zone.
- ✓ In R-14 zones opportunities for bonuses of up to eighteen (18) dwelling units per net acre and in RMF zones opportunities for bonuses of up to twenty five (25) dwelling units per net acre
- ✓ Cottage housing is currently incentivized for market rate density bonuses at 2.5 times the maximum density that could be achieved based on the underlying zone.

### 4.2 Fee Waivers

- ✓ Renton has waived fees for affordable housing (RMC Section 4-1-210)

### 4.3 12-year MFTE

Extending MFTE eligibility to the rehabilitation projects of new *and* existing units while requiring the provision of affordable units can ensure there are incentives to upgrade the quality of older multifamily housing units while preserving units for low-income households.

Under Chapter 84.14 RCW cities can provide property tax exemptions under an MFTE program for both new and rehabilitated properties in urban centers.

- ✓ Renton's MFTE program permits tax exemptions for new market-rate and affordable construction in the Sunset, Downtown, South Lake Washington, and Rainier Grady TOD areas.

- ✓ Ordinance 6078 was adopted in 2022, amending Subsection 4-1-220.D.2 of the Renton Municipal Code, amending multi-family tax exemption housing types.

### 4.4 Surplus Public Land

The City of Renton follows an approach for managing surplus properties as outlined in City Policy 100-12. This policy outlines a public process for transferring or selling these lands, which includes requirements for public hearings, property appraisal, rights of first refusal, and property sales. However, this policy does not explicitly mention the use of these properties for affordable housing purposes or include any policies that align with the provisions of RCW 39.33.015. Incorporating explicit statements in the policy about this priority can ensure that appropriate sites can be diverted for use in affordable housing.

- ✓ Renton allows unused public or quasi-public lands at reduced or no cost for affordable housing projects and increases the production rate of affordable units in the community.
- ✓ Renton coordinates its land acquisition, management, and surplus disposal policies with Sound Transit, King County Metro, non-profits, and other agencies to implement land banking for affordable housing in transit station areas.

### 4.5 Inclusionary Zoning

- ✓ Given current market conditions, Renton uses Bonus Densities to support affordable housing through market-rate development.

### 4.6 Protective MHP Zoning

- ✓ Renton had RMH zoning implemented in many areas of the city.

### 4.7 Identifying Affordable Housing as a Public Benefit

- ✓ Under RMC 4-9-150, applicants interested in development projects may pursue modifications to the regulations regarding allowable uses, urban design, street standards, and other requirements as part of a "planned urban development" or PUD. The proposed departures from regulations with a PUD design must be supported by a "public benefit," which can include protection of critical areas and natural features, provision of public facilities, demonstration of sustainable development techniques, and application of superior urban design techniques (see RMC 4-9-150(D)2). The City includes affordable housing in the public benefits, which can be provided as part of a PUD, thus providing these projects with additional flexibility in meeting regulations

### 4.8 Establishing and Tracking Housing Performance

Commit to a monitoring and review process to track housing production compared to the identified need. This tracking effort should be supported by expanded resources to the Department of Community and Economic Development, with the expectation of regular reporting to the Council on progress toward housing goals.

- ✓ Renton participates in regional tracking through SKHHP.
- ○ Renton is in the process of developing its own tracking system.

# Appendix C. Land Use Assumptions and Utility Plans

## Introduction

The Growth Management Act (GMA) requires that cities and counties develop land use plans that accommodate 20 years of growth. The land use pattern and growth must be supported by utilities and capital facilities. This technical appendix compares the growth assumptions in the City's Comprehensive Plan and Countywide Planning Policies with the assumptions in the City's:

- City of Renton Water System Plan Update
- City of Renton Long Range Wastewater Management Plan
- King County Comprehensive Solid Waste Management Plan

Results show the system plans can support the land use plan and growth assumptions for the horizon year of 2044 matching the growth allocations in the Countywide Planning Policies.

### Growth Targets and Capacity

The King County Countywide Planning Policies allocates housing and employment growth targets to the City of Renton and its Potential Annexation Areas. The City's Comprehensive Plan provides development capacity within city limits that is sufficient to meet the targets, and King County must do likewise for the Potential Annexation Area. Currently, the growth targets extend to the year 2044.

**Table 1. Growth Targets 2019 - 2044 and Buildable Land Capacity 2024**

| Location | Net New Units | Net New Jobs |
|---|---|---|
| City Growth Target | 17,000 | 31,780 |
| City Capacity | 15,503 – 24,454 | 26,210 – 32,832 |
| Excess Capacity | 7,454 | 1,052 |

Source: City of Renton, 2024

Based on the 2019 Buildable Lands updates, reflecting increased capacity established in the 2024 Comprehensive Plan update, the City has sufficient capacity for planned housing and employment growth.

The City's Transportation Model will be updated in 2025 and allocate growth to sub geographies across the City (transportation analysis zones across the city limits).

## Water System Plan

In June 2021, the 2019 Water System Plan Update was adopted by the Renton City Council (Resolution No. 4438) and subsequently approved by the Washington Department of Health (September 2021). The purpose of the Water System Plan is to develop a long-term planning strategy for the City's water service area. The Plan evaluates the existing system and its ability to meet the anticipated requirements for water source, quality, transmission, storage, and distribution over a twenty-year planning period. Water system improvement projects have been developed to meet the changing demands of regulatory impacts and population growth, as well as infrastructure repair and replacement.

For demographic trends, PSRC predicts approximately 1 percent annual growth in the number of City households and 1.9 percent annual growth in the number of employees over the 20-year planning period. The same were used to predict the number of future water connections in the system. Based on the analysis the net growth from 2017 is less than City growth targets, but the growth from 2010-2071 is consistent with those targets. The analysis shows the Water System Plan can accommodate the growth targets, but the growth cap approach allows the City to see what the improvements would be if growth occurred in a more phased manner.

**Table 2. Water System Growth Projections Compared to Targets**

| Water System-wide Population, Household, and Employment Projections | | | | Countywide Planning Policies | |
|---|---|---|---|---|---|
| | 2010 | 2040 | Change | 2040 | Change |
| Population | 61,921 | 82,704 | | | |
| Households | 25,732 | 36,568 | | | 17,000 |
| Employees | 53,786 | 97,002 | | | 31,780 |

## Wastewater System Plan

Population and job growth is projected in the *City of Renton Long-Rage Wastewater Management Plan (2022)* for the years 2040. The wastewater service area extends further east than the city limits but not fully to the southeast, where other districts are the service providers. Nevertheless, comparisons of growth assumptions show more than sufficient planned growth in the Wastewater System Plan beyond the city's growth targets.

**Table 3. Wastewater System Growth Projections Compared to Targets**

| Water System-wide Population, Household, and Employment Projections | | | | Countywide Planning Policies | | |
|---|---|---|---|---|---|---|
| | Baseline (2012) | Projected (2040) | Change | 2020 | 2040 | Change |
| **Total residents** | 68,286 | 114,117 | +45,831 | | | |
| **Households** | | | | 42,870 | 59,870 | 17,000 |
| **Employment** | 44,506 | 104,414 | +59,908 | | | 31,780 |

# Appendix D. Transportation Element Technical Documentation

**This appendix documents the technical analyses that supported the update to the Transportation Element.**

## Travel Demand Forecasting

To update the City of Renton's Transportation Element (TE), a customized travel demand forecasting (TDF) model was developed for the City. The model was developed from the Puget Sound Regional Council (PSRC) regional trip-based travel demand model. This section outlines the methodology used to customize the model for the City of Renton, update the base year scenario to reflect 2024 conditions, and model validation and calibration to current local conditions. The development of the 2044 future year scenario based on the land use growth assumptions is also described. The travel demand model was used to forecast 2044 intersection turning movement vehicle volumes and future travel mode share. Additional transportation projects needed to support land use growth allocations and to maintain levels of service standards were identified to support the TE update.

### PSRC Regional Model

The PSRC regional model is a traditional four-step travel demand forecasting model that uses land use estimates (people, households, jobs, and students) to generate person trip activity across four counties. The geographic extent of the model includes King, Snohomish, Pierce, and Kitsap Counties. The model produces estimates of person trips across several modes (automobile, transit, walk, bike, and freight) and for five time periods (AM, midday, PM, evening, and nighttime). The land use information and person trips are aggregated into 3,700 traffic analysis zones (TAZ) across the four counties. The base year scenario was validated by PSRC to reflect 2014 conditions, and the future scenario represents anticipated conditions in 2040.

### Base Year (2024) Scenario

The 2014 base year travel demand model was updated to 2024 conditions by incorporating transportation network improvements within and around Renton. The land use inputs were interpolated using the 2018 and 2050 Land Use Vision – Implemented Targets (LUV-it) data provided by PSRC.

The following model inputs were updated to 2024 conditions:

- Land use (population, households, jobs, and student enrollment)
- Special generator trips (SeaTac airport, Port Facilities, JBLM, Seattle Center, and stadiums)
- External gateway trips (40 roadways at the boundary of the model)
- Transit and ferry fares (increase faster than inflation)
- Parking costs (increase faster than inflation)

Inputs that do not warrant interpolation for a new model year include trip generation rates, trip distribution parameters, mode choice coefficients, time of day constants, roadway tolls, auto operating costs, value of time, and TAZ access variables. These travel behavior variables are assumed to remain consistent in the future. Roadway tolls and auto operating costs were assumed to increase with inflation.

## Land Use

Of the 3,700 TAZs in the PSRC model, 96 TAZs represent the City of Renton. The project team developed 2024 land use estimates for zones within the City of Renton using linear interpolation of city-provided 2022 and 2044 land use growth allocations. Land use outside of the City assumed growth that aligns with PSRC LUV-it data. The existing 2024, 2044, and total land use growth assumptions for the City and the Renton Regional Growth Center are shown in Error! Reference source not found..

**Table 2: Growth within Renton and Renton RGC**

| | City of Renton | | Renton Regional Growth Center | |
|---|---|---|---|---|
| | Households | Jobs | Households | Jobs |
| 2024 | 46,371 | 75,602 | 4,406 | 21,806 |
| 2044 | 71,214 | 104,003 | 14,096 | 34,562 |
| 2024 - 2044 Growth | 24,843 | 28,401 | 9,690 | 12,756 |
| % Growth | 53.6% | 37.6% | 219.9% | 58.5% |

Source: PSRC, City of Renton, Fehr & Peers, 2025.

## Network Detail

The model highway, arterial, and transit networks were updated to incorporate the following projects that were built or started operations between 2014 and 2024:

- I-405 Express Toll Lanes from Bellevue to Lynnwood
- SR 167 HOT Lane between I-405 and City's limit to the South
- I-90 High Occupancy Vehicle (HOV) lanes between Mercer Island and Seattle
- SR 520 widening across Lake Washington
- Sound Transit's Link Light Rail extension north to Lynwood and south to Angle Lake

- Sound Transit's East Link Light Rail between Redmond Technology and South Bellevue stations

Within the City, speed limits, number of lanes, and capacity on each roadway in the model were also reviewed and updated to match the existing 2024 configuration. Turning restrictions at freeway interchanges within the City were verified as well.

The update to 2024 conditions also included a review of transit service (routes and headways) assumed in the base year PSRC model including incorporating the most recent service levels including for King County Metro RapidRide F line.

## Calibration and Validation

Model validation describes a model's performance in terms of how closely the model's output matches existing travel data in the base year. Calibration is the process of iteratively adjusting the model's inputs to achieve the desired validation. This section describes the calibration and validation efforts in developing the City of Renton model.

### Calibration

The most critical measurement of the accuracy of any travel model is the degree to which it can approximate traffic volumes for the base year. The validity of the Renton model was evaluated for both AM and PM peak hour conditions.

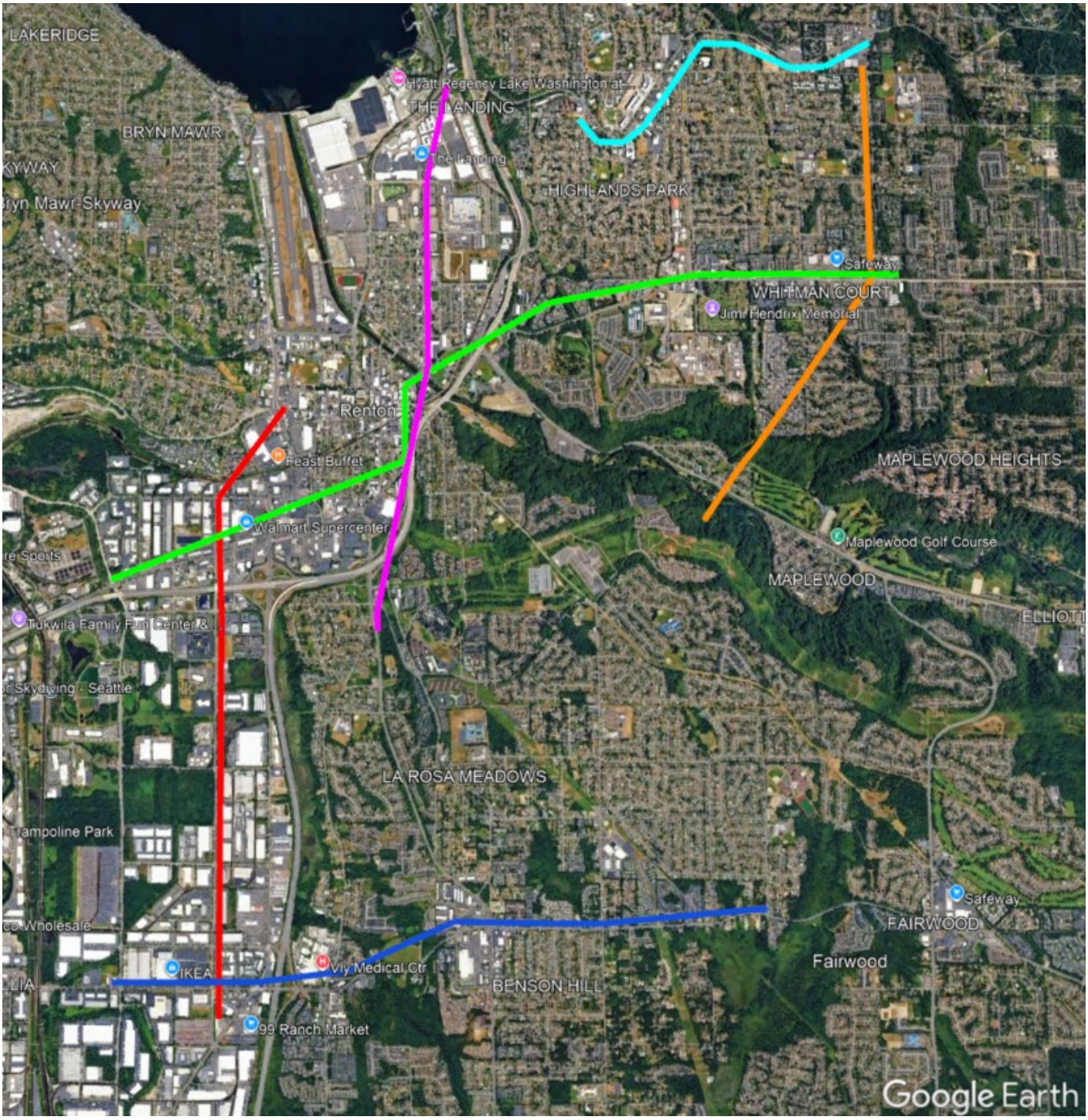
As part of the calibration process, volume estimates from the model were examined, and where these differed substantially from the observed counts, roadway attributes (such as speed, capacity, and lanes) were reviewed to ensure they reflect existing conditions. Adjustments to roadway capacity and speed, particularly on state routes in Renton, were also incorporated in the model to improve the vehicle routing throughout the City. Adjusting capacity and speed serves as a proxy variable to account for roadway attributes that the model does not explicitly consider (intersection control, traffic signal timing, lane widths, pavement quality, roadway curvature, street lighting, presence of on-street parking, crosswalks, bus stops, number of driveways, traffic calming measures, etc.) that drivers consider when determining a route.

### Validation

Model volumes were compared to available existing traffic counts collected 2023 or newer. More specifically, the comparison was focused on counts on intersection legs on arterials. Six screenlines were drawn using the counts. Screenlines are imaginary boundaries drawn across the street network to determine whether the model's depiction of volumes moving across the City is consistent with the observed volumes. The approximate locations of the screenlines are listed below and shown in **Figure 1:**

- East of Lind Avenue Southwest
- South of NE Sunset Boulevard (SR 900)
- East of Park Avenue North/Benson Drive South
- North of Northeast 4th Street/South Grady Way
- West of Duvall Avenue Northeast
- North of Southeast Petrovitsky Road/Southeast Carr Road/South 43rd Street/South 180th Street

**Figure 2: Approximate Screenline Locations**




Source: Fehr & Peers, Google Earth, 2025.

The validation results evaluated for AM and PM peak hours are shown in **Table 2**. Overall, the model is representative of 2024 conditions as total model count to existing counts are within 10% and combined screenline data are within 20% of existing counts. The count locations considered both local roadways in Renton and freeway segments on I-405/SR 167. **Table 3** shows the total screenline count volume and model percent difference.

**Table 3: Volume Validation Results**

| Validation Criteria | AM Peak Hour | PM Peak Hour |
|---|---|---|
| Total deviation at all count locations within +/- 10% | -2% | 10% |

Source: Fehr & Peers, 2025.

**Table 4: Screenline Volume Comparison**

| ID | Approximate Location | Number of Count Locations | AM Peak Hour Count | AM Percent Difference | PM Peak Hour Count | PM Percent Difference |
|---|---|---|---|---|---|---|
| 1 | East of Lind Avenue Southwest | 4 | 3,402 | -8% | 4,566 | 19% |
| 2 | South of NE Sunset Boulevard (SR 900) | 4 | 2,165 | -19% | 2,649 | -14% |
| 3 | East of Park Avenue North/Benson Drive South | 4 | 2,251 | 0% | 2,638 | 6% |
| 4 | North of Northeast 4th Street/South Grady Way | 4 | 3,840 | -18% | 4,730 | -19% |
| 5 | West of Duvall Avenue Northeast | 4 | 4,824 | 5% | 5,556 | 24% |
| 6 | North of Southeast Petrovitsky Road/Southeast Carr Road/South 43rd Street/South 180th Street | 4 | 3,533 | -14% | 3,814 | 15% |
| **All screenlines** | | **24** | **20,015** | **-8%** | **23,953** | **7%** |

Source: Fehr & Peers, 2025.

Based on the tabulated results, the model vehicle assignment is validated for the AM and PM peak hour with minor refinements incorporated through the model post-processing.

## Future Year (2044) Scenario

The future year model scenario was developed from a 2040 PSRC-based travel demand model and incorporated recently published 2044 PSRC LUV-it land use estimates. Within city limits, the calibrated and validated base year scenario described in previous sections was used as a starting point in developing the future year scenario. The primary changes to this scenario included land use and transportation improvement projects.

### Land Use

The land use estimates assumed for Renton were developed using the 2044 PSRC land use estimates. The underlying cross-classification demographic data for households, population, and jobs were kept consistent with PSRC assumptions. All other land use data (school and university enrollment, general quarters population, and military trips) were taken directly from the PSRC model.

## Network Detail

The full list of background projects assumed under future baseline conditions based on City staff input is provided in the **Transportation Project List** section. Notable projects within the City or near City limits that were incorporated in the City of Renton model include:

- Rainier Avenue S/S Grady Way grade separation project.
- Widen Logan Avenue N between N 6th Street and Park Avenue N to include additional northbound lane, sidewalks, multi-use trail, and traffic signal modifications.
- SW 7th Street road diet between Rainier Avenue S and Oakesdale Avenue SW. Install 6 ft sidewalk and 5 ft buffer on both sides, a 12 ft cycle track with 2 ft buffer protection, two 11 ft lanes and a center turn lane.
- Convert S 2nd and S 3rd Streets one-way couplet to two-way streets
- Convert Rainier Avenue S between S 3rd Street and NW 3rd Place from 3 lanes to 4 lanes with pedestrian and bicycle facilities.
- Add business access and transit (BAT) lanes for the RapidRide I Line project between Lake Avenue S and Talbot Road S.
- Construct southbound I-405 on-ramp from Lind Avenue SW and northbound I-405 off-ramp to Lind Avenue SW.
- Construct I-405 Express Toll Lane direct access ramps to and from N 8th Street (west side of I-405 only).
- Add the Sound Transit Stride S1 BRT route connecting Renton to Bellevue to the north and Burien to the west.

## Travel Demand Forecasting Results

**Table 4** shows the City of Renton daily mode share extracted from the Renton model. Both single-occupancy vehicles (SOV) and high-occupancy vehicles (HOV) will have a smaller share in 2044 compared to 2024. **Table 5** shows that between 2024 and 2044, all modal trips will increase with the expected land use growth - the most substantial percent increase is in transit usage, which is expected to rise by 86 percent. Walking and bicycling also show notable increases of 82 percent and 46 percent, respectively, indicating a growing preference for active transportation. Meanwhile, SOV and HOV continue to be the main modes of travel, though the overall vehicle mode share decreases by 2044.

**Table 5: Project Model Daily Mode Share Comparison Between 2024 and 2044**

| Mode | 2024 % | 2044 % | Delta |
|---|---|---|---|
| Single-Occupancy Vehicle (SOV) | 48.2% | 45.0% | -3.3% |
| High-Occupancy Vehicle (HOV) | 38.8% | 37.7% | -1.1% |
| Transit | 2.8% | 3.9% | 1.1% |
| Walk | 8.8% | 12.0% | 3.2% |
| Bike | 1.3% | 1.4% | 0.1% |

Source: Fehr & Peers, 2025.

**Table 6: Project Model Difference in Daily Person Trips of by Mode Between 2024 and 2044**

| Mode | 2024 | 2044 | Delta | Percent Delta |
|---|---|---|---|---|
| Single-Occupancy Vehicle (SOV) | 428,757 | 533,778 | 105,021 | 24% |
| High-Occupancy Vehicle (HOV) | 345,195 | 447,740 | 102,545 | 30% |
| Transit | 25,039 | 46,504 | 21,465 | 86% |
| Walk | 78,171 | 142,189 | 64,018 | 82% |
| Bike | 11,746 | 17,206 | 5,460 | 46% |

Source: Fehr & Peers, 2025.

The PM peak hour intersection forecasts were developed using the Renton model's base and future year scenarios methods as described in NHCRP 255. The primary methodology was the difference method, which applies the difference in a turning movement volume between the base and future model scenarios to the observed traffic volume.

Intersection forecasts for the City's TE were prepared for 26 study intersections. Depending on proximity to future transportation projects and developments, the increase in intersection volumes between 2024 and 2044 conditions vary by areas in the city. **Table 6** shows the percentage growth of intersection volume during both AM and PM peak hours.

**Table 7: Study Intersections' Total Entering Volume Growth by Area**

| Area | 2024 AM | 2044 AM | % Growth | 2024 PM | 2044 PM | % Growth |
|---|---|---|---|---|---|---|
| RGC/TOD | 35,874 | 43,200 | 20% | 41,402 | 47,350 | 14% |
| Valley/Longacres | 6,865 | 11,210 | 63% | 7,969 | 12,160 | 53% |
| Talbot/Benson | 11,260 | 12,360 | 10% | 13,205 | 14,670 | 11% |
| SR 169 | 8,567 | 9,210 | 8% | 10,075 | 10,360 | 3% |
| Duvall | 2,655 | 2,750 | 4% | 3,057 | 3,175 | 4% |
| **Citywide** | **65,221** | **78,730** | **21%** | **75,708** | **87,715** | **16%** |

Source: Fehr & Peers, 2025.

# Traffic Operations Analysis

The City of Renton TE provides a framework to guide transportation investments over the next 20 years. This section summarizes the traffic operations analysis conducted as part of the update to the TE. The subsequent sections outline the methodology utilized in assessing traffic operations and intersection level of service results for existing conditions (2024) and future conditions (2044).

## Analysis Methodology

The performance of roadway intersections within Renton is primarily measured using a standard state-of-the-practice methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on the average delay per vehicle at a controlled intersection, such as a traffic signal or stop sign. Individual LOS grades are assigned on a letter scale, A through F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays, as described in **Table 7** and illustrated in **Figure 2**.

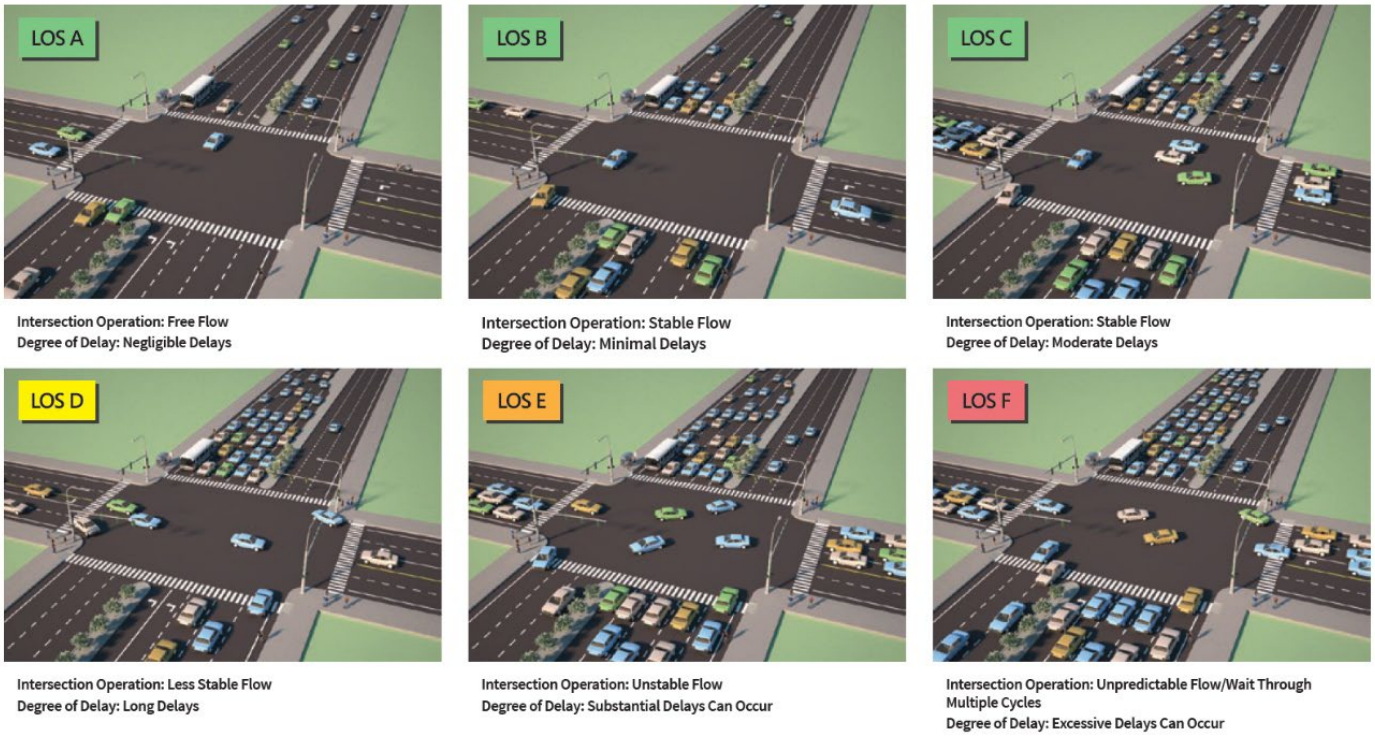
**Table 7** shows the definition of each LOS grade from the Highway Capacity Manual (HCM) methodology detailed in the 7th edition, which is based on average control delay per vehicle. The methodology captures the average delay for all vehicles entering the intersection and prescribes how the average delay is measured at different types of intersections. Signalized intersections have higher delay thresholds compared with two-way and all-way stop-controlled intersections. Specific to two-way stop-controlled intersections, the delay from the most congested movement is reported and used to calculate LOS. The City's current vehicle LOS standards for intersections are provided in **Table 8**.

**Table 8: Intersection Level of Service (LOS) Descriptions**

| Level of Service | Description | Signalized Intersection Delay (seconds) | Unsignalized Intersection Delay (seconds) |
|---|---|---|---|
| A | Free-flowing conditions | ≤ 10 | 0-10 |
| B | Stable flow (slight delays) | >10-20 | >10-15 |
| C | Stable flow (acceptable delays) | >20-35 | >15-25 |
| D | Approaching unstable flow (tolerable delay) | >35-55 | >25-35 |
| E | Unstable flow (intolerable delay) | >55-80 | >35-50 |
| F | Forced flow (congested and queues fail to clear) | >80 | >50 |

Source: Highway Capacity Manual (HCM), 7th Edition.

**Figure 3: Intersection Level of Service**




Source: Fehr & Peers.

**Table 9: City of Renton Auto Level of Service Standards**

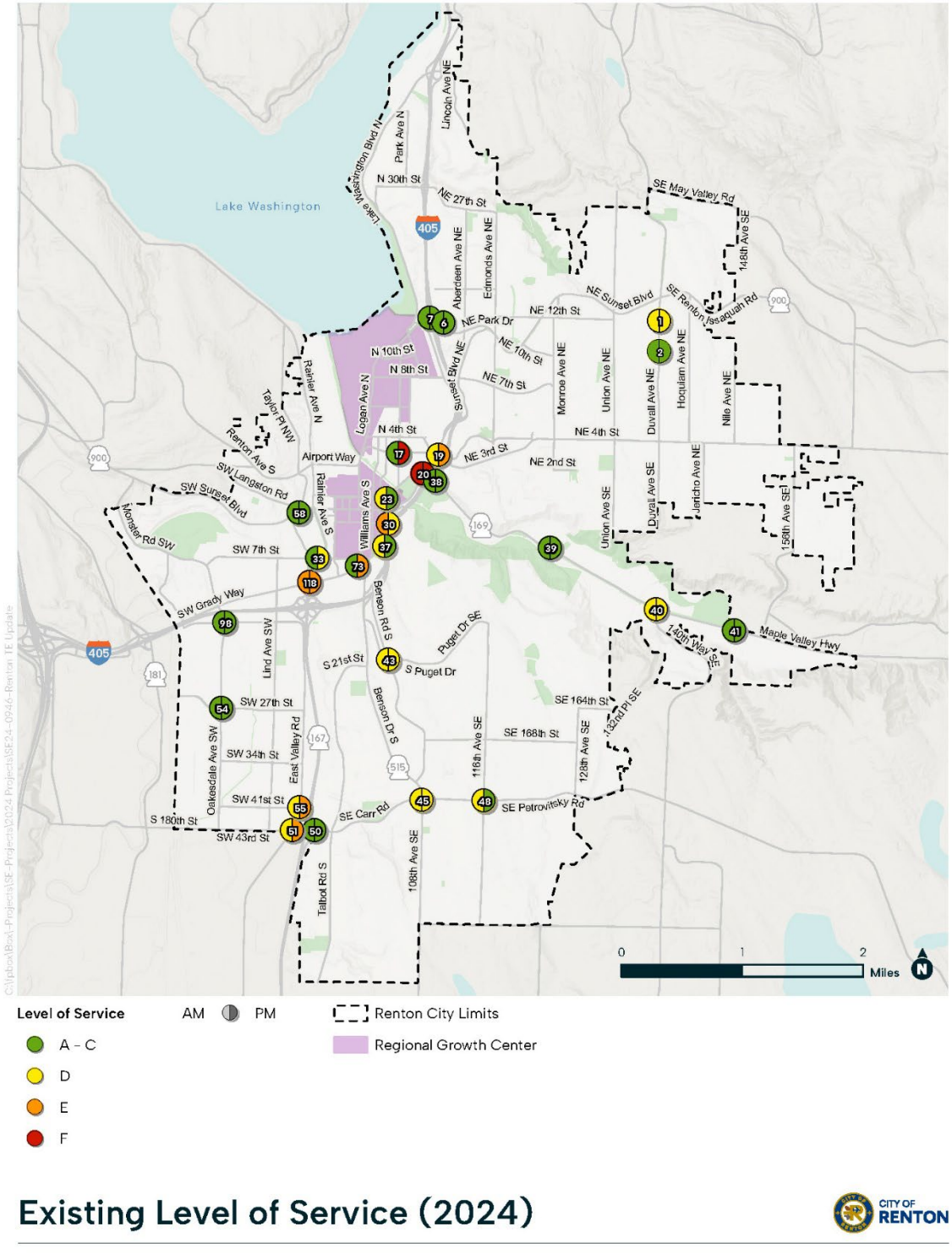
| LOS Standard | Location |
|---|---|
| LOS D | Arterials and collectors except the locations listed below. |
| LOS E Mitigated | For the Corridors and Centers listed below, congestion should be mitigated (such as increasing transit or other modes) when the PM peak hour LOS falls below LOS E.<br>• Corridors: Carr Road, Logan Avenue, Rainier Avenue, Grady Way, SR 900 and SR 515.<br>• Centers: Renton Urban Center and Center Village |

Source: City of Renton.

## Existing (2024) Conditions

The vehicle LOS results for the study intersections under existing AM and PM peak hour conditions are shown in **Table 9** and **Figure 3**. Under existing conditions, one intersection during the AM peak hour and four intersections during the PM peak hour do not meet the City's current LOS standard. Those intersections are shaded in the tables below.

**Figure 4: Existing Year (2024) Peak Hour Level of Service**




Source: Fehr & Peers, 2025.

**Table 10: 2024 Peak Hour LOS Results**

| ID | Intersection | Control | Standard | 2024 AM Peak Hour | | 2024 PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| | | | | | | | |
| 1 | *DUVALL AVE NE & NE 12TH ST | HAWK† | D | D | 27 | D | 28 |
| 2 | *DUVALL AVE NE & NE 10TH ST | Signalized | D | A | 7 | A | 10 |
| **6** | **I-405 NB RPS & NE SUNSET DR** | Signalized | D | B | 13 | C | 24 |
| **7** | ***I-405 SB RPS & SOUTHPORT DR** | Signalized | D | C | 24 | C | 26 |
| 17 | PARK AVE N & N 3RD ST | Signalized | D | B | 16 | F | 98 |
| 19 | SUNSET BLVD N & 3RD ST | Signalized | E Mitigated | D | 50 | E | 56 |
| **20** | **SUNSET BLVD N & BRONSON WAY** | Signalized | E Mitigated | F | 179 | F | 153 |
| 23 | MAIN AVE S & 2ND ST | Signalized | E | D | 55 | C | 28 |
| 30 | MAIN AVE S & 4TH ST | Signalized | E | E | 72 | D | 52 |
| 33 | *RAINER AVE S & 7TH ST | Signalized | E Mitigated | C | 35 | D | 44 |
| 37 | GRADY WAY & MAIN AVE S | Signalized | E Mitigated | D | 37 | C | 33 |
| **38** | **I-405 NB RPS & SR 169** | Signalized | D | C | 29 | C | 33 |
| **39** | ***MONROE AVE SE & SR 169** | Signalized | D | A | 4 | A | 5 |
| **40** | **140TH WAY SE & SR 169** | Signalized | D | D | 37 | D | 37 |
| **41** | **149TH AVE SE & SR 169** | Signalized | D | A | 6 | A | 9 |
| 43 | 108TH AVE & PUGET DR | Signalized | D | D | 40 | D | 43 |
| 45 | *108TH AVE SE & PETROVITSKY RD | Signalized | D | D | 48 | D | 48 |
| 48 | *116TH AVE SE & PETROVITSKY RD | Signalized | D | D | 38 | C | 29 |
| **50** | **SR 167 NB RPS & 180TH ST** | Signalized | D | C | 28 | C | 31 |
| **51** | **E VALLEY HWY & 180TH ST** | Signalized | D | D | 43 | E | 59 |
| 54 | *OAKESDALE AVE SW & 27TH ST | Signalized | D | B | 11 | B | 12 |
| **55** | **E VALLEY HWY & 41ST** | Signalized | D | D | 36 | E | 63 |
| 58 | HARDIE AVE SW & SUNSET | Signalized | E Mitigated | A | 10 | A | 10 |
| 118 | RAINIER AVE S & S GRADY WAY | Signalized | E Mitigated | E | 56 | E | 74 |
| 73 | S GRADY WAY & TALBOT RD S | Signalized | E Mitigated | C | 33 | E | 66 |
| 98 | OAKESDALE SW AVE & SW 16TH ST | Signalized | D | B | 12 | B | 17 |

Source: Fehr & Peers, 2025.
Notes:
* Intersection LOS analyzed using HCM 7th Edition methodology. Otherwise, intersection LOS analyzed using HCM 2000 methodology due to unusual geometry or unusual signal phasing.
† HAWK stands for High-Intensity Activated Crosswalk Signal
WSDOT facilities are in **bold** text.
Intersections that do not meet the City's standard are shaded.

## Future (2044) Conditions

Traffic forecasts based on anticipated land use growth and planned regional transportation investments were developed using the customized Renton travel demand model to help inform future transportation needs. An average growth in vehicle trips on city streets of about 26 percent is anticipated between 2024 and 2044. The growth in vehicle trips could be attributed to the land use growth and major network changes that are documented in the Travel Demand Forecasting sections above.

The anticipated performance of roadway intersections and corridors within Renton under 2044 conditions was evaluated using the same methodology as existing conditions. The analysis assumed that all signalized intersections in Renton would be optimized over the next 20 years; however, there were no adjustments to signal cycle lengths as that can have corridor-wide effects.

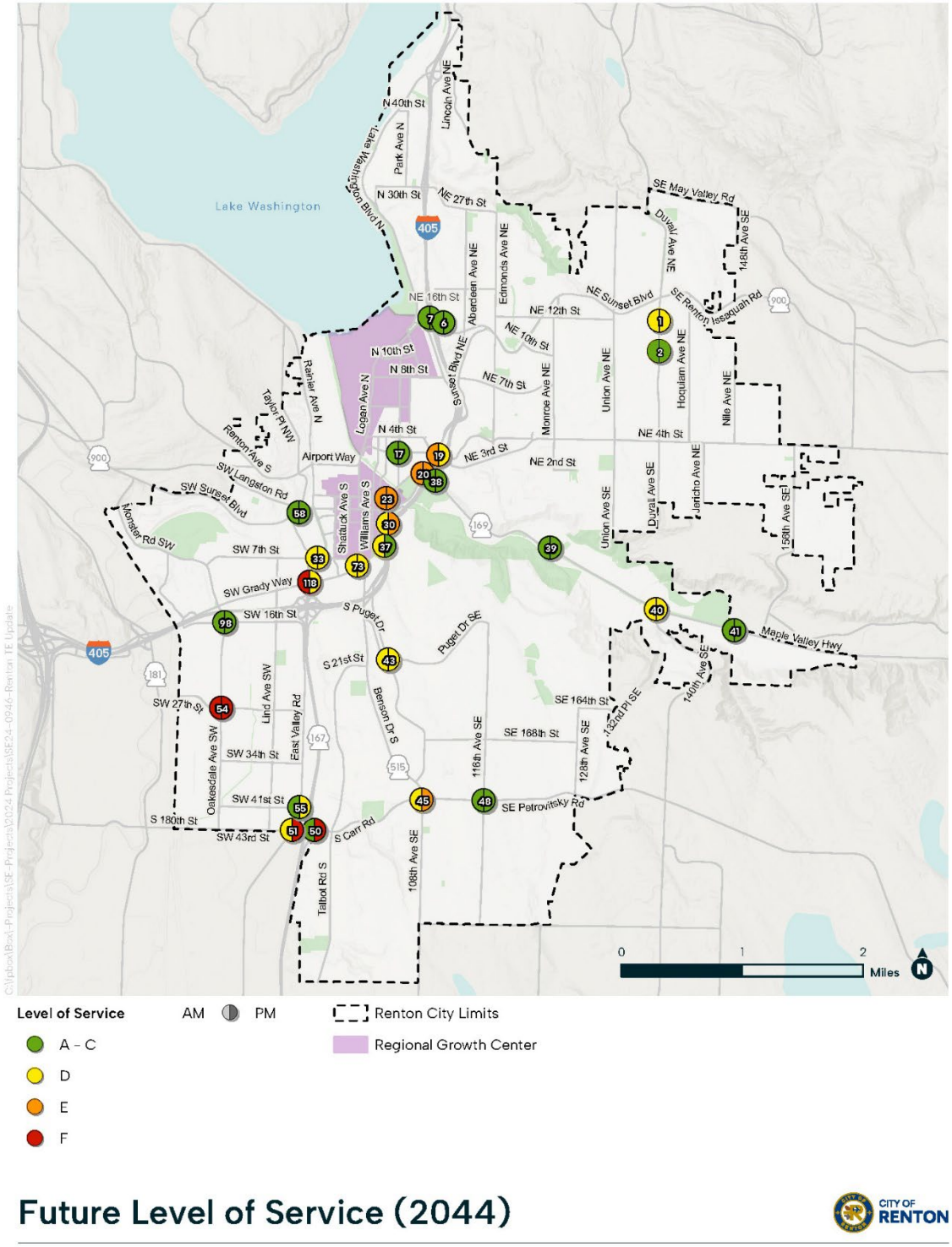
**Table 10** presents vehicle LOS results for the study intersections under 2044 baseline conditions during the AM and PM peak hours, respectively. Intersections that are forecast to fall below the City's current standard are shaded gray. The LOS results are also mapped in **Figure 4.**

One of the major upcoming improvement projects in Renton is the grade separation at S Grady Way and Rainier Avenue S. This project proposes a grade-separated tunnel to accommodate eastbound-through (EBT) and westbound-through (WBT) vehicle movements. The intersection LOS calculation incorporated through volumes on S Grady Way that would experience little to no delay with the grade separation project.

To address future operational deficiencies, potential mitigation strategies were proposed and tested with the 2044 forecast volumes. The mitigation strategies and resulting peak hour operation results with the proposed mitigation are in **Table 11.** The analysis finds that the proposed mitigation could resolve the operational deficiencies shown in **Table 10** and would meet the City's current LOS standard. These potential mitigation projects do not guarantee that they will be constructed as implementation depends on many factors including how surrounding land use develops and how traffic volumes grow over time. In addition, these mitigation projects are to help the City achieve their vehicle LOS standards, however vehicle operations are not the only consideration for prioritizing projects into the fiscally constrained project list as increasing vehicle capacity with added turn lanes can make the location more challenging for people to walk, bike, and access transit across wider intersections.

Other mitigation projects identified are tied to WSDOT-owned and operated facilities such as SR 167 ramp intersections and crossings, however implementation would be complex and costly. The City is committed to continue coordinating with WSDOT and other agencies to identify operational improvements at state facilities such as at SR 167 and S 43rd Street, SR 167 and SW 41st Street, and the adjacent E Valley Highway and S 180th Street to address existing and forecast congestion.

**Figure 5: Future Year (2044) Peak Hour Level of Service**




Source: Fehr & Peers, 2025.

**Table 11: 2044 Peak Hour LOS Results**

| ID | Intersection | Control | Standard | 2044 AM Peak Hour | | 2044 PM Peak Hour | |
|---|---|---|---|---|---|---|---|
| | | | | LOS | Delay (second) | LOS | Delay (second) |
| 1 | *DUVALL AVE NE & NE 12TH ST | HAWK† | D | D | 29 | D | 35 |
| 2 | *DUVALL AVE NE & NE 10TH ST | Signalized | D | A | 7 | B | 13 |
| **6** | **I-405 NB RPS & NE SUNSET DR** | Signalized | D | B | 14 | C | 24 |
| **7** | ***I-405 SB RPS & SOUTHPORT DR** | Signalized | D | C | 25 | C | 27 |
| 17 | PARK AVE N & N 3RD ST | Signalized | D | B | 17 | C | 26 |
| 19 | SUNSET BLVD N & 3RD ST | Signalized | E Mitigated | E | 69 | D | 54 |
| **20** | **SUNSET BLVD N & BRONSON WAY** | Signalized | E Mitigated | E | 78 | E | 62 |
| 23 | MAIN AVE S & 2ND ST | Signalized | E | E | 64 | E | 57 |
| 30 | MAIN AVE S & 4TH ST | Signalized | E | D | 53 | E | 60 |
| 33 | *RAINER AVE S & 7TH ST | Signalized | E Mitigated | D | 38 | D | 48 |
| 37 | GRADY WAY & MAIN AVE S | Signalized | E Mitigated | D | 43 | C | 35 |
| **38** | **I-405 NB RPS & SR 169** | Signalized | D | C | 35 | C | 26 |
| **39** | ***MONROE AVE SE & SR 169** | Signalized | D | A | 6 | A | 7 |
| **40** | **140TH WAY SE & SR 169** | Signalized | D | D | 36 | D | 36 |
| **41** | **149TH AVE SE & SR 169** | Signalized | D | A | 9 | B | 12 |
| 43 | 108TH AVE & PUGET DR | Signalized | D | D | 40 | D | 44 |
| 45 | *108TH AVE SE & PETROVITSKY RD | Signalized | D | D | 43 | E | 61 |
| 48 | *116TH AVE SE & PETROVITSKY RD | Signalized | D | C | 31 | C | 29 |
| **50** | **SR 167 NB RPS & 180TH ST** | Signalized | D | C | 28 | F | 82 |
| **51** | **E VALLEY HWY & 180TH ST** | Signalized | D | D | 54 | F | 164 |
| 54 | *OAKESDALE AVE SW & 27TH ST | Signalized | D | F | 81 | F | 96 |
| **55** | **E VALLEY HWY & 41ST** | Signalized | D | C | 33 | D | 46 |
| 58 | HARDIE AVE SW & SUNSET | Signalized | E Mitigated | A | 10 | B | 18 |
| 118 | RAINIER AVE S & S GRADY WAY | Signalized | E Mitigated | F | 92 | D | 52 |
| 73 | S GRADY WAY & TALBOT RD S | Signalized | E Mitigated | D | 41 | D | 37 |
| 98 | OAKESDALE AVE SW & SW 16TH ST | Signalized | D | B | 15 | B | 17 |

Source: Fehr & Peers, 2025.
Notes:
* Intersection LOS analyzed using HCM 7th Edition methodology. Otherwise, intersection LOS analyzed using HCM 2000 methodology due to unusual geometry or unusual signal phasing.
† HAWK stands for High-Intensity Activated Crosswalk Signal
WSDOT facilities are in **bold** text.
Intersections that do not meet the City's current standard are shaded.

**Table 12: Mitigation Strategies and LOS Results**

| ID | Intersection | Mitigation Strategies | 2044 AM Peak Hour | | 2044 PM Peak Hour | |
|---|---|---|---|---|---|---|
| | | | LOS | Delay (second) | LOS | Delay (second) |
| 45 | *108TH AVE SE & PETROVITSKY RD | Add dedicated EBR turn pocket.<br>Optimized cycle length from 140 to 125 for PM Peak Hour and from 130 to 95 for AM Peak Hour. | D | 38 | D | 53 |
| 50 | **SR 167 NB RPS & 180TH ST** | Added additional WBT lane.<br>Optimized cycle length from 140 to 90 for PM Peak Hour and from 130 to 70 for AM Peak Hour. | B | 20 | D | 50 |
| 51 | **E VALLEY HWY & 180TH ST** | Added additional WBT through lane.<br>Removed split phasing. | D | 45 | E | 66 |
| 54 | *OAKESDALE AVE SW & 27TH ST | Restripe SB approach as SBL, SBT, SBR. Add SBR overlap.<br>Optimized splits. | C | 32 | D | 49 |
| 118 | RAINIER AVE S & S GRADY WAY | Support the I-405 project to improve east-west operations and transit's speed & reliability. Average intersection delay may not meet LOS E threshold, however planning projects to improve transit operations would meet the LOS E-mitigated standard. | F | 92 | D | 52 |

Source: Fehr & Peers, 2025.
Notes:
* Intersection LOS analyzed using HCM 7th Edition methodology. Otherwise, intersection LOS analyzed using HCM 2000 methodology due to unusual geometry or unusual signal phasing.
WSDOT facilities are in **bold** text.

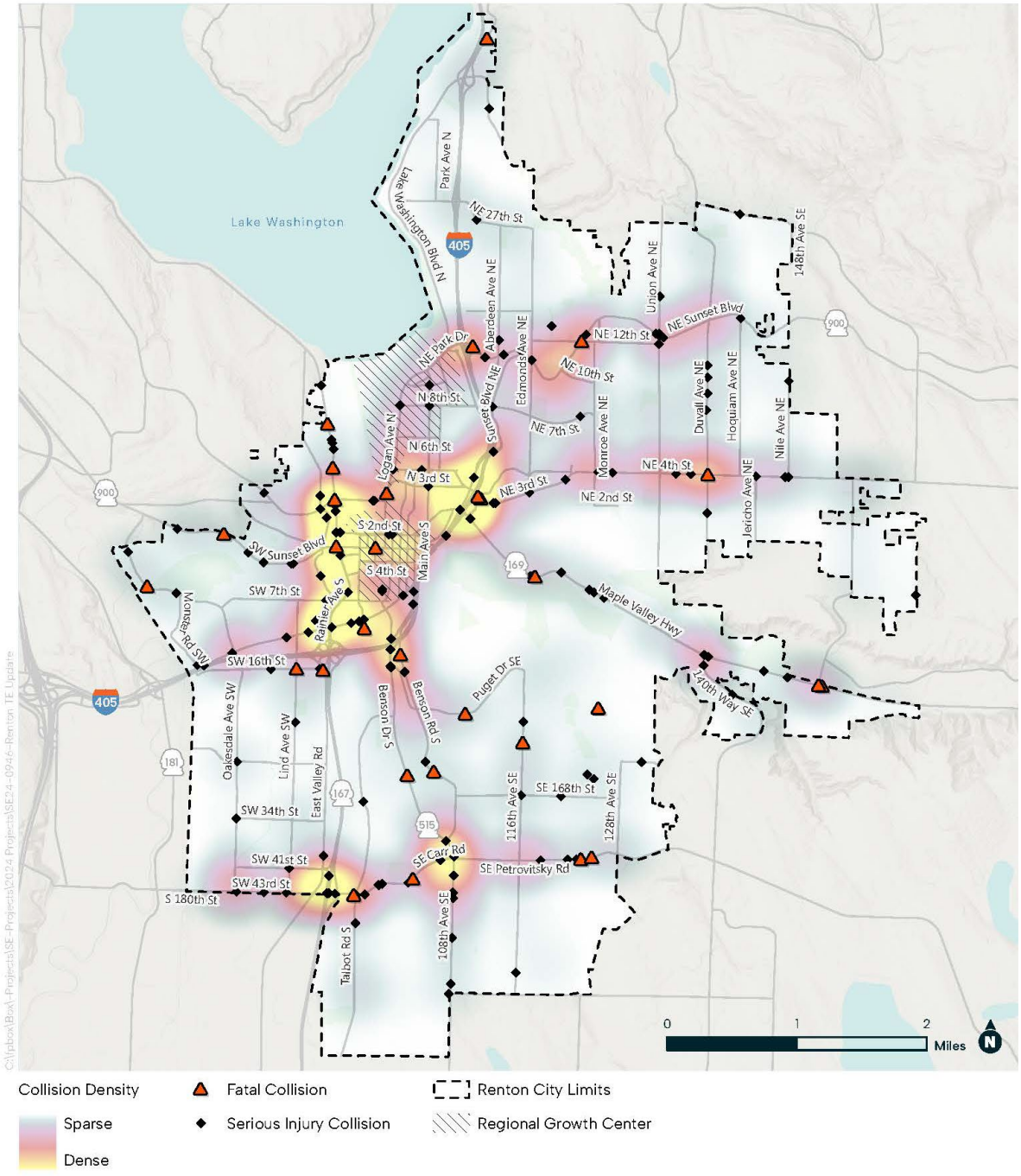
# Traffic Safety Analysis

Collision history data from 2020 to 2024, excluding mainline freeway segments such as I-405 and SR 167, was obtained from WSDOT to identify high frequency collision locations in Renton. Key findings during this five-year period include:

- 5,452 collisions were reported along streets within the city's limits.
- 147 of these collisions involved pedestrians, and 55 involved bicyclists.
- 31 collisions were fatal, including 9 involving pedestrians. There were 0 fatal collisions involving bicyclists.
- 174 collisions resulted in serious injuries, and 51 of these serious injury collisions involved pedestrians or bicyclists.

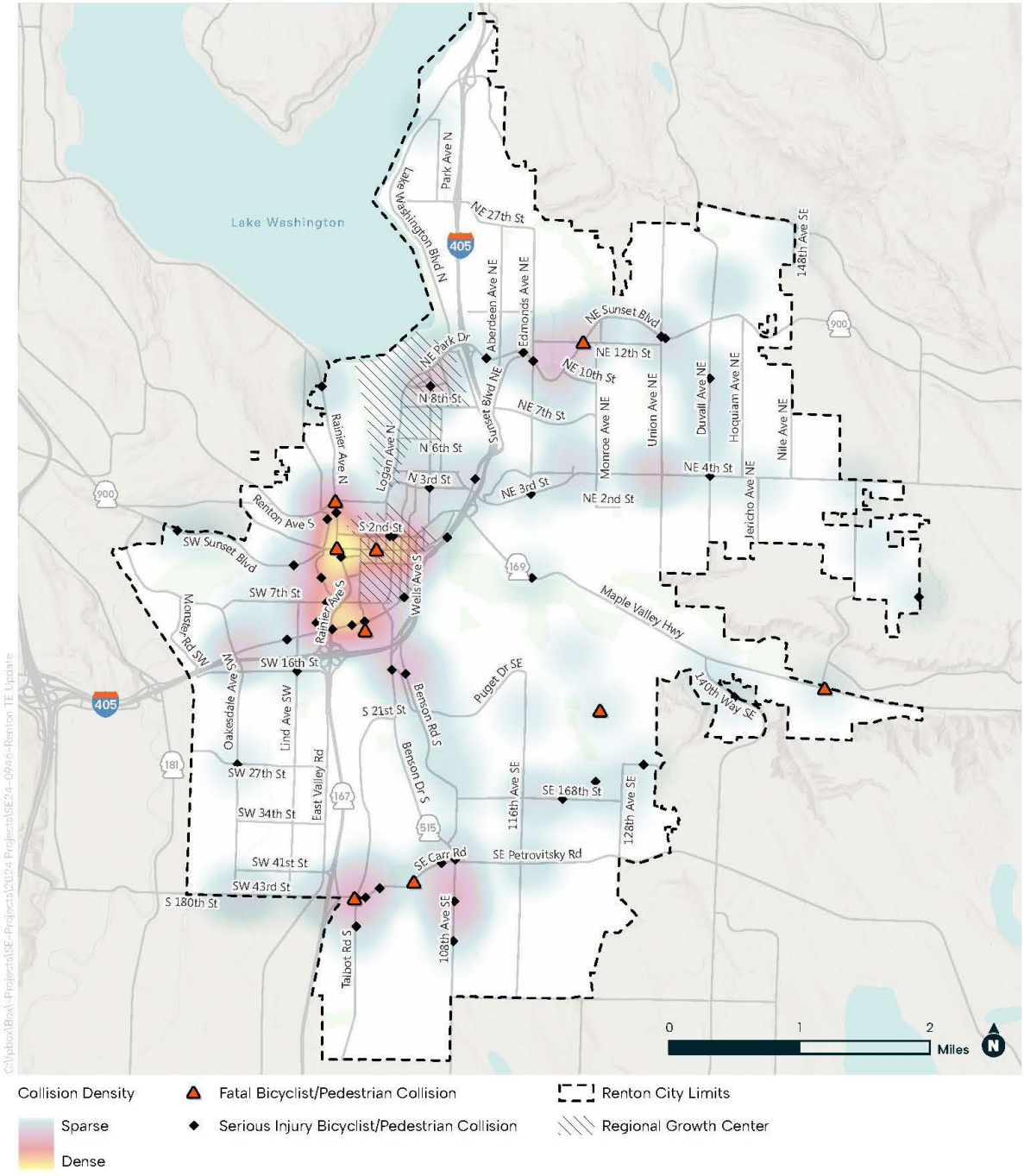
**Figure 5** shows all collisions in Renton that are described above. Higher frequency collisions can occur on more traveled roadways such as in the Renton Regional Growth Center, and along major arterials that provide access to freeway facilities. Fatal and serious injury collisions have occurred across the City, generally on arterial streets. **Figure 6** shows pedestrian and/or bicyclist-involved collisions in Renton. These crashes have occurred more frequently in the Downtown Renton and Regional Growth Center area, with additional crashes occurring along SE Petrovitsky Rd/SE Carr Rd corridor.

**Figure 6: Collisions in Renton between 2020 and 2024**




Source: Fehr & Peers, WSDOT, 2025.

**Figure 7: Pedestrian and Bicycle Collisions between 2020 and 2024**




Source: Fehr & Peers, WSDOT, 2025.

# Transportation Project List

As part of the City's Transportation Element (TE), a fiscally constrained project list had been developed to guide transportation planning and project implementation over the next 20 years (**Table TR-4**). The project list builds on improvements identified in prior planning efforts such as the *Sunset Community Subarea Plan* (2014), *Downtown Civic Core Plan* (2018), *City Center Community Plan* (2015), and other smaller planning efforts. The fiscally constrained project list used a prioritization process that follows a similar methodology to the City's Six-Year Transportation Improvement Program (TIP). The ratings across the scoring criteria are qualitative because the intent is to create an initial prioritized list of all the projects and programs to consider over the 20-year planning period. This prioritization does not directly affect how much funding specific projects or programs receive. Prioritization assigned High, Medium, and Low scoring in the following categories:

- Life Safety
- Plan Implementation
- System Integrity
- Financial
- Directive
- Mitigative
- Equity

## Additional Transportation Improvement Projects

While not all proposed projects could be included in the fiscally constrained list —primarily due to funding limitations— **Table 12** presents the additional transportation improvement projects considered over the next 20-years. This list of unconstrained funded projects are drawn from City plans and community input, and each include an estimated project cost if available. **Table 13** presents planned projects by other agencies that are related to Renton.

**Table 13: Additional Transportation Improvement Projects Considered in the 20-Year Planning Period**

| ID | Project Location | Description | Community Planning Area | Estimated Cost (1000s) |
|---|---|---|---|---|
| **UNCONSTRAINED PROJECTS** | | | | |
| 73 | Sunset Blvd NE (SR 900) (I-405 to NE Park Dr; Monroe Ave NE to East City Limits) | Modify arterial to improve traffic operations including channelization, access management, add a 10 ft multiuse pedestrian/bicycle facility on the north side and traffic signal modifications. | Highlands - East Plateau | $32,200 |
| 74 | NE 12th St/Harrington Ave | Modify intersection channelization and add bike lanes at approaches on Harrington Ave. | Highlands | $500 |
| 7 | NE 10th St (Union Ave NE to Duvall Ave NE) | Develop streets to Residential Access standards with one lane in each direction. | Highlands | $500 |

| ID | Project Location | Description | Community Planning Area | Estimated Cost (1000s) |
|---|---|---|---|---|
| 10 | NE 8th St (Union Ave NE to Duvall Ave NE) | Develop streets to Residential Access standards with one lane in each direction. | Highlands | $500 |
| 11 | 156th Ave SE (NE 4th St to SE 143rd St) | Construct two-way left-turn lane and non-motorized facilities, as needed. | East Plateau | $2,800 |
| 12 | Monster Rd (Monster Rd SW/Oakesdale Ave SW to MLK Way/Sunset Blvd) | Widen to 4/5 lane arterial with pedestrian and bicycle facilities. Realign intersection of Beacon Coal Mine Rd. Joint project with King County. | West Hill | $13,000 |
| 16 | Logan Ave Phase 2 (N 6th St to Park Ave N) | Widen arterial to include additional northbound lane, sidewalks, multi-use trail, and traffic signal modifications. | City Center | $7,692 |
| 5 | Houser Way Bridge - Seismic Retrofit and Painting, across Cedar River | The project will remove the existing paint from the steel girders, repair corrosion damage and apply a new protective paint system. The project will also perform a seismic analysis and retrofit and replace/upgrade the bridge rails along with other improvements | City Center | $2,463 |
| 26 | Williams Ave Bridge - Seismic Retrofit and Painting | The project will remove the existing paint from the steel girders, repair corrosion damage, and apply a new protective paint system. The project will also perform a seismic analysis and retrofit along with other improvements. The Williams Ave Bridge was built by the City of Renton in 1954. It is a three span bridge that crosses over the Cedar River. | City Center | $3,151 |
| 75 | NE 44th Street/I-405 Park and Ride | The project will construct a Park and Ride adjacent to the Sound Transit NE 44th Street/I-405 Stride inline transit station. It will be constructed with approximately 200 stalls plus amenities such as bike lockers and a boardwalk to connect the park and ride to the sidewalks along NE 44th Street leading to the in-line station. The overall improvements consist of gateway signage, lighting features, and a pedestrian boardwalk. These improvements will enhance the WSDOT work and is in partnership with Renton Arts Commission. | Kennydale | $19,458 |
| 76 | 116th Ave SE Improvements, SE 168th St to SE 160th St | Widen roadway to provide a 3-lane roadway with bike lanes along 116th Ave SE and Edmonds Way SE, including new pavement, curb, gutter, sidewalk, street lights, traffic signals, storm drainage, channelization and landscaping from Puget Drive SE to the southern City limits. Benson Hill Community Plan recommended improvements for a first phase, based on the neighborhood needs. The priority, cost and schedule for the phased improvements will be determined based on available funding. | Benson | $1,689 |
| 77 | Carr Road Improvements, Davis Ave S to 109th Ave SE | This project would design needed infrastructure improvements on Carr Road, from Valley Medical Center past the SR 515/108th Ave SE intersection. Potential improvements vary from roadway realignment/widening at several locations to address geometric deficiencies, widening to 5-lane roadway (2 lanes westbound, 3 lanes eastbound), pavement restoration/reconstruction including bicycle lanes on new alignment. A corridor study prepared by King County in 2003 identified the need for roadway improvements from the Lind Ave SW and SW 43rd St intersection extending east and crossing SR 167 and ending at 116th Ave SE. Previous expenditures were for corridor signal upgrades associated with a federal grant. | Talbot - Benson | $200 |

| ID | Project Location | Description | Community Planning Area | Estimated Cost (1000s) |
|---|---|---|---|---|
| 78 | Nile Ave NE Bridge Replacement | The Nile Ave NE Bridge was built by King County in 1951. Ownership was transferred to the City in 2009 as part of the MacKay Annexation (Ord #5456). It is a single span bridge that crosses over May Creek. The initial phase of this project will evaluate replacement options with a type, size and location (TS&L) study. | East Plateau | $6,750 |
| 79 | Eastrail Trail | Project will be coordinated by King County Department of Natural Resources and Parks and the City of Renton for acquisition of property rights, then design and construction of the Eastrail between Milepost 5 and Southport/South Coulon Park access road. | City Center | $6,000 |
| 80 | Renton Connector, S 2nd St to S 5th St | The Renton Connector project will install a continuous non-motorized facility along Burnett Ave S. between S 2nd St. and S 5th St. via separated walkways, protected bicycle lanes (cycle track), and a multi-use path. This project will also include reduced travel lanes, landscaped medians, and reconfigured public parking areas in order to provide opportunities to incorporate art, play spaces, and resting areas along the connector. Intersection improvements will include traffic signalization improvements and curb ramp upgrades to ADA standards | City Center | $14,020 |
| 81 | SE 168th St Protected Bike Lanes, 108th Ave SE to 128th Ave SE | This project will construct protected bike lanes on SE 168th St between 108th Ave SE and 128th Ave SE. | Benson | $2,705 |
| 82 | Transit Master Plan | The plan establishes scalable short- and long-term strategies, and identifies projects that will foster a high-quality transit system to meet Renton's needs. Transportation staff have worked on and are currently working on multiple transit projects such as the Renton Access to Transit Study (King County 2019 Proviso), Renton-Kent-Auburn Mobility Plan (RKAAMP), Rapid Ride I-Line, and Sound Transit I-405 BRT (Stride). | Citywide | $500 |
| 83 | Hoquiam Ave NE Non-Motorized Improvements, NE 10th Pl to NE Sunset Blvd | This project would improve the experience for people walking and biking along Hoquiam Ave NE between NE 10th Pl and NE Sunset Blvd by installing a walkway where needed and improving crossings. | East Plateau | $2,000 |
| 84 | NE 4th Street Corridor Improvements, Jefferson Ave NE to Duvall Ave NE | This project involves a series of improvements to traffic operations such as rechannelization and traffic signal modifications, possible transit priority signal treatments and queue jumps. This project also may include a new signal at NE 4th St and Bremerton Ave NE, if warranted by development. | Highlands - East Plateau | $100 |
| 85 | Maple Valley Highway Barriers, | This project includes two barriers: One is to install a concrete median barrier between east and westbound travel lanes of the SR 169 S-Curve between the Riviera Apartments and S. 5th Street including associated roadway widening to add the barrier. The second barrier improvement will remove the existing concrete barrier end treatment located eastbound (east of the Riviera Apartments) and replace with 2 new concrete barriers extending west. The design report for the Cedar River half bridge is complete and was funded by the Roadway Safety and Guardrail Program (TIP # 24-06). | Cedar River | $3,138 |
| 86 | South Grady Way Multi-Modal Improvements | The project will remove the islands at the intersections of S Grady Way with Lake Ave S and Shattuck Ave S, to allow for a continuous eastbound lane from Rainier Ave S to Talbot Rd S. Included are modifications to traffic signals, new pedestrian crossings and channelization. This project will perform a comprehensive analysis of multi-modal transportation | City Center | $6,500 |

| ID | Project Location | Description | Community Planning Area | Estimated Cost (1000s) |
|---|---|---|---|---|
| | | improvements, including review of potential transit improvements along Grady Way, such as Business Access and Transit (BAT) lanes and Traffic Signal Priority (TSP). | | |
| 87 | SW 27th Street/Strander Boulevard Connection | The project will provide a grade-separated crossing at the Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe (BNSF) railroad tracks. Bicycle and pedestrian connections will be provided to the Tukwila Station and the Interurban Trail. Phase 1 - Seg 2a - 2 lane roadway from Naches Ave SW to the Sounder Station, including a BNSF bridge has been completed.<br>-Design and construct arterial improvements for a new roadway extending Strander Blvd/SW 27th St from West Valley Highway to Naches Ave SW. Modify intersection with West Valley Highway as needed. | Valley | $1,500 |
| 88 | Houser Way Non-Motorized Improvements, Mill Ave S to Bronson Way S | This project would install a separated bike facility on the north side of Houser Way S/N, between Mill Ave S. and Bronson Way N. Intersection crossings would be improved at Cedar River Park Drive and Mill Ave S. The project will include planning and pavement overlay, channelization, and intersection crossing improvements. For feasibility and constructability issues, the roadway and pedestrian bridge sections would not be part of this project. The feedback during the public engagement process for the Trails and Bicycle Master Plan update identified Houser Way as the route for the Eastside Rail Corridor alignment. With the development of the Civic Core Plan, development of this section of the bicycle network creates an important connection point for bicycle traffic between the north and south portions of the City's urban growth center. | City Center | $2,187 |
| 89 | NE Sunset Blvd Transit and Access Improvements | This project would address transit and traffic operational needs through key improvements such as channelization, traffic signal modifications, signal treatments, possible queue jumps, access management through installation of medians. This project would also include EB right turn only lanes at Elma Pl NE and Hoquiam Ave NE. | Highlands | $5,580 |
| 90 | Renton Bus Rapid Transit (BRT) Improvements | New transit access road improvements from I-405 exit 3 (Talbot Rd) to South Renton Transit Center. Includes reconfiguration of Grady Way, Lake Ave S and S Renton Village Place to accommodate transit. | City Center | $23,857 |
| 91 | Houser Way North Shared Use Path, N 8th St to Lake Washington Blvd | This project will develop a shared use path along the east side of Houser Way from Lake Washington Boulevard N to the existing shared use path on N 8th St. | City Center | $1,100 |
| $92 | Southport Pedestrian Connection | A pedestrian path underneath the BNSF trestle that connects into Southport. | City Center | Not Available |
| 93 | South Lake Washington Transit Hub | This project will implement a Rapid Ride Bus Transit Station in the vicinity of Park Ave. N and Garden Ave N. The project would include the kit of parts associated for a Rapid Ride stop such as weather protection, lighting, seating, and litter receptacles. | City Center | Not Available |
| 94 | Duvall Ave & NE 10th St | Monitor traffic volumes. Install a traffic signal when traffic signal warrants are met. | Duvall | Not Available |
| 95 | 108th Ave SE & Petrovitsky Rd | This project will add a dedicated EBR turn pocket. | Talbot - Benson | Not Available |

| ID | Project Location | Description | Community Planning Area | Estimated Cost (1000s) |
|---|---|---|---|---|
| 96 | Oakesdale Ave SW & 27th St | This project will restripe the southbound approach at this intersection to include dedicated SBL, SBT, SBR lanes. Add an overlap for the SBR turning movement. | Valley - Longacres | Not Available |
| 97 | SR 169 | Interim improvements are possible and desirable at SE 5th St at SR 169, such as striping, signing, and operational changes. | Cedar River | Not Available |

Source: City of Renton; Fehr & Peers, 2025.

**Table 14. List of Other Agency Improvement Projects**

| ID | Project Location (Limits) | Description |
|---|---|---|
| **OTHER AGENCY IMRPOVEMENT PROJECTS SERVING RENTON** | | |
| **WSDOT** | | |
| 36 | I-405 Widening and High Occupancy Toll (HOT) Lanes (I-5 to Bellevue) | Add lanes to I-405 and convert existing HOV Lane to HOT lane. Modify Interchanges in Renton per I-405 Master Plan. |
| 37 | Maple Valley Hwy (SR 169) Long-range (I-405 to City Limits) | Work with WSDOT to widen existing 4-lane state highway to provide an additional lane in each direction per WSDOT Route Development Plan. |
| 38 | Grady Way /Rainier Ave Grade Separation | Grady Way grade separation with Rainier Ave S. One lane each direction. |
| 39 | Half interchange at Lind Ave and I-405 | Add southbound I-405 on ramp from Lind Ave and northbound I-405 off-ramp to Lind Ave SW. |
| 40 | SW 43rd St/Carr Rd(Lind Ave to Talbot Rd S) | Widen SW 43rd St and East Valley Hwy to add travel lanes approaching their intersection. Also see SR 167/SW 43rd St interchange project. |
| 41 | Carr Rd/Petrovitsky Rd (Talbot Rd S to Benson Dr S) | Implement projects along this arterial corridor from the SR 167 Master Plan to improve traffic operations and enhance non-motorized facilities. |
| 42 | I-405/SR 167 Interchange Direct HOV/HOT Connector Project | Construct new HOV/HOT direct access ramps between SR 167 and I-405. |
| 43 | SR 167 SW 43rd Street to I-405 | Construct one or two additional northbound lanes. |
| 44 | SR 167/SW 43rd St Interchange | Work with WSDOT to modify and increase capacity of SR 167/SW 43rd Street interchange including widening SW 43rd St/Carr Rd and interchange overcrossing. |
| **Sound Transit** | | |
| 45 | I-405 Bus Rapid Transit (BRT) | Implement BRT along I-405 corridor in conjunction with WSDOT widening of I-405 to add HOV/HOT lanes. |
| 46 | I-405 NE 8th St Transit/High Occupancy Vehicle( HOV) Interchange | Direct access ramps to/from express toll lanes on west side of I-405. Project tied to WSDOT I-405 widening project. |
| 47 | N 8th St Parking Garage | Construct a park-and-ride with up to 700 parking stalls for transit riders. |
| **King County Metro** | | |
| 48 | Cedar River to Sammamish Trail (Cedar River Trail in Renton to East Lake Sammamish Trail in Issaquah) | Acquisition, design, and construction of paved off-road multi-purpose facility linking the Cedar River Trail with East Lake Sammamish Trail. |
| 49 | Lake to Sound Trail - Various Segments | Acquisition, design, and construction of paved regional trail. |
| 50 | Soos Creek Trail to Lake Youngs Trail (Soos Creek Trail at 116th St to 116th St/148th Ave SE) | Design and construct on-road and off-road connector trail between Soos Creek and Lake Youngs Trails via SE 216th St. |
| 51 | 140th / 132nd Ave SE (From SE Petrovitsky Rd to SE 240th St) | Provide continuity in the north/south corridor by capacity, operational, and safety improvements. Will add additional lanes in the south portion of the corridor. |
| 52 | Kennydale P&R | 400 new stalls. |
| 53 | Rainier Ave ITS(Seattle City Limits to Renton City Limits) | Provide ITS improvements which could include signal synchronization, vehicle detection, cameras, and TSP. |
| 54 | Renton Ave ITS (from Rainier Ave S to Rainier Ave N) | Provide ITS improvements which could include signal synchronization, vehicle detection, cameras, and TSP. |

| ID | Project Location (Limits) | Description |
|---|---|---|
| 55 | 87th Ave S and S 124th St | Realign intersection. |
| 56 | 68th Ave S (Martin Luther King Jr Way to Renton City Limits) | Construct walls for widening arterial. Also see City of Renton project 12. |

Source: City of Renton; Fehr & Peers, 2025.

# Appendix E.
# Public Access Objectives by Reach

The following table outlines the policy objectives for maintaining and improving public access within the shoreline. The application of public access objectives should be considered along with other objectives of the Shoreline Management Act, such as ecological restoration and priority uses.

| Shoreline Reach | Location | Public Access Objectives |
|---|---|---|
| **LAKE WASHINGTON** | | |
| **Lake Washington Reach A** | From Bellevue city limits to Renton city limits | **This developed primarily single-family area currently provides no public access. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include visual access from public trail development along the railroad right of way inland of the residential lots; however, views may be limited by topography and vegetation. Access to the water should be pursued at an existing undeveloped railroad right of way, including parcels used for utilities and potential acquisition of parcels, with emphasis on parcels that are not currently developed because they do not currently have roadway access.** |
| **Lake Washington Reach B** | From the city limits to the Seahawks training facility | **This is primarily a single-family area with one multi-family development immediately south of the Seahawks Training Center. There is currently no public access. There is a public trail along I-405, but it does not have views of the water. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely, but should be pursued if such development occurs. Public agency actions to improve public access should include visual access from trail development along the railroad right of way inland of the residential lots (however, views may be limited by topography and vegetation) and potential acquisition of opportunities for public access to the water.** |

| Shoreline Reach | Location | Public Access Objectives |
|---|---|---|
| Lake Washington Reach C | From the Seattle Seahawks headquarters and training facility through the former Barbee Mill site. | This reach includes the recently constructed Seattle Seahawks headquarters and training facility to the north and the Barbee Mill site to the south. The Quendall Terminals parcel between the Seahawks and Barbee Mill sites is a Superfund site contaminated with coal tar and creosote. There is public access along a portion of the shoreline at the Seahawks site and adjacent to May Creek at the Barbee Mill site. Public harbor lands are along about a third of the subdivision water frontage. The potential for provision of public access from new development will occur after cleanup of the Superfund site with multi-use development that should offer shoreline access across the entire property, consistent with vegetation conservation. Provision of public access from future redevelopment of the Seahawks and Barbee Mill site is possible under the existing zoning, which allows higher intensity use and provides an opportunity for continuous public access parallel to the shoreline. Public access should be provided to shared or commercial docks. Public agency actions to improve public access should include visual access from a future trail along the railroad (views may be limited to the northerly and southerly portion of the reach because of distance to the water and potential blockage by intervening buildings); enhancement of the May Creek trail to public streets; access on public aquatic lands; and potential acquisition of public access to the water. |
| Lake Washington Reach D | From May Creek to Mountain View Avenue | This reach is a single-family area with no public access except Kennydale Beach Park. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include visual access from public trail development along the railroad right of way; pedestrian and bicycle access on Lake Washington Boulevard; public viewing areas and possible public acquisition of access to the water including an existing undeveloped railroad right of way adjacent to the water; and potential public right of way and potential public acquisition of selected parcels, including undeveloped parcels with development constraints. |
| Lake Washington Reach E | From Mountain View Avenue to Gene Coulon Park | This reach is a single-family area with no existing public access. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include visual access from public trail development along the railroad right of way; pedestrian and bicycle access on Lake Washington Boulevard; public viewing areas and possible public acquisition of access to the water including an existing undeveloped railroad right of way adjacent to the water; possible public street ends; and potential public acquisition of selected parcels. |
| Lake Washington Reach F | The less developed northerly portion of Gene Coulon Park | Public access is currently provided by a trail system through the park and a variety of primarily passive recreational facilities, a fishing pier, and a moorage dock. Public access is one element of park functions that should be continued and incorporated in future plans and balanced with goals for providing recreation and improving ecologic functions. Other public agency actions to improve public access should include visual access from public trail development along the railroad right of way, and pedestrian and bicycle access on Lake Washington Boulevard including addition of public viewing areas. |

| Shoreline Reach | Location | Public Access Objectives |
|---|---|---|
| Lake Washington Reach G | The more developed southerly portion of Gene Coulon Park | Public access is currently provided by a trail system through the park together with a variety of passive and active recreational facilities, a boat launch, over-water facilities, and concession facilities. Public access is one element of park functions that should be continued and incorporated in future plans, as well as balanced with goals for providing recreation and improving ecologic functions. |
| Lake Washington Reach H | Southport multiple use development | Public access is currently provided along the waterfront and should continue in the future as part of multi-use development of the remainder of the property. The design should include supporting water-oriented uses and amenities such as seating and landscaping. |
| Lake Washington Reach I | Boeing Plant and to the Cedar River | This reach is about one-third state-owned aquatic lands designated as Harbor Area and managed by the Washington State Department of Natural Resources (DNR) and two-thirds is the Boeing Company's site. Landward of the inner harbor line, ownership is entirely the Renton Boeing Plant. Public access in this area includes the Cedar River Boathouse located on pilings in Lake Washington and accessed from the west from the Cedar River Trail. The boathouse includes a public fishing area and provides canoe and kayak rentals, classes, and guided trips. Public access is currently not feasible on the three acres of state owned aquatic lands managed by DNR. In the future, if the Boeing site is redeveloped public access should be provided, balanced with goals for ecological restoration. Public agency actions to improve public access should include a waterfront trail, which would connect the public access at the Southport development to the Cedar River Trail. This action should be implemented when environmental and security issues can be resolved, as well as public access to public lands, balanced with the goals of preserving ecological functions. |
| Lake Washington Reach J | Renton Municipal Airport | Public access to the Lake Waterfront is provided from the lawn area of the Will Rogers, Wiley Post Memorial Sea Plane Base and should be maintained if the goal of public access is not in conflict with the aeronautical use of the property. Public agency actions to improve public access should include enhancing opportunities for the public to approach the water's edge from the existing lawn area. Public access may necessarily be limited by safety and security limitation inherent in the primary use of the property for aeronautical purposes. |
| Lake Washington Reach K | From the Renton Municipal Airport to the Seattle city limits | This reach is predominantly single-family area with no existing public access. Public visual access is provided from Rainier Avenue. The potential for provision of public access from new development is likely limited to future redevelopment of a small mobile home park in the easterly portion of this reach and from redevelopment of existing multi-family uses. Public agency actions to improve public access should include enhanced public views from Rainier Avenue as well as enhanced pedestrian facilities or view points. This effort may include acquisition of several undeveloped parcels to provide access to the water's edge, consistent with goals for preservation and enhancement of ecological functions. |

| Shoreline Reach | Location | Public Access Objectives |
|---|---|---|
| **MAY CREEK** | | |
| May Creek A | From the mouth of the creek to Lake Washington Boulevard | This reach is bounded by open space dedicated as part of a subdivision and includes public access provided by a trail along the creek. Public agency actions to improve public access should include enhanced public views from Lake Washington Boulevard including enhanced pedestrian facilities or view points, improved connections of the May Creek trail to public streets, and to the potential trail to the east across or under the railroad right of way and Lake Washington Boulevard. |
| May Creek B | From Lake Washington Boulevard to I-405 | There is currently no public access in this reach. At the time of re-development, public access should be provided from a trail parallel to the water along the entire property with controlled public access to the water, balanced with goals of preservation and enhancement of ecological functions. Public agency actions to improve public access should include provisions to cross I-405 to connect with trail systems to the east. |
| May Creek C | From I-405 to NE 36th Street | This reach includes discontinuous public ownership with some private ownership. At the time of development of private lands, public access should be provided from a trail parallel to the water together with public agency actions to develop a trail on public land. All trail development should be set back from the water's edge with controlled public access to the water, balanced with goals of preservation and enhancement of ecological functions. |
| May Creek D | From NE 36th Street to the city limits | This reach is largely King County May Creek Park. Public access is informal and discontinuous. There are some private holdings along the creek. At the time of development of private lands, public access should be provided from a trail parallel to the water coordinated with public agency actions to develop a trail on public land. All trail development should be set back from the water's edge with controlled public access to the water, balanced with goals of preservation and enhancement of ecological functions. |
| **CEDAR RIVER** | | |
| Cedar River A | Mouth to Logan Avenue | A public trail is provided on the east side of the river in the Cedar River Park. No public access is provided on the west side of the river adjacent to the municipal airport. Public physical access from a trail parallel to the water should be provided if the Renton Municipal Airport redevelops in the future, balanced with goals of ecological restoration. |

| Shoreline Reach | Location | Public Access Objectives |
|---|---|---|
| Cedar River B | Logan Avenue to I-405 bridges | A public trail is provided on the north side of the river and a variety of public access is provided on the south side, including small city parks. Public access should generally be provided within the corridor of public lands adjacent to the river; however, adjacent private parcels not separated by public streets should provide active open space and other facilities to provide gathering places to enjoy the shoreline environment, together with water-oriented uses. Revisions to the existing trail to relocate further from the water's edge to allow revegetation should be considered in the future as part of public park and river maintenance plans. |
| Cedar River C | I-405 to the SR 169 | A public trail is provided on the former Milwaukee railroad. Public access is provided at a public park on the north side immediately east of I-405. Public and/or community access along the waterfront should be provided as private lands on the north side of the river redevelop, considered along with the goal of restoration of ecological functions. The single-family residential area on the north side of the river provides no public access. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include additional interpretive trails and trail linkages through public lands on the south side of the river, if consistent with ecological functions and public acquisition of access to the water in existing single-family areas, where appropriate. |
| Cedar River D | SR 169 to UGA boundary | A public trail is provided on the former Milwaukee railroad. It is generally at a distance from the water's edge. Most of this reach is under public ownership or dedicated open space. The primary goal for management of this reach should be ecological enhancement. Additional public access to the water's edge may be provided if consistent with ecological functions. The small residential area at the east end of the UGA provides no public access. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include improved visual access from the existing trail and possible public acquisition of access to the water. |

**GREEN RIVER**

| Shoreline Reach | Location | Public Access Objectives |
|---|---|---|
| Green River<br>Reach A | The Green/Black River below the pump station | The area west of Monster Road provides no public access. Public physical access from a trail parallel to the water should be provided as private lands redevelop. Public agency actions to improve public access should include acquisition of trail rights to connect the Lake to Sound trail system to the Green River Trail and Fort Dent Park.<br>The area west of Monster Road is part of the publicly owned Black River Forest where interpretive trails exist. Expansion of public access should occur only if consistent with ecological functions. |
| **BLACK RIVER / SPRINGBROOK CREEK** | | |
| Black/Springbrook A | From the City Limits to Grady Way | The area west of Monster Road provides no public access. Public physical access from a trail parallel to the water should be provided as private lands redevelop. Public agency actions to improve public access should include acquisition of trail rights to connect the trail system to the Green River Trail and Fort Dent Park.<br>The area west of Monster Road is part of the publicly owned Black River Forest where interpretive trails exist. Expansion of public access should occur only if consistent with ecological functions. Interpretive trails are present in the Black River Forest. Expansion of public access should occur only if consistent with ecological functions. A trail system is present on the west side of the stream adjacent to the sewage treatment plant and should be retained and possibly enhanced. |
| Springbrook B | From Grady Way to SW 16th Street | A trail system is present on WSDOT right of way and crosses under I-405. Enhancement should be implemented as part of future highway improvements or other public agency actions. |

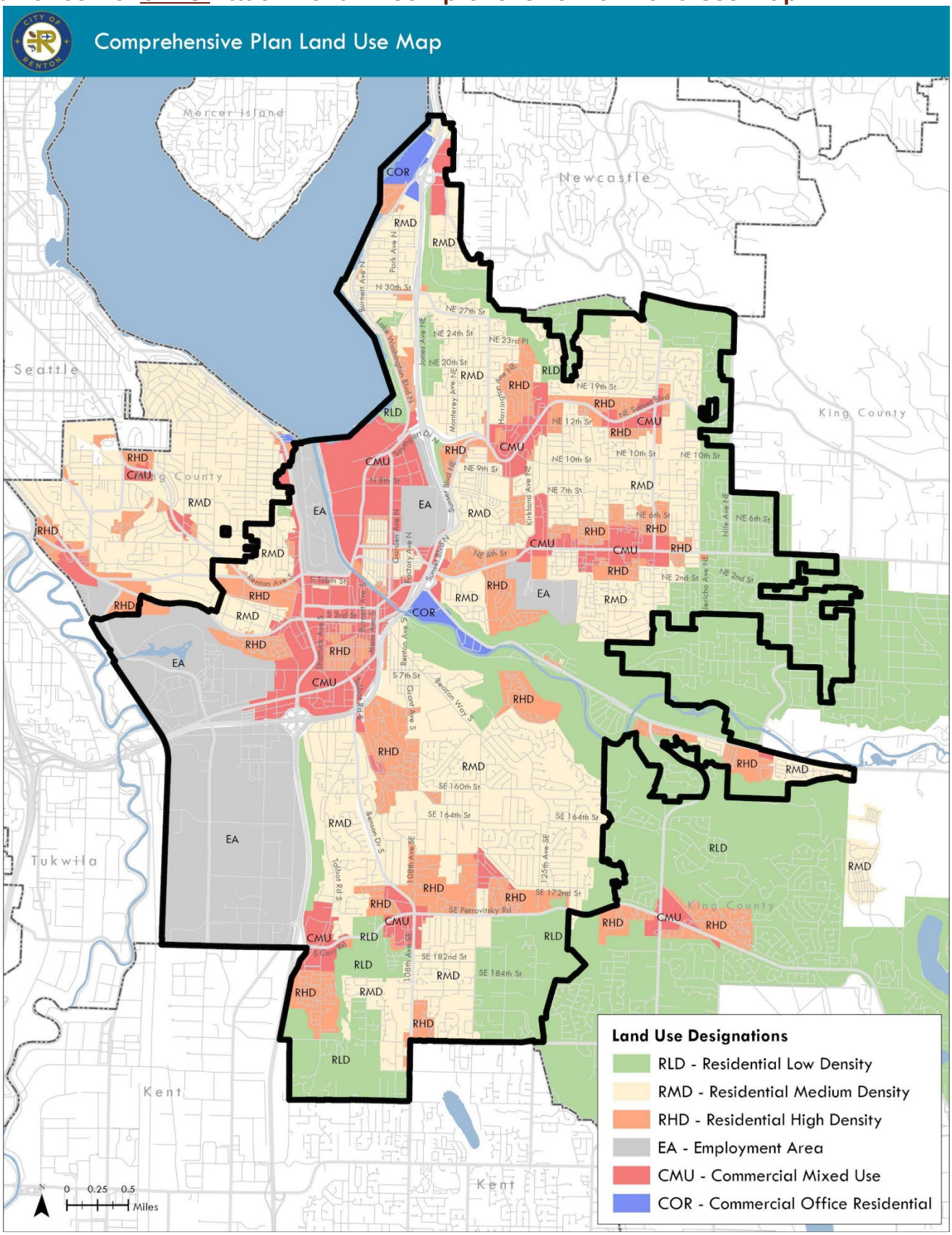
| Shoreline Reach | Location | Public Access Objectives |
|---|---|---|
| Springbrook C | From SW 16th Street to the City Limits | A public trail parallel to the stream was developed as part of the Boeing Longacres Office Park and extends from SW 16th Street under Oaksdale Avenue and terminates at the alignment of 19th Street at the parking lot of a pre-existing industrial building. If future development occurs in this area, a continuous trail system connecting to the continuous system to the south should be planned, consistent with protection of ecological values of wetlands and streamside vegetation.<br><br>There is no trail system along the stream from SW 19th Street to the approximate alignment of SE 23rd Street. A continuous trail system is provided from 23rd Street to the city limits including portions through the Springbrook Wetland Mitigation Bank. If future development occurs in the area of the missing trail link, a trail system connecting to the continuous system to the south should be planned, consistent with protection of ecological values of wetlands and streamside vegetation buffers. Public actions should include interim linkages of the existing trail systems, which may include interim trails or routing on public streets and sidewalks. In the future, if vegetation buffers are developed within the stream corridor and adjacent lands, relocation of the trail farther from the stream should be considered with controlled access to the water's edge. |
| **LAKE DESIRE:** A trail system is present in public open space in parks around the lake but there is no trail system adjacent to the lake. | | |
| Lake Desire | Entire Lake | Public access is provided by a WDFW boat launch. There is currently no formal public access to the water at the natural area at the south end of the lake, nor the County-designated natural area at the north end of the lake. Interpretive access should be implemented in a manner consistent with ecological values. Existing single-family residential development provides no public access. The potential for provision of public access from new development is low because further subdivision and non-single family use is not likely but should be pursued if such development occurs. Public agency actions to improve public access should include public acquisition of access to the water where appropriate. Access for interpretive purposes may be an element of public acquisition of wetlands. |

# Appendix F. Plans Adopted by Reference

| Plan Adopted by Reference | Element(s) |
|---|---|
| Airport Compatible Land Use Program | Land use |
| Airport Layout Plan Update | Land use |
| Airport Master Plan | Land use |
| Arterial Streets Map | Transportation |
| Arts and Culture Master Plan | Land use |
| Auto Mall Improvement Plan | Land use |
| Barrier Free Mobility Plan | Transportation |
| Benson Hill Community Plan | Community Planning |
| Bicycle and Trails Master Plan | Land use |
| City Center Community Plan | Community Planning |
| City of Renton Human Services Strategic Plan & Funding Strategy | Housing and Human Services |
| City of Renton Long Range Wastewater Management Plan | Utilities, Capital Facilities |
| City of Renton Surface Water Utility System Plan | Utilities |
| City of Renton Water System Plan Update | Utilities |
| City of Renton's Commute Trip Reduction (CTR) Ordinance and CTR Plan | Transportation |
| Clean Economy Strategy 2.0 | Land Use, Economic Development, Climate and Resilience |
| Comprehensive Emergency Management Plan | Capital Facilities |
| Disaster Recovery Framework | Capital Facilities |
| Disaster Recovery Plan | Land use |
| Downtown Civic Core Vision and Action Plan | Community Planning, Economic Development, Parks and Recreation |
| Growth Management Policies, Puget Sound Clean Air Agency | Land use |
| Hazard Mitigation Plan | Land use, Capital Facilities, Climate and Resilience |
| Issaquah School District's Capital Facilities Plan | Capital Facilities |
| Kent School District's Capital Facilities Plan | Capital Facilities |

| Plan Adopted by Reference | Element(s) |
|---|---|
| King County Comprehensive Solid Waste Management Plan | Capital Facilities, Utilities |
| King County Metro's Strategic Plan for Public Transportation | Transportation |
| Lake Washington/Cedar/Sammamish Watershed (WRIA 8) Chinook Salmon Conservation Plan, King County | Land use |
| Lower Cedar River Basin and Nonpoint Action Plan, King County | Land use |
| Making Our Watershed Fit for a King – WRIA 9 Salmon Habitat Plan, King County | Land use |
| May Creek Basin Action Plan, King County | Land use |
| Renton most current adopted budget | Capital Facilities |
| Renton most current Capital Investment Program | Capital Facilities |
| Parks, Recreation and Natural Areas Plan | Capital Facilities, Land Use, Transportation, Parks and Recreation, Climate and Resilience |
| Rainier / Grady Junction TOD Subarea Plan | Economic Development, Community Planning, Land Use |
| Renton EV Implementation Plan | Climate and Resilience |
| Renton Housing Action Plan | Housing and Human Services |
| Renton Racially Disparate Impacts Assessment | Housing and Human Services |
| Renton Regional Fire Authority Capital Facilities Plan | Capital Facilities |
| Renton School District's Capital Facilities Program | Capital Facilities |
| Renton Stormwater Management Program | Capital Facilities |
| Renton Trails and Bicycle Master Plan | Parks and Recreation, Transportation, Climate and Resilience |
| Renton Water System Plan Update | Capital Facilities |
| Sound Transit 3 (ST3) Plan | Transportation |
| Stormwater Management Program Plan | Climate and Resilience |
| Sustainable Materials Management Plan | Climate and Resilience |
| Transportation Improvement Program (TIP) | Capital Facilities, Climate and Resilience, Transportation |
| Urban Forest Management Plan | Land use, Parks and Recreation, Climate and Resilience |
| VISION 2050 | Land use |
| Washington State Freight Mobility Plan | Transportation |

# Ordinance No. 6153 Attachment B - Comprehensive Plan Land Use Map



# Ordinance No. 6153 Attachment C – Zoning Map