LAND USE ELEMENT
GOALS

1. Plan for future growth of the Urban Area based on regionally developed growth forecasts, adopted growth targets, and land capacity as determined through implementation of the Growth Management Act.

2. Minimize risk associated with potential aviation incidents on the ground and for aircraft occupants.

3. Promote annexation where and when it is in the best interest of Renton.

4. Maintain the City's natural and cultural history by documenting and appropriately recognizing its historic and/or archaeological sites.

5. Pursue the transition of non-conforming uses and structures to encourage more conforming uses and development patterns.

6. Develop a system of facilities that meet the public and quasi-public service needs of present and future employees.

7. Promote new development and neighborhoods in the City that:

a) Contribute to a strong sense of community and neighborhood identity;
b) Are walkable places where people can live, shop, play, and get to work without always having to drive;
c) Are developed at densities sufficient to support public transportation and make efficient use of urban services and infrastructure;
d) Offer a variety of housing types for a population diverse in age, income, and lifestyle;
e) Are varied or unique in character;
f) Support “grid” and “flexible grid” street and pathway patterns where appropriate;
g) Are visually attractive, safe, and healthy environments in which to live;
h) Offer connection to the community instead of isolation; and
i) Provide a sense of home.

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

9. Support existing businesses and provide an energetic business environment for new commercial activity providing a range of service, office, commercial, and mixed use residential uses that enhance the City’s employment and tax base along arterial boulevards and in designated development areas.

10 Achieve a mix of land uses including industrial, high technology, office, and commercial activities in Employment Areas that lead to economic growth and a strengthening of Renton's employment base.

I. REGIONAL GROWTH POLICIES

Goal: Plan for future growth of the Urban Area based on regionally developed growth forecasts, adopted growth targets, and land capacity as determined through implementation of the Growth Management Act.

Discussion: "Capacity" is the room for growth provided by the plan. Targets are the politically determined share of growth assigned to each community in the region through the Countywide Planning Policies. Forecasts are the expected growth in the City based on regional employment and population modeling. The objective of this plan is to appropriately analyze regionally generated estimates of both forecast growth and targets and align those estimates with Renton's desire for economic growth and development. Renton has the local land use authority to provide sufficient capacity to meet and exceed both targets and forecast growth. Excess capacity can result in sprawl and discourage redevelopment of inefficient or out-dated land uses, while insufficient capacity can make development difficult due to high land cost. The Land Use Element of the Comprehensive Plan should provide sufficient direction to achieve a balance between excessive and insufficient capacity, in order to avoid difficulty in implementing the Plan.

Responsibility for implementing the objectives and policies of the Regional Growth section of this plan lies primarily with the City of Renton.

Objective LU-A: Plan for future urban development in the Renton Urban Growth Area (UGA) including the existing City and the unincorporated areas identified in Renton's Potential Annexation Areas (PAA).

Policy LU-1. Continue to refine the boundary of the Urban Growth Area (UGA) in cooperation with King County, based on the following criteria:

1) The UGA provides adequate land capacity for forecast growth;
2) Lands within the UGA are appropriate for urban development; and
3) Urban levels of service are required for existing and proposed land uses.

Policy LU-2. Designate Potential Annexation Areas (PAAs) as those portions of unincorporated King County outside the existing City limits, but within the Urban Growth Area, where:

1) Renton can logically provide urban services over the planning period;
2) Land use patterns support implementation of Renton's Urban Center objectives; and
3) Development meets overall standards for quality identified for city neighborhoods.

Policy LU-3. Provide for land use planning and an overall growth strategy for both the City and land in the designated PAA as part of Renton's regional growth policies.

Discussion: The Growth Management Act and the Countywide Planning Policies establish urban growth areas where urban levels of growth will occur within the subsequent 21-year period. These areas include existing cities and unincorporated areas. Within the Urban Growth Area, the Potential Annexation Area (PAA) is designated for

future municipal expansion and governance. Policies guiding annexation and provision of services within the PAA are also located in the annexation portion of the Land Use Element; Utilities Element; Parks, Recreation, Open Space and Trails Element and Transportation Element.

Objective LU-B: Evaluate and implement growth targets consistent with the Growth Management Act and Countywide Planning Policies.

Policy LU-4. Adopt the following growth targets for the period from 2001 to 2022, consistent with the targets adopted for the region by the Growth Management Planning Council for the 2002 Renton City limits and Potential Annexation Areas:

1) City of Renton Housing:
   6,198 units
2) City of Renton Jobs:
   27,597 jobs
3) Potential Annexation Area Housing
   1,976 units
4) Potential Annexation Area Jobs:
   458 jobs

Policy LU-5. Amend growth targets as annexation occurs to transfer a proportionate share of Potential Annexation Area targets into Renton's targets.

Objective LU-C: Ensure sufficient land capacity to accommodate forecast housing and job growth and targets mandated by the Growth Management Act for the next twenty-one years (2001-2022).

Policy LU-7. Plan for residential and employment growth based on growth targets established in the Countywide Planning Policies, as a minimum. (See Housing Element Goals and Capacity section and Capital Facilities Element, Policy CFP-1 and Growth Projection section.

Policy LU-8. Provide sufficient land, appropriately zoned, so capacity exceeds targets by at least twenty percent (20%).

Policy LU-9. Encourage infill development as a means to increase capacity for single-family units within the existing city limits.

Policy LU-10. Use buildable lands data and market analysis to establish adopted capacity for either jobs or housing within each adopted zoning classification.

Policy LU-11. Minimum density requirements shall be established to ensure that land development practices result in an average development density in each land use designation sufficient to meet adopted growth targets and create greater efficiency in the provision of urban services.

Policy LU-12. Minimum density requirements should:

1) Be based on net land area;
2) Be required in residential zones, with the exception of the Resource Conservation, Residential 1, and Residential 4 zones,
3) Not be required of individual portions or lots within a project;
4) May be reduced due to lot configuration, lack of access, or physical constraints; and
5) Not be applied to construction of a single dwelling unit on a pre-existing legal lot or renovation of existing structures.

Policy LU-13. Phasing, shadow-platting, or land reserves should be used to ensure that minimum density can eventually be achieved within proposed developments. Adequate access to potential future development on the site must be ensured. Proposed development should not preclude future additional development.

Policy LU-14. Parking should not be considered as a land reserve for future development, except within the Urban Center.

Policy LU-15. Amend capacity estimates as annexation and re-zonings occur.

Objective LU-D: Maintain a high ratio of jobs to housing in Renton.

Policy LU-16. Future residential and employment growth within Renton's planning area should meet the goal of two jobs for each housing unit.

Policy LU-17. Sufficient quantities of land should be designated to accommodate the desired single family/multi-family mix outside the Urban Center, and provide for commercial and industrial uses necessary to provide for expected job growth.

Policy LU-18. Small-scale home occupations that provide opportunities for people to work in their homes should be allowed in residential areas. Standards should govern the design, size, intensity, and operation of such uses to ensure their compatibility with residential uses.

Discussion: The ratio of new jobs to new housing units will affect the future character of the City. Renton currently is an employment center with a high jobs/housing ratio characterized by a high level of daytime activity, a high demand for infrastructure, a high tax base, and a high volume of commuter traffic.

Renton's current ratio of jobs to housing units is roughly 2.1 jobs per 1 housing unit. Within King County, the overall ratio is about 1.5 jobs per 1 housing unit.

Forecasts from the Puget Sound Regional Council indicate that there will be an even greater number of new jobs within Renton than new housing over the next 20 years. This will increase the discrepancy between jobs and housing units within the City. However, the number of housing units in the unincorporated areas within Renton's Potential

Annexation Area is expected to grow faster than jobs so that the balance of jobs to housing will be maintained within the City limits and the Potential Annexation Areas.

II. AIRPORT

AIRPORT COMPATIBLE LAND USE POLICIES

Goal: Minimize risk associated with potential aviation incidents on the ground and for aircraft occupants.

Discussion: In order to meet a mandate of the Growth Management Act, the City of Renton has developed a set of objectives and policies to address land use compatibility between the Renton Municipal Airport and an area of the City known as the Airport Influence Area (see RMC 4-3-020). Renton's approach to planning for minimization of risk associated with potential aviation incidents was to analyze four primary categories of aviation operations in relation to land use compatibility. The categories used are, 1) general aviation safety, 2) airspace protection, 3) aviation noise, and 4) overflight. A "compatibility objective" was developed for each, with strategies to meet the objective, and measurement criteria to ensure that the objective is met. The objectives and policies of the Comprehensive Plan, with the implementation included in the Development Regulations (RMC 4-3-020) meet the state requirement of GMA and the goal of this section.

Responsibility for implementing the Airport Compatible Land Use objectives and policies is shared by the City of Renton, proponents of projects within the Airport Influence Area, and the aviation community.

General Aviation Safety

Objective LU-E: Minimize risk associated with potential aviation incidents.

Policy LU-19. Adopt an airport compatible land use program for the Renton Airport Influence Area, including an Airport Influence Area Map.

Policy LU-20. Develop performance-based criteria for land use compatibility with aviation activity.

Policy LU-21. In the Airport Influence Area, adopt use restrictions, as appropriate, that meet or exceed basic aviation safety considerations.

Airspace Protection

Objective LU-F: Reduce obstacles to aviation in proximity to Renton Municipal Airport.

Policy LU-22. Require that submittal requirements for proposed land use actions disclose potential conflicts with airspace.

Policy LU-23. Provide maximum protection to Renton airspace from obstructions to aviation.

Policy LU-24. Prohibit buildings, structures, or other objects from being constructed or altered so as to project or otherwise penetrate the airspace surfaces, except as necessary and incidental to airport operations.

Aviation Noise

Objective LU-G: Address impacts of aviation noise that is at a level deemed to be a health hazard or disruptive of noise-sensitive activities.

Policy LU-25. Prohibit the location of noise-sensitive land uses from areas of high noise levels, defined by the 65 DNL (or higher) noise contour of the Renton Municipal Airport.

Policy LU-26. Within the Airport Influence Area require disclosure notice for potential negative impacts from aviation operation and noise, unless mitigated by other measures.

Policy LU-27. Residential use and/or density of new structures should be limited, within the Runway Protection Zone and the Runway Sideline Zone to reduce negative impacts on residents from aviation operation noise. Implementing code will be put in place by November 2007.

Policy LU-28. Non-residential use and/or intensity may be limited, if such uses are deemed to be noise sensitive, to reduce negative impacts on users from aviation operation noise.

Policy LU-29. Approval of residential land use or other land uses where noise-sensitive activities may occur should require dedication of avigation easements and use of acoustic materials for structures.

Policy LU-30. Require master planning of land to increase land use compatibility through sound attenuation in the environment and techniques such as:

- Place uses with highest sensitivity to noise at greater distances, in consideration of the factor of distance from the source.
- Consider creation of micro-climates to utilize mitigating meteorological conditions (i.e. air temperature, wind direction and velocity).
- Create soft ground surfaces, such as vegetative ground cover, rather than hard surfaces.
- Provide at appropriate heights, structures, terrain, or other barriers to provide attenuation of sound.

Overflight

Objective LU-H: In the Airport Influence Area, address impacts of overflight that are disruptive.

Policy LU-31. At the time of land use approval (i.e. subdivision of land) avigation easements should be granted to the City in areas of Renton subject to negative aircraft overflight impacts.

Policy LU-32. At the time of land use approval (i.e. subdivision of land) deed notices should be recorded in areas of Renton subject to negative aircraft overflight impacts.

Policy LU-33. The City should establish a presence on noise-abatement review committees, or similar forums, and request notification of noise-abatement procedures at nearby airports that may have aircraft that impact Renton.

Policy LU-34. The City should provide information to Renton citizens of noise complaint procedures to follow for reporting negative impacts from overflights associated with not only Renton Airport, but also Seattle Tacoma International Airport and King County International Airport. Implementing code will be put in place within three years of the adoption date of GMA update.

III. ANNEXATIONS

Goal: Actively pursue annexations.

Discussion: The growth of the City through annexation is expected to continue throughout the planning cycle. The policies in this section are intended to guide the annexation process. The City recognizes that fiscal impact is only one of many criteria to be evaluated, and must be balanced with other annexation policy goals, such as transition to urban land use, protection of sensitive areas, provision of public service, governmental structure, provision of infrastructure, aquifer protection, and community identity.

Responsibility for implementing annexation objectives and the policies lies primarily with the City of Renton.

Objective LU-I: Support annexation of county areas that are identified as being within the City of Renton's Potential Annexation Area and can be efficiently provided with infrastructure and City services, are urban separators, or have environmental constraints.

Policy LU-35. The City will continue to recognize that it has an inherent interest in future land use decisions affecting its Potential Annexation Area.

Policy LU-36. Encourage annexation where the availability of infrastructure and services allow for the development of urban densities. Renton should be the primary service provider of urban infrastructure and public services in its Potential Annexation Area, provided that the City can offer such services in an efficient and cost-effective manner.

Policy LU-37. The highest priority areas for annexation to the City of Renton should be those contiguous with the boundaries of the City such as:

1) Peninsulas and islands of unincorporated land where Renton is the logical service provider;
2) Neighborhoods where municipal services have already been extended;
3) Lands subject to development pressure that might benefit from City Development Standards;
4) Developed areas where urban services are needed to correct degradation of natural resources, such as aquifer recharge areas;
5) Lands that are available for urbanization under county comprehensive plan, zoning, and subdivision regulations; and
6) Developed areas where Renton is able to provide basic urban services and local governance to an existing population.

Objective LU-J: Promote annexations that would maintain the quality of life in the resultant City of Renton, making the City a good place to, live, work play, shop, and raise families.

Policy LU-38. Support annexations that would result in future improvements to City services or eliminate duplication by service providers. Services include water, sanitary sewer, storm water drainage, utility drainage basins, transportation, park and open space, library, and public safety.

Policy LU-39. Support annexations that complement the jobs and housing goals adopted in the Regional Growth Strategy.

Policy LU-40. Support annexations that would simplify governmental structure by consolidating multiple services under a single or reduced number of service providers.

Policy LU-41. Promote annexations of developed areas with a residential population already using City services or impacting City infrastructure.

Policy LU-42. Support annexations of lower density areas where it would protect natural resources or provide urban separator areas.

Objective LU-K: Create city boundaries through annexations that facilitate the efficient delivery of emergency and public services.

Policy LU-43. The proposed annexation boundary should be defined by the following characteristics:

1) Annexation of territory that is adjacent to the existing City limits; in general, the more land adjacent to the City the more favorable the annexation;
2) Inclusion of unincorporated islands and peninsulas;
3) Use of natural or manmade boundaries that are readily identifiable in the field, such as wetlands, waterways, ridges, park property, roads/freeways, and railroads;
4) Inclusion/exclusion of an entire neighborhood, rather than dividing portions of the neighborhood between City and County jurisdictions; and
5) Inclusion of natural corridors either as greenbelts or urban separators between the City and adjacent jurisdictions.

Policy LU-44. Existing land uses and developmentor redevelopment potential should be considered when evaluating a proposed annexation.

Policy LU-45. Commercial uses that do not conform to Renton's land use plan should be encouraged to transition into conforming uses or to relocate to areas with compatible land use designations. Illegal uses not listed under King County zoning should be required to cease and desist upon annexation.

Policy LU-46. Annexation proposals should include areas that would result in City control over land uses along major entrance corridors to the City ("Gateways").

Policy LU-47. Boundaries of individual annexations will not be reconsidered to exclude reluctant property owners, if the annexation is consistent with land use, environmental protection policies, and the efficient delivery of services.

Objective LU-L: Protect the environmental quality of Renton by annexing lands where future development and land use activity could otherwise adversely impact natural and urban systems.

Policy LU-48. Shoreline Master Program land use designations, including those for associated wetlands, should be established during the annexation process.

Policy LU-49. Annexations should be pursued in areas that lie within existing, emerging, or prospective aquifer recharge zones, that currently or potentially supply domestic water to the City and are within Renton's Potential Annexation Area.

Policy LU-50. Zoning should be applied to areas for purposes of resource protection, when appropriate, during the annexation process.

Objective LU-M: Promote a regional approach for development review through the use of interlocal agreements to ensure that land development policies in King County are consistent with the Comprehensive Plan policies and City of Renton development standards. This policy should be implemented within five years of the adoption date of the 2004 Update.

Policy LU-51. Urban development within Renton's Potential Annexation Area should not occur without annexation unless there is an interlocal agreement with King County defining land use, zoning, annexation phasing, urban services, street and other design standards, and impact mitigation requirements.

Policy LU-52. Long-range planning and the development of capital improvement programs for transportation, storm water, water, and sewer services should be coordinated with adjacent jurisdictions, special districts, and King County.

Policy LU-53. Interlocal agreements with other jurisdictions should be pursued to develop solutions to regional concerns including, but not limited to water, sanitary sewer, storm water drainage, utility drainage basins, transportation, park and open space, development review, and public safety.

Objective LU-N: Provide full and complete evaluation of annexation proposals by relevant departments and divisions upon the submission of the annexation proposal.

Policy LU-54. Appropriate zoning districts should be designated for property in an annexation proposal. Zoning in the annexation territory should be consistent with the comprehensive plan land use designations.

Policy LU-55. Larger annexations should be encouraged, when appropriate, in order to realize efficiencies in the use of City resources.

Policy LU-56. Annexations should be expanded if they include areas surrounded by the City on three or more sides or if they include properties with recorded covenants to annex.

Policy LU-57. The City should respond to community initiatives and actively assist owners and residents with initiating and completing the annexation process.

Policy LU-58. The City should ensure that property owners and residents in and around the affected area(s) are notified of the obligations and requirements that may be imposed upon them as a result of annexation.

Policy LU-59. The City should work with potential annexation proponents to develop acceptable annexation boundaries.

Policy LU-60. The City should conduct a fiscal impact assessment of the costs to provide service and of the tax revenues that would be generated in each area proposed for annexation.

IV. HISTORICAL AND ARCHEOLOGICAL RESOURCES

Goal: Maintain the City's cultural history by documenting and appropriately recognizing its historic and/or archaeological sites.

Discussion: Renton has a rich and interesting history as a community. It was the site of an established Native American settlement and changed through the years of early European immigration into a pioneer town. The City incorporated in 1901 and later became a major regional employment center and residential area. The following policies are intended to guide efforts to recognize and integrate Renton's past into future development as the City evolves into a dynamic urban community.

Objective LU-O: Communicate Renton's history by protecting historic and archaeological sites and structures when appropriate and as opportunities arise.

Policy LU-61. Historic resources should continue to be identified and mapped within the City as an on-going process.

Policy LU-62. Cultural resources should be identified by project proponents when applying for land use approval, as part of the application submitted for review.

Policy LU-63. Potentially adverse impacts on cultural resources deemed to be significant should be mitigated as a condition of project approval. Implementation of this policy should occur within three years of the adoption of the 2004 Update.

Policy LU-64. The City should work cooperatively with King County by exchanging resource information pertaining to natural and cultural resources.

Policy LU-65. Historical and archaeological sites, identified as significant by the City of Renton, should be preserved and/or incorporated into development projects.

Policy LU-66. Downtown buildings and site development proposals should be encouraged to incorporate displays about Renton's history, including prominent families and individuals, businesses, and events associated with downtown's past. Implementation of this policy should occur within three years of the adoption of the 2004 Update.

V. NON-CONFORMING USE

Goal: Pursue the transition of non-conforming uses and structures to encourage more conforming uses and development patterns.

Discussion: As a community grows, changes in land use policies sometimes result in "non-conforming uses" as remnants of an earlier land use pattern. Some of these non-conforming uses can retain a viable economic life for long periods of time and even become desirable reminders of the evolution of the City. These policies are intended to guide decision-making about non-conforming uses and structures in the context of current land use policy.

Responsibility for implementing the objectives and policies of this section lies primarily with the City of Renton.

Objective LU-P: Evaluate requests for rebuilding of non-conforming uses beyond normal maintenance where they can be made more conforming and are compatible with their surroundings.

Policy LU-67. Encourage compatibility between non-conforming uses and structures and conforming uses in neighborhoods that have significant numbers of non-conforming uses. Implementation of this policy should occur within three years of the adoption of the 2004 Update.

Policy LU-68. Encourage developments that increase the number of conforming uses and structures.

Policy LU-69. Transition of uses and structures from non-conforming to those that conform to zoning and development standards should be implemented in a manner that recognizes the overall character of the neighborhood. Implementation of this policy should occur within three years of the adoption of the 2004 Update.

Policy LU-70. Evaluate permits for non-conforming uses, based on the following criteria:

1) Relationship of the existing non-conforming use or structure to its surroundings;
2) The compatibility of the non-conforming use with its context and other uses in the area;
3) Demonstrated community need for the use at its present location;
4) Concentration of the use within the City or within the area;
5) Suitability of the existing location;
6) Demonstration that the use has not resulted in undue adverse effects on adjacent properties from noise, traffic, glare, vibration, etc., (i.e. does not exceed normal levels in these areas emanating from surrounding permitted uses);
7) Whether the use was associated with a historical event or activity in the community and as a result has historical significance;
8) Whether the use provides substantial benefit to the community because of either the employment of a large number of people in the community or whether it generates considerable revenues to the City; and
9) Whether retention of the use due to current market conditions would not impede or delay the implementation of the City's Comprehensive Plan.

Objective LU-Q: Ensure that the effects of non-conforming structures on character of the conforming patterns of Renton's neighborhoods are minimized.

Policy LU-71. Evaluate applications to repair or expand non-conforming structures based on the following factors:

1) Whether it represents a unique regional or national architectural style or an innovation in architecture, use of materials, or functional arrangement, and/or is one of the few remaining examples of such a style or innovation,
2 Whether it is part of a unified streetscape of similar structures that is unlikely to be replicated, unless the subject structure is rebuilt per, or similar to, its original plan;
3) Whether redevelopment of the site with a conforming structure is unlikely; and
4) The structure has been well-maintained and is not considered to be a threat to the public health, welfare, or safety, or it could be retrofitted so as not to pose such a threat.

VI. PUBLIC FACILITIES

Goal: Develop a system of facilities that meet the public and quasi-public service needs of present and future employees.

Discussion: The purpose of these policies is to address the aspect of a public/quasi public use that is not addressed in the pertinent land use policies. Public facilities, also includes quasi-public uses such as cultural and religious facilities. Facilities discussed in this section vary widely in their size, function, service area, and impacts. For that reason, these policies are aimed at addressing the generic impacts of all of the facilities and the specific impacts of each. (Renton Technical College and Valley Medical Center are also addressed in the Commercial Corridor section of the Land Use Element.)

Responsibility for implementing this objective and the following policies lies primarily with the City of Renton.

Objective LU-R: Locate and plan for public facilities in ways that benefit a broad range of potential public uses.

Policy LU-72. Facilities should be located within walking distance of an existing or planned transit stop.

Policy LU-73. Primary vehicular access to sites should be from principal or minor arterial streets.

Policy LU-74. Internal site circulation should be primarily pedestrian-oriented.

Policy LU-75. Manage public lands to protect and preserve the public trust.

Policy LU-76. Sites that are underused or developed with obsolete public uses should be considered for another public use prior to changing uses or ownership.

Policy LU-77. Surplus public sites should be considered for alternative types of public use prior to sale or lease.

Policy LU-78. A public involvement process should be established to review proposals to change uses of surplus public properties.

Policy LU-79. Guide and modify development of essential public facilities to meet Comprehensive Plan policies and to mitigate impacts and costs to the City.

Policy LU-80. Use public processes and create criteria to identify essential public facilities. Public processes should include notification, hearings, and citizen involvement. Criteria should be developed to review and assess proposals for public facilities.

Objective LU-S: Site and design municipal facilities to provide the most efficient and convenient service for people while minimizing adverse impacts on surrounding uses.

Policy LU-81. Public amenity features (e.g. plazas, trails, art work) should be incorporated into municipal projects.

Policy LU-82. Municipal government functions that are people-intensive should be centrally located in or near the Urban Center.

Policy LU-83. Fire stations should be located on principal or minor arterials.

Policy LU-84. Future fire stations should be sited central to their service area with as few barriers as possible in order to achieve best possible response times.

Policy LU-85. Land for future fire stations should be acquired in advance in areas where the greatest amount of development is anticipated.

Policy LU-86. Site and building design of police facilities providing direct service to the general public should be easily accessible.

Policy LU-87. Major functions of the police should be centralized in or near the Urban Center.

Policy LU-88. Satellite police facilities may be located outside of the Urban Center.

Objective LU-T: Site and design regional facilities to provide the most efficient and convenient service for people while minimizing the adverse impacts on adjacent uses and the City Urban Center.

Policy LU-89. Regional facilities that provide services on-site to the public on a daily basis (i.e. office uses) should be located in the City's Urban Center.

Policy LU-90. Siting of regional facilities that are specialized (e.g. landfills, maintenance shops) or serve a limited segment of the population (e.g. justice centers) should rely more strongly on the special locational needs of the facility and the compatibility of the facility with surrounding uses.

Objective LU-U: Preserve the cultural amenities and heritage of Renton.

Policy LU-91. The downtown library should continue to be the main facility for the City.

Policy LU-92. When branch libraries are developed, they should be located to provide convenient access to a majority of their users.

Policy LU-93. Future branch libraries and other satellite services may be located in mixed-use developments to serve concentrations of users in those areas.

Objective LU-V: Assure adequate land and infrastructure at appropriate locations for development and expansion of facilities to serve the educational needs of area residents and protect adjacent uses from impacts of these more intensive uses.

Policy LU-94. Post secondary (beyond high school) and other regional educational facilities that require sites larger than five acres should be located in the Employment Area – Industrial, Employment Area – Valley, Commercial/Office/Residential, or the Urban Center designations.

Policy LU-95. Alternative funding sources (e.g. impact fees) should be explored for facilities necessitated by new development.

Policy LU-96. Schools in residential neighborhoods should consider mitigating adverse impacts to the surrounding area in site planning and operations.

Policy LU-97. The City and the school district should jointly develop multiple-use facilities (e.g. playgrounds, sports fields) whenever practical.

Policy LU-98. Community use of school sites and facilities for non-school activities should be encouraged.

Policy LU-99. School facilities that are planned for closure, should be considered for potential public use before being sold for private development.

Policy LU-100. Elementary schools should be located near a collector arterial street.

Policy LU-101. Safe pedestrian access to schools should be promoted (e.g. through pedestrian linkages, safety features) through the design of new subdivisions and roadway improvements.

Policy LU-102. Vehicular access to middle schools, senior high schools and other large-scale facilities (e.g. bus maintenance shops, sports facilities) should be from arterial streets.

Objective LU-W: Assure that adequate land and infrastructure are available for the development and expansion of facilities to serve the health care needs of the area.

Policy LU-103. Health and/or medical facilities larger than five acres should be located in portions of the Commercial Corridor designation mapped with Commercial Office zoning, Employment Area – Valley, Commercial/Office/Residential or the Urban Centers designations. Smaller scale facilities should locate in the Commercial Arterial portions of Commercial Corridor.

Objective LU-X: Site religious and ancillary facilities in a manner that provides convenient transportation access and minimizes their adverse impacts on adjacent land uses.

Policy LU-104. When locating in predominantly residential areas, religious facilities should be on the periphery of the residential area rather than the interior.

Policy LU-105. Parking should be provided on-site and buffered from adjacent uses.

Policy LU-106. Large-scale facilities should be encouraged to locate contiguous to an existing or planned transit route.

Policy LU-107. Religious facilities should be located on and have direct access to either an arterial or collector street.

Objective LU-Y: Accommodate large, commercial recreational uses that depend on open land and are intended to serve regional users.

Policy LU-108. Commercial, regional recreational uses should be located contiguous to a principal arterial in areas with immediate access to an interstate or a state route.

Policy LU-109. Commercial recreational uses should be located outside of the trade area of other commercial recreational areas offering similar recreational opportunities.

Policy LU-110. Vehicular access to a commercial recreational site should be from a principal arterial street with the number of access points minimized.

VII. RESOURCE LAND

Goal: Maintain the City's agricultural and mining resources as part of Renton's cultural history.

Discussion: Renton is an urban community with a rich history based on industrial and agricultural uses that is now transitioning into a vibrant urban center. Some agricultural resource-based uses remain in environmentally sensitive areas of the Potential Annexation Area and in Residential Low Density Designations or on vacant land in commercial areas. Current policies recognize these existing uses and encourage them as cultural resources where they may be appropriate.

Responsibility for implementing the objectives and policies of this section lies primarily with the City of Renton.

Objective LU-Z: Maintain existing commercial and hobby agricultural uses such as small farms, hobby farms, horticulture, beekeeping, kennels, and stables, that are compatible with urban development. Allow sale of products produced on site.

Policy LU-111. Prohibit commercial agricultural uses that are industrial or semi-industrial in nature, and create nuisances such as odor or noise that may be incompatible with residential use.

Policy LU-112. Limit access of large domestic animals to shorelines and wetlands. Implementing code will be put in place within three years of the adoption of the 2004 Update.

Policy LU-113. Control impacts of crop and animal raising on surface and ground water.

Policy LU-114. Encourage public and private recreational uses in agricultural areas.

Policy LU-115. Allow cultivation and sale of flowers, herbs, vegetables, or similar crops in residential areas, as an accessory use and/or home occupation. Implementation of this policy should occur within three years of the adoption of the 2004 Update.

Policy LU-116. Recognize and allow community gardens on private property, vacant public property, and unused rights-of-ways. Implementation of this policy should occur within three years of the adoption of the 2004 Update.

Objective LU-AA: Maintain extractive industries where their continued operation does not impact adjacent residential areas, the City's aquifer, or other critical areas.

Policy LU-117. Extractive industries including timber, sand, gravel and other mining within the City's Potential Annexation Area should be mapped and appropriately zoned

upon annexation to the City. Policies governing these sites should be consistent with the King County Comprehensive Plan.

Policy LU-118. Mining and processing of minerals and materials should be allowed within the City subject to applicable City ordinances, environmental performance standards.

Policy LU-119. Extractive sites, when mined out, should be graded and restored for future development compatible with land use designations for adjacent sites. Implementing code will be in place within three years of the adoption of the 2004 Update.

Policy LU-120. New plats adjacent to operating extractive sites should carry a notice on the face of the plat specifying the impacts that are expected from the extractive use: potential dust, noise, traffic, light and glare.

Policy LU-121. Hours of operation of extractive uses should be based on impacts to adjacent uses.

Policy LU-122. The City should apply conditional use permits or other approvals as appropriate for mineral extraction and processing when:

1) The proposed site contains rock, sand, gravel, coal, oil, gas, or other mineral resources,
2) The proposed site is large enough to confine or mitigate all operational impacts,
3) The proposal will allow operation with limited conflicts with adjacent land uses when mitigating measures are applied, and;
4) Roads or rail facilities serving or proposed to serve the site can safely and adequately handle transport of products and are in close proximity to the site.

VIII. RESIDENTIAL POLICIES

Goal: Promote new development and neighborhoods in the City that:

j) Contribute to a strong sense of community and neighborhood identity;
k) Are walkable places where people can shop, play, and get to work without always having to drive;
l) Are developed at densities sufficient to support public transportation and make efficient use of urban services and infrastructure;
m) Offer a variety of housing types for a population diverse in age, income, and lifestyle;
n) Are varied or unique in character;
o) Support "grid" and "flexible grid" street and pathway patterns where appropriate;
p) Are visually attractive, safe, and healthy environments in which to live;
q) Offer connection to the community instead of isolation; and
r) Provide a sense of home.

Discussion: The purpose of the Residential policies is to provide a citywide residential growth strategy. The Residential policies address the location of housing development, housing densities, non-residential uses allowed in residential areas, site design, and housing types in neighborhoods. (See Public Facilities Section for policies on schools, churches, and other facilities in residential areas. See Housing Element for policies relating to housing types and neighborhoods and the Community Design Element for policies guiding quality design.)

Responsibility for residential objectives and policies lies with the City of Renton for implementation and the development community, which should propose projects that meet the residential goals, objectives, and policies of the City.

Objective LU-BB: Manage and plan for high quality residential growth in Renton and the Potential Annexation Area that:

1) Supports transit by providing urban densities,
2) Promotes efficient land utilization, and
3) Creates stable neighborhoods incorporating built amenities and natural features.

Policy LU-123. Pursue multiple strategies for residential growth including:

1) Development of new neighborhoods on larger land tracts on the hills and plateaus surrounding downtown;
2) Infill development on vacant and underutilized parcels in Renton's established neighborhoods;
3) Multi-family development located in Renton's Urban Center;

4) Infill in existing multi-family areas; and
5) Mixed-use projects and multi-family development in Commercial/Office/Residential and Commercial Corridors Land Use designations.

Policy LU-124. Promote the timely and logical progression of residential development. Priority for higher density development should be given to development of land with infrastructure capacity and land located closer to the City's Urban Center.

Policy LU-125. Encourage a citywide mix of housing types including:

1) Large-lot single family;
2) Small-lot single family;
3) Small-scale and large-scale rental and condominium multi-family housing; and
4) Residential/commercial mixed-use development.

Objective LU-CC: Maintain the goal of a fifty-fifty ratio of single family to multi-family housing outside of the Urban Center.

Policy LU-126. A maximum of fifty percent (50%) of future residential land capacity should occur in multi-family housing in parts of the City and PAA located outside of the Urban Center.

Policy LU-127. Infrastructure impacts of the goal of 50/50 ratio of single-family to multi-family outside the Urban Center should be evaluated as part of the City's Capital Improvements program.

Policy LU-128. Multi-family unit types are encouraged as part of mixed-use developments in the Urban Center, Center Village, Commercial/Office/Residential, and the Commercial Corridor Land Use designations.

Policy LU-129. Small-lot, single-family infill developments and plats should be supported as alternatives to multi-family development to both increase the City's supply of single-family detached housing and provide homeownership opportunities.

Policy LU-130. Adopt urban density of at least four (4) dwelling units per net acre for residential uses except in areas with identified and documented sensitive areas and/or areas identified as urban separators.

Policy LU-131. Encourage larger lot single-family development in areas providing a transition to the Urban Growth Boundary and King County Rural Designation. The City should discourage more intensive platting patterns in these areas.

Policy LU-132. Discourage creation of socio-economic enclaves, especially where lower income units would be segregated within a development.

RESIDENTIAL LOW DENSITY LAND USE DESIGNATION

Purpose Statement: Policies in this section are intended to guide development on land appropriate for a range of low intensity residential and employment where land is either constrained by sensitive areas or where the City has the opportunity to add larger-lot housing stock, at urban densities of 4-du/net acre, to its inventory.

Lands that are not appropriate for urban levels of development are designated either Resource Conservation or Residential Low Density, with Resource Conservation or Residential 1 zoning.

Lands that either do not have significant sensitive areas, or can be adequately protected by the critical areas ordinance, are zoned Residential 4.

Responsibility for residential objectives and policies lies with the City of Renton for implementation and the development community, which should propose projects that meet the residential goals, objectives, and policies of the City.

Objective LU-DD: Provide opportunities for a range of lifestyles and appropriate uses adjacent to and compatible with urban development in areas of the City and Potential Annexation Area constrained by extensive natural features, providing urban separators and/or providing a transition to Rural Designations within King County.

Policy LU-133. Identify and map areas of the City where environmentally sensitive areas such as 100-year floodplains, floodways, and landslide and erosion areas are extensive and the application of critical areas regulations alone is insufficient to guide future development.

Policy LU-134. Base development densities should range from 1 home per 10 acres (Resource Conservation) to 1 home per acre (Residential 1) on Residential Low Density (RLD) designated land with significant environmental constraints, including but not limited to: steep slopes, erosion hazard, floodplains, and wetlands or where the area is in a designated Urban Separator. Density should be a maximum of 4-du/net acre (Residential 4) on portions of the Residential Low Density land where these constraints are not extensive and urban densities are appropriate.

Policy LU-135. For the purpose of mapping four dwelling units per net acre (4-du/ac) zoned areas as contrasted with lower density Residential 1 (R-1) and Resource Conservation (RC) areas, the prevalence of significant environmental constraints should be interpreted to mean:

1) Critical areas encumber a significant percentage of the gross area;
2) Developable areas are separated from one another by pervasive critical areas or occur on isolated portions of the site and access limitations exist;
3) The location of the sensitive area results in a non-contiguous development pattern;
4) The area is a designated urban separator; or

5) Application of the Critical Areas Ordinance setbacks/buffers and/or net density definition would create a situation where the allowed density could not be accommodated on the remaining net developable area without modifications or variances to other standards.

Implementation of this policy should be phased in within three years of the adoption of the 2004 Update.

Policy LU-137. Warehousing, outdoor storage, equipment yards, and industrial uses should not be allowed. Where such uses exist as non-conforming uses, measures should be taken to negotiate the transition of these uses as residential redevelopment occurs.

Policy LU-138. To provide for more efficient development patterns and maximum preservation of open space, residential development may be clustered and/or lot sizes reduced within allowed density levels in Residential Low Density designations. Implementation of this policy should be phased in within three years of the adoption of the 2004 Update.

Policy LU-140. Control scale and density of accessory buildings and barns to maintain compatibility with other residential uses.

Policy LU-141. Residential Low Density areas may be incorporated into Urban Separators.

Policy LU-142. Undeveloped portions of Residential Low Density areas may be considered for designation of conservation easements, trail easements or other public benefits through agreements with private parties.

Objective LU-EE: Designate Residential 4 du/acre zoning in those portions of the RLD designation appropriate for urban levels of development by providing suitable environments for suburban and/or estate style, single-family residential dwellings.

Policy LU-143. Within the Residential 4 du/acre zoned area allow a maximum density of 4 units per net acre to encourage larger lot development and increase the supply of upper income housing consistent with the City's Housing Element.

Policy LU-144. Ensure quality development by supporting site plans and plats that incorporate quality building and landscaping standards.

Policy LU-145. Interpret development standards to support projects with higher quality housing by requiring:

1) A variety of compatible housing styles making up block fronts;
2) Additional architectural features such as pitched roofs, roof overhangs, and/or decorative cornices, fenestration and trim; and

3) Building modulation and use of durable exterior materials such as wood, masonry, stucco, or brick.

Policy LU-146. Interpret development standards to support provision of landscape features as well as innovative site planning. Criteria should include:

1) Attractive residential streetscapes with landscaped front yards that are visible from the street;
2) Landscaping, preferably with drought- resistant plant materials;
3) Large caliper street trees;
4) Irrigated landscape planting strips;
5) Low-impact development using landscaped buffers, open spaces, and other pervious surfaces for surface water runoff; and
6) Significant native tree and vegetation retention and/or replacement.

RESIDENTIAL SINGLE FAMILY LAND USE DESIGNATION

Purpose Statement: Land designated Residential Single Family is intended to be used for quality detached residential development organized into neighborhoods at urban densities. It is intended that larger subdivision, infill development, and rehabilitation of existing housing be carefully designed to enhance and improve the quality of single-family living environments.

Policies in this section are to be considered together with the policies in the Regional Growth, Residential Growth Strategy section of the Land Use Element, the Community Design Element, and the Housing Element. Policies are implemented with R-8 zoning.

Objective LU-FF: Encourage re-investment and rehabilitation of existing housing, and development of new residential plats resulting in quality neighborhoods that:

1) Are planned at urban densities and implement Growth Management targets,
2) Promote expansion and use of public transportation; and
3) Make more efficient use of urban services and infrastructure.

Policy LU-147. Net development densities should fall within a range of 4.0 to 8.0 dwelling units per net acre in Residential Single Family neighborhoods.

Policy LU-148. A minimum lot size of 5,000 square feet should be allowed on in-fill parcels of less than one acre (43,560 sq. ft.) in single-family designations. Allow a reduction in lot size to 4,500 square feet on parcels greater than one acre to create an incentive for aggregation of land. The minimum lot size is not intended to set the standard for density in the designation, but to provide flexibility in subdivision/plat design and facilitate development within the allowed density range.

Policy LU-149. Lot size should exclude private sidewalks, easements, private road, and driveway easements, except alley easements.

Policy LU-150. Required setbacks should exclude public or private legal access areas, established through or to a lot, and to parking areas.

Policy LU-151. Maximum height of structures should not exceed two (2) stories in single-family residential neighborhoods.

Policy LU-152. Single-family lot size, lot width, setbacks, and impervious surface should be sufficient to allow private open space, landscaping to provide buffers/privacy without extensive fencing, and sufficient area for maintenance activities.

Policy LU-152.1: Variances to standards in LU-152 should not be granted to facilitate additional density on an infill site.

Policy LU-153. Interpret development standards to support plats designed to incorporate vehicular and pedestrian connections between plats and neighborhoods. Small projects composed of single parcels and/or multiple parcels of insufficient size to provide such connections, should include future street stubs. Future street connections should be clearly identified to notify residents of future roadway connections.

Policy LU-154. Interpret development standards to support new plats and infill project designs incorporating street locations, lot configurations, and building envelopes that address privacy and quality of life for existing residents.

Policy LU-155. New plats proposed at higher densities than adjacent neighborhood developments may be modified within the allowed density range to reduce conflicts between old and new development patterns. However, strict adherence to older standards is not required.

Policy LU-156. Interpret development standards to support projects incorporating site features such as distinctive stands of trees and natural slopes that can be retained to enhance neighborhood character and preserve property values where possible. Replanting should occur where trees are not retained due to safety concerns. Retention of unique site features should be balanced with the objective of investing in neighborhoods within the overall context of the Vision Statement of this Comprehensive Plan.

RESIDENTIAL MEDIUM DENSITY LAND USE DESIGNATION

Purpose Statement: The Residential Medium Density designation is intended to create the opportunity for neighborhoods that offer a variety of lot sizes, housing, and ownership options.

Residential Medium Density neighborhoods should include a variety of unit types designed to incorporate features from both single-family and multi-family developments, support cost-efficient housing, facilitate infill development, encourage use of transit service, and promote the efficient use of urban services and infrastructure.

Objective LU-GG: Designate land for Residential Medium Density (RMD) where access, topography and adjacent land uses create conditions appropriate for a variety of unit types designed to incorporate features from both single-family and multi-family developments, and to support cost-efficient housing, infill development, transit service, and the efficient use of urban services and infrastructure.

Policy LU-157. Residential Medium Density designated areas should be zoned for either Residential 10 dwelling units per net acre (R-10), Residential 14 dwelling units per net acre (R-14), or new zoning designations that allow housing in this density range.

Policy LU-158. Residential Medium Density neighborhoods may be considered for Residential 10 (R-10) zoning if they meet three of the following criteria:

1) The area already has a mix of small-scale multi-family units or has had long standing zoning for flats or other low-density multi-family use;
2) Development patterns conducive to medium-density development are established;
3) Vacant lots exist or parcels have redevelopment potential for medium-density infill development;
4) The project site is adjacent to major arterial(s) and public transit service is located within ¼ mile;
5) The site can be buffered from existing single-family residential neighborhoods having densities of eight (8) dwelling units or less; or
6) The site can be buffered from adjacent or abutting incompatible uses.

Policy LU-159. Areas may be considered for Residential 14 (R-14) zoning where the site meets the following criteria:

1) Adjacent to major arterial(s);
2) Adjacent to the Urban Center, Highlands Center Village, or Commercial Corridor designations;
3) Part of a designation totaling over 20 acres (acreage may be in separate ownership);
4) Site is buffered from single-family areas or other existing, potentially incompatible uses; and
5) Development within the density range and of similar unit type is achievable given environmental constraints.

Policy LU-160. Support projects that create neighborhoods with diverse housing types that achieve continuity through the organization of roads, sidewalks, blocks, setbacks, community gathering places, and amenity features.

Policy LU-161. Support residential development incorporating a hierarchy of streets. Street networks should connect through the development to existing streets, avoid "cul-de-sac" or dead end streets, and be arranged in a grid street pattern (or a flexible grid street system if there are environmental constraints).

Policy LU-162. Development densities in the Residential Medium Density designation area should range from seven (7) to eighteen (18) dwelling units per net acre, as specified by implementing zoning.

Policy LU-163. For attached or semi-attached development in the R-14 zoned portions of the Residential Medium Density designation, a bonus density of four (4) additional dwelling units per acre should be available, subject to Density Bonus Review and other applicable development conditions.

Policy LU-164. When a minimum density is applicable, the minimum development density in the Residential Medium Density designation should be four (4) dwelling units per net acre.

Objective LU-HH: Residential Medium Density designations should be areas where creative approaches to housing density can be implemented.

Policy LU-165. Provision of small lot, single-family detached unit types, townhouses, and multi-family structures compatible with a single-family character should be allowed and encouraged in the Residential Medium Density designation, provided that density standards can be met (see also the Housing Element for housing types).

Policy LU-166. Very small-lot, single-family housing, such as cottages, zero-lot line detached, semi-detached, townhouses, and small scale multi-family units should be allowed in the Residential Medium Density designation in order to provide a wide range of housing types. Implementing code will be put in place within three years of the adoption of the 2004 Update.

Policy LU-167. A range and variety of lot sizes and building densities should be encouraged.

Policy LU-168. Residential developments should include public amenities that function as a gathering place within the development and should include features such as a public square, open space, park, civic or commercial uses in the R-14 zone. The central place should include amenities for passive recreation such as benches and fountains and be unified by a design motif or common theme.

Policy LU-169. Residential Medium Density site development plans having attached or semi-attached housing types should reflect the following criteria for projects:

1) Parking should be encouraged in the rear or side yards or under the structure;
2) Structures should be located on lots or arranged in a manner to appear like a platted development to ensure adequate light and air, and views (if any) are preserved between lots or structures;
3) Buildings should be massed in a manner that promotes a pedestrian scale with a small neighborhood feeling;

4) Each dwelling unit should have an identifiable entrance and front on streets rather than courtyards and parking lots;
5) Fences may be constructed if they contribute to an open, spacious feeling between units and structures; and
6) Streetscapes should include green, open space for each unit.

Policy LU-170. Residential Medium Density development should provide condominium or fee simple homeownership opportunities, as well as rental or lease options.

Objective LU-II: Residential Medium Density development should be urban in form and fit into existing residential neighborhoods if developed as infill projects.

Policy LU-171. Buildings should front the street rather than be organized around interior courtyards or parking areas.

Policy LU-172. Non-residential structures, such as community recreation buildings, that are part of the development, may have dimensions larger than residential structures, but should be compatible in design and dimensions with surrounding residential development.

Policy LU-173. Non-residential structures should be clustered and connected within the overall development through the organization of roads, blocks, yards, focal points, and amenity features to create a neighborhood.

Policy LU-174. Single-family detached building types in the Residential Medium Density designation should have maximum lot coverage by the primary structure of fifty (50) percent.

Policy LU-175. In the Residential Medium Density designation common open space equal to 1,200-square feet per unit and maintained by a homeowners' association, should be provided for each semi-attached or attached unit.

Policy LU-176. Support site plans that transition to and blend with existing development patterns using techniques such as lot size, depth and width, access points, building location setbacks, and landscaping. Sensitivity to unique features and differences among established neighborhoods should be reflected in site plan design. Interpret development standards to support ground-related orientation, coordinated structural design, and private yards or substantial common space areas.

Policy LU-177. A minimum of fifty (50) percent of a project in the Residential 14 zone should consist of the following primary residential types: traditional detached, zero lot line detached, or townhouses with individual yards that are scaled appropriately for each unit.

Policy LU-178. Longer townhouse buildings or other types of multi-family buildings, considered secondary residential types (see RMC 4-9-065), should be limited in size so that the mass and bulk of the building has a small scale multi-family character, rather than that of a large, garden-style apartment development.

Policy LU-179. In the Residential 14 zone, multi-unit townhouses that qualify as a primary residential type (see RMC 4-9-065) should be limited in size so that the mass and bulk is at a human scale.

Policy LU-180. Projects in a Residential 14 zone should have no more than fifty (50) percent of the units designed as secondary residential types, i.e. longer townhouse building clusters, or longer multi-family buildings of other types.

Policy LU-181. Mixed-use development in the form of civic, commercial development, or other non-residential structures, may be allowed in the central places of Residential Medium Density development projects within the Residential 14 zone, subject to compliance with criteria established through development regulations.

RESIDENTIAL MULTI-FAMILY LAND USE DESIGNATION

Purpose Statement: The multi-family residential land use designation is intended to encourage a range of multi-family living environments that provide shelter for a wide variety of people in differing living situations, from all income levels, and in all stages of life.

Although some people live in multi-family situations because they do not have an alternative, others prefer living in multi-family environments rather than in single-family, detached houses. Regardless of why they live there, they want and deserve the same high standards for their homes and neighborhoods.

Single-family and multi-family residential developments have different impacts on the community.

The City must identify a housing mix and implement policies that adequately address and balance the needs of both residents and the community as a whole.

The Multi-family Residential designation is implemented by Residential Multi-family (RMF) zoning.

Objective LU-JJ: Encourage the development of infill parcels with quality projects in existing multi-family districts.

Policy LU-182. Residential Multi-family designations should be in areas of the City where projects would be compatible with existing uses and where infrastructure is adequate to handle impacts from higher density uses.

Policy LU-183. Land within the Residential Multi-family designation areas should be used to meet multi-family housing needs, without expanding the area boundaries, until land capacity in this designation is used. Residential Multi-family designations have the highest priority for development or redevelopment with multi-family uses.

Policy LU-184. Expansion of the Residential Multi-family designation is limited to properties meeting the following criteria:

1) Properties under consideration should take access from a principal arterial, minor arterial, or collector. Direct access should not be through a less intense land use designation area;
2) Properties under consideration must abut an existing Residential Multi-family land use designation on at least two (2) sides and be on the same side of the principal arterial, minor arterial, or collector serving it; and
3) Any such expansion of the Residential Multi-family land use designation should not bisect or truncate another contiguous land use district.

Policy LU-185. Development density in the Residential Multi-family designation should be within a range of ten (10) dwelling units per acre as a minimum to twenty (20) dwelling units per acre as a maximum.

Objective LU-KK: Due to increased impacts to privacy and personal living space inherent in higher density living environments, new development should be designed to create a high quality living environment.

Policy LU-186. New stacked flat and townhouse development in Residential Multi-family designations should be compatible in size, scale, bulk, use, and design with existing multi-family developments in the vicinity.

Policy LU-187. Detached cottage housing designed to include site amenities with common open space features should be supported in multi-family designations if density goals are met. Implementing code will be put in place within three years of the adoption of the 2004 Update.

Policy LU-188. Evaluate project proposals in Residential Multi-family designations to consider the transition to lower density uses where multi-family sites abut lower density zones. Setbacks may be increased, heights reduced, and additional landscape buffering required through site plan review. Implementing code will be put in place within three years of the adoption of the 2004 Update.

1) In order to increase the potential compatibility of multi-family projects, with other projects of similar use and density, minimum setbacks for side yards should be proportional to the total lot width, i.e. wider lots should require larger setback dimensions;
2) Taller buildings (greater than two stories) should have larger side yard setback dimensions; and
3) Heights of buildings should be limited to three stories and thirty-five (35) feet, unless greater heights can be demonstrated to be compatible with existing buildings on abutting and adjacent lots.

Objective LU-LL: New Residential Multi-family projects should demonstrate provision of an environment that contributes to a high quality of life for future residents, regardless

of income level. Implementing code will be put in place within two years of the adoption of the 2004 Update.

Policy LU-189. Support project design that incorporates the following, or similar elements, in architectural design:

1) Variation of facades on all sides of structures visible from the street with vertical and horizontal modulation or articulation;
2) Angular roof lines on multiple planes and with roof edge articulation such as modulated cornices;
3) Private entries from the public sidewalk fronting the building for ground floor units;
4) Ground floor units elevated from sidewalk level;
5) Upper-level access interior to the building;
6) Balconies that serve as functional open space for individual units; and
7) Common entryways with canopy or similar feature.

Policy LU-190. Support project site planning that incorporates the following, or similar elements, in order to meet the intent of the objective:

1) Buildings oriented toward public streets,
2) Private open space for ground-related units,
3) Common open or green space in sufficient amount to be useful,
4) Preferably underground parking or structured parking located under the residential building,
5) Surface parking, if necessary, to be located to the side or rear of the residential building(s),
6) Landscaping of all pervious areas of the property, and
7) Landscaping, consisting of groundcover and street trees (at a minimum), of all setbacks and rights-of way abutting the property.

Implementation of this policy should be phased within three years of the adoption of the 2004 Update.

Policy LU-191. Residential Multi-family projects in the RMF zone should have a maximum site coverage by buildings of thirty-five (35) percent, or forty-five (45) percent if greater coverage can be demonstrated to be both mitigated on site with amenities and compatible with existing buildings on abutting and adjacent lots.

Policy LU-192. Residential Multi-family projects should have maximum site coverage by impervious materials of seventy-five (75) percent.

IX. CENTERS

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

Discussion: The Centers category of land use includes two areas of the City, the Center Village in the Highlands and the Urban Center located in the historic downtown and the employment area north to Lake Washington.

The Urban Center includes two sub-areas: Urban Center- Downtown (220 acres) and the Urban Center-North (310 acres). Together these two areas are envisioned to evolve into a vibrant city core that provides arts, entertainment, regional employment opportunities, recreation, and quality urban residential neighborhoods. The Renton Urban Center is envisioned as the dynamic heart of a growing regional city. Renton's Urban Center will provide significant capacity for new housing in order to absorb the city's share of future regional growth. This residential population will help to balance the City's employment population and thereby meet the policy directive of a 2:1 ratio of jobs to housing.

The Center Village designation is envisioned as a revitalized residential and commercial area providing goods and services to the Greater Highlands area. The area could potentially become a focal point for a larger area, the Coal Creek Corridor, connecting Renton to Newcastle and Issaquah. While development is envisioned at a smaller scale than expected in the Urban Center, the Village Center will still focus on urban mixed-use projects with a pedestrian-oriented development pattern.

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

Policy LU-193. Promote the innovative site planning and clustering of Center uses and discourage the development of strip commercial areas.

Policy LU-194. Phase implementation of development within Centers to support economically feasible development in the short term but also provide a transition to achieve new development consistent with long term land use objectives.

Policy LU-195. Designate Center boundaries according to the following criteria:

1) The boundary should coincide with a major change in land use type or intensity;
2) Boundaries should consider topography and natural features such as ravines, hills, and significant stands of trees;
3) Boundaries should occur along public rights-of-way including streets or utility easements, or at rear property lines where justified by the existing land use pattern. Boundary lines should not be drawn through the interior of parcels; and
4) As a maximum distance, the boundary should be drawn within a walkable distance from one or two focal points, which may be defined by intersections, transit stops, or shopping centers.

Policy LU-196. Designate Centers in locations with the following characteristics:

1) A nucleus of existing multi-use development;
2) Potential for redevelopment, or vacant land to encourage significant concentration of development;
3) Center locations should be located on major transit and transportation routes;
4) Center locations should be served by the City's arterial street system.

Policy LU-197. Change adopted boundaries only in the following circumstances:

1) The original mapping failed to consider a major natural feature or significant land use that would make implementation of the boundary illogical, or
2) The amount of land within a Center is inadequate to allow development of the range and intensity of uses envisioned for the Center.

Policy LU-198. Support new office and commercial development that is more intensive than the older office and commercial development in existing Centers in order to create more compact and efficient Centers over time.

Policy LU-199. Allow stand-alone residential development of various types and urban densities in portions of Centers not conducive to commercial development, or in the Urban Center in districts designated for residential use.

Policy LU-200. Allow residential uses throughout Centers as part of mixed-use developments. Consider bonus incentives for housing types compatible with commercial uses or lower density residential that is adjacent to Centers.

Policy LU-201. Include uses that are compatible with each other within mixed-use developments; for example, office and certain retail uses with residential, office, and retail.

Policy LU-202. Locate and design commercial uses within a residential mixed-use development in a manner that preserves privacy and quiet for residents.

Policy LU-203. Modify existing commercial and residential uses that are adjacent to or within new proposed development to implement the new Center land use vision as much as possible through alterations in parking lot design, landscape, signage, and site plan as redevelopment opportunities occur.

Policy LU-204. Consolidate signage for mixed-use development.

Policy LU-205. Identify major natural features and support development of new focal points that define the Center and are visually distinctive.

Policy LU-206. Design focal points to include a combination of public areas such as parks or plazas, architectural features such as towers, outstanding building design, transit stops, or outdoor eating areas. These features should be connected to pedestrian pathways if possible.

Policy LU-207. Evaluate existing intersections of arterial roadways for opportunities to create focal points.

Policy LU-208. Consolidate access to existing streets and provide internal vehicular circulation that supports shared access.

Policy LU-209. Locate parking for residential uses in the mixed-use developments to minimize disruption of pedestrian or auto access to the retail component of the project.

Policy LU-210. Connect residential uses to other uses in the Center through design features such as pedestrian access, shared parking areas, and common open spaces.

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

Policy LU-211. Renton's Urban Center should be maintained and redeveloped with supporting land use decisions and projects that accomplish the following objectives:

1) Enhance existing neighborhoods by creating investment opportunities in quality urban scale development;
2) Promote housing opportunities close to employment and commercial areas;
3) Support development of an extensive transportation system to reduce dependency on automobiles;
4) Strive for urban densities that use land more efficiently;
5) Maximize the benefit of public investment in infrastructure and services;
6) Reduce costs of and time required for permitting; and
7) Evaluate and mitigate environmental impacts.

Policy LU-212. Establish two sub-areas within Renton's Urban Center.

1) **Urban Center-Downtown (UC-D)** is Renton's historic commercial district, surrounded by established residential neighborhoods. The UC-D is located from the Cedar River south to South 7th Street and between I-405 on the east and Shattuck Avenue South on the west.
2) **Urban Center–North (UC-N)** is the area that includes Southport, the Puget Sound Energy sub-station, and the South Lake Washington redevelopment area. The UC-N is located generally from Lake Washington on the north, the Cedar River and Renton Municipal Airport to the west, Sixth Street and Renton Stadium to the south, and Houser Way to the east.

Policy LU-213. Maintain zoning that creates capacity for employment levels of 50 employees per gross acre and residential levels of 15 households per gross acre within the Urban Center.

Policy LU-214: Support developments that utilize Urban Center levels of capacity. Where market conditions do not support Urban Center employment and residential levels, support site planning and/or phasing alternatives that demonstrate how, over time, infill or redevelopment can meet Urban Center objectives.

Policy LU-215. Site and building design should be pedestrian/people oriented with provisions for transit and automobiles where appropriate.

URBAN CENTER DOWNTOWN LAND USE DESIGNATION

Purpose Statement: The Urban Center - Downtown (UC-D) is expected to redevelop as a destination shopping area providing neighborhood, citywide, and sub-regional services and mixed-use residential development. UC-D residential development is expected to support urban scale multi-family projects at high densities, consistent with Urban Center policies. Projects in the UC-D are expected to incorporate mixed-uses including retail, office, residential, and service uses that support transit and further the synergism of public and private sector activities. In the surrounding neighborhoods, infill urban scale townhouse and multi-family residential developments are anticipated. Site planning and infrastructure will promote a pedestrian scale environment and amenities.

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

Policy LU-216. Uses in the Urban Center - Downtown should include a dynamic mix of uses, including retail, entertainment, restaurant, office, and residential, that contribute to a vibrant city core.

Policy LU-217. Development and redevelopment of Urban Center - Downtown should strive for urban density and intensity of uses.

Policy LU-218. Ground floor uses with street frontage along Wells Avenue South between Houser Way and South 2nd Street and along South 3rd Street between Main Avenue South and Burnett Avenue South should be limited to businesses which primarily cater to walk-in customer traffic (i.e. retail goods and services) in order to generate and maintain continuous pedestrian activity in these areas. Walk-in customer oriented businesses should also be encouraged to locate along street frontages in the remainder of the downtown core.

Policy LU-219. Projects in the Urban Center - Downtown should achieve an urban density and intensity of development that is greater than typical suburban neighborhoods. Characteristics of urban intensity include no or little setbacks, taller structures, mixed-uses, structured parking, urban plazas and amenities within buildings.

Policy LU-220. Non-conforming uses should transition to conforming uses. Non-conforming structures should be re-used to house conforming uses unless the size and scale of the structure significantly limits the intensity and quality of development that can be achieved.

Policy LU-221. Development should not exceed mid-rise heights (maximum10 stories) within the Urban Center - Downtown.

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

Policy LU-222. Automobile-related sales and service uses that require large amounts of land and currently exist within the Urban Center – Downtown should be encouraged to locate in the City's "Auto Mall" located outside of the Urban Center - Downtown or to consolidate their sites and provide multi-storied facilities. New automobile-related sales and service uses should be discouraged from locating in the Urban Center - Downtown.

Policy LU-223. Discourage uses including expansion of existing uses in the Urban Center - Downtown that require large areas of surface parking and/or drive-through service queuing space.

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

Policy LU-224. Maximize the use of existing urban services and civic amenities and revitalize the City's downtown by promoting medium to high-density residential development in the downtown area. Allowed densities should conform to the criteria for Urban Centers in the countywide policies.

Policy LU-225. Mixed-use development where residential and commercial uses are allowed in the same building or on the same site should be encouraged in the urban Center - Downtown. Incentives should be developed to encourage future development or redevelopment projects that incorporate residential uses.

Policy LU-226. Net residential development densities in the Urban Center - Downtown designation should achieve a range of 14-100 dwelling units per acre and vary by zoning district.

Policy LU-227. Density bonuses up to 150 du/ac may be granted within designated areas for provision of, or contribution to, a public amenity (e.g. passive recreation, public art) or provision of additional structured public parking.

Policy LU-228. Condominium development and high-density owner-occupied townhouse development is encouraged in the Urban Center - Downtown.

Objective LU-RR: Recognize the following Downtown Districts reflecting varying development standards and uses that distinguish these areas.

1) Downtown Pedestrian District;
2) Downtown Core;
3) South Renton's Williams-Wells Subarea (see South Renton Neighborhood Plan);
4) South Renton's Burnett Park Subarea (see South Renton Neighborhood Plan); and
5) Cedar River Subarea north of the Downtown Core.

Policy LU-229. Encourage the most intensive development in the Downtown Pedestrian District and Downtown Core with a transition to lower-scale commercial and residential projects in areas surrounding the Downtown Core.

Policy LU-230. Ground-floor uses with street frontage in the Downtown Pedestrian District should be limited to businesses that primarily cater to walk-in customer traffic

(i.e. retail goods and services) in order to generate and maintain continuous pedestrian activity in these areas.

Policy LU-231. Walk-in customer-oriented businesses should be encouraged to locate along street frontages in the Downtown Core Area and the portion of the Urban Center - Downtown located west of it.

Policy LU-232. Medium-rise residential (6-10 stories) should be located within the Cedar River Subarea, primarily between the Cedar River and South 2nd, and between South 7th and the Burlington Northern Railroad right-of-way.

Policy LU-233. The area between South 7th and the Burlington Northern Railroad right-of-way should include a combination of low- (1-5 stories) and medium-rise residential to provide a transition between the employment area and the mixed-use core.

Policy LU-234. Specific streetscapes, development standards, and design guidelines for the South Renton Neighborhood are outlined in the South Renton Neighborhood Plan within the Subarea Plan section of the Comprehensive Plan.

Objective LU-SS: Promote a reasonable balance between parking supply and parking demand within the downtown.

Policy LU-235. Parking should be structured whenever feasible. Accessory surface parking is discouraged.

Policy LU-236. The existing supply of parking should be managed to encourage joint use rather than parking for each individual business.

Policy LU-237. Downtown parking standards should recognize the different demands and requirements of both local and regional commercial parking versus those of office and residential uses.

Policy LU-238. Alternatives to individual on-site parking that encourage efficient use of urban land (e.g. fees in lieu of parking, multiple-use or shared parking leased off-site parking, car-sharing) should be encouraged.

Policy LU-239. Parking standards and requests for parking modifications for downtown residents should reflect the market demand of urban residential uses, taking into account transit service availability, car-sharing availability, and other transportation demand management tools available.

Policy LU-240. In order to maximize on street parking availability in the downtown, loading and delivery areas for downtown uses should be consolidated and limited to alleys, other off-street areas, or city-designated on-street loading zones. Alley and off-street loading and delivery areas should be screened from view of the street.

Policy LU-241. Alleys should be maintained in the Urban Center - Downtown in order to facilitate use of alley-accessed parking areas, freight delivery, and removal of refuse and recyclables.

Objective LU-TT: Develop a transit circulation/distribution system that provides convenient connections between downtown and residential, employment, and other commercial areas within the Renton planning area.

Policy LU-242. Transit should link the downtown with other parts of the Urban Center, other commercial activity areas, and the City's major employment areas to encourage use of the downtown by those employees both during and after work hours.

Policy LU-243. Future development and improvements in the Urban Center – Downtown should emphasize non-automobile oriented travel both to and within the downtown, while maintaining an adequate amount of parking for regional retail customers. Transit and parking programs should be integrated, balanced, and implemented concurrently.

Policy LU-244. Both intercity and intra-city transit should be focused at the Renton Transit Center, the multi-modal transit facility located in the Downtown Core Area.

Policy LU-245. Permanent park and ride facilities in the Urban Center - Downtown should use structured parking garages and support the Transit Center**.**

Policy LU-246. Continue development of transit-oriented development in the activity node established by the downtown transit facility.

Policy LU-247. Seek ways of improving speed and reliability of transit serving Renton's Downtown.

Policy LU-248. Transit span of service should increase as Downtown Renton adds evening entertainment, dining, and recreation opportunities.

Objective LU-UU: Improve the City's pedestrian and bicycle network to increase access to and circulation within the Urban Center - Downtown.

Policy LU-249. Pedestrian spaces should be emphasized and connected throughout the downtown.

Policy LU-250. Pedestrians should be given priority use of sidewalks within the Urban Center – Downtown designated pedestrian areas.

Policy LU-251. Block lengths and widths should be maintained at the pedestrian-friendly standards that predominate within the downtown.

Policy LU-252. Where right-of-way is available and bicycle demand justifies them, bicycle lanes should be marked and signed to accommodate larger volumes of bicycle traffic on select streets designated by the City.

Policy LU-253. Secure bicycle parking facilities, such as bike lockers and bike racks should be provided at residential, commercial, and public establishments to encourage bicycle use.

Objective LU-VV: Improve the visual, physical and experiential quality, lighting and safety, especially for pedestrians, along downtown streets.

Policy LU-254. Strong visual linkages should be created between downtown Renton and neighborhoods using landscaped arterial streets and connectors.

Policy LU-255. Buildings along South 3rd Street between Main and Burnett Avenues should retain a pedestrian scale by employing design techniques that maintain the appearance and feel of low-rise structures to avoid creation of the "canyon effect" (e.g. preserving historic façades, stepping façades back above the second or third floor).

Policy LU-256. Downtown gateways should employ distinctive landscaping, signage, art, architectural style, and similar techniques to better delineate the downtown and enhance its unique character.

Policy LU-257. Parking lots and structures should employ and maintain landscaping and other design techniques to minimize the visual impacts of these uses.

Objective LU-WW: Improve the visual and physical appearance of buildings to create a more positive image for downtown.

Policy LU-258. Site and building designs, (e.g. signage; building height, bulk and setback; landscaping; and parking, should reflect unity of design to create a distinct sense of place and mitigate adverse impacts on adjacent uses.

Policy LU-259. Incentives should be developed to encourage rehabilitation (e.g. facade restoration) of older downtown buildings.

Objective LU-XX: Maintain and expand the available amenities to make the Urban Center - Downtown more appealing to existing and potential customers, residents, and employees.

Policy LU-260. Design guidelines should assist developers in creating attractive projects that add value to the downtown community, attract new residents, employees, and visitors, and foster a unique downtown identity.

Policy LU-261. Design guidelines may vary by zone within the downtown area to recognize and foster unique identities for the different land use areas (i.e. South Renton's Burnett Park Subarea).

Policy LU-262. New downtown parks should complement existing park facilities and be compatible with planned trails. Trails should be integrated with the existing trail system.

Policy LU-263. Urban Center - Downtown development should be designed to take advantage of existing unique downtown amenities such as the Cedar River, City parks and trails, the downtown Transit Center, IKEA Performing Arts Center, and Renton High School.

Policy LU-264. Public amenities such as art, fountains, or similar features should be incorporated into the design of public areas, major streets and gateways of the Urban Center - Downtown.

URBAN CENTER NORTH LAND USE DESIGNATION

Purpose Statement: The purpose of the UC-N is to redevelop industrial land for new office, residential, and commercial uses at a sufficient scale to implement the Urban Centers criteria adopted in the Countywide Planning Policies. This portion of the Urban

Center is anticipated to attract large-scale redevelopment greater than that in the Urban Center-Downtown, due to large areas of land available for redevelopment. In addition, new development is expected to include a wider group of uses including remaining industrial activities, new research and development facilities, laboratories, retail integrated into pedestrian-oriented shopping districts, and a range of urban-scale, mixed-use residential, office and commercial uses. The combined uses will generate significant tax income for the City and provide jobs to balance the capacity for the more than 5,000 additional households in the Urban Center. Development is expected to complement the Urban Center-Downtown. UC-N policies will provide a blueprint for the transition of land over the next 30 years into this dynamic, urban mixed-use district.

Policy LU-265. Support more urban intensity of development (e.g. building height, bulk, landscaping, parking standards) than with land uses in the suburban areas of the City outside the Urban Center.

Policy LU-266. Achieve a mix of uses that improves the City's tax and employment base.

Policy LU-267. Support a range and variety of commercial and office uses.

Policy LU-268. Allow hospitality uses such as hotels, convention and conference centers.

Policy LU-269. Co-locate uses within a site and/or building in order to promote urban style, mixed-use development.

Policy LU-270. Support incorporation of public facilities such as schools, museums, medical offices, and government offices into redevelopment efforts by developing a public/private partnership with developers and other Renton stakeholders such as the school district, technical college, and hospital district.

Policy LU-271. Support uses that sustain minimum Urban Center employment levels of 50 employees per gross acre and residential levels of 15 households per gross acre within the entire Urban Center.

Policy LU-272. Support uses that serve the region, a sub-regional, or citywide market as well as the surrounding neighborhoods.

Policy LU-273. Support integration of community-scale office and service uses including restaurants, theaters, day care, art museums and studios.

Policy LU-274. Support transit stations and transit usage connecting to a system of park and ride lots outside the Urban Center-North. Support park and ride facilities within the Urban Center only when they are included in structured parking as a stand-alone use or are developed as part of a mixed-use project.

Policy LU-275. Support an expanded and extended public right-of-way in the vicinity of the present Logan Avenue to provide new arterial access within the Urban Center. Additionally, this will provide a physical buffer between redevelopment and continuing airplane manufacturing operations.

Policy LU-276. Support extension of Park Ave. to Lake Washington.

Policy LU-277. Recognize the need for secure limited access within large manufacturing facilities by retaining private drives and roads in areas where airplane manufacturing operations continue.

Policy LU-278. Support creation of a significant gateway feature within gateway nodes in the Urban Center-North.

Policy LU-279. Support private/public partnerships to plan and finance infrastructure development, public uses and amenities.

Policy LU-280. Use a hierarchy of conceptual plan, master plan and site plan review and approval to encourage the cohesive development of large land areas within the Urban Center-North. Incorporate integrated design regulations into this review process.

Policy LU-281. Address the mix and compatibility of uses, residential density, conceptual building, site and landscape design, identification of gateway features, signs, circulation, transit opportunities, and phasing through master plan and site plan review process.

Policy LU-282. Fully integrate signage, building height, bulk, setbacks, landscaping, and parking considerations in structures and site plans across the various components of each proposed development.

Policy LU-283. Require significant pedestrian element in internal site circulation plans.

Policy LU-284. Allow phasing plans for mixed-use projects.

Policy LU-285. Consider placement of structures and parking areas in initial redevelopment plans to facilitate later infill development at higher densities and intensities over time.

Policy LU-286. Support structured parking to facilitate full redevelopment of the Urban Center over the 30-year planning horizon. Where structured parking is infeasible for early phases of development, parking should be located in the rear or the side of the primary structure.

Policy LU-287. Discourage parking lots between structures and street right-of-way.

Policy LU-288. Orient buildings to streets to emphasize urban character, maximize pedestrian activity and minimize automobile use within the District.

Policy LU-289. Use design regulations to provide direction on site design, building design, landscape treatments, and parking and circulation.

Policy LU-290. Support a combination of internal and external site design features such as:

1) Plazas;
2) Prominent architectural features;
3) Significant natural features;
4) Distinctive focal features; and
5) Gateways.

Policies for Surrounding Residential Area (North Renton Neighborhood, south of N 6th St)

Policy LU-291. Provide a transition in land use with respect to intensity of development where areas mapped Residential Single Family and Residential Options border Urban Center - North designations.

Policy LU-292. Create boulevard standards for arterial streets connecting or running through adjacent residential neighborhoods that address noise, pedestrian sidewalks, planting areas between vehicular lanes and pedestrian areas, traffic calming techniques, lighting standards, a landscape planting plan for street trees and other vegetation, and street furniture.

Policy LU-293. Support a mix of activities within the Urban Center - North designation that supports populations in adjacent residential areas as well as new development within the re-development area. Examples of uses that serve the needs of existing populations include neighborhood-scale retail that addresses the day-to-day needs of residents, restaurants and coffee houses, public facilities, and places of assembly such as parks and plazas.

Policies for Public Facilities

Policy LU-294. Evaluate public facility needs for projected new populations within the Urban Center – North to accommodate a wide range of future users.

Policy LU-295. Support a partnership with community stakeholders such as the Renton School District to provide a transition for public properties adjacent to the Urban Center – North such as the Sartori School and Renton Stadium facilities. Transition of these facilities could range from accommodating a new clientele as the area transitions to mixed-use activities, or physical redevelopment of properties addressing the needs of employees or residents of the Urban Center.

Policy LU-296. Recognize the Renton Municipal Airport as an Essential Public Facility. (See section on Airport Compatible Land Use policies).

Urban Center North Districts

The proposed Urban Center-North is divided into two districts for planning purposes. Each district has a different emphasis in terms of range, intensity, and mix of uses. These are District One, east of Logan Avenue, and District Two, west of Logan Avenue. The implementation of planning concepts for District Two will be dependent on decisions by The Boeing Company regarding continued airplane assembly operations at the Renton Plant. For this reason, initiation of redevelopment in District Two will likely occur after transition of the area east of Logan Avenue, District One, has begun.

Consolidation of Boeing operations may cause certain property located within District One to be deemed surplus, making it available for redevelopment within the near future. District One is envisioned to include a variety of uses. The intensity of these uses would require substantial infrastructure improvements. More extensive development, ultimately anticipated with the future development of District Two, will likely require even more significant infrastructure upgrades.

Redevelopment in both districts of the Urban Center - North will be responsive and protective of the North Renton residential neighborhood to the south. While the North Renton neighborhood is not a part of the Urban Center, its residents will benefit from the significant amenities provided by development of a new urban community.

Redevelopment within both districts will occur in a manner that is not incompatible with the operations at the Renton Municipal Airport, recognizing that the airport is an Essential Public Facility located within an urban area. Redevelopment within both districts will be consistent with the City's Airport Compatible Land Use Program. The program responds to State requirements to consider how land use in the surrounding areas affects the Renton airport.

The current supply of underutilized land north of N. 8th Street creates an immediate redevelopment opportunity for a first phase of development in District One. However, the industrial character of the surrounding developed properties, both within District Two to the west and the Employment Area-Industrial area to the east, will make it difficult to achieve true urban intensities in District One at the beginning of this transition. The overall Vision for the District contemplates much more than a series of low-rise structures with large parking lots. Therefore, it is important that this initial development facilitates later stages of investment as the neighborhood matures and property values increase. It is also critical that the early-stage vision for District One sets the stage for high-quality redevelopment in District Two.

The following "visions" have been developed for each District.

Vision - District One

The changes in District One will be dramatic, as surface parking lots and existing large-scale industrial buildings are replaced by retail, flex tech, and office uses. Initial development may be characterized by large-format, low-rise buildings surrounding internal surface parking lots and bordered by a strong pedestrian-oriented spine along Park Avenue. As the Urban Center-North evolves, the buildings of District One may be remodeled and/or replaced with taller, higher density structures. Parking structures may also be built in future phases as infill projects that further the urbanization of the District.

Two initial patterns of development are anticipated within the District: one, creating a destination retail shopping district; and the other, resulting in a more diverse mixed-use, urban scale office and technical center with supporting commercial retail uses. It is hoped that over time these patterns will blend to become a cohesive mixed-use district.

In its first phases of development, District One hosts for the region a new form of retail center. Absent are the physical constraints of a covered mall. Although parking initially may be handled in surface lots, their configuration, juxtaposed with smaller building units, eliminates the expanse of paving that makes other retail shopping areas unappealing to pedestrians. Building facades, of one or two stories, are positioned adjacent to sidewalks and landscaped promenades. Destination retail uses that draw from a sub-regional or regional market blend with small, specialty stores in an integrated shopping environment to support other businesses in the area. While large-format ("big-box") retail stores anchor development, they do not stand-alone. Rather, they are architecturally and functionally connected to the smaller shops and stores in integrated

shopping centers. Cafes with outdoor seating, tree-lined boulevards and small gathering places invite shoppers to linger after making their initial purchases. Retail development takes an urban form with high-quality design considering a human scale and pedestrian orientation.

While retail development will add to the City's tax base and create a modest increase in employment, the vision for the Urban Center-North is that of a dense employment center. Within the initial phases of redevelopment, job growth will also occur in high-quality, well-designed flex/tech development and low- to mid-rise office, lab and research and development buildings that provide attractive environments for companies offering high-wage careers in information technology, life sciences and light ("clean") manufacturing and assembly industries.

Redevelopment in this area will also include residential opportunities in low- to mid-rise buildings with upper-story office and/or ground-related retail. Additional supporting retail will also be constructed. Logan Avenue is extended and redeveloped for public use as a major, tree-lined parkway.

During the second generation of redevelopment in District One, changing property values and further investment will allow for higher density development in the form of offices and residences mixed with other uses. As this area is transformed into a mature mixed-use district, community gathering spaces and recreation facilities to support the City's neighborhoods and business districts become viable. Cultural facilities, as well as convention and conference centers may be located within the District and could be incorporated into mixed-use development with retail, office and hotels. Small parks, open space, and community gathering places will be incorporated into site design. Facilities such as multiple-screen theaters and other cultural facilities may add to the amenity value of the District.

District One Policies

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

Policy LU-297. Support office and technology-based uses with retail uses and services along portions of the ground floors to facilitate the creation of an urban and pedestrian environment.

Policy LU-298. Support uses supporting high-technology industries such as biotechnology, life sciences, and information technology by providing retail amenities and services in the area.

Policy LU-299. Allow for the development of destination retail centers that are consistent with a district-wide conceptual plan.

Policy LU-300. Encourage the placement of buildings for retail tenants along pedestrian-oriented streets to create urban configurations.

Policy LU-301. Ensure that big-box retail functions as an anchor to larger, cohesive, urban-scale retail developments.

Policy LU-302. Encourage a variety of architectural treatments and styles to create an urban environment.

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

Policy LU-303. Encourage pedestrian-oriented development through master planning, building location, and design guidelines.

Policy LU-304. Support urban forms of setback and buffering treatment such as:

a) Street trees with sidewalk grates,
b) Paving and sidewalk extensions or plazas, and
c) Planters and street furniture.

Policy LU-305. Allow phasing plans for developments as part of the master plan and site plan review that:

a) Provide a strategy for future infill or redevelopment with mixed-use buildings.
b) Preserve opportunities for future structured parking and more intense employment-generating development.

Policy LU-306. Support parking at-grade in surface parking lots only when structured or under-building parking is not viable.

Policy LU-307. Support development of parking structures using private/public partnerships when the market will not support structural parking without subsidy.

Policy LU-308. Support surface parking lots behind buildings, and in the center of blocks, screened from the street by structures with landscape buffers.

Policy LU-309. Consider public/private participation in provision of structured parking, to stimulate additional private investment and produce a more urban environment.

Policy LU-310. Support shared parking by averaging parking ratios for co-located and mixed-uses.

Policy LU-311. Reduce the suburban character of development, preserve opportunities for infill development, and provide for efficient use of land by setting maximum parking standards.

Policy LU-312. Support the co-location of uses within a site and/or building in order to promote urban style mixed-use (commercial/retail/office/residential) development.

Policy LU-313. Discourage ancillary retail pads.

Vision - District Two

Ongoing Boeing airplane manufacturing is supported by the City and expected to continue across District Two for the foreseeable future. This important industrial base will continue to provide high-wage jobs within the Urban Center – North as redevelopment occurs in District One.

Should Boeing surplus property west of Logan Avenue, redevelopment that follows will take on more urban characteristics, incorporating mixed-use (residential, office, and retail) development types. Planning for the redevelopment of District Two will take into consideration the unique issues involved in the transition of a site historically used for heavy industry adjacent to the Renton Municipal Airport. Redevelopment will be consistent with the Renton Municipal Airport Compatible Land Use Program.

Eventually, redevelopment will lead to the creation of a vibrant new lakefront community providing additional housing, shopping, and employment opportunities to the region. The South Lake Washington neighborhood will be a center of activity in the Puget Sound region—a premiere address for residents, a hub of economic activity providing capacity for high-wage jobs, and a world-class destination for shopping, dining, recreation, and entertainment

Mixed-use projects will be high in design and construction quality, and offer landmark living, shopping, and working environments planned to take advantage of a regionally centralized location, efficient access, mass transit, potential passenger ferry connections, stellar views of lake and mountains, and restored natural environments along the Cedar River and Lake Washington shorelines.

Development within District Two will be organized into neighborhoods with housing, shopping, employment, and recreation opportunities located within walking distance. Low- to mid-rise buildings will be located to the south while development to the north will be primarily mid-to- high-rise in order to maximize views. While some on-street or surface parking may occur, the majority of parking will be provided in the lower levels of mixed-use buildings or in stand-alone structures designed to blend in with the surrounding neighborhood.

This environment attracts a residential population living in up-scale neighborhoods featuring higher-density condominium and apartment forms of housing north of N. 8th St. Townhouse developments south of N. 8th St. provide a transition to the adjacent North Renton neighborhood in terms of scale and use of buildings. Residents of both neighborhoods will find ample shopping and employment opportunities in the immediate vicinity.

Residents, employees and visitors will enjoy new public open space. These range from public access to the lakefront through small parks, overviews, and trails, to large public plazas and central greens that provide gathering places, recreational opportunities, and a celebration of views of the Seattle skyline, the Olympic Mountains, and Mount Rainier.

District Two Policies

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

Policy LU-314. Support existing airplane manufacturing and accessory uses while allowing for the gradual transition to other uses should The Boeing Company surplus property within District Two.

Policy LU-315. Allow airplane manufacturing and related accessory uses such as airplane sales and repair, laboratories for research, development and testing, medical institutions, and light industrial uses including small scale or less intensive production and manufacturing, and fabricating with accessory office and support services.

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

Policy LU-316. Should The Boeing Company elect to surplus properties in District Two support the redevelopment with a range and variety of commercial, office, research, and residential uses.

1) Support a mid- to high-rise scale and intensity of development.
2) Support retail and service activities as ancillary uses that are synergistic with commercial, office, biotech, research, technology, and residential activities. Traditional retail (Main Street), general business and professional services, and general offices are examples of the types of uses that are supported in combination with other activities.
3) Support urban scale residential development in District Two. North of N. 8th Street structured parking should be required.
4) Allow a limited range of service uses, such as churches, government offices and facilities, commercial parking garages, and day care centers through the conditional use process.
5) Allow eating and drinking establishments and cultural facilities as part of office or mixed-use development.
6) Prohibit new warehousing, storage including self-storage, vehicle sales, repair and display (including boats, cars, trucks and motorcycles), assembly and packaging operations, heavy and medium manufacturing and fabrication unrelated to production of new commercial airplanes.
7) Support development of public amenities such as public open space, schools, recreational and cultural facilities, and museums.
8) Allow commercial uses such as retail and services provided that they support the primary uses of the site and are architecturally and functionally integrated into the development.

CENTER VILLAGE LAND USE DESIGNATION

Purpose Statement: Center Village is characterized by areas of the City that provide an opportunity for redevelopment as close-in urban mixed-use residential and commercial areas that are pedestrian-oriented. These areas are anticipated to provide medium to high-density residential development and a wide range of commercial activities serving citywide and sub-regional markets. Center Villages typically are developed within an existing suburban land use pattern where opportunities exist to modify the development pattern to accommodate more growth within the existing urban areas by providing for compact urban development, transit orientation, pedestrian circulation, and a community focal point organized around an urban village concept.

Objective LU-CCC: Develop Center Villages, characterized by intense urban development supported by site planning and infrastructure that provide a pedestrian scale environment.

Policy LU-317. Apply the Center Village designation to areas with an existing suburban and auto-oriented land use pattern, which, due to availability and proximity to existing residential neighborhoods, are candidate locations for a higher density mixed-use type of development.

Policy LU-318. Implement the Center Village Designation using multiple zoning designations including Residential 10 (R-10), Center Village (CV), and Residential Multi-family (RMF).

Strategy 319.1. Evaluate commercial and residential development standards in the Center Village and replace zoning designations or re-zone with the vision for a Center Village designation

Strategy 319.2. Prepare a Highlands Plan as a sub-area plan to further refine the land use concept for and implement the Center Village land use concepts. Phasing of the Highlands Redevelopment Plan is expected to occur over a 2 – 5- year period.

Strategy 319.3. Areas east of Edmonds and north of Sunset currently zoned RMF are to remain in residential use. The area north of 12th St. currently zoned R-10 is to remain in residential use.

Policy LU-320. Allow residential density ranging from a minimum of 10 to a maximum of 80 dwelling units per acre in the Center Village designation.

Policy LU-321. Encourage mixed-use structures and projects.

Policy LU-322. Orient site and building design primarily toward pedestrians to maximize pedestrian activity and minimize automobile use for circulation within the Center Village.

Policy LU-323. Accommodate parking within a parking structure. Where structured parking is infeasible due to site configuration, parking should be located in the back or the side of the primary structure. Parking lots between structures and street rights-of-way shall not be permitted.

Policy LU-324. Use alley access where alleys currently exist. Encourage designation of new alleys in redevelopment projects.

Policy LU-325. Encourage shared parking to use urban land efficiency.

Policy LU-326. Develop design guidelines to provide direction on site design, building design, landscape treatments, parking, and circulation components of new development projects. Implementation of this policy should be phased within three years of the adoption of the 2004 Update.

Policy LU-327. Encourage uses in Center Villages that serve a sub-regional or citywide market as well as the surrounding neighborhoods.

Policy LU-328. Encourage more urban style design and intensity of development (e.g. building height, bulk, landscaping, parking) within Center Villages than with land uses outside the Centers.

Policy LU-329. Promote the clustering of community commercial uses and discourage the development of strip commercial areas.

Policy LU-330. Residential development within Center Villages is intended to be urban scale, stacked, flat and/or townhouse development with structured parking.

Policy LU-331. Prohibit new garden style multi-family development.

Policy LU-332. Provide community scale office and service uses.

X. COMMERCIAL

Goal: Support existing businesses and provide an energetic business environment for new commercial activity providing a range of service, office, commercial, and mixed use residential uses that enhance the City's employment and tax base along arterial boulevards and in designated development areas.

Discussion: There are three commercial designations:

1) Commercial Corridor;
2) Commercial/Office/Residential; and
3) Commercial Neighborhood.

These commercial areas range from intense retail corridors to major office parks to neighborhood scale business districts. Many commercial areas are located along arterials where the high volumes of daily traffic provide a substantial customer base.

COMMERCIAL CORRIDOR LAND USE DESIGNATION

Purpose Statement: The Commercial Corridor district is characterized by concentrated, pre-existing commercial activity, primarily in a linear urban form, that provides necessary goods and services for daily living, accessible to near-by neighborhoods, serving a sub-regional market and accommodating large volumes of traffic.

It is the intention of City objectives and policies that Commercial Corridor areas evolve from "strip commercial" linear business districts to business areas characterized by enhanced site planning incorporating efficient parking lot design, coordinated access, amenities, and boulevard treatment. Commercial Corridor areas may include designated districts including concentrations of specialized uses such as the Auto Mall, or features such as transit stops and a combination of businesses creating a focal point of pedestrian activity and visual interest.

Commercial Corridor areas are characterized by medium intensity levels of activity. It is anticipated, however, that intensity levels in these areas will increase over time as development of vacant space occurs, increased land value makes redevelopment feasible, and land is used more efficiently. In these districts, provision of pedestrian amenities is encouraged, as are opportunities to link adjacent uses and neighborhoods.

Objective LU-DDD: The Commercial Corridor land use designation should include:

1) Established commercial and office areas;
2) Developments located on large parcels of land;
3) Projects that may be highly visible from principal arterials;
4) Uses dependent upon or benefiting from high-volume traffic;

5) Uses that provide significant employment; and
6) Businesses that provide necessary or desirable goods and services to the larger community.

Policy LU-333. The Commercial Corridor Land Use designation should be mapped in areas with the following characteristics:

1) Located on, and having access to, streets classified as principal arterials;
2) High traffic volumes; or
3) Land use pattern characterized by strip commercial development, shopping centers, or office parks.

Policy LU-334. The Commercial Corridor designation should be implemented through Commercial Arterial, Commercial Office, or Light Industrial zoning.

Policy LU-335. Increased demand for commercial uses should be accommodated primarily through redevelopment and intensification of existing business area designations rather than expansion of those areas.

Objective LU-EEE: Create opportunities for development and re-development of land in portions of the Commercial Corridor designation for general business and service uses. These include a wide range of restaurant, small-scale to big-box retail, offices, auto dealers, light industrial, and residential uses.

Policy LU-336. Portions of the Commercial Corridor designation appropriate for a wide range of uses catering to low and medium intensity office, service, and retail uses should be mapped with Commercial Arterial zoning.

Policy LU-337. Areas that should be considered for Commercial Arterial zoning should meet the following criteria:

1) The corridor is served by transit or has transit within one-quarter mile;
2) A historical strip commercial urban development pattern predominates;
3) Large, surface parking lots exist;
4) Primary development on the site is located at rear portions of the property with parking in front of the buildings;
5) Parcel size and configuration typically is defined by a larger parcel fronting the arterial street with multiple buildings and businesses; and
6) The corridor exhibits long block lengths and/or an incomplete grid street network.

Policy LU-338. Commercial Arterial zoned areas should include an opportunity for residential uses and office as part of mixed-use development.

Objective LU-FFF: Create opportunities for intensive office uses in portions of Commercial Corridor designations including a wide range of business, financial, and professional services supported by service and commercial/retail activities.

Policy LU-339. Areas of the City identified for intensive office use may be mapped with Commercial Office implementing zoning when site is developed, historically used for office, or the site meets the following criteria:

1) Site is located contiguous to an existing or planned transit route;
2) Large parcel size;
3) High visibility; and
4) Opportunities for views.

Policy LU-340. Small-scale medical uses associated with major institutions should be located in the portions of Commercial Corridor designated areas with Commercial Office zoning, in the Urban Center, or in the Employment Area – Valley.

Policy LU-341. Retirement centers that have a medical facility as a component of the services offered should be located in areas of the Commercial Corridor that have Commercial Office zoning.

Policy LU-342. Medium and high intensity office should be encouraged as the primary use in Commercial Office zoned areas.

Policy LU-343. Retail and services should support the primary office use in areas identified for Commercial Office zoning, and should be located on the ground floor of office and parking structures.

Policy LU-344. In the Commercial Office zone, high-rise office development should be limited to ten (10) stories. Fifteen (15) stories may be obtained through a height bonus system.

Policy LU-345. Height bonuses of five (5) stories may be allowed for office buildings in designated areas of the Commercial Office zone, under appropriate conditions, where sites provide additional public benefits such as plazas, parks, exceptional landscaping, and/or public art.

Objective LU-GGG: Guide redevelopment of land in the Commercial Corridor designation with Commercial Arterial zoning, from the existing strip commercial forms into more concentrated forms, in which structures and parking evolve from the existing suburban form, to more efficient urban configurations with cohesive site planning.

Policy LU-346. Support the redevelopment of commercial business districts located along principal arterials in the City.

Policy LU-347. Implement development standards that encourage lively, attractive, medium to high-density commercial areas.

Policy LU-348. Encourage consolidation of individual parcels to maximize flexibility of site design and reduce access points.

Policy LU-349. Support development plans incorporating the following features:

1) Shared access points and fewer curb cuts;
2) Internal circulation among adjacent parcels;
3) Shared parking facilities;
4) Allowance for future transition to structured parking facilities;
5) Centralized signage;
6) Unified development concepts; and
7) Landscaping and streetscape that softens visual impacts.

Policy LU-350. New development in Commercial Corridor designated areas should be encouraged to implement uniform site standards, including:

1) Minimum lot depth of 200 feet;
2) Maximum height of ten (10) stories within office zoned designations;
3) Parking preferably at the rear of the building, or on the side as a second choice;
4) Setbacks that would allow incorporating a landscape buffer;
5) Front setback without frontage street or driveway between building and sidewalk; and
6) Common signage and lighting system.

Policy LU-351. Identify and map activity nodes located along principal arterials that are the foundation of the Corridors, and guide the development or redevelopment of these nodes as activity areas for the larger corridors so that they enhance their function.

Policy LU-352. Development within defined activity nodes should be subject to additional design guidelines as delineated in the development standards.

Policy LU-353. Structures at Commercial Corridor intersections should not be set back from the street and sidewalk so as to allow vehicular circulation or parking to be located between the sidewalk and the building.

Policy LU-354. Commercial Corridor intersections frequented by pedestrians, due to the nature of nearby uses or transit stops, should feature sidewalk pavement increased to form pedestrian corners and include pedestrian amenities, signage, and special design treatment that would make them identifiable as activity areas for the larger corridor.

Policy LU-355. Parking at designated intersections should be in back of structures and not located between structures and the sidewalk or street.

Policy LU-356. Structures in Commercial Corridor areas that front sidewalks abutting the principal arterial or are located at activity nodes should be eligible for a height bonus and therefore may exceed the maximum allowable height in the district.

Policy LU-357. Public amenity features (e.g. plazas, recreation areas) should be encouraged as part of new development or redevelopment.

Policy LU-358. Parking areas should be landscaped (including street trees, buffers, berms), especially along roadways, to reduce visual impacts.

Objective LU-HHH: Support methods of increasing accessibility to Commercial Corridor areas for both automobile and transit to support the land use objectives of the district.

Policy LU-359. Support routing of the citywide transit system to Commercial Corridor areas to provide greater access.

Policy LU-360. Encourage development proponents to work with the City Transportation Division, King County METRO, and Sound Transit in order to site transit stops within the Commercial Corridor areas.

Policy LU-361. Public transportation transit stops located in Commercial Corridor areas should be safe, clean, comfortable, and attractive.

Objective LU-III: Ensure quality development in Commercial Office zones.

Policy LU-362. Office sites and structures should be designed (e.g. signage; building height, bulk and setback; landscaping; parking) to mitigate adverse impacts on adjacent land uses.

Policy LU-363. Parking provided on-site, in parking structures, and either buffered from adjacent uses or incorporated into pedestrian-oriented street design, is preferred.

Policy LU-364. In areas developed with high intensity office uses, circulation within the site should be primarily pedestrian-oriented.

Policy LU-365. In areas developed with high intensity office uses, vehicular access to the site should be from the primary street with the access points minimized and designed to ease entrance and exit.

Policy LU-366. Public amenity features (e.g. parks, plazas, recreation areas) should be encouraged (i.e. through incentives or similar means) as part of every high-intensity office development.

Policy LU-367. In areas developed with high intensity office uses, site and building design should be transit-, people-, and pedestrian-oriented. Ground floor uses and design should be pedestrian-oriented.

Objective LU-JJJ: Where Commercial Corridor areas intersect other land use designations, recognition of a transition and/or buffer between uses should be incorporated into redevelopment plans.

Policy LU-368. Consideration of the scale and building style of near-by residential neighborhoods should be included in development proposals.

Policy LU-369. Development should be designed to consider potential adverse impacts on adjacent, less intensive uses, e.g. lighting, landscaping, and setbacks should all be considered during site design.

Policy LU-370. Landscape buffers, additional setbacks, reduced height, and screening devices such as berms and fencing should be employed to reduce impacts (e.g. visual, noise, odor, light) on adjacent, less intensive uses.

Renton Auto Mall

Discussion: *The Renton Auto Mall is intended to serve several purposes on behalf of the City and business community. It increases vehicle sales and corresponding tax revenue returned to the City. It has special development standards that are predictable, cohesive, and uniform throughout the District.*

It is easily accessible from regional interstate transportation systems, and improves and increases values of underdeveloped property. The Auto Mall, by providing a District for this concentrated activity, allows land that might otherwise be used for vehicle sales and service to be reutilized more efficiently in other Districts, such as the Urban Center.

Additional benefits may accrue to both City residents and people on a regional basis due to the opportunity to comparison shop and conveniently participate in activities related to auto sales and service.

Objective LU-KKK: Provide support for a cohesive Commercial Corridor District specifically for the concentration of auto- and vehicular-related businesses in order to increase their revenue and the sales tax base for the City.

Policy LU-371. The Renton Auto Mall should be primarily located along SW Grady Way, between Oakesdale Ave. S.W. and Williams Ave. S., but may be expanded beyond this area as warranted.

Policy LU-372. The objectives and policies of the Commercial Corridor designation should be implemented by Commercial Arterial (CA) zoning within Auto Mall District A and by the underlying zoning in Auto Mall District B.

Objective LU-LLL: In order to further the continued cohesiveness of the Auto Mall Improvement District, a right-of-way improvement plan should be completed, adopted, and implemented by the City in coordination with property owners and auto dealers.

Policy LU-373. The coordinated right-of-way improvement plan should address area gateways, signage, landscaping, circulation, and shared access.

Policy LU-374. A designated gateway to the Auto Mall District should be made visually distinctive through the use of gateway features.

Policy LU-375. In order to facilitate the consolidation of land into a cohesive district, fees and other compensation normally levied for street right-of-way vacation should be waived.

Objective LU-MMM: Auto Mall Improvement District development standards, site planning, and project review should further the goal of the City to present an attractive environment for doing regional-scale, auto-related business.

Policy LU-376. Landscaping along principal arterials should be uniform from parcel to parcel in order to further the visual cohesiveness of the District.

Policy LU-377. On-site landscaping should consist of a minimum two and one half percent (2.5%) of the gross site area.

Policy LU-378. On-site landscaping should primarily be located at site entries, in front of buildings, and at other locations with high visibility from public areas.

Policy LU-379. Vehicle service areas should not be readily visible from public rights-of-way.

Objective LU-NNN: Use of the Auto Mall District by pedestrians should be encouraged by improving safety and creating an attractive, "walkable" business environment.

Policy LU-380. Designated walkways should be part of a larger network of pedestrian connections between businesses throughout the district.

Policy LU-381. To enhance use of the Auto Mall Improvement District by pedestrians the following features should be used:

- Wheel stops or curbs placed to prevent overhang of sidewalks by vehicle bumpers.
- Customer parking located and clearly marked near site entries.
- Coordinated dealer-to-dealer signage should be developed.

NE Sunset Boulevard Corridor

Discussion: *The NE Sunset Boulevard Corridor is unique in the City due to the highly eclectic mix of commercial and residential uses along its length. These integrated uses, located at a "gateway" to the City, are an appropriate signal to those entering Renton that the community is diverse in many ways. Height limitations in the Development Standards have kept buildings along the NE Sunset Boulevard Corridor at two stories or below, a scale that is generally consistent with the various forms of residential along the corridor.*

Objective LU-OOO: A special district should be designated along NE Sunset Boulevard. The purpose of this area would be to make the commercial environment more attractive to local and sub-regional shoppers so that local businesses will be more economically viable and the City's tax base will increase. Implementing code will be put in place within three years of the adoption date for the GMA update.

Policy LU-382. Within the NE Sunset Boulevard Corridor, a "Business District" should include the commercial properties along NE Sunset Blvd. from Duvall Ave. N.E. to west of Union Ave. N.E.

Policy LU-383. The NE Sunset Boulevard Corridor, due to its location on the east boundary of the City, should include City gateway features.

Policy LU-384. The NE Sunset Boulevard Corridor, due to its location abutting Highlands Neighborhood Center, should be considered a gateway to that district and feature design elements that are coordinated with, and reflect the nature of the Highlands Center Village.

Policy LU-385. The policies of the Commercial Corridor designation and the NE Sunset Boulevard Corridor should be implemented by Commercial Arterial (CA) zoning.

Policy LU-386. Vehicle sales businesses existing in the NE Sunset Boulevard Business Corridor should be encouraged to relocate to the Renton Auto Mall District.

Northeast Fourth Corridor

Discussion: *The Northeast Fourth Corridor is an active commercial area located at a gateway to the City. It features a wide variety of retail and service uses and several different structural forms from small professional offices to large-scale strip malls with major grocery anchors.*

Annexations of land into the City to the east of this commercial area and subsequent development of large single family housing projects has increased the market area for the Northeast Fourth Corridor considerably in recent years.

Objective LU-PPP: A special commercial area should be designated along Northeast Fourth Street. The purpose of this area would be to enhance the commercial environment to increase revenue of local businesses and the City's tax base.

Policy LU-387. Within the Northeast Fourth Corridor, the "Business District" should be bounded by Queen Avenue NE (on the west) and Field Ave N.E. (on the east).

Policy LU-388. The policies of the Commercial Corridor designation and the Northeast Fourth Corridor Business District should be implemented by Commercial Arterial (CA) zoning.

Objective LU-QQQ: The Northeast Fourth Corridor Business District should be enhanced to improve efficiency, safety and attractiveness to both potential shoppers and pass-through traffic.

Policy LU-389. Due to its location at a key entrance to the City from the east, the Northeast Fourth Corridor Business District should include gateway features.

Policy LU-390. The Northeast Fourth Business District should be enhanced with boulevard design features such as landscaped center-of-road medians for the purpose of improving safety through traffic control and slowing traffic for pedestrian safety and improved conditions for vehicles leaving and entering the principal arterial.

Policy LU-391. To the extent possible, undeveloped parcels and pads and/or redevelopment in the Northeast Fourth Corridor Business District should feature street-facing building facades located a maximum of fifteen (15) feet setback from the non-curb edge of sidewalks abutting the principal arterial.

Policy LU-392. In the Northeast Fourth Business Corridor Business District, where buildings are set back more than fifteen (15) feet from the principal arterial, new development or redevelopment should:

1. Contribute a furnished public gathering space, abutting the sidewalk along the principal arterial, of no less than 1,000 square feet with a minimum dimension of twenty (20) feet on one side. Such space should have landscaping, including street trees, decorative paving, pedestrian-scaled lighting and seating, at a minimum.
2. Designate appropriate site(s) for future pad development for additional commercial structures located to conform to maximum setback requirements.

Rainier Avenue Corridor

Discussion: *The Rainier Avenue Corridor is one of the most commercially viable areas of the City. Redevelopment of infrastructure and businesses in the Rainier Corridor would present the opportunity to strengthen the transition between the Corridor, a major transportation route through the west part of the City, and the Urban Center. Changes of this nature could increase the economic vitality of Renton's Downtown.*

Objective LU-RRR: A special commercial area should be designated along Rainier Avenue. The purpose of this area would be to enhance the commercial environment to increase revenue of local businesses and the City's tax base.

Policy LU-393. Within the Rainier Avenue Corridor, the "Business District" should be bounded by properties directly north of S. 2nd Street on the north and the Houser railroad trestle on the south where it abuts the Auto Mall District.

Policy LU-394. The policies of the Commercial Corridor designation and the Rainier Avenue Corridor Business District should be implemented by Commercial Arterial (CA) zoning.

Policy LU-395. Uses in the Rainier Avenue Corridor should be primarily retail-oriented, and may have an emphasis on providing goods on a high-volume, vehicle-accessed basis, but should also provide high-quality and specialty goods.

Objective LU-SSS: Due to the nature of the retail core business in the Rainier Avenue Corridor, vehicular access and egress safety should be a primary consideration.

Policy LU-396. In the Rainier Avenue Corridor access points to businesses fronting the principal arterial should be consolidated if at all possible and curb cuts reduced wherever feasible.

Policy LU-397. Business signs in the Rainier Avenue Corridor should be uniform in size, content, and location to reduce visual clutter. Monument signs are the preferred type.

Policy LU-398. New billboard signs should be disallowed in the Rainier Avenue Corridor Business District due to the large scale of the signs in relation to the scale of the district. Existing signs should be well maintained so that visual impact is reduced.

Objective LU-TTT: The Rainier Avenue Corridor Business District should be enhanced to improve efficiency, safety and attractiveness to both potential shoppers and pedestrians using the public transportation system.

Policy LU-399. In the Rainier Avenue Corridor Business District, due to significant pedestrian use of the intersections of Rainier Avenue and Sunset Boulevard/South Third Street, Rainier Avenue and South Third Place, and Rainier Avenue and South Fourth Street, sidewalk widths at these locations should be increased to create pedestrian corners whenever redevelopment occurs. Pavement should be increased for added pedestrian safety.

Policy LU-400. On corners having high-volume pedestrian traffic, the paved sidewalk area should be increased in size. This may require a larger building setback at the corners of buildings when building facades abut the sidewalk.

Policy LU-401. Pedestrian corners should include urban street furniture such as benches, an information kiosk, and a trash receptacle.

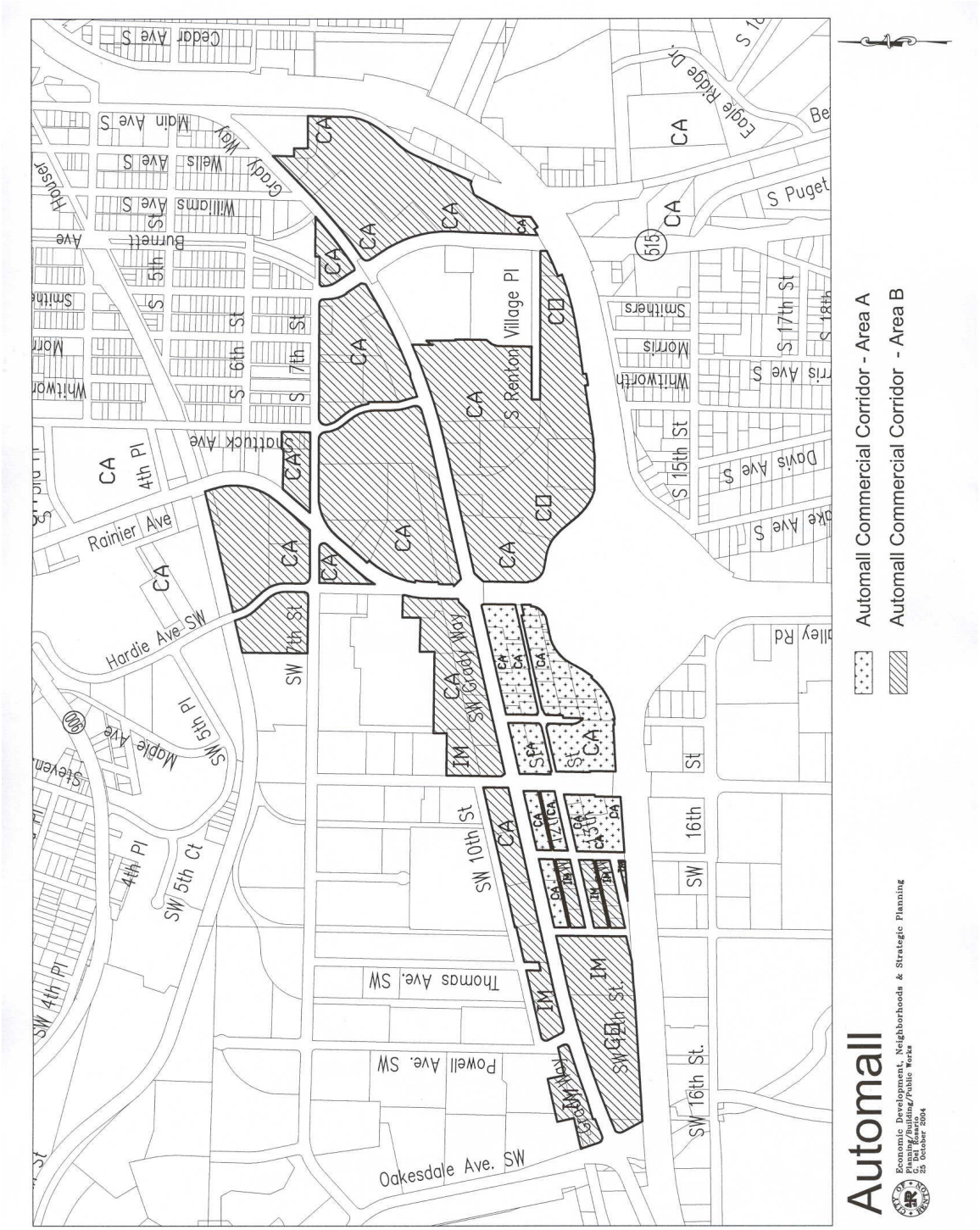
Policy LU-402. Rainier Avenue should be improved with landscaped median and additional street trees to improve safety and appearance.

Policy LU-403. Property owners and business owners should be encouraged to provide awnings or other weather protection on facades of buildings fronting sidewalks.

Objective LU-UUU: The Rainier Avenue Corridor Business District is one of the busiest arterials in the City and is located as a gateway to the City from both the south and north. The design, function, and configuration of the District should reflect its status as a key gateway.

Policy LU-404. The Rainier Avenue Corridor should feature gateway elements to the extent made possible by redevelopment.

Policy LU-405. Signage in the Rainier Avenue Corridor Business District should include high quality City directional signs to the Urban Center, City Hall, IKEA Performing Arts Center, Piazza Park, City parking garage, library, museum, and other prominent public destinations.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Economic Development, Neighborhoods & Strategic Planning
Planning/Building/Public Works
Jim Del Rosario
22 October 2004
Automall Commercial Corridor - Area A
Automall Commercial Corridor - Area B
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Grady Way
Wells Ave S
Williams Ave S
Burnett Ave
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Smithers
Nottuck Ave
S Renton Village Pl
Eagle Ridge Dr
S Puget
S 17th St
S 15th St
Davis Ave S
Rainier Ave
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Hardie Ave SW
SW 7th St
SW Grady Way
Maple Ave
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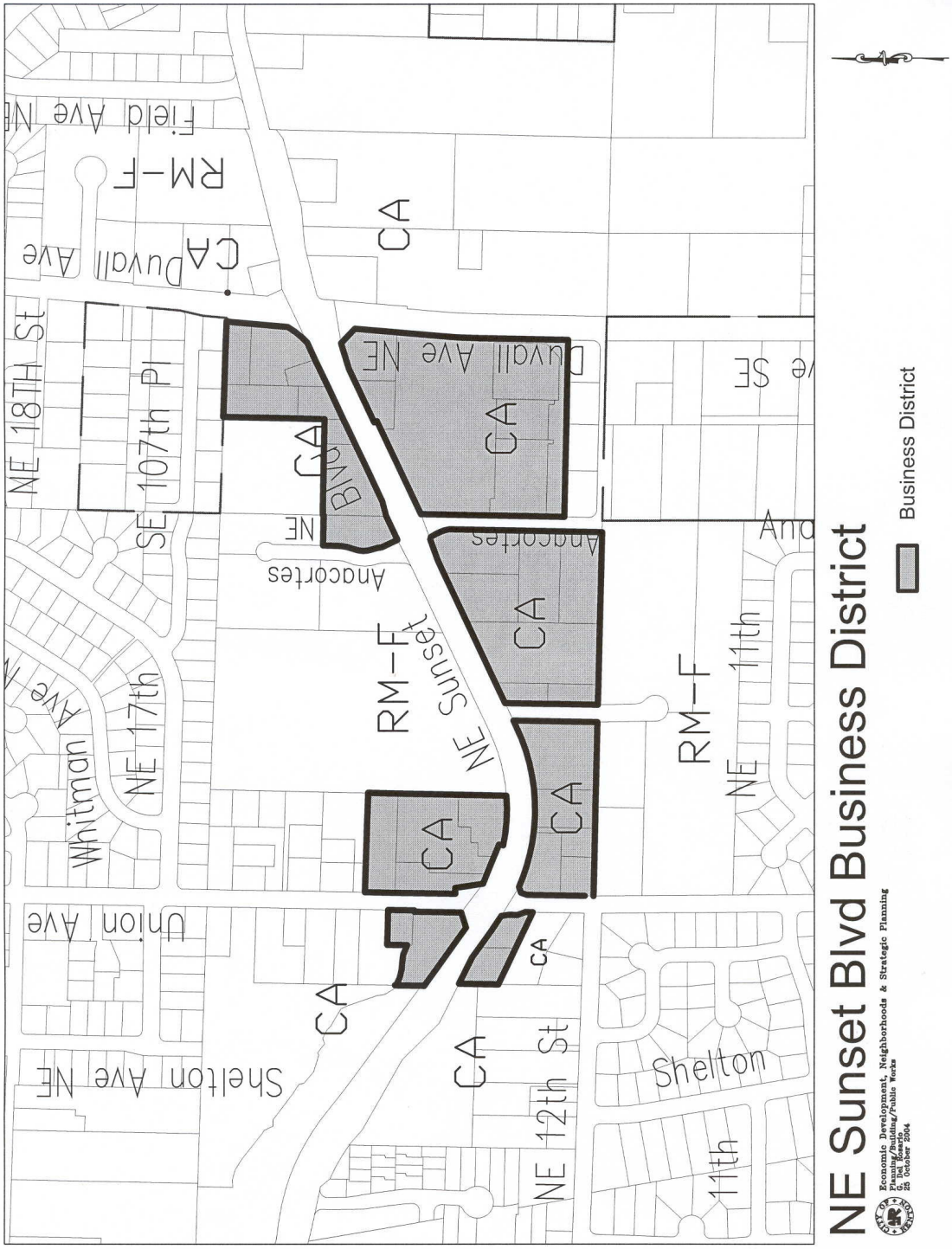
NE Sunset Blvd Business District
Business District
Economic Development, Neighborhoods & Strategic Planning
Planning/Building/Public Works
G. Del Rosario
25 October 2004
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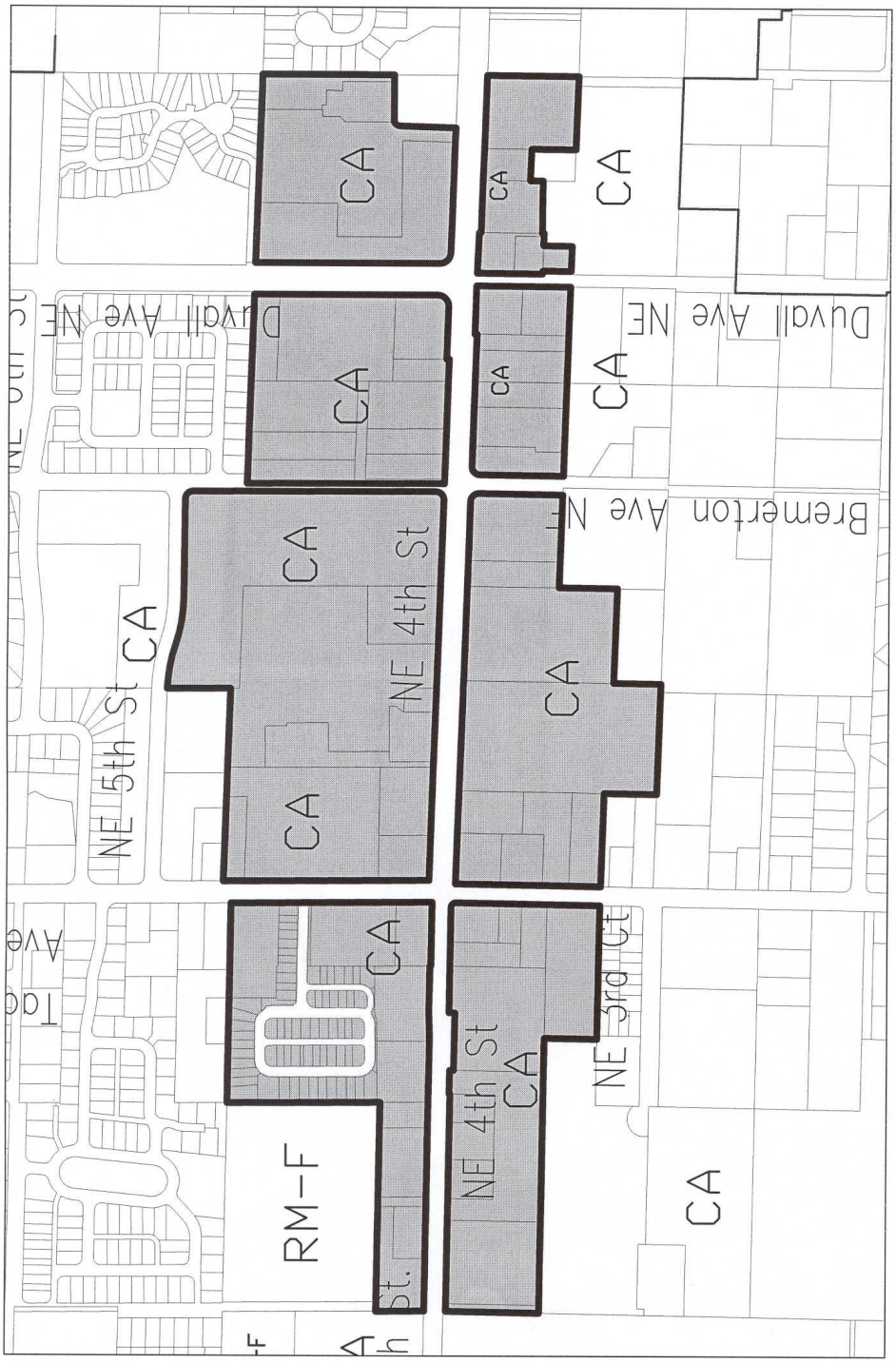

NE 4th Business District

Economic Development, Neighborhoods & Strategic Planning
Planning/Building/Public Works
City of Seattle
25 October 2004

Rainier Business District

Economic Development, Neighborhoods & Strategic Planning
Planning/Building/Public Works
G. Del Rosario
25 October 2004

Business District

COMMERCIAL/OFFICE/RESIDENTIAL LAND USE DESIGNATION

Purpose Statement: The Commercial/Office/Residential (COR) designation provides opportunities for large-scale office, commercial, retail, and multi-family projects developed through a master plan and site plan process incorporation significant site amenities and/or gateway features. COR sites are typically transitions from an industrial use to a more intensive land use. The sites offer redevelopment opportunities on Lake Washington and/or the Cedar River.

Objective LU-VVV: Development at Commercial/Office/Residential designations should be cohesive, high quality, landmark developments that are integrated with natural amenities. The intention is to create a compact, urban development with high amenity values that creates a prominent identity.

Policy LU-406. Designate Commercial/Office/Residential in locations meeting the following criteria:

1) There is the potential for redevelopment, or a sufficient amount of vacant land to encourage significant concentration of development;
2) The COR site could function as a gateway to the City;
3) COR sites should be located on major transit and transportation routes; and
4) The COR location has significant amenity value, such as water access, that can support landmark development.

Policy LU-407. Consistent with the location criteria, Commercial/Office/Residential designations may be placed on property adjacent to, or abutting, residential, commercial, industrial designations or publicly owned properties. COR designations next to higher intensity zones such as industrial, or next to public uses, may provide a transition to less intense designations in the vicinity. Site design of COR should consider the long-term retention of adjacent or abutting industrial or public uses.

Policy LU-408. Uses in Commercial/Office/Residential designations should include mixed-use complexes consisting of office, and/or residential uses, recreational and cultural facilities, hotel and convention center type development, technology research and development facilities; and corporate headquarters.

Policy LU-409. Commercial uses such as retail and services should support the primary uses of the site and be architecturally and functionally integrated into the development.

Policy LU-410. Commercial development, excluding big-box, may be a primary use in a Commercial/Office/Residential designation, if:

1) It provides significant economic value to the City;
2) It is sited in conjunction with small-scale, multiple businesses in a “business district;”
3) It is designed with the scale and intensity envisioned for the COR; and
4) It is part of a proposed master plan development.

Policy LU-411. Individual properties may have a single use if they can be developed at the scale and intensity envisioned for the COR designation, or if proposed as part of a phased development and multi-parcel proposal that includes a mix of uses.

Policy LU-412. Structured parking should be required. If lack of financial feasibility can be demonstrated at the time of the COR development, phased structured parking should be accommodated in the proposed master plan.

Policy LU-413. Sites that have significant limitations on redevelopment due to environmental, access, and/or land assembly constraints should be granted flexibility of use combinations and development standards through the master plan process.

Policy LU-414. Private/public partnerships should be encouraged to provide infrastructure development, transportation facilities, public uses, and amenities.

Policy LU-415. Adjacent properties within a designated COR should be combined for master planning purposes and public review regardless of ownership.

Policy LU-416. Master plans should coordinate the mix and compatibility of uses, residential density, conceptual building, site and landscape design, identification of gateway features, signs, circulation, transit opportunities, and phasing regardless of ownership of individual parcels.

Policy LU-417. Maximum residential density at COR designated sites should range between 30 to 50 dwelling units per acre. The same area used for commercial and office development may also be used to calculate residential density.

Policy LU-418. Commercial/Office/Residential master plans should be guided by design criteria specific to the location, context, and scale of the designated COR. COR Design Guidelines should fully integrate signage, building height, bulk, setbacks, landscaping, and parking considerations for the various components of each proposed project within the COR development.

Policy LU-419. Internally, Commercial/Office/Residential developments should be primarily pedestrian-oriented. Internal site circulation of vehicles should be separated from pedestrians wherever feasible by dedicated walkways.

Policy LU-420. Primary vehicular access to COR development should be from principal arterials. Internal streets should be sized hierarchically. Curb cuts should not conflict with pedestrian routes, if possible.

Policy LU-421. Commercial/Office/Residential developments should have a combination of internal and external site design features, such as:

1) Public plazas;

2) Prominent architectural features;
3) Public access to natural features or views;
4) Distinctive focal features;
5) Indication of the function as a gateway, if appropriate;
6) Structured parking; and
7) Other features meeting the spirit and intent of the COR designation.

COMMERCIAL NEIGHBORHOOD LAND USE DESIGNATION

Purpose Statement: *The purpose of the Commercial Neighborhood designation is to provide small scale, low-intensity commercial areas located within neighborhoods primarily for the convenience of residents who live nearby. Uses should be those that provide goods and services. In addition, a limited amount of residential opportunities should be provided.*

Objective LU-WWW: Commercial Neighborhood designated areas are intended to reduce traffic volumes, permit small-scale business uses, such as commercial/retail, professional office, and services that serve the personal needs of the immediate population in surrounding neighborhoods.

Policy LU-422. The Commercial Neighborhood designation should be implemented by Commercial Neighborhood zoning.

Policy LU-423. Commercial Neighborhood designated areas should be located:

1) Within one-quarter mile of existing and planned residential areas;
2) To the extent possible, outside of the trade areas of other small-scale commercial uses offering comparable goods and services; and
3) Contiguous to a street no smaller than those classified at the collector level.

Policy LU-424. Commercial Neighborhood designated areas should not increase in scale or size to the point of changing the character of the nearby residential neighborhood.

Policy LU-425. The small-scale uses of Commercial Neighborhood designated areas should not increase in intensity so that the character of the commercial area or that of the nearby residential area is changed.

Policy LU-426. A mix of uses (e.g. convenience retail, consumer services, offices, residential) should be encouraged in small-scale commercial developments within Commercial Neighborhood designated areas.

Policy LU-427. Commercial Neighborhood designated areas should consist primarily of retail and/or service uses.

Policy LU-428. Products and services related to large-scale motorized machinery, vehicles, or equipment should not be allowed in Commercial Neighborhood designated areas. Nor should uses that result in emissions, noise, or other potential nuisance conditions be allowed in such areas.

Policy LU-429. Residential uses should be located above the ground floor, limited to no more than four units per structure and should be secondary to retail and services uses.

Policy LU-430. Commercial structures in Commercial Neighborhood designated areas should be compatible with nearby residential areas in height, front yard setbacks, lot coverage, building design, and use.

XI. EMPLOYMENT AREAS

Goal: Achieve a mix of land uses including industrial, high technology, office, and commercial activities in Employment Areas that lead to economic growth and a strengthening of Renton's employment base.

Discussion: *These policies are designed to ensure that Renton will have adequate reserves of land and appropriate use designations to further its economic development efforts. Adequate land is necessary to attract new businesses in an effort to expand and diversify, and stabilize the employment base. There are two Employment Area Land Use Designations:*

1) Employment Area – Industrial
2) Employment Area – Valley

Flexibility is encouraged in the Employment Areas by allowing a range of uses and multiple users on sites. Research and development businesses may need to evolve into production and distribution facilities as products are developed and receive approval for marketing. A flexible approach can facilitate business development and stimulate creation of nodes of employment activity supported by commercial and service uses.

Objective LU-XXX: Encourage economic growth resulting in greater diversity and stability in the employment and tax bases by providing adequate land capacity through zoning amounts of land to meet the needs of future employers.

Policy LU-431. The City should endeavor to expand its present economic base, emphasizing new technologies, research and development facilities, science parks, and high-technology centers, and supporting commercial and office land uses.

Policy LU-432. In each employment designation, an appropriate mix of commercial, office, light industrial, and industrial uses should be supported. The mix will vary depending on the employment area emphasis.

Policy LU-433. Encourage flexibility in use and reuse of existing, conforming structures to allow business to evolve in response to market and production requirements.

Policy LU-434. Support location of commercial and service uses in proximity to office or industrial uses to develop nodes of employment supported by services.

Objective LU-YYY: Promote the development of low impact, light industrial uses, particularly those within the high-technology category, in Employment Area-Valley and Employment Area-Industrial designations where potentially adverse impacts can be mitigated.

Policy LU-435. Site planning review should ensure that light industrial uses are neither intrusive nor adversely affected by other uses nearby.

EMPLOYMENT AREA-INDUSTRIAL LAND USE DESIGNATION

Purpose Statement: *The Employment Area-Industrial designation is intended to provide continued opportunity for manufacturing and industrial uses that create a strong employment base in the City.*

Discussion: *Although location is an important factor for all types of development, it is especially critical for industrial development. Industries need good access in areas with low traffic volumes. As the City becomes more urban, they need assurance that incompatible uses will not be allowed that could eventually force them to relocate. Other uses, especially residential, also want to ensure that industries do not impact their neighborhoods with noise, traffic, and other nuisances and hazards. For these reasons, although commercial areas may see more diversity and mixing of uses, industrial areas will remain somewhat isolated from other uses.*

Objective LU-ZZZ: Sustain industrial areas that function as integrated employment activity areas and include a core of industrial uses and other related businesses and services, transit facilities, and amenities.

Policy LU-436. The primary use in the Employment Area - Industrial designation should be industrial.

Policy LU-437. A mix of offices, light industrial, warehousing, and manufacturing should be encouraged in the Employment Area-Industrial classification, with conditions as appropriate.

Policy LU-438. Industrial uses with a synergistic relationship should be encouraged to locate in close proximity to one another.

Policy LU-439. Industrial parks that provide space for several related or unrelated, but compatible users should be encouraged to:

1) Include more than one industrial use organized into a single development;
2) Share facilities such as parking, transit facilities, recreation facilities, and amenities;
3) Include properties in more than one ownership;
4) Locate in areas with adequate regional access to minimize their impacts on the local street network; and
5) Organize the site plan to place building fronts to the street with service and parking screened from the front.

Policy LU-440. Existing industrial activities may create noise, chemicals, odors, or other potentially noxious off-site impacts. Within the Employment Area-Industrial designation existing industrial activities should be protected. Although the designation allows a wide range and mix of uses, new businesses that would be impacted by pre-existing industrial activities should be discouraged**.**

Policy LU-441. When more intensive new uses are proposed for locations in close proximity to less intensive existing uses, the responsibility for mitigating any adverse impacts should be the responsibility of the new use.

Policy LU-442. Off-site impacts from industrial development such as noise, odors, light and glare, surface and ground water pollution, and air quality should be controlled through setbacks, landscaping, screening and/or fencing, drainage controls, environmental mitigation, and other techniques.

Policy LU-443. Light industrial uses that result in noise or odors, should be located in the Employment Area-Industrial designation.

EMPLOYMENT AREA-VALLEY LAND USE DESIGNATION

Purpose Statement: *The purpose of the Employment Area-Valley designation is to allow the gradual transition of the Valley from traditional industrial and warehousing uses to more intensive retail service and office activities. The intent is to allow these new activities without making industrial uses non-conforming and without restricting the ability of existing businesses to expand.*

Objective LU-AAAA: Provide for a mix of employment-based uses, including commercial, office, and industrial development to support the economic development of the City of Renton.

Policy LU-444. Develop the Green River Valley ("The Valley") and the Black River Valley (located between Sunset Blvd and SW Grady Way) areas as places for a range and variety of commercial, office, and industrial.

Policy LU-445. Non-employment-based uses, such as residential, are prohibited in the Employment Area - Valley.

Policy LU-446. Multi-story office uses should be located in areas most likely to be served by future multi-modal transportation opportunities. A greater emphasis on public amenities is appropriate for this type of use.

Policy LU-447. Developments should be encouraged to achieve greater efficiency in site utilization and result in benefits to users with techniques including:

1) Shared facilities such as parking and site access, recreation facilities and amenities;
2) An improved ability to serve development with transit by centralizing transit stops; and
3) An opportunity to provide support services (e.g. copy center, coffee shop or lunch facilities, express mail services) for nearby development that otherwise might not exist.

Policy LU-448. Uses such as research, design, and development facilities should be allowed in office designations and industrial designations when potential adverse impacts to surrounding uses can be mitigated.

Policy LU-449. Recognize viable existing and allow new industrial uses in the Valley, while promoting the gradual transition of uses on sites with good access and visibility to more intensive commercial and office use.

Objective LU-BBBB: Provide flexibility in the regulatory processes by allowing a variety of zoning designations in the Employment Area-Valley designation.

Policy LU-450. Changes from one zone to another should be considered to achieve a balance of uses that substantially improves the City's economic / employment base. Factors such as increasing the City's tax base, improving efficiency in the use of the land, and the ability of a proposed land use to mitigate potential adverse land use impacts should be considered.

Policy LU-451. Commercial Arterial (CA) should be supported only when the proposed commercial use has access to SW 43rd Street, and/or East Valley Road south of SW 27th Street or is located north of I-405 and south of 10th Avenue SW and the area under consideration is part of a designation totaling over 5 acres (acreage may be in separate ownerships).

Policy LU-452. Zoning supporting industrial uses should be established when a mix or wider range of uses is not yet appropriate for a site.

Policy LU-453. Properties lying between SR-167 and East Valley Road from SW 22nd Street to SW 41st Street should not be granted an industrial zone classification that is more intensive than Light Industrial in order to avoid the potential for degradation of the high visibility SR 167 corridor.

Policy LU-454. Commercial Office zoning should be supported where a site has high visibility, particularly in those portions of the Valley that are gateways and/or along the I-405 and SR 167 corridors, where larger sites can accommodate more intensive uses, and where sites can take advantage of existing and/or future multi-modal transportation opportunities.

Objective LU-CCCC: Ensure quality development in Employment Area-Valley.

Policy LU-455. Street trees and landscaping should be required for new development within the Valley to provide an attractive streetscape in areas subjected to a transition of land uses (Refer to the Community Design Element).

Policy LU-456. Vehicular connections between adjacent parking areas are encouraged. Incentives should be offered to encourage shared parking.

Policy LU-457. Site design for office uses and commercial, and mixed-use developments should consider ways of improving transit ridership through siting, locating of pedestrian amenities, walkways, parking, etc.

Policy LU-458. Site plan review should be required for all new projects in the Employment Area-Valley pursuant to thresholds established in the City's development regulations.

Policy LU-459. New development, or site redevelopment, should conform to development standards that include scale of building, building façade treatment to reduce perception of bulk, relationship between buildings, and landscaping.