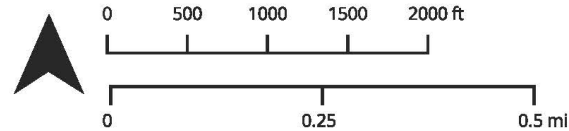
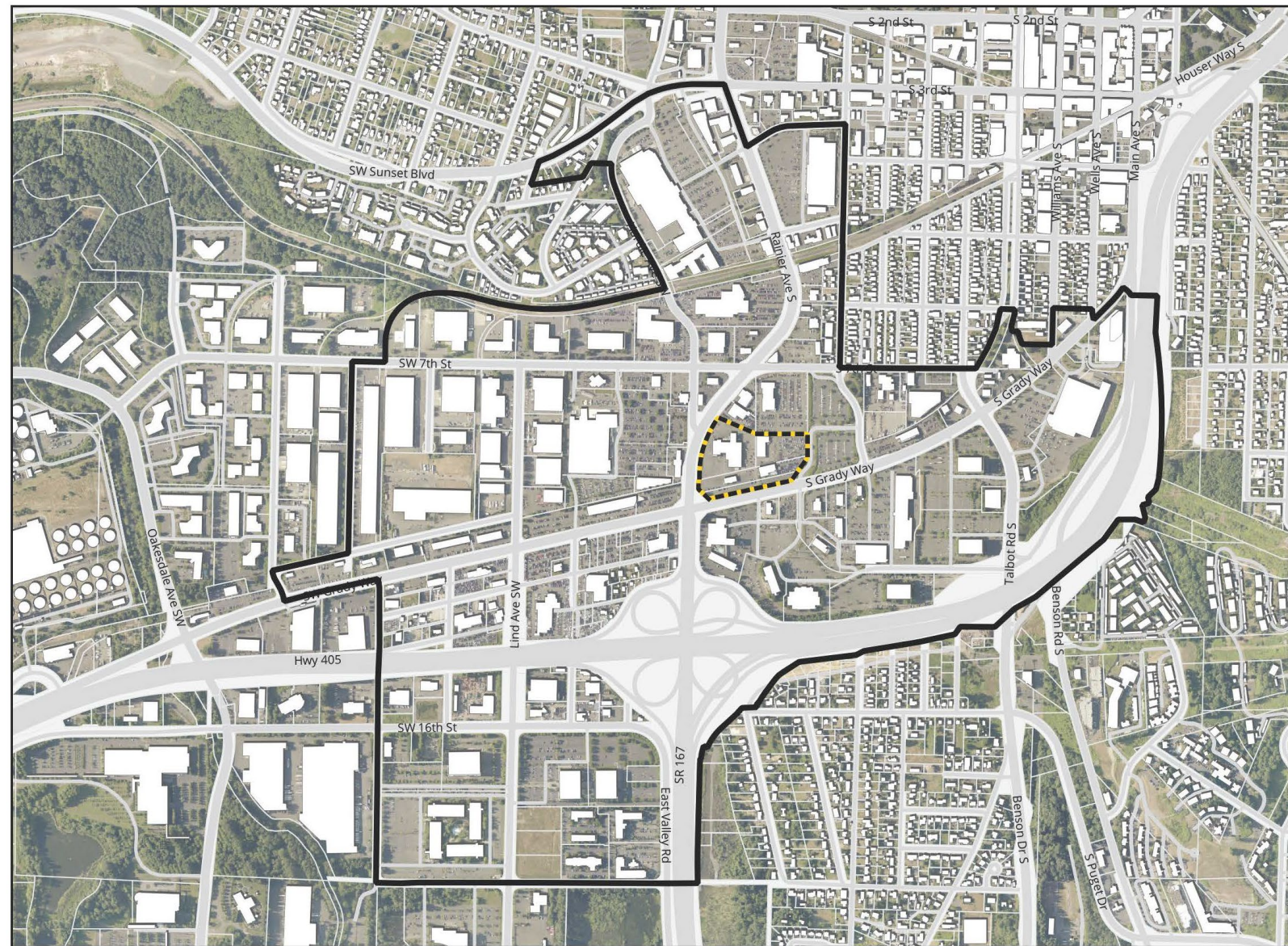




***Plan Goals
and Existing
Conditions***

Subarea

- **Bus Rapid Transit (BRT) –**
 - Sound Transit's new Stride service for I-405.
 - The proposed transit center at Rainier Ave S / S Grady Way will include about 700 parking stalls, bus bays, bus layover and drop off areas.
- **Current BRT Schedule**
 - Design (2020-2023)
 - Construction (2023-2025)
 - Open for service (2024)



Review Subarea Plan Goals

- Transition the area into a pedestrian-oriented district with a multi-modal center with strong pedestrian connections that gracefully integrates with neighboring areas.
- Create a livable, distinct neighborhood that is different from yet aligns with the City Center Subarea and downtown
- Leverage the recent and planned public investment in the area for the private investment to follow
- Identify public investments, improvements and development regulations to help area evolve into a more cohesive district.

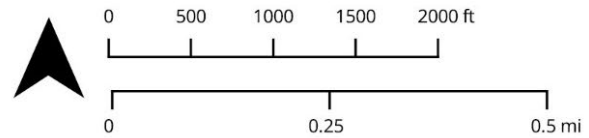
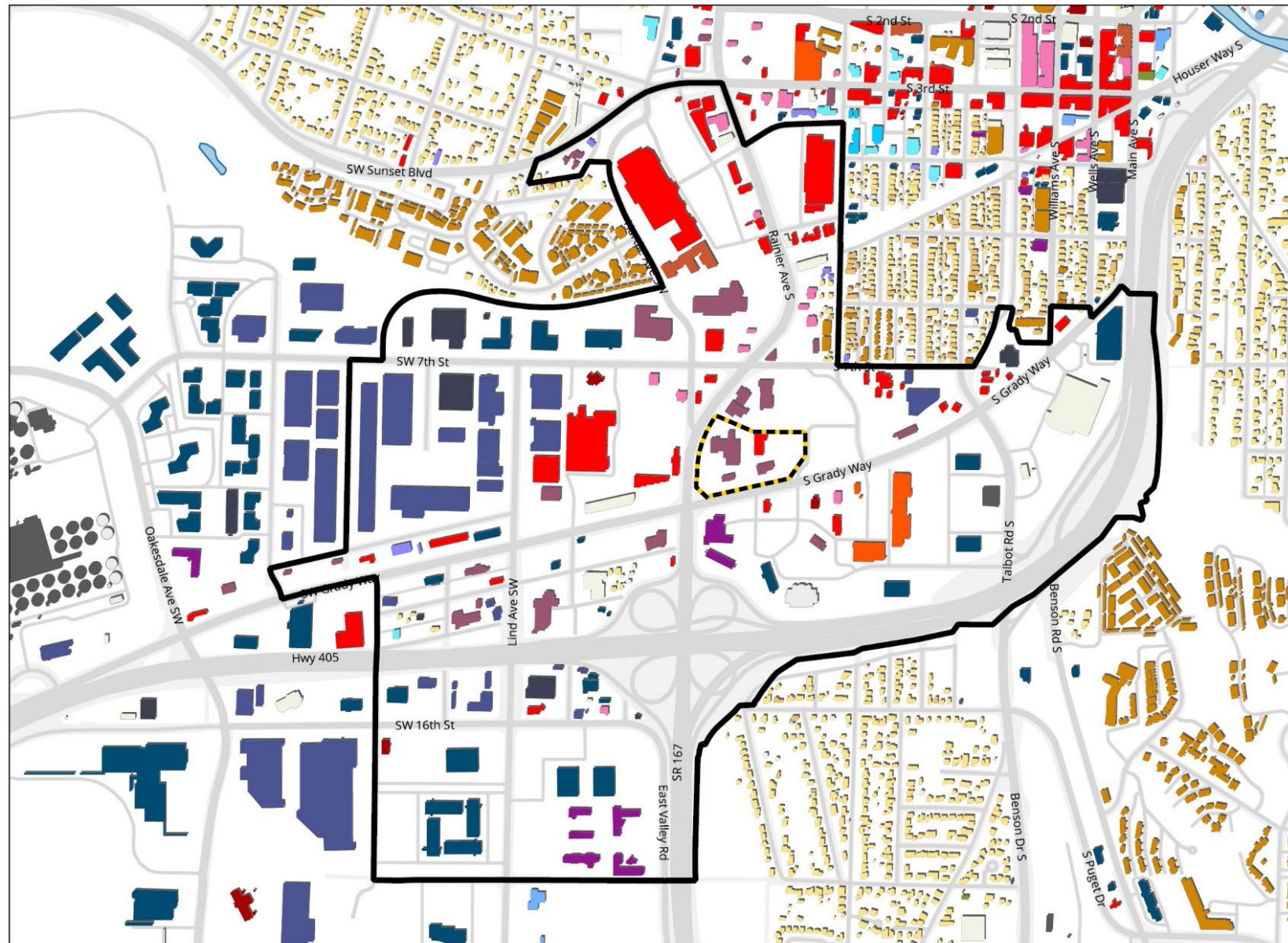
Planned Transit Center

Site Plan



(image: Sound Transit)

Existing Land Uses



Current Zoning

 TOD Area

 Transit Center Site dashed top


Zoning


 Commercial Arterial


 Commercial Neighborhood

 Commercial Office


 Commercial Office Residential

 Center Village


 Center Downtown

 Urban Center

 Industrial Medium

 Industrial Light

 Industrial Heavy

 Resource Conservation

 Residential 1 du/ac


 Residential 4 du/ac

 Residential 6 du/ac

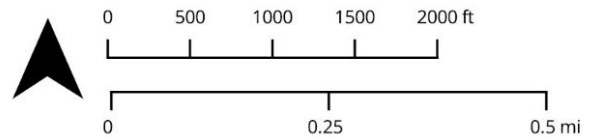
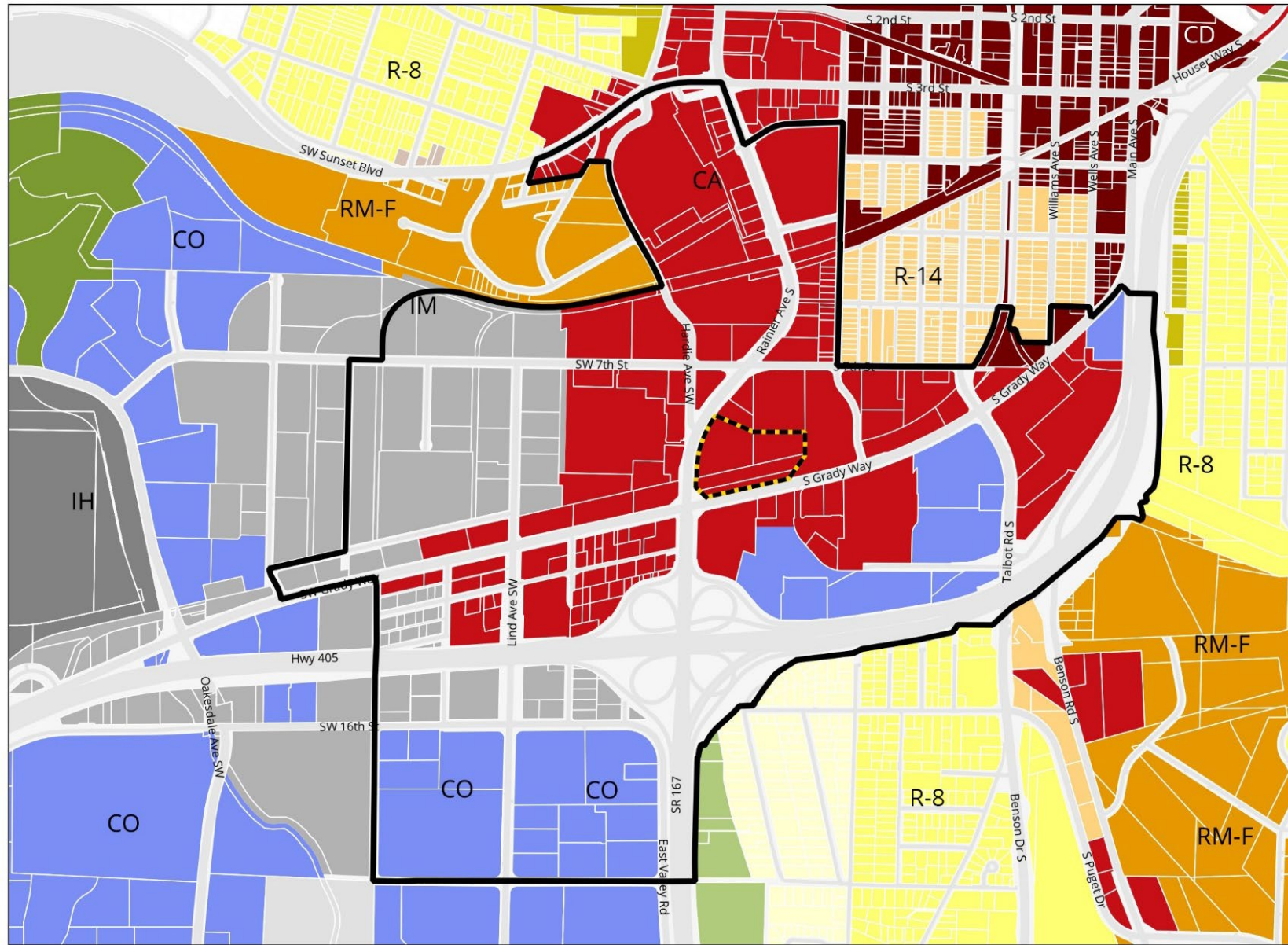
 Residential 8 du/ac

 Residential 10 du/ac

 Residential 14 du/ac

 Res. Multi-Family

 Res. Manufactured Homes



Commercial Arterial Zone

Development Standards

If apartments/condos proposed, vertically mixed-use building with 50% of ground floor dedicated as gross commercial space required.

Maximum coverage (buildings):

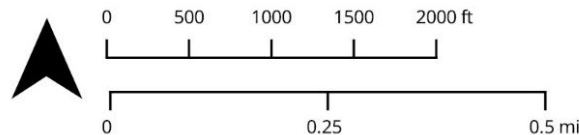
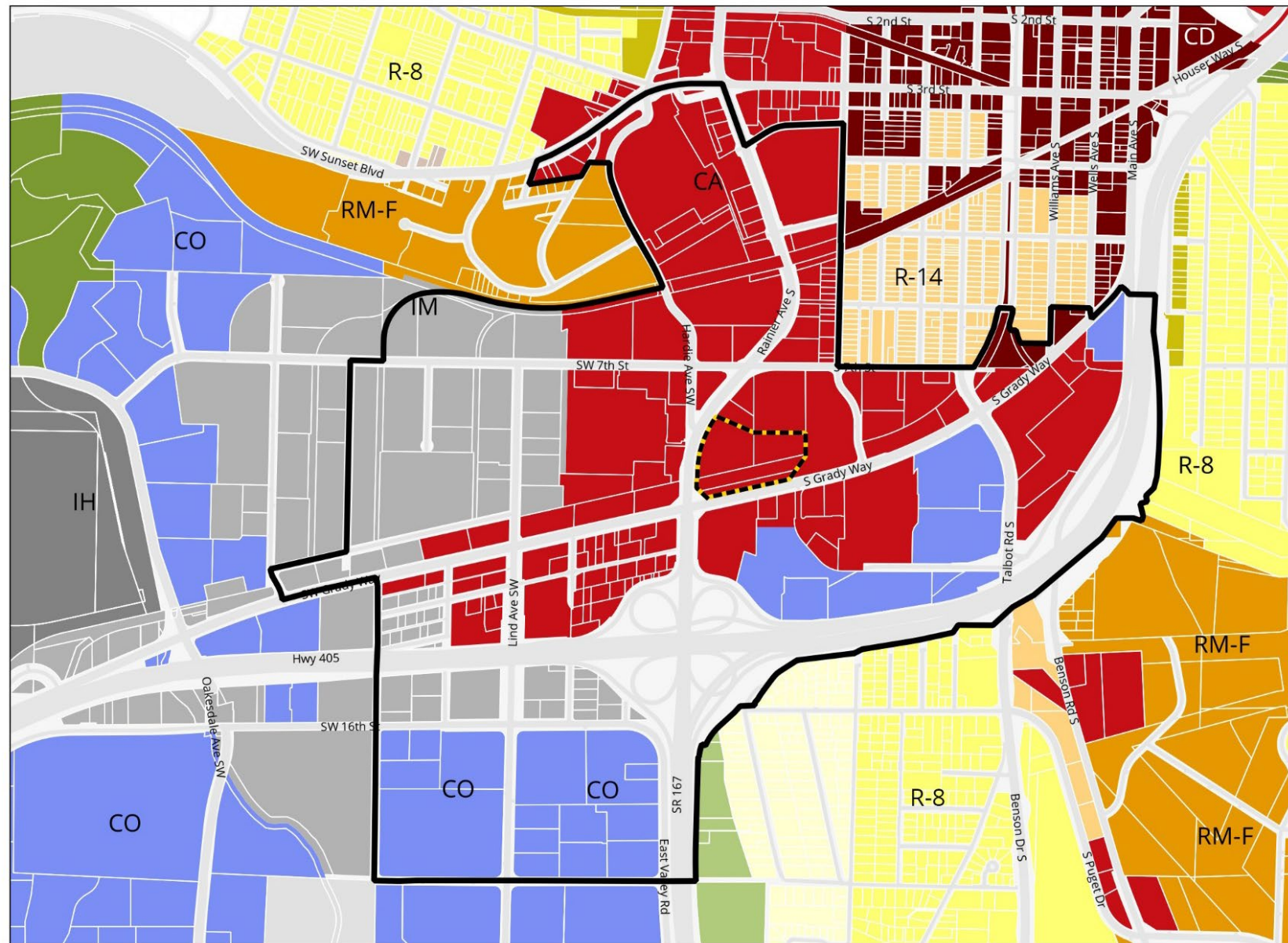
- 65% (75% with garage)

Residential density:

- Min: 20 dwelling units (du)/acre
- Max: 60 du/acre

Maximum Height:

- 50 ft, 70 ft residential mixed-use



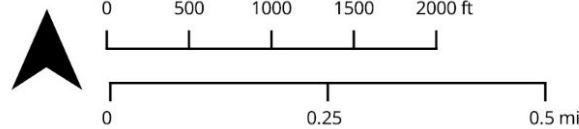
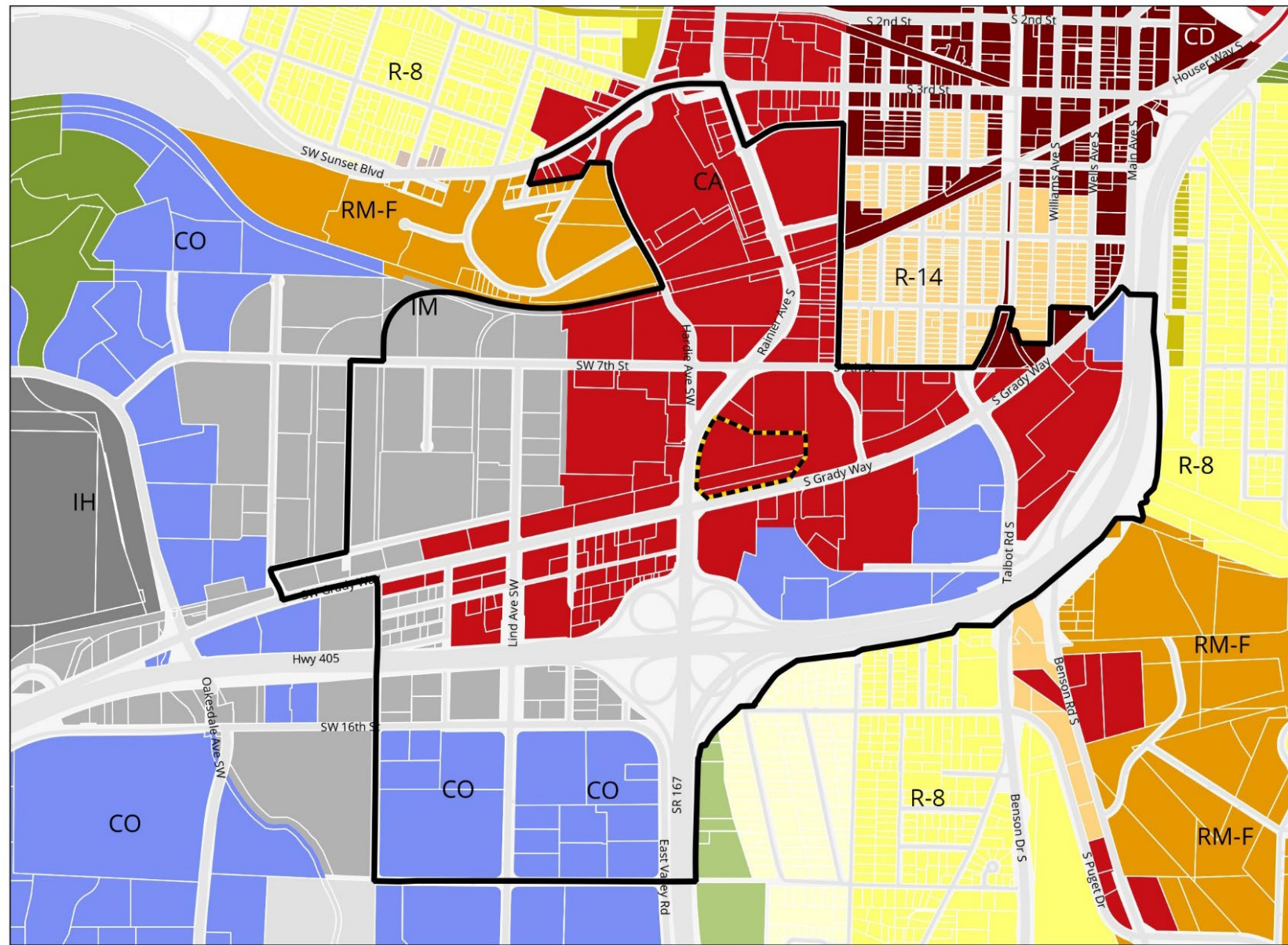
 Commercial Arterial

Commercial Arterial Zone

Development Standards (continued)

Parking

- Structured parking required for residential units
- Minimum: 2.5 per 1,000 sf retail, 2 per 1,000 sf office, 1 per du



 Commercial Arterial

Commercial Office Zone

Development Standards

If apartments/condos are proposed, a vertically mixed-use building with 50% of ground floor dedicated as gross commercial space required.

Commercial/residential mixed-use buildings are required to be a minimum of eight stories.

Maximum coverage (buildings):

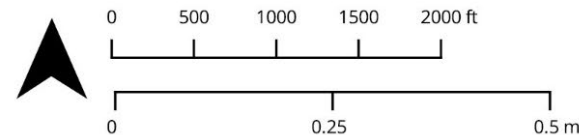
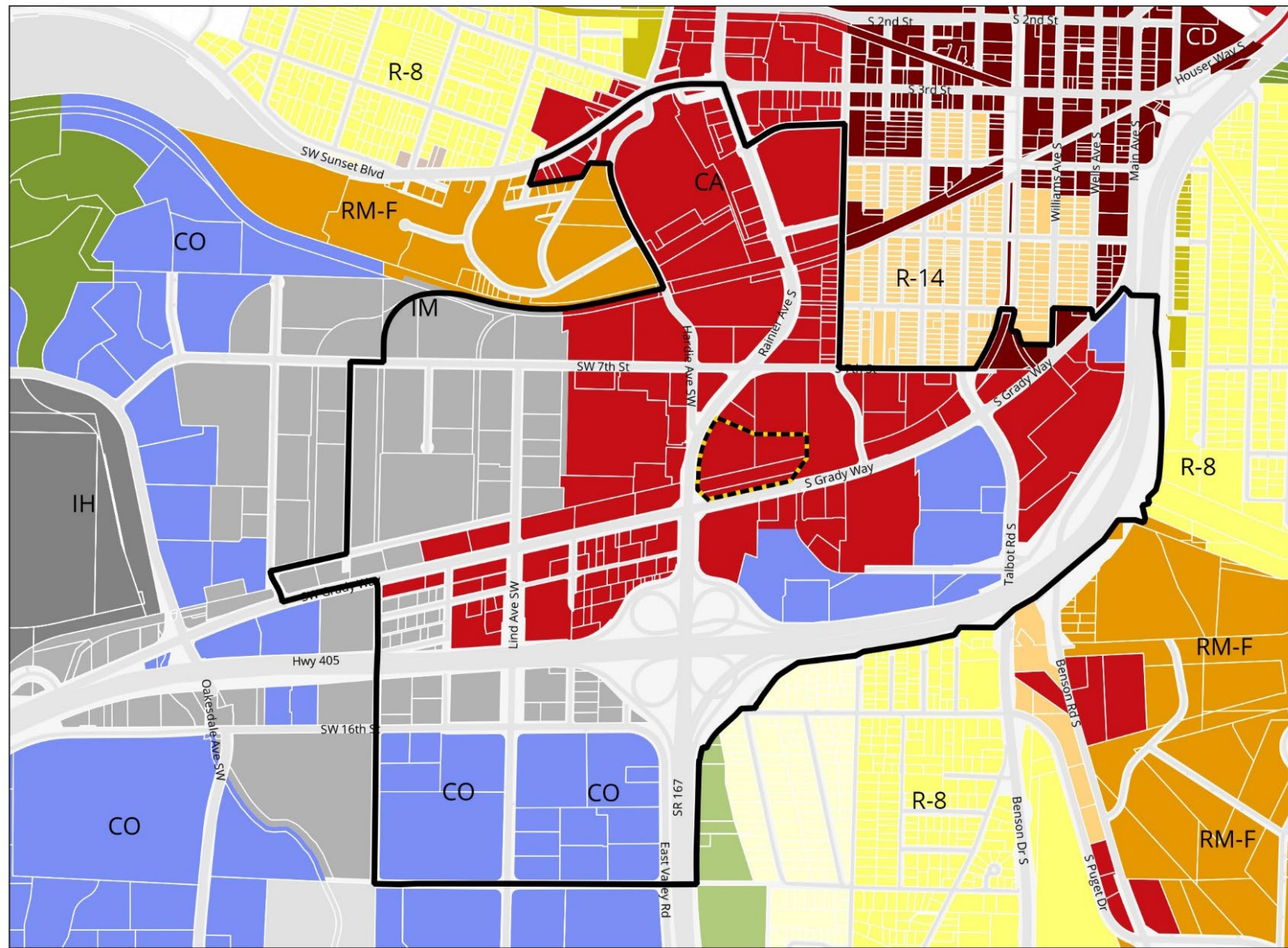
- 65% (75% with garage)

Residential density:

- Min: 75 dwelling units (du)/acre
- Max: 150 du/acre (up to 250 with CUP)

Maximum Height:

- 250 FT



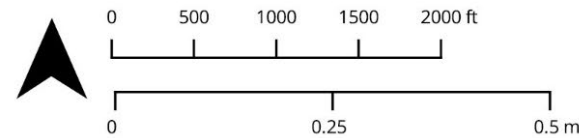
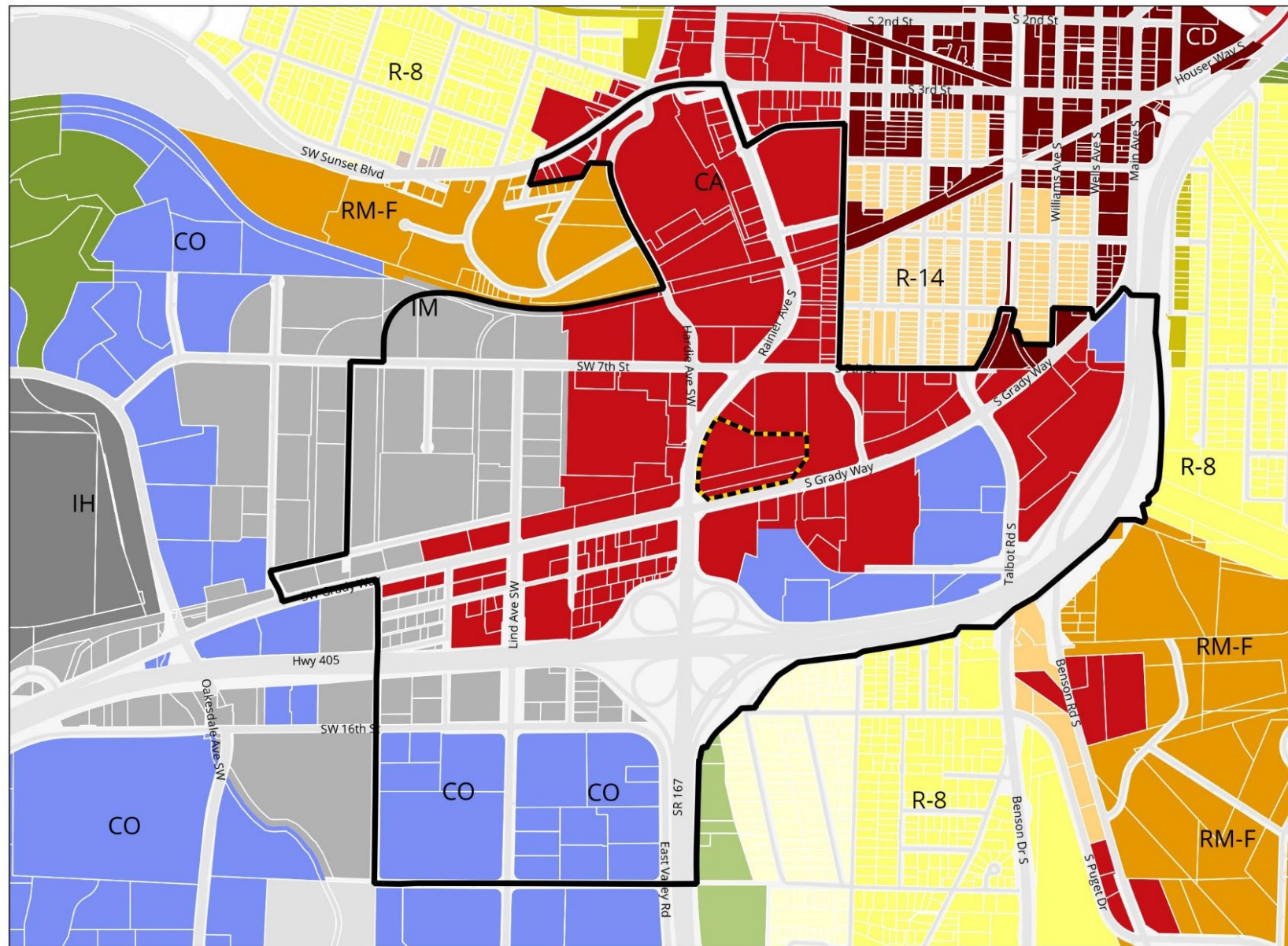
 Commercial Office

Commercial Office Zone

Development Standards (continued)

Parking

- Structured parking is required for residential units.
- Minimum: 2.5 per 1,000 sf retail, 2 per 1,000 sf office, 1 per du



 Commercial Office

Industrial - Medium

Development Standards

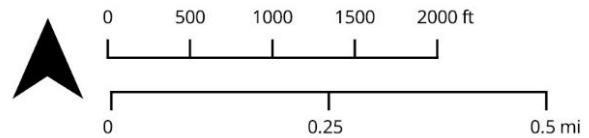
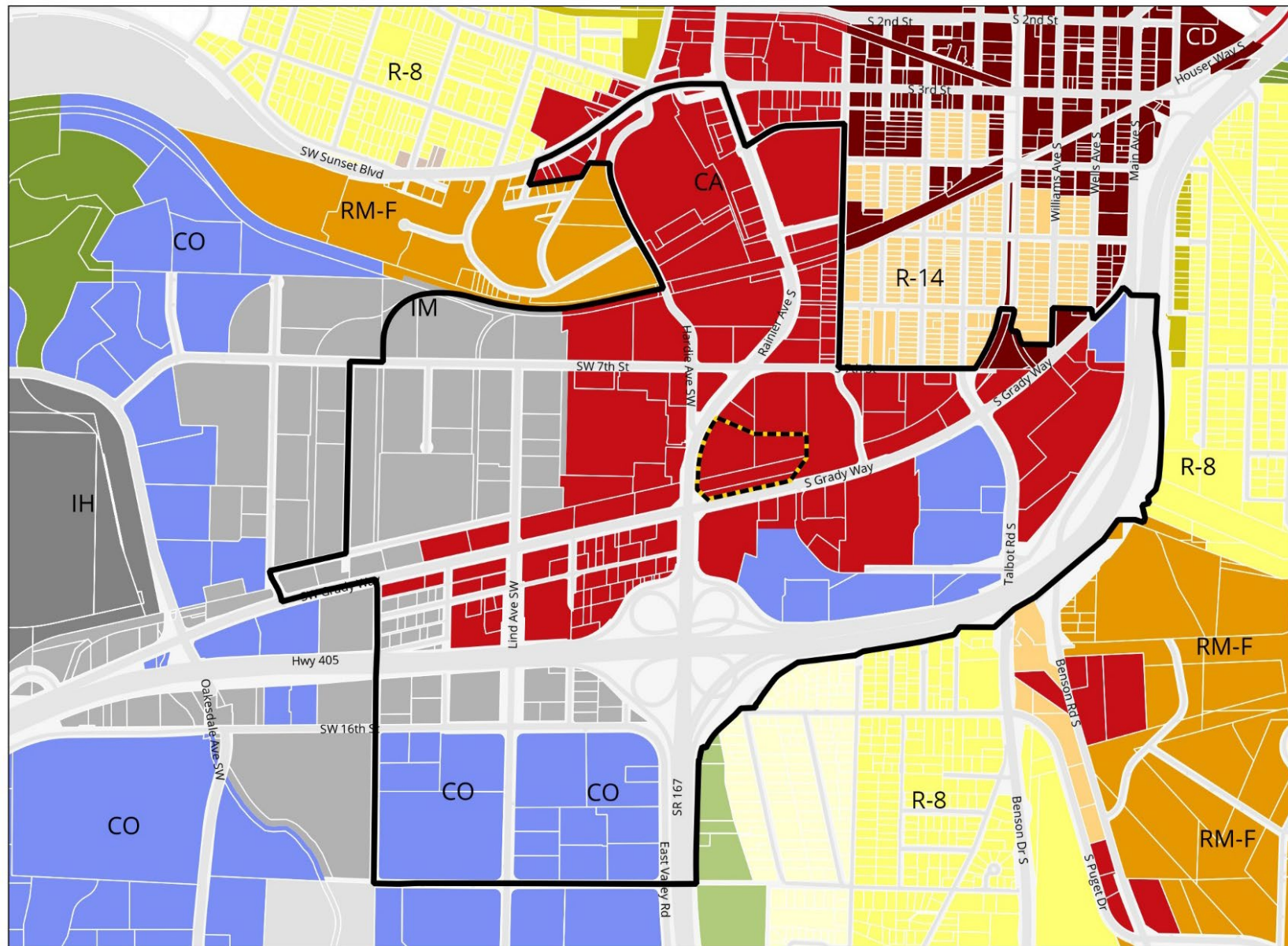
No residential uses allowed

No maximum heights

No maximum lot coverage

Parking min:

- 1 per 1,000 sf warehouse, 2.5 per 1,000 sf retail



Industrial Medium

MFTE

Multi-Family Housing Property Tax Exemption (MFTE) – Center Downtown Zone

The MFTE provides an exemption from ad valorem property taxes for either 8 or 12 years for the value of qualified residential improvements for new multi-family housing construction (e.g., apartments or condominiums).

The MFTE does not include the value of the land, existing improvements or non-housing-related improvements (e.g., commercial space).

8- and 12-year Project Eligibility:

1. Minimum of 30 units;
2. A new structure(s); and
3. Mixed-use development

12-year Exemption:

- Rentals: 20% of the units rented as affordable housing to low-income households at <60% AMI;
- Condos: 20% of the units sold as affordable housing to low- or moderate-income households at <80% AMI.

Waived Fees

Rental Housing:

1. New Construction
2. Project must include a minimum of 30 units;
3. 100% units must be affordable for households at or below 60% AMI;
4. remain as affordable housing for a minimum of 30 years;
5. Fee waivers allowed for a maximum of 100 units.

Up to 80% of transportation & parks impact fees may be waived and 100% of:

- Building permit fees;
- Building permit plan review fees;
- Water, surface water, and wastewater system development charges;
- Public Works plan review and inspection fees;
- Fire impact mitigation fees, to the extent such waiver is authorized by interlocal agreement with the Renton Regional Fire Authority;
- Civil plan review and inspection fees; and
- Technology surcharge fees.

* Not applicable to school impact fees, or fire plan review and permit fees.

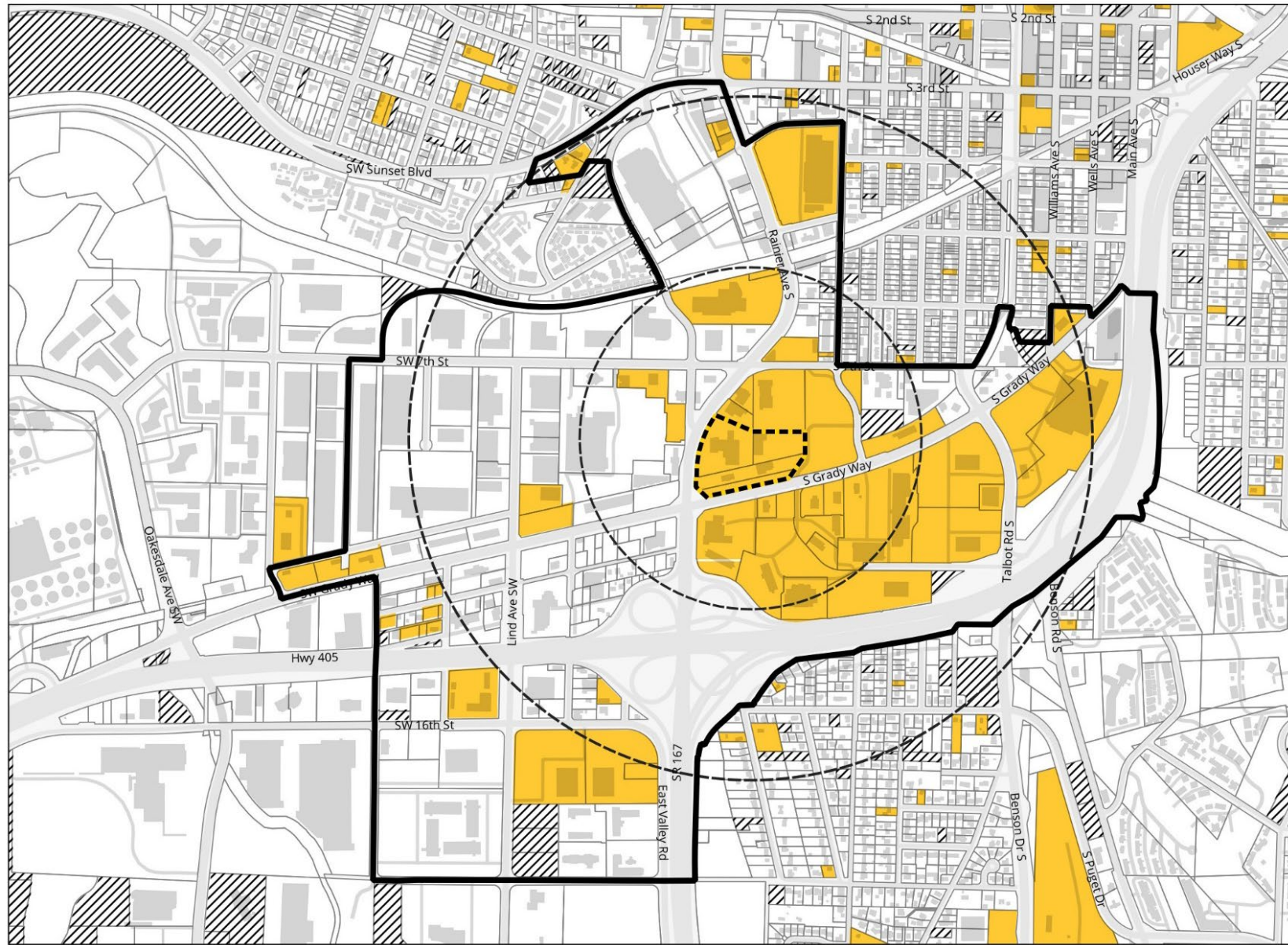
Waived Fees





Home Ownership Requirement

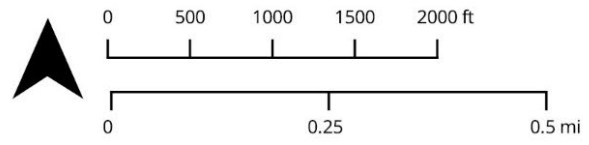
(same details as for rental housing, except as provided below):

1. Project must include a minimum of 10 units;
2. 50% of total units must be affordable for households at or below 80% of AMI, and designate and sell any remaining units as affordable for households at or below 120% of AMI; and
3. Affordable housing units for households with income at or below 80% of AMI shall remain as affordable housing in perpetuity through a community land trust or other similar model acceptable to the City.

Development Potential


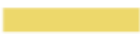




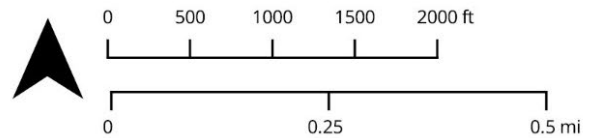
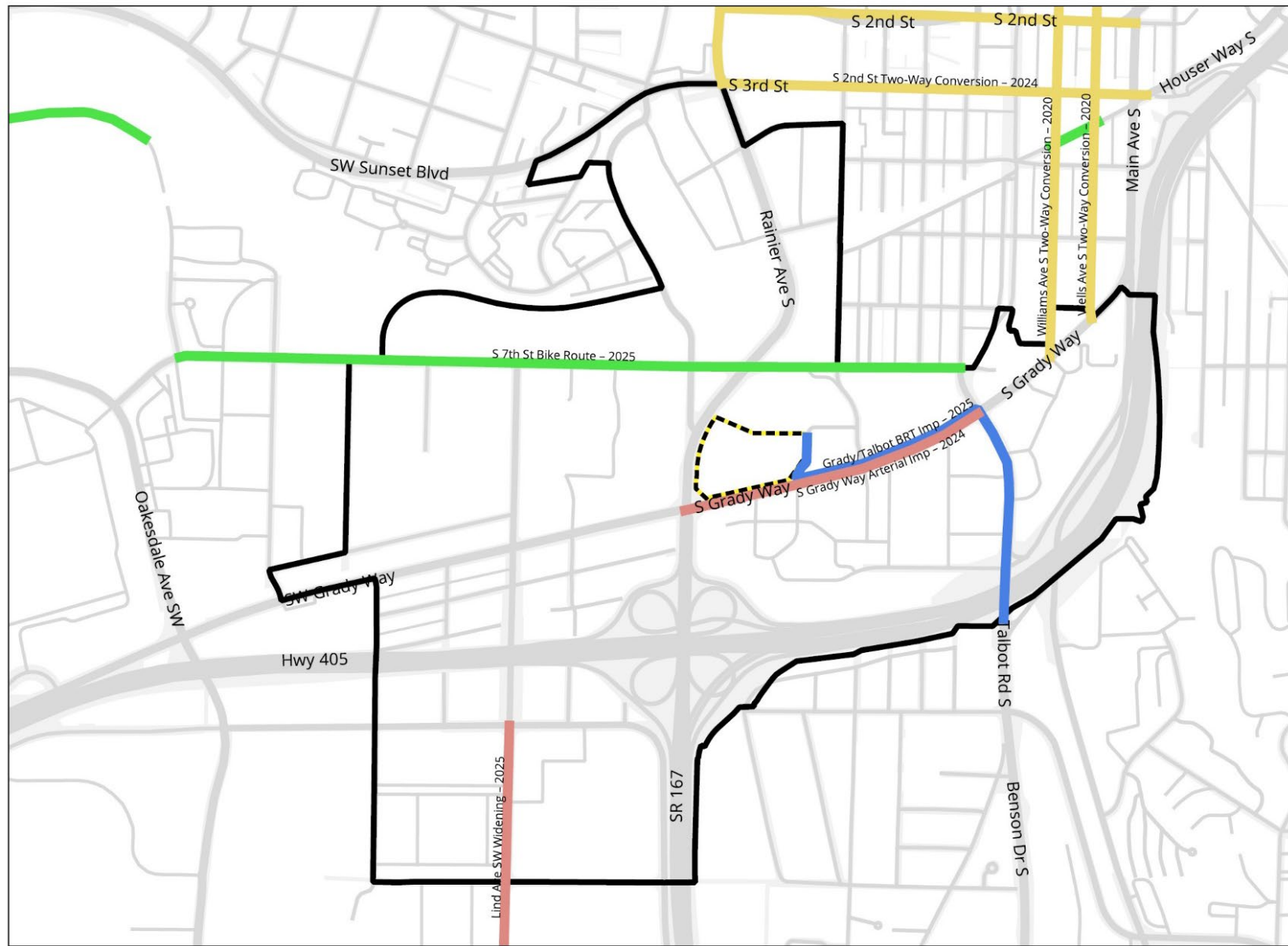
-  TOD Area
-  Transit Center Site
-  Quarter Mile Radius
-  Half Mile Radius
-  Vacant
-  Redevelopable



Infrastructure

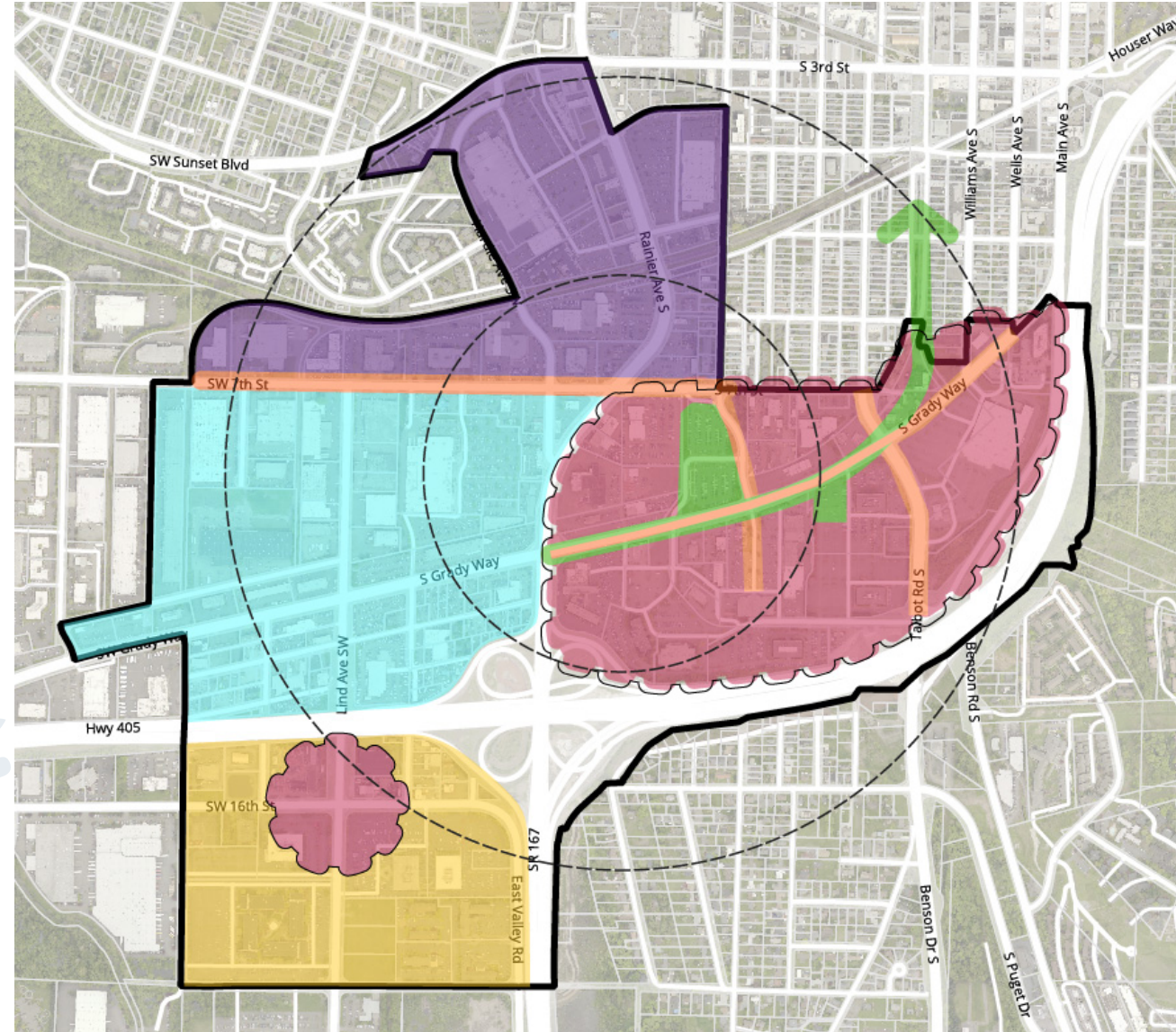
TIP Projects with Potential Completion Year

-  Bike/Ped
-  Streetscape
-  Transit
-  Vehicle



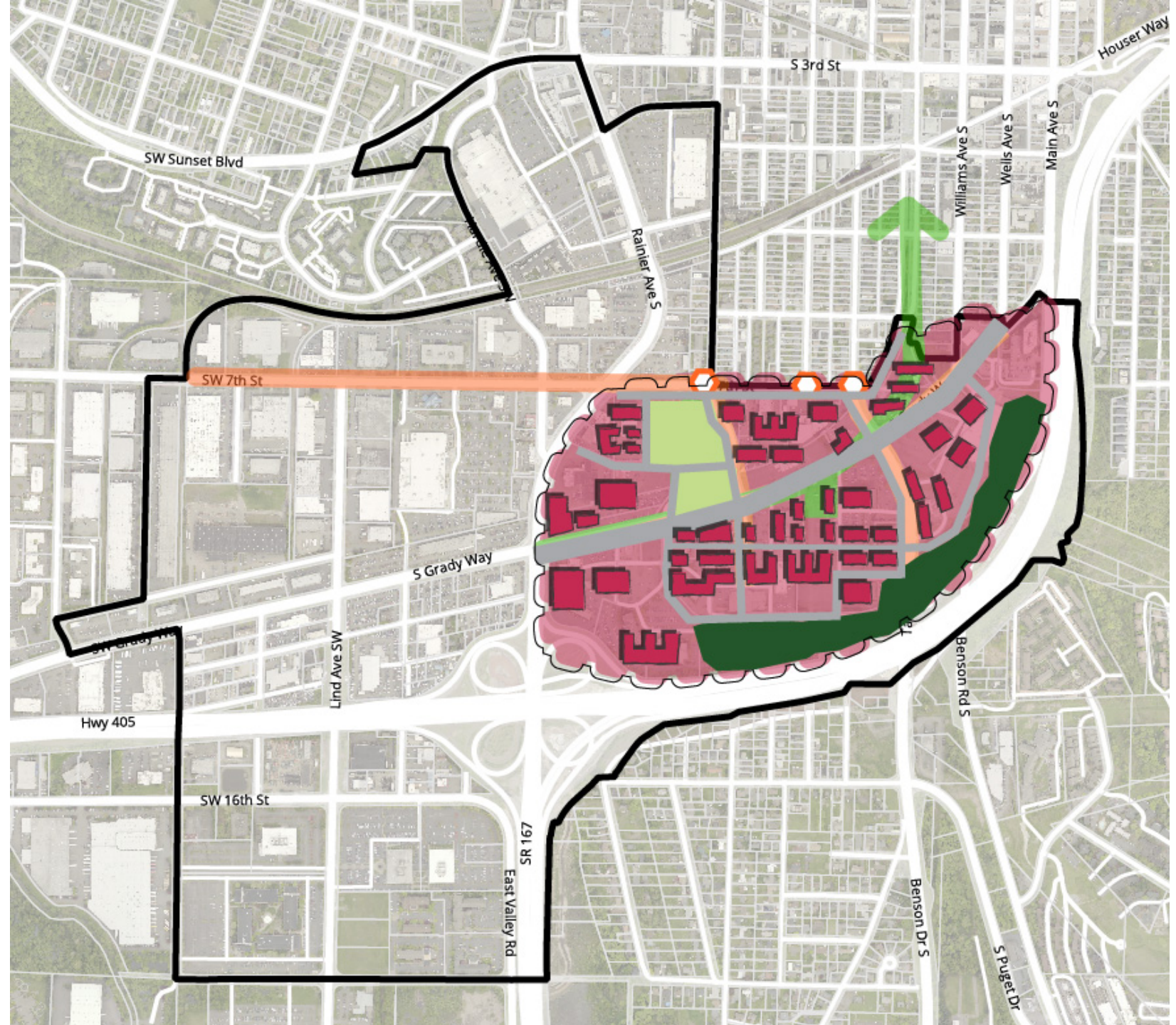
Preferred Alternative

Encourages a hub of mixed-use development **southeast of the TC**, to take advantage of vacant and developable land and avoid conflicts with the **high-traffic intersection of Rainier Ave S and S Grady Way**. Allows private redevelopment to begin to shape the district in the **near-term** while retaining **flexibility for TOD and potential future light rail** service plans to evolve. Restoration of Rolling Hills Creek could improve ecological health and provide amenity for redevelopment.



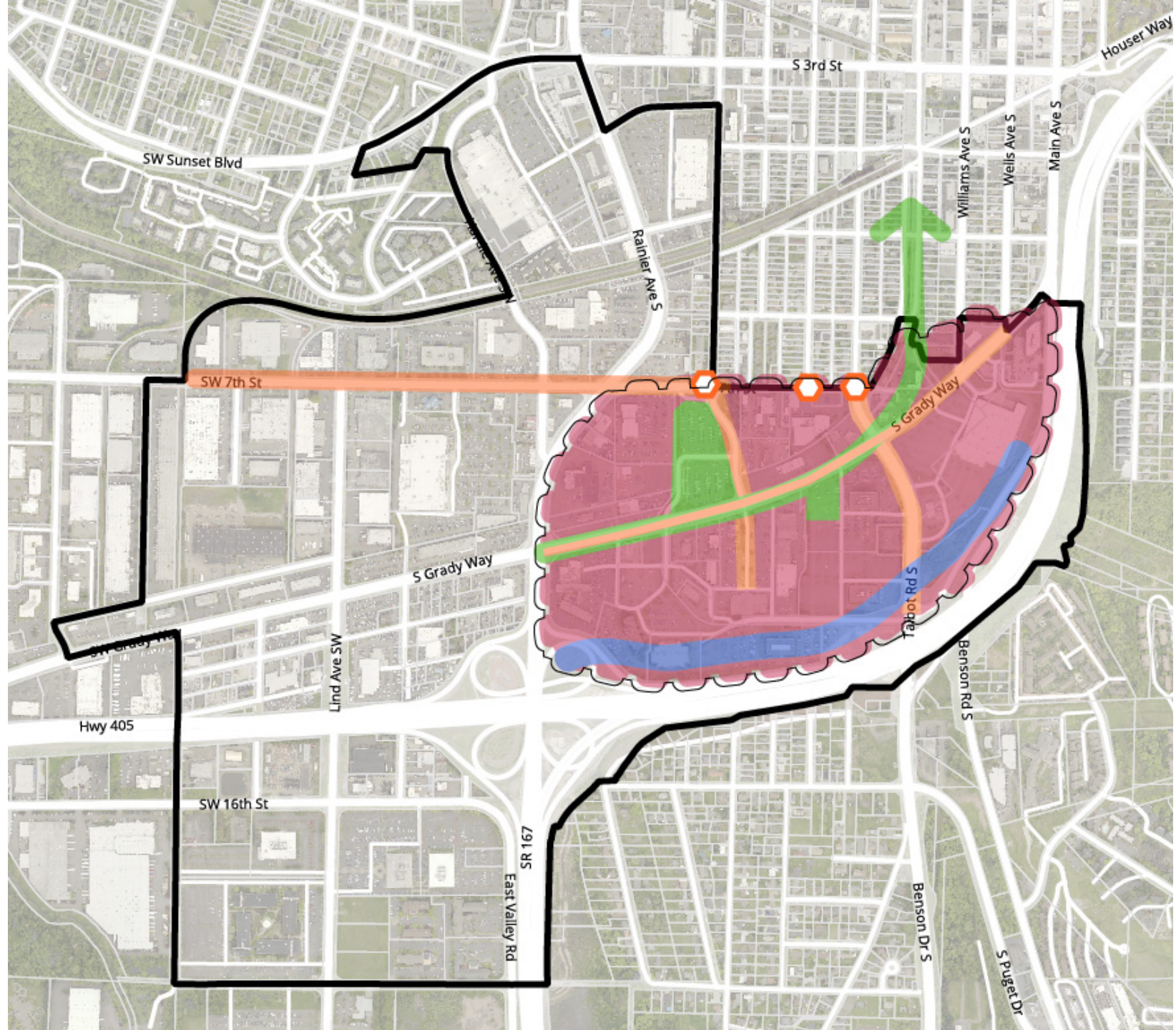
Core

- Encourage mixed use development directly supporting the BRT station.
- Larger core development area provides more flexibility around the TC for future TOD and/or light rail planning.
- Encourage residential uses that are scaled in height and mass to provide a transition to the lower density South Renton Neighborhood.
- The block east of Shattuck Ave. S could feature residential uses with modest local retail services.



Connections & Open Space

- Ped/bike improvements to Shattuck Ave. S and Talbot Rd. S
- Streetscape and pedestrian improvements along and across S Grady Way
- Intersection improvements at S 7th St. and Talbot/Smithers and Burnett
- Potential multi-use pathway on Talbot Rd S.
- Redevelopment should provide a network of “complete” streets and pedestrian pathways.
- Park/plaza in the southeast to catalyze and focus development.
- Consider stream restoration for ecological value and to provide a natural amenity for development.



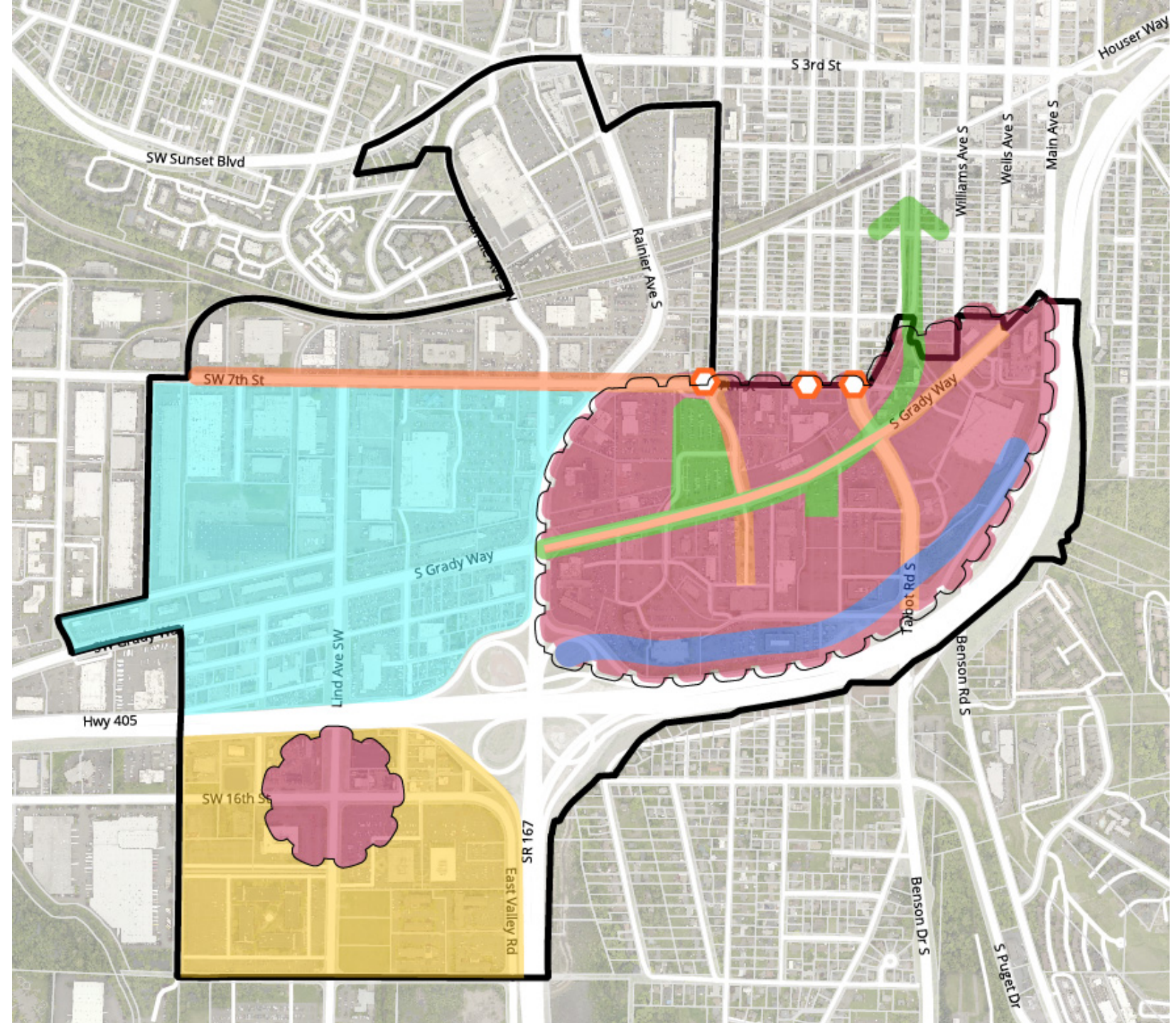
West & Southwest

West (shown in blue)

- Retain and intensify employment uses.

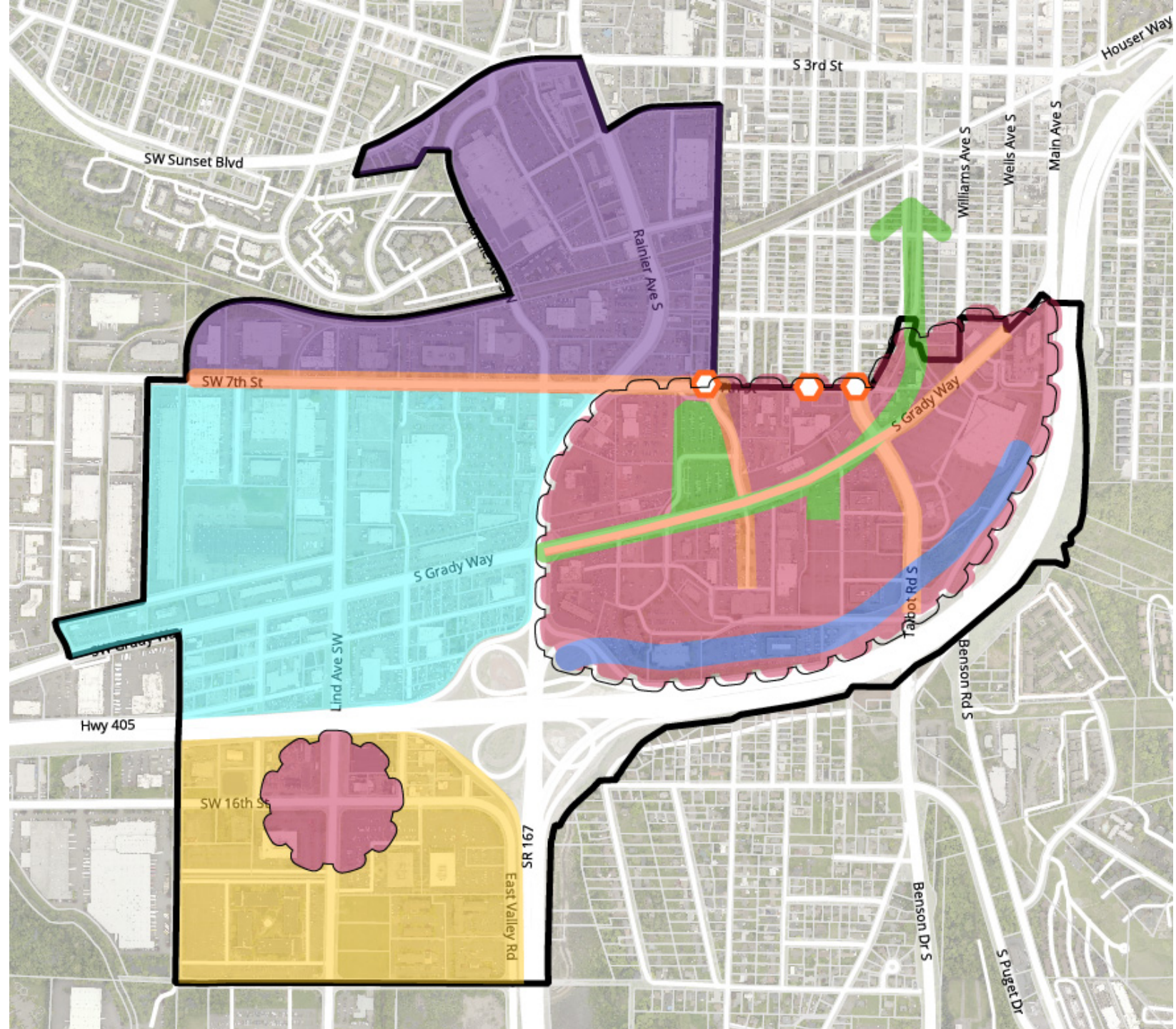
Southwest (south in yellow)

- Retain and intensify employment uses.
- Accommodate office and service uses displaced from other areas.



North

- Allow to evolve by encouraging residential uses over time.



Mixed Use



Mix of uses with redevelopment



Smaller commercial building mixed with larger residential and mixed use buildings, Juanita Village, Kirkland, WA

Streets



Safe, multimodal connections and crossings



Internal streets provide robust multimodal connections.

Open Spaces



Covered outdoor event space in
Power & Light District – Kansas City, MO



Central park or plaza for gathering – Redmond, WA

Open Spaces



Connections to natural systems
Thornton Place – Seattle, WA



***Discussion
Questions***



TOD Experience

- Based on your experience, what conditions and development standards that make such projects economically feasible and successful?
- How should the City attract investment to this area? How would you market this area?
- Is the mix of development types discussed in the presentation the right fit for this subarea?
- Should the mix of uses vary depending on the location within this area? Where do commercial and mixed-uses make the most sense?
- As noted in the presentation, the vision is a subarea offering retail, onsite services, restaurants, entertainment, etc. How much commercial/retail space do you think can be feasible for mixed-use projects in the subarea once the transit center is built?
- How do you determine when you can provide full-floor plate commercial?
- When does it become economically viable to pursue higher intensity construction (such as steel frame rather than 5-over-1 or 5-over-2?)



Housing

- Have you previously done a project with an affordable residential component?
- For those with experience developing affordable housing, what are the most effective ways to ensure a mix of affordable housing options?
- How do you choose when a development has homeownership vs rental opportunities?
- Is the subarea currently attractive for residential development? What would make it more attractive for residential development?
- What levels of density make sense for the area?



Parking

- Would you propose a minimum number of stalls per unit in order for new development to be
- attractive to renters/owners who might not depend on or use mass transit?
- Should the current maximum ratio of 1.75 be different for this area?
- What parking reductions would make projects pencil for this location?



Development Regulations

- Based on experience or a review of Renton's development regulations, are there barriers for realizing this subarea vision?
- Are there specific development code provisions that are challenging?
- How can regulations be more effective in realizing high-quality mixed-use development?
- Adding open space is important to making this area more livable. What are some approaches to incorporating open space and/or natural systems that improve project feasibility?



Incentives

- If the city's current MFTE program were extended to this area, would you likely apply for the 8-year exemption, 12-year exemption, or neither, and why?
- Would a SEPA planned action be effective in promoting future development?
- Have you taken advantage of height or density bonuses for your projects?



Infrastructure

- What are your concerns or questions about infrastructure in the area?
- What investments would help attract investment (e.g., frontage improvements, ped/bike infrastructure)?
- Do you have any thoughts or experiences on working with existing businesses to remain in place with redevelopment, such as grocery stores?