

MEMORANDUM

505 5th Avenue S, Suite 300, Seattle, WA 98104 | P 206.436.0515

To: Paul Heinz

From: Peter De Boldt, PE
Brent Powell, PE

Date: March 17, 2021

Re: Renton LRT – Station Area Decision Matrix

The City and Perteet identified six potential light rail transit (LRT) station locations within Renton at a workshop on March 1, 2021. Three locations are within the South Renton study area near the proposed new bus rapid transit (BRT) transit center, and three are in northern Renton near The Landing. This document provides a decision matrix to assist in evaluating the three station locations in each zone using a set of agreed-upon criteria.

The five criteria categories are as follows:

- **Walkshed extents.** How well the walksheds (one-quarter and one-half mile from the center of the LRT station) cover desirable surrounding areas for pedestrian connections to the proposed LRT station.
- **BRT-LRT connections.** How well connected the new LRT station is to the new South Renton Transit Center.
- **Transit oriented development (TOD) opportunities.** LRT is often accompanied by TOD within a one-quarter- to one-half-mile radius of the station. This category should consider overlaps with anticipated TOD connected to the South Renton Transit Center and sub-area planning, and if that overlap is desirable.
- **Environmental impacts.** The extent to which the LRT station and alignment would affect environmentally sensitive areas or critical areas, such as streams, wetlands, and landslide hazard zones.
- **Land use impacts.** The LRT alignment and station will affect some adjacent properties, potentially via full or partial right-of-way acquisition. This may disrupt or remove existing land uses. Consider if these impacts are consistent with sub-area planning or similar development concepts or if they are oppositional. This criteria category is related to the TOD

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opportunities category; however, focus on unavoidable impacts due to construction of the LRT system, as opposed to development opportunities tied to the new transit mode.

For each LRT option, users completing the decision matrix should assign a score for performance in each category. A performance key on the following page illustrates the different score options. Exhibits illustrating each LRT option for North and South Renton are attached to the end of this memorandum.

Table 1 presents Perteet’s evaluation of the decision matrix. These scores are our personal assessments of the candidate station locations and alignments, and these will likely differ from City of Renton evaluations. We will discuss communal rankings at the workshop on March 18, 2021.

Table 1. South Renton LRT Decision Matrix (Perteet Scores).

Category	Option 1	Option 2	Option 3	Performance Key	
Walkshed extents					Strong
BRT-LRT connections					High
TOD opportunities					Moderate
Environmental impacts					Low
Land use impacts					Poor

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Figure 1. South Renton Option 1.



Figure 2. South Renton Option 2.



Figure 3. South Renton Option 3.

Table 2 shows Perteet’s evaluation of the three North Renton candidate station locations and alignments. Because this station is away from the South Renton Transit Center site, the BRT-LRT connection category is not applicable.

Table 2. North Renton LRT Decision Matrix (Perteet Scores).

Category	Option 1	Option 2	Option 3
Walkshed extents	●	◐	●
BRT-LRT connections	-	-	-
TOD opportunities	◐	◑	●
Environmental impacts	●	●	◑
Land use impacts	◑	●	◑

Performance Key

- Strong
- ◑ High
- ◐ Moderate
- ◑ Low
- Poor

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Figure 4. North Renton Option 1.



Figure 5. North Renton Option 2.



Figure 6. North Renton Option 3.