

PSRC's 2014 Regional FHWA Application

Important: Please review the following information before beginning the application.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If a project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center).

Projects that include multiple components or sponsors are allowed to be submitted, but the scope of work, funding amounts and schedules for each individual agency and/or component must be clearly identified at the time of application. If awarded PSRC funds, these projects may be separated into their individual components or lead agency in the regional Transportation Improvement Program. Each individual TIP project will be subject to PSRC's project tracking policies and will be administered according to the scope of work and funding awarded for each. If you have questions please contact Kelly McGourty at (206) 971-3601 or kmcgourty@psrc.org.

Resources: A resource document has been developed to assist sponsors in completing PSRC's online applications for the 2014 project selection process. The document summarizes information needed by sponsors to complete applications, as well as provides useful information on various topic areas such as financial constraint and project tracking requirements.

Submitting Applications: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application.

There is no set page limit for applications submitted to the regional competition. It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary.

All applications must be submitted by 5:00p.m. April 8, 2014.

Project Information

Project Title

Rainier Ave S Corridor Improvements - Phase 4

Transportation 2040 ID#

4433

The current list of investments that are required to be on the Transportation 2040 Regional Capacity Project List and have a designated ID # can be accessed at Appendix N of the 2014 Transportation 2040 Update, [here](#). If your project is exempt from this requirement, please enter "N/A." Helpful information on those exempt investments that are considered programmatic in nature or are on local facilities and therefore not required to be on the Project

List can be found here.

For assistance or questions regarding these issues, contact Kimberly Scrivner at 206-971-3281 or kscrivner@psrc.org.

Sponsoring Agency

City of Renton

Co-Sponsoring Agency

CA Status

- Yes
- No

CA Sponsor (if applicable)

Contact Information

Project Contact Name

Jim Seitz

Project Contact Phone

425-430-7245

Project Contact Email

JFries@Rentonwa.gov

Project Description

Project Scope

Rainier Ave South is a vital arterial carrying 40,000 vehicles per day and is in need of infrastructure improvements to enhance travel and safety for general purpose, transit vehicle, pedestrian and bicyclists.

Phase 4 will extend the improvements from SR 900 to approximately 1,000 feet north of Airport Way. Improvements include extending a southbound BAT Lane from S 2nd St to S 3rd St, pedestrian Improvements with street scaping, construction of a segment of a regional ped/bike path trail (Lake Washington Loop Trail) from Airport Way to 1,000 feet north of Airport Way, installation of a pedestrian actuated traffic signal (Hawk) at Rainier Ave and SW Victoria St, pedestrian scale illumination, transit facility upgrades, access management, reconstruction of the substandard traffic signal at Airport Way and S 2nd St and new traffic signal at NW 3rd Pl.

Project Purpose

Justification: Rainier Ave South Phase 4 is a heavily travelled segment of the corridor (40,000 vehicles per day) with vehicles entering/exiting the numerous driveways along the corridor, vehicles making mid-block left-turns to access businesses which results in traffic congestion. Narrow broken sidewalks adjacent to a heavily travelled roadway, insufficient pedestrian-scale illumination and substandard accommodation for persons with disabilities all contribute to a less than desirable pedestrian environment.

Goal: The Rainier Ave South project goal is to improve transit mobility, and pedestrian accessibility and safety to encourage a transportation mode shift from SOV to transit and/or walking/biking. The project improvements will also benefit overall traffic flow and safety through access management and traffic signal upgrades and coordination, reduce accidents, improve the pedestrian environment and safety and result in an aesthetically vibrant transportation corridor.

The project will improve access and mobility between the Renton Urban Center and connections to regional transportation facilities of I-405, SR 167, SR 900 and Tukwila Sounder Station.

The project also supports the aerospace industry cluster and Renton growth targets, as well as promoting economic revitalization and sustained urban land use.

Project Location

Rainier Ave

Please identify the county(s) the project is located in. Check all that apply.

- King County
- Kitsap County
- Pierce County
- Snohomish County

Please identify the crossroad, milepost or landmark nearest the beginning and end of the project below, if applicable. Crossroad/landmark nearest to the beginning of the project:

S 3rd St

Crossroad/landmark nearest to the end of the project:

NW 3rd Pl (approx 1,000 feet N of Airport Way)

Please identify the center(s)

Renton Regional Growth Center

Federal Functional Classification

Roadways must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities), unless the project meets certain exceptions. Resources to identify a facility's functional classification or exceptions to this requirement may be found here.

Federal Functional Class

Urban Functional Classification Population over 5,000

You have selected Rural. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate rural classification.

You have selected Urban. If this is not the appropriate classification, please go back and change your selection.

Please select the appropriate urban classification.

14 Principal Arterial

Plan Consistency

All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP.

Is the project specifically identified in a local comprehensive plan?

- Yes
- No

Is the project specifically identified in a local comprehensive plan?

(1) City of Renton Comprehensive Plan, (2) Renton Arterial Plan, Renton HOV Plan, (3) pages: XI-20 and XI-37.
(2) City Center Community Plan

If no, describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports.

Category Specific Questions

Select the project category

Corridor Serving Centers

Designated Regional Growth Center

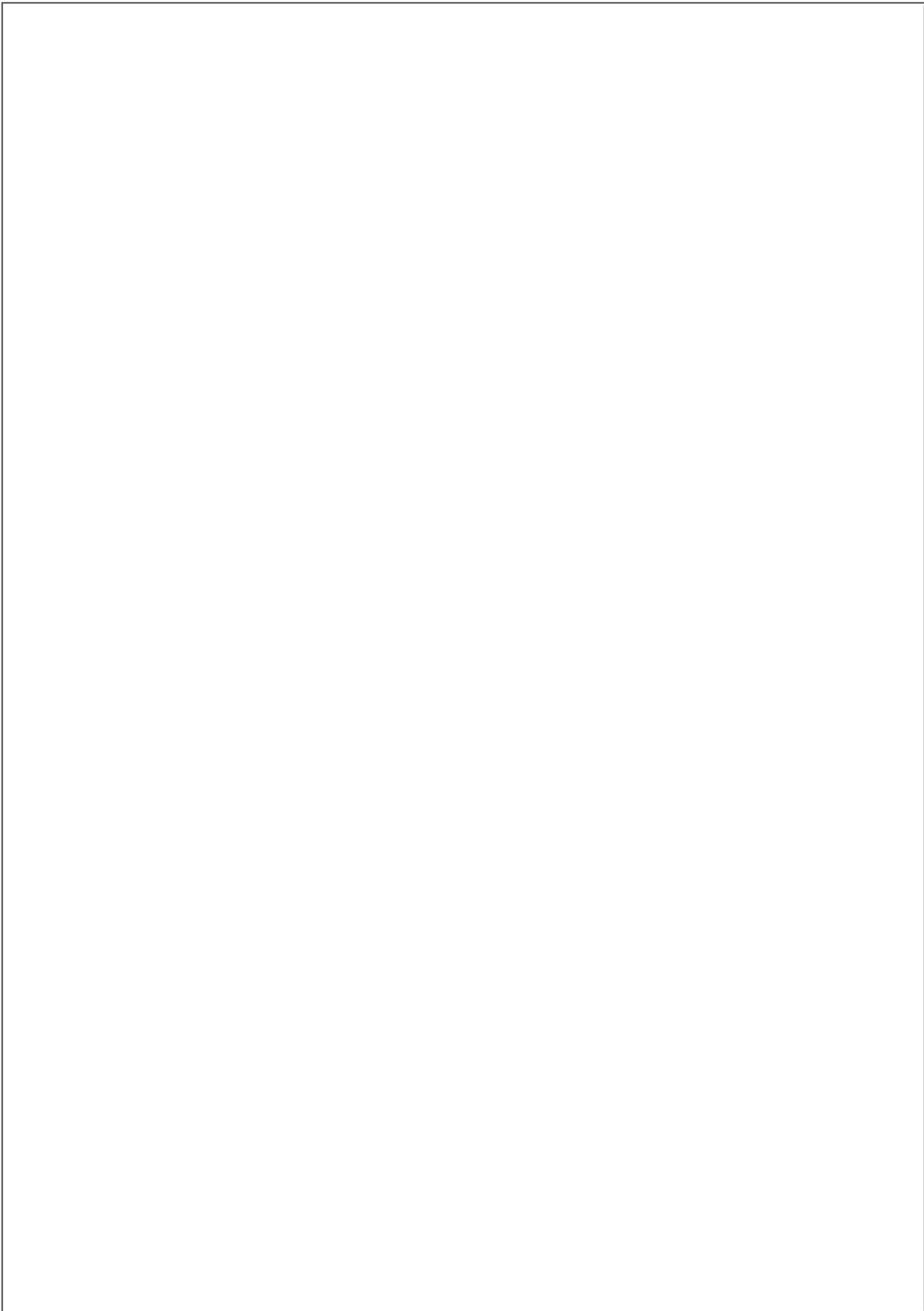
In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

A1. Regional Growth Center Development

A2. Project's Benefit to the Regional Growth Center

Empty rectangular box for content.

A3. Circulation Within the Regional Growth Center



B1. Development and Users Benefit

In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

A large, empty rectangular box with a thin black border, occupying most of the page below the header. It is intended for content related to the section title 'B2. Mobility and Accessibility Benefit'.

Corridor Serving Center(s)

In the sections below, please provide complete but concise responses, addressing as many bullet points as possible. The evaluation and scoring of all submitted projects will be based on the answers provided by the sponsor. Refer to the 2014 Regional Project Evaluation Criteria for PSRC's FHWA Funds in PSRC's Call for Projects for guidance, examples, and details on scoring for additional information.

C1. Benefit to Regional Growth or Manufacturing/Industrial Center

• **Support Housing and Employment:** This project continues the improvement of an existing major transportation facility (SR 167) to a more efficient multi-modal transportation corridor that serves existing and future high-density mixed-use developments along the corridor and within the adjacent Renton Urban Center. The Renton Urban Center includes two sub-areas: Urban Center-Downtown (220 acres) and Urban Center-North (310 acres). Renton's Comprehensive Plan envisions the combined two sub-areas "as the heart of a growing regional city, providing capacity for new housing to absorb a significant portion of the City's share of future regional growth." (See page IX-35 attached). Policies in Renton's Comprehensive Plan encourage transit and pedestrian friendly new development in the Urban Center-Downtown and the high-density mixed-use redevelopment in the Urban Center-North (See pages IX-35-41 attached). A significant portion of Urban Center-North is currently being redeveloped from Industrial use to commercial and residential uses with full redevelopment of the remaining industrial use envisioned within the next 20 years.

The

The project corridor is identified as a truck route in the Freight Goods Transportation System, carrying 13.2 million tons of freight annually. The Rainier Avenue South project will improve mobility, access and safety for multiple modes, including transit, freight and pedestrian on a segment of one of the few north-south connections serving both sub-areas of Renton's Urban Center.

The corridor provides direct access to the Central Sound Aerospace Training Center, a new, state of the art facility to train workers from the Puget Sound area to secure jobs in our State's growing aerospace industry.

The corridor also provides a direct connection to the regional I-405 transportation facility and SR 167 limited access facility south of the project limits. The project will also improve multi-mode connections via these facilities to and from other regional centers (Tukwila, Bellevue, Kent, Burien, SeaTac and Seattle).

• **Travel Modes:** The segment of Rainier Avenue South addressed by this project currently serves transit vehicles, freight trucks, other general-purpose vehicles, and pedestrians. The improvements included in this project will provide the opportunity for a currently auto-dominated corridor to become a more transit, pedestrian and bicycle compatible urban transportation corridor. The BAT lane will provide benefits to transit in the form of improved travel time and delay reduction.

The project will improve general purpose and freight traffic movement and safety by separating transit buses, vehicles accessing businesses, and through access management (landscaped median).

New wider sidewalks separated by buffers from the traveled roadway, the new ped/bike path (a segment of the Lake Washington Loop Trail), pedestrian ramps per ADA standards, pedestrian-scale lighting, street furniture, marked crosswalks, upgraded refuge islands and pedestrian signals at intersections will provide pedestrians, transit users, and persons with disabilities increased access and safety along the project corridor.



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- **User Groups Supported:** This project will benefit multiple user groups: commuters, area residents, employees and commercial/retail customers travelling along the corridor to and from

the Renton Urban Center and other surrounding centers (Tukwila, Bellevue, Kent, Burien, SeaTac and Seattle). Both King County Metro and Sound Transit provide transit routes along the Rainier Avenue corridor. The riders will benefit through corridor transit mobility and pedestrian access improvements. Auto-oriented commuters will also benefit from the traffic flow and safety improvements included with this project.

The project improvements will assist a sizeable minority (56%), low income (15% below poverty level) and seniors (11.5%) population with better access to employment centers, shopping and recreation.

Employees in the Renton's Urban Center will enjoy the new facilities and improved street environment for commuting and recreational use.

- **Jobs/Businesses Retention or Establishment:** The Renton Urban Center, industrial, manufacturing and commercial areas employ over 48,000 people. The top three industry clusters are Aerospace, Logistics and International Trade, and Information Technology. Aerospace dominates the industry with three of Boeing's major business units: Commercial Airplanes, Boeing Capital, and the Shared Services Group. Boeing's Renton operations account for 30% of Renton's workforce. This project will improve the connectivity and freight mobility between the Urban Center-North (Boeing's Renton Plant) and the Kent Industrial/Manufacturing Center, supporting jobs in the Aerospace and Logistics and International Trade industries.

This project is adjacent Renton Airport, which is the 4th most important in WA(economically). In 2013, 440 new planes were delivered via Renton's airport, generating \$21.5 billion in revenue. For 2014, a 10% increase in production is anticipated.

This phase of the project also provides direct access to the Central Sound Aerospace Training Center, a new, state of the art facility to train workers from the Puget Sound area to secure jobs in our State's growing aerospace industry.

The Rainier Avenue corridor project improves vehicular, pedestrian and bicyclist access on a street network serving the existing workforce and customer base and future business goals of Renton's Urban Center. This project improves travel connections between Renton's Urban Center and regional transportation facilities (I-405, SR 167, SR 900 and Tukwila Sounder Station) which contribute to improved conditions for delivery of freight goods and access for employees/workforces throughout the region. This project will support continued economic growth of the Urban Center through roadway, transit service, pedestrian and bicyclist access improvements. The project improvements will enhance transit service between the Renton Urban Center and other regional urban centers. This can improve Renton's ability to draw a workforce and customer base from a wider area throughout the region.

- **Maximize Corridor Efficiency (TSM):** The efficiency of the corridor will be maximized through intersection and signal improvements, such as signal timing optimization and coordination, signage and lighting, motor-vehicle detection.

Pedestrian efficiency will be improved by wider sidewalks separated from the driving lanes, and illumination. Bicycle travel efficiency and safety will be improved by the installation of a ped/bike path separated from the driving lanes and illumination.

- **Logical Segment/Missing Link:** This is the next phase of the Rainier Ave Corridor project. It is a logical continuation of improvements to a major transportation corridor providing connection to/from the Renton Regional Center to Seattle, Tukwila, Kent/Auburn, Bellevue regional centers.

The Rainier Avenue corridor is part of a regional transportation improvement plan to develop existing facilities into a more efficient multi-modal transportation system that links centers throughout the region. This is the fourth phase of the Rainier Ave corridor improvements and supports Renton and the Region policies to encourage: a) non-motorized modes of travel, with wider sidewalks and a segment of a regional ped/bike path; b) transit use by providing transit facilities (extension of the southbound Business Access and Transit (BAT) lane from S 2nd St to S 3rd St); c) more efficient freight movement and general purpose traffic through access management and traffic signal improvements.

- **Remove Barriers:** The project will improve walkability and access for pedestrians and bicyclists to Regional trails (Lake Washington Loop Trail, Cedar River Trail, Lake to Sound Trail), to the Renton Transit Center and downtown core, and to Parks and Recreation areas and provide options for choosing active modes of transportation. The mid block HAWK signal will provide a protected crossing between bus zones.

The Rainier Avenue South project will promote development of strong communities and neighborhoods by enhancing pedestrian/bicyclists accessibility and safety. The project improvements will also benefit general traffic, freight movement and transit by increasing mobility and and traffic flow through the corridor.

- **System Performance:** The project will improve access to/from the adjacent Renton Regional Center to other regional centers. It will continue the upgrade to an essential link in Renton's transportation network by providing urban roadway amenities to implement "Complete Streets" practice with a focus on multi-modal transportation. The project improves general purpose and freight traffic flow and pedestrian movement and safety along the Rainier Avenue corridor.

- **Safety:**

For the past 5 years, there were 300 accidents within the project limits with 1 fatality and 149 people injured (5 of them being serious injury). Of the 300 accidents 9 involved pedestrians and bicyclists.

Safety along this segment of the corridor for-notomized travel will be addressed by: a) separating pedestrians from the travel lane by a landscaped buffer; b) upgrading substandard ADA facilities; c) adding a new pedestrian actuated traffic signal; and d) adding a segment of a regional ped/bike path;

Safety for motorized travel be addressed by: a) upgrading existing traffic signals; b) adding a new new traffic signal at Rainier Ave and NW 3rd Pl (where a fatality occurred); and c) access management.

Please describe how your project will reduce emissions. Include a discussion of the population served by the project (who will benefit, where, and over what time period). Specific questions have been prepared to assist you in responding to this criterion depending on the type of project.

Please select all of the elements in the list below that are included in the project's scope of work, and provide the requested information in the text box below.

- Diesel Particulate Emissions Reduction Projects (e.g. diesel engine retrofits)
- Roadway Capacity (general purpose and high occupancy lanes)
- Transit
- Bicycle/Pedestrian Facilities
- Intelligent Transportation Systems (signalization, etc.)
- Alternative Fuels or Vehicle Technology
- Other

Transit:

Currently there are four (4) King County Metro routes and two (2) Sound Transit routes. Metro Route 106 with an average 102 boardings; Route 107; Route 140 and Route 169. Sound Transit Routes 560 and Route 566.

The project will improve transit movement and reliability by extending a southbound BAT lane from S 2nd St to S 3rd St and add transit signal priority at intersections.

Bicycle/Pedestrian Facilities: The project will provide pedestrian/bicyclist linkage among residential areas, employment areas and recreation areas. It will upgrade sidewalks and install a segment of a regional ped/bike path. It will provide a friendly environment, creating a walkable community (and likely people will walk more often and experience improved health and wellness), and inducing a mode shift away from SOVs.

Other:

Other environmental elements include landscaping of pedestrian buffers and street trees (vegetation will provide small removal of pollutants), that will contribute to improving air quality and address climate change.

Financial Plan & Project Readiness

In this section, sponsors will address questions regarding the PSRC funding request, the total estimated project cost and schedule, and the project's readiness to obligate PSRC funds. Sponsors should be aware of the following information before completing this section:

Funding Request: Sponsors may request funding for any single project phase, but requests for multiple phases are limited to preliminary engineering plus the subsequent phase necessary. I.e, a sponsor may request funding for both preliminary engineering and right of way phases or preliminary engineering and construction phases, but not both right of way and construction phases.

Funding Requirements: A minimum of 13.5% of local matching funds is required for both Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding. The combination of the requested PSRC funds plus all other funding must be adequate to fully fund that phase. Requests that do not result in a phase being fully funded will be considered ineligible for PSRC funding.

Obligation Requirements: Per PSRC's project tracking policies, all project phases awarded PSRC funds must obligate by June 1st of the program year selected. For more information, see PSRC's project tracking policies [here](#).

PSRC Funding Request

Please identify the phase(s) for which PSRC funds are being requested, the funding source, the amount, and expected year of obligation. Confirm the total by pressing the calculate button.

Funding Source

- STP
- CMAQ

Phase

Preliminary Engineering Design

Obligation Year

2015

Amount Requested

2600000

Phase

Obligation Year

Amount Requested

Total PSRC Funding Request

2600000

Total Estimated Project Cost and Schedule

In the table below, please provide the total estimated cost and schedule for all phases of the project, from start to finish, and indicate when each phase was, or is planned to be, completed. If a phase is not required for the project, indicate with N/A.

Please include all funding amounts and sources (including the requested PSRC funds) and identify whether they are secure, reasonably expected, or unsecure. PSRC's definitions and guidance for determining secure and reasonably expected funds may be found [here](#).

NOTE: If you find that you need more rows than provided in the tables below, please fill out the supplemental project cost spreadsheet available [here](#) and upload in the area below.

Upload (only if necessary)

--

Planning Phase

Please note, the planning phase of a capital project is considered to be part of the preliminary engineering phase. Complete this section only if this project is an independent planning study.

Funding Source

Funding Status

Funding Amount

Total Planning Phase Cost

Actual or estimated completion date

Preliminary Engineering/Design Phase

Funding Source

Funding Status

Funding Amount

Total Preliminary Engineering/Design Cost

Actual or estimated completion date

Right of Way Phase

Funding Source

Funding Status

Funding Amount

1300000

Funding Source

Local

Funding Status

Unsecured

Funding Amount

200000

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Funding Source

Funding Status

Funding Amount

Total Right of Way Phase Cost

1500000

Actual or estimated completion date

Jan 2017

Construction Phase

Funding Source

Federal STP

Funding Status

Unsecured

Funding Amount

7900000

Funding Source

TIB

Funding Status

Unsecured

Funding Amount

4900000

Funding Source

Local

Funding Status

Unsecured

Funding Amount

1000000

Funding Source

WSDOT

Funding Status

Unsecured

Funding Amount

1000000

Funding Source

Funding Status

Funding Amount

Total Construction Phase Cost

14800000

Actual or estimated completion date

Dec 2018

Other Phase

Funding Source

Funding Status

Funding Amount

Total Other Phase Cost

Actual or estimated completion date

Project Summary

The calculated total project cost below is based on the entries completed above. Please review for accuracy before proceeding to ensure all funding is reflected.

Total Estimated Project Cost

19300000

Estimated Project Completion Date

Dec 2018

Financial Documentation

Please provide supporting documentation using the upload function below to demonstrate that all additional funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

Upload

http://fs19.formsite.com/psrc/files/f-0-475-7871417_XqleUNkC_Rainier_TIP_sheet.pdf

Upload

Upload

Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included. For more information, refer to PSRC's financial constraint guidance.

Upon award of this grant, the City will allocate the matching funds to this project via budget adjustment.

Project Readiness

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to be obligated. The questions in this section are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the following section, sponsors will be asked a series of questions about the project. Based on these responses, sponsors will be directed to the appropriate set of subsequent questions addressing the project's readiness.

NOTE: Sponsors applying for funds for only planning studies or preliminary engineering/design phases are not required to provide further information for project readiness and will be directed to the next required set of questions.

Are you requesting funds for ONLY a planning study or preliminary engineering?

- Yes
 No

Is preliminary engineering for the project complete?

- Yes
 No

What was the date of completion (month and year)?

Have preliminary plans been submitted to WSDOT for approval?

- Yes
 No

When are preliminary plans expected to be complete and approved by WSDOT (month and year)?

Are there any other PE/Design milestones not listed above?

Project Readiness

What is the current level of NEPA documentation?

- Environmental Impact Statement (EIS)
- Environmental Assessment (EA)
- Documented Categorical Exclusion (DCE)
- Categorical Exclusion (CE)

Has the NEPA documentation been approved?

- Yes
- No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

Project Readiness

Will right of way be required for the project?

- Yes
- No

How many parcels do you need?

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

- Yes
- No

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each. For example, these might include:• True cost estimate of right of way• Right of way plans (stamped)• Relocation plan• Right of way certification• Right of way acquisition• Certification audit by WSDOT • Relocation certification

Project Readiness

Are funds being requested for construction?

- Yes
- No

Do you have an engineer's estimate?

- Yes
- No

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

- Yes
- No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).

When is the project scheduled to go to ad (month and year)?

Other Considerations

Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process. In addition, please describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.

File Submission

Please provide any additional supporting documents, including maps, through the upload functions below.

Upload

http://fs19.formsite.com/psrc/files/f-0-477-7871417_SooSwXyU_Comp_Plan_Rainier.pdf

Upload

http://fs19.formsite.com/psrc/files/f-0-478-7871417_h2Vlraul2_Rainier_X_Section_2014.pdf

Final Review

Please review all application form questions to ensure you have completed all fields. An email containing a PDF version of the project application will be sent to the project contact upon submission.

NOTE: Sponsors may update and resubmit information included in the application until the April 8th deadline. After the deadline has passed, the form site will close and sponsors will not have access for revisions.

Last Update

2014-03-12 13:01:08

Start Time

N/A with Save & Return

Finish Time

N/A with Save & Return

IP

146.129.243.130

Browser

IE 9

OS

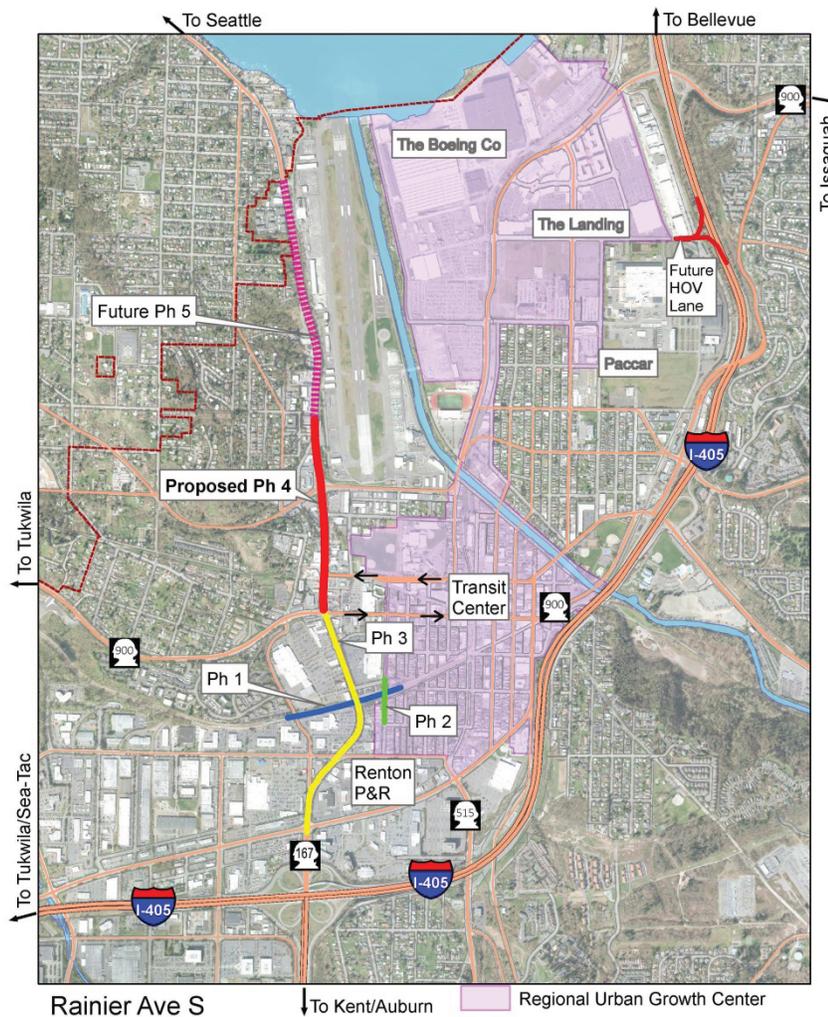
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Rainier Avenue South (SR 167) Phase 4

Rainier Avenue South is a vital arterial carrying 40,000 vehicles per day and is in need of infrastructure improvements to enhance travel and safety for general purpose, transit vehicle, pedestrian and bicyclists.



Improvements include:

- Phase 4 extends the improvements from SR 900 to approximately Central Sound Aerospace Training Center;
 - Extension of a southbound BAT Lane from S 2nd St to S 3rd St;
 - Pedestrian improvements with street scaping;
- A segment of a regional pedestrian/bike path (Lake Washington Loop Trail);
 - A pedestrian actuated traffic signal;
- Upgrading the street lighting including pedestrian scale illumination;
 - Transit facility improvements, access management;
- Reconstruction of the substandard traffic signal at Airport Way; and
 - New traffic signal at NW 3rd Pl.

Project Benefits

- Supports Aerospace Industry Cluster and Renton Growth Targets
 - Improve pedestrian accessibility, environment and safety
 - Reduces emissions by improving traffic flow
- Will result in an aesthetically vibrant pedestrian-friendly environment
 - Provides a gateway to Renton's Urban Center
- Promote economic revitalization and sustained urban land use
 - Addresses environmental justice population needs



Rainier Ave – Typical Section

Project Readiness/Financial Plan

Phase 1 - Railroad Bridge Reconstruction Completed - \$10.5M – **COMPLETED**

Phase 2 - Construction of a stormwater bypass - \$2.2M – **COMPLETED**

Phase 3 - Construction of BAT lanes, medians, sidewalks, landscaping, transit amenities-
\$31.8M-**COMPLETED**

Phase 4 – Rainier Ave from South 3rd Street to Airport Way. Estimated cost: \$19.1M

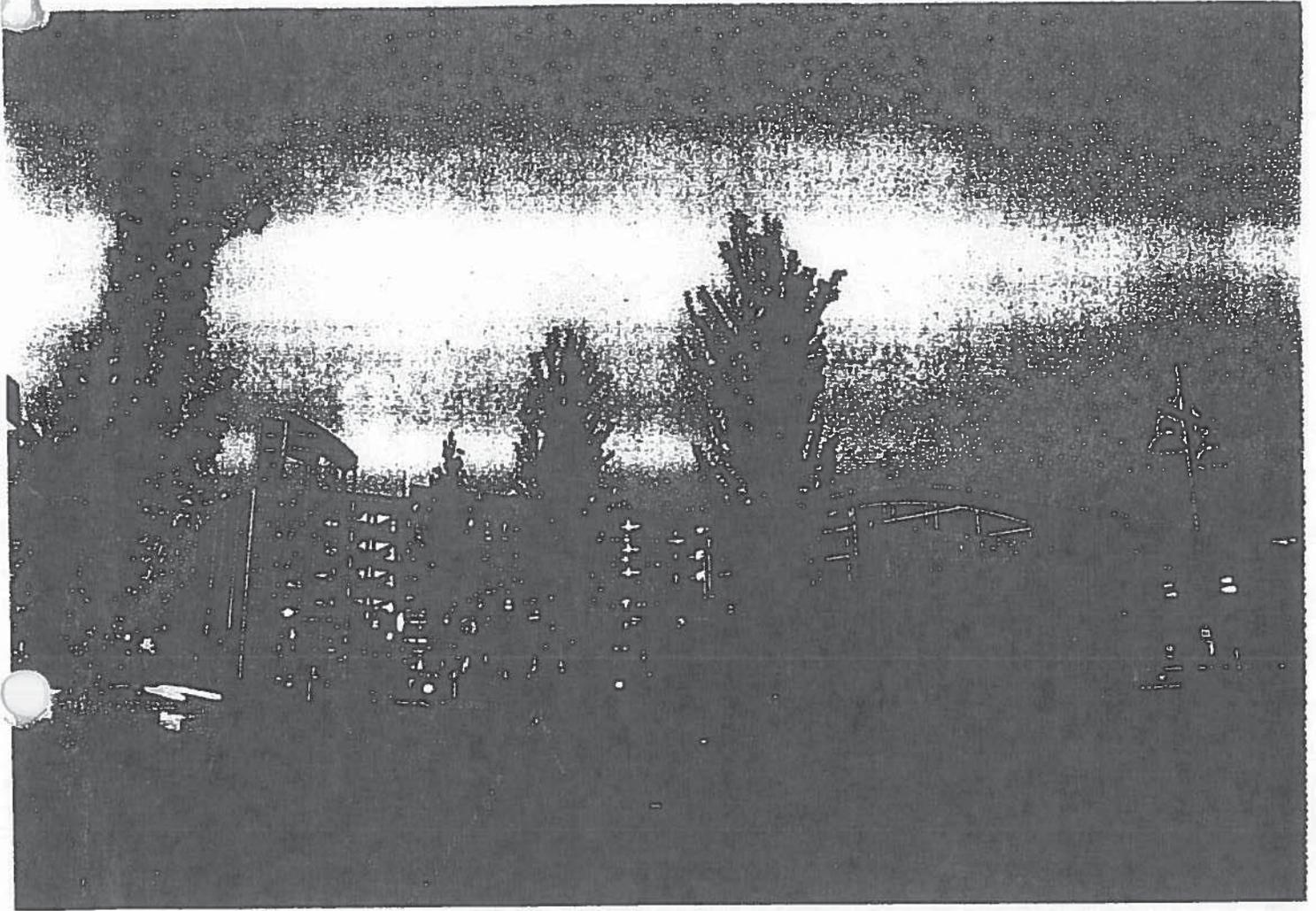
Design cost: \$3.0M

STP Funding request: \$2.6M

City of Renton: \$0.4M

Previous phases supported by FHWA, Sound Transit, TIB, WSDOT, Department of Commerce with Millions of Public Funding Invested.

Anticipate obligation date of design funds: March 2015



Comprehensive Plan

Adopted November 1, 2004
Ordinance 5099 & 5100



Nathan Jones

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

X. 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-NN: 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-183. Promote the innovative site planning and clustering of Center uses and discourage the development of strip commercial areas.

Policy LU-184. 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-185. Continue development of transit-oriented development in the activity node established by the downtown transit facility.

Policy LU-186. 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-187. 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-188. 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-189. 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-190. 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-191. 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-192. Include uses that are compatible with each other within mixed-use developments; for example, office and certain retail uses with residential, office, and retail.

Objective OO: 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-193. 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-194. 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-195. 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-196. 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.

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. Site planning and infrastructure will promote a pedestrian scale environment and amenities.

Objective LU-PP. Zone areas within the Urban Center-Downtown designation to provide a vibrant downtown district that provides a mix of high density urban land uses that support transit and the further synergism of public and private sector activities.

Policy LU-197. Residential Multi-Family Traditional should be zoned in areas where low rise multi-family development already exists and further infill is appropriate, or where such development can provide a transition between higher intensity downtown uses and surrounding areas. Transit and shopping areas should be available within one half mile.

Policy LU-198. Residential Multi-Family Urban should be zoned in areas outside of the established Pedestrian District, where it is appropriate for high intensity residential development to be established without mixed-use commercial or office space within the same building. Residential Multi-Family Urban areas should be served by transit.

Policy LU-199. Commercial Office zoning should be selected for high intensity areas of the Urban Center Downtown where residential or mixed use residential-commercial development is not desired.

Policy LU-200. Center Downtown zoning should be selected for those portions of the Urban Center-Downtown that are envisioned for the widest mix of residential and commercial uses. The Center Downtown should be directly served by multiple transit routes and should provide a high-quality pedestrian environment.

Objective LU-QQ: 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-201. 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-202. Development and redevelopment of Urban Center - Downtown should strive for urban density and intensity of uses.

Policy LU-203. Ground floor uses with street frontage in the Pedestrian District 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-204. 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-205. Development should not exceed mid-rise heights within the Urban Center - Downtown.

Objective LU-QQ: 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-206. 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-RR: Encourage additional residential development in the Urban Center - Downtown supporting the Countywide Planning Policies definition of Urban Center.

Policy LU-207. 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 Planning Policies.

Policy LU-208. 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-209. 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-210. 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-211. Condominium development and high-density owner-occupied townhouse development is encouraged in 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

Objective LU-SS. Attract large-scale redevelopment of residential and commercial uses in order to implement the Urban Centers criteria of the Countywide Planning Policies to provide housing and jobs.

Policy LU-212. Designate land for Urban-Center North land use if it meets the Urban Centers criteria in the Countywide Planning policies and if it contains large tracts of land suitable for redevelopment within the next 20 years.

Policy LU-213. Support a range and variety of commercial and office uses.

Policy LU-214. Allow hospitality uses such as hotels, convention and conference centers.

Policy LU-215. Co-locate uses within a site and/or building in order to promote urban style, mixed-use development.

Policy LU-216. Support uses that serve the region, a sub-regional, or citywide market as well as the surrounding neighborhoods.

Policy LU-217. Support integration of community-scale office and service uses including restaurants, theaters, day care, art museums, and studios.

Policy LU-218. Support extension of Park Ave. to Lake Washington.

Policy LU-219. 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-220. Allow phasing plans for mixed-use projects.

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



PLANNING AND DESIGN
SOUTH BEND STREET TOWNSHIP PLACE
MARCH 2014



CITY OF RENTON
PUBLIC WORKS
TRANSPORTATION SYSTEMS DIVISION
2014 - 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Rainier Ave S - S 3rd Street to Airport Way

Community Planning Area: City Center

Functional Classification: Principal
Proj. Length: 0.31 mi
TIP No. 7

Proj: CONTACT: Jim Seitz 425.430.7245

DESCRIPTION:

Phase 2 of the Rainier Ave Corridor Improvements will extend the improvements from where the current project ends to Airport Way. Project elements include roadway and sidewalks widening with streetscaping, adding pedestrian-scale illumination, transit facility improvements (shelters, benches, information kiosks), planted buffer strips and landscaped medians.

STATUS:

Planning to determine the roadway cross section and outreach started in 2013, under the Project Development and Pre-Design Program. Cost of the Rainier Ave S improvements estimated at \$18M.

JUSTIFICATION:

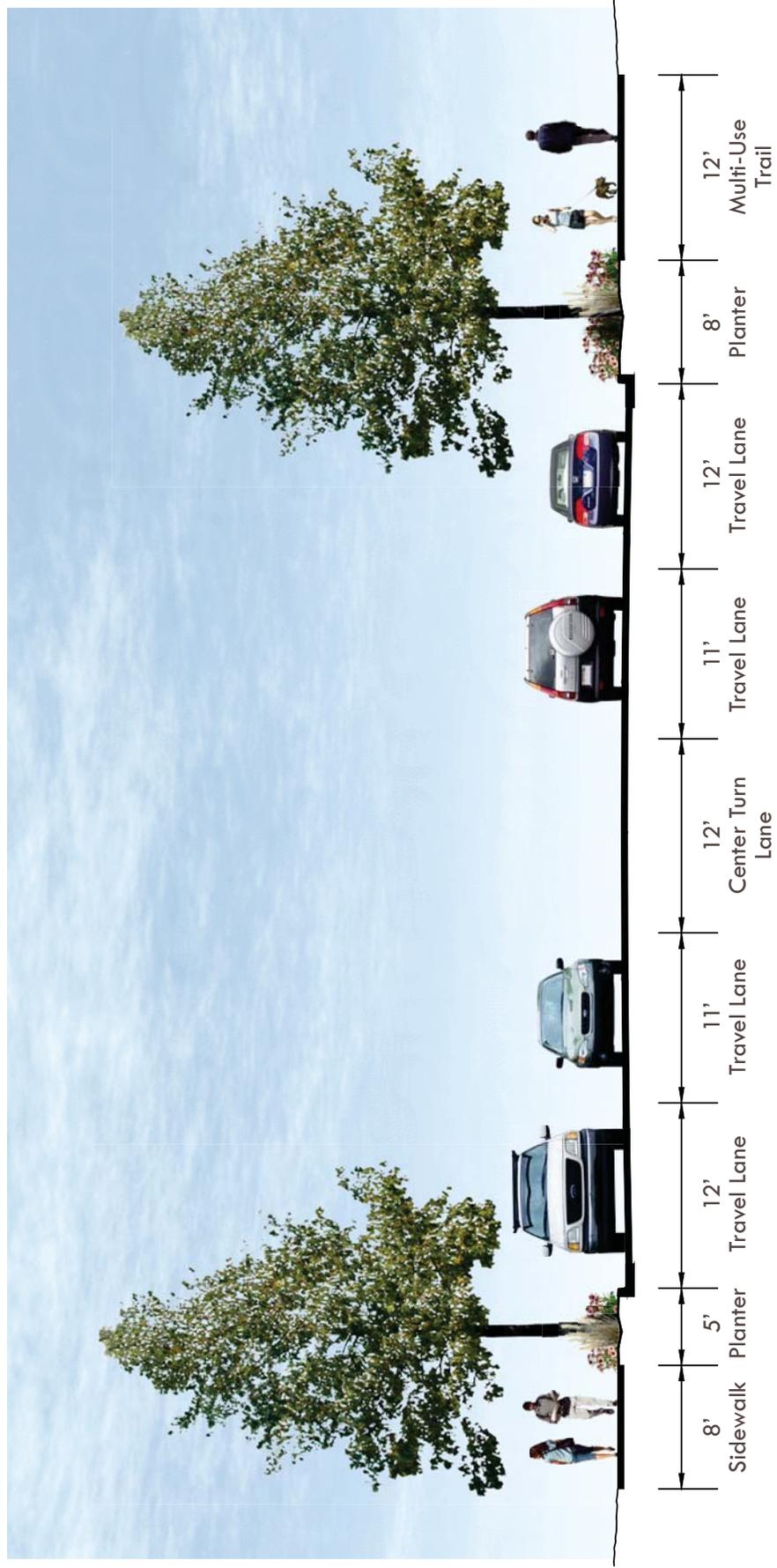
Rainier Ave is a critical corridor in central Renton with existing operational problems and in need of infrastructure enhancements to provide greater ease of non-motorized and transit-based travel. Improvements will enhance traffic flow and reduce accidents.

CHANGES:

Project Totals ITEM	Programmed	Programmed Pre-2014		Six Year Program						Unfunded : 18,000,000			
		Spent Pre-2013	2013	Total	2014	2015	2016	2017	2018		2019		
EXPENSES:													
Planning	80,000			80,000									
Preliminary Engineering	2,620,000			2,620,000									
R-O-W (includes Admin)	3,500,000			3,500,000									
Construction	10,250,000			10,250,000									
Construction Services	1,550,000			1,550,000									
Post Construction Services													
TOTAL EXPENSES	18,000,000			18,000,000			3,420,000	2,780,000	8,400,000	3,400,000			
SOURCES OF FUNDS:													
Vehicle Fuel Tax													
Business License Fee													
Proposed Fund Balance													
Grants In-Hand (1)													
Grants In-Hand (2)													
Mitigation In-Hand													
Other In-Hand (1)													
Other In-Hand (2)													
Undetermined	18,000,000			18,000,000									
TOTAL SOURCES	18,000,000			18,000,000			3,420,000	2,780,000	8,400,000	3,400,000			

Rainier Avenue S Future Cross Section

From Airport Way to NW 4th Street (Looking North)



Rainier Avenue S Future Cross Section

From S 3rd Street to S 2nd Street (Looking North)

