

TUKWILA COMPREHENSIVE PLAN
Transportation Corridors

TRANSPORTATION CORRIDORS

PURPOSE

Both local and state travel routes through the City provide strategic regional connections. Two routes—East Marginal Way South and the West Valley Highway—are discussed in the Manufacturing/ Industrial Center element and the Tukwila Urban Center element. Three routes—Tukwila International Boulevard Pacific Highway (99), Interurban Avenue, and Southcenter Boulevard—will be discussed in this element. These corridors are important to the region and the City for a number of reasons. (Figure 14)

- First, they serve the surrounding residential and employment community with products and services. Community members spend a significant amount of time in these corridors and it is here that they are most likely to meet other members of their community.
- Second, these areas offer the best travel routes in the City for both residents and businesses because of transit service and arterial and freeway automobile access.
- Third, they are regional thoroughways that are also the front door to Tukwila's residential neighborhoods. They create an impression and are a reflection of the community to the rest of the region.

*Figure 14—
Transportation
Corridors*

ISSUES

For the City's transportation corridors there are similar city wide concerns:

- how to maintain or create distinctions of character along linear corridors in order to have visual interest
- how to have quality environments with the high travel demands placed upon them
 - the cost of upgrading the corridors with sidewalks, storm drains, trees, street lights and other amenities
 - conflicts between through traffic and destination traffic and between cars and pedestrians
 - how to balance the intensification of mix of uses vertically, thereby maximizing the usefulness of the corridor for transit travel, while minimizing the auto congestion
 - how to expand east/west travel.

Commented [LM1]: This element has been significantly edited. Out-of-date discussion on purpose and issues, as well as accomplished goals & polices, have been deleted. Many goals & policies that were still relevant were removed from this element and consolidated in other Comp Plan elements, such as the Transportation or Community Image elements. Consequently, there is little remaining of the original Transportation Corridors element. The few remaining goals & policies are incorporated into a new draft Tukwila International Boulevard (TIB) District element, containing updated purpose, issues, vision, and goals and policies sections.

Commented [LM2]: Revised & updated in new draft TIB District Element

Commented [LM3]: Revised & updated in new draft TIB District Element

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Tukwila International Boulevard Pacific Highway (Highway 99) was a precursor to Interstate 5 and still contains vestiges of the old highway with commercial activity mixed with a few residential buildings. There has been no consistent pattern of development due to past lax regulation of land use by the County. In the past, all frontage property that could provide reasonably flat land was designated for commercial retail and service uses accessed by automobile. There are often abrupt transitions between uses along the highway and the adjacent residential neighborhoods.

Interurban Avenue is isolated from most of the community but has good access to the interstate system. It has a mix of office, industrial, commercial and significant recreational uses, with some older single residential units and newer apartment structures. It is the historic beginning and heart of old Tukwila. Except for the river, however, most of the physical reminders of that history are gone.

Southcenter Boulevard (from Interurban Avenue to Tukwila International Boulevard Pacific Highway South) is the newest of the corridors and, unlike the others, it is characterized primarily by office and residential uses, with only limited commercial use. Southcenter Boulevard because of its recent vintage is more conforming and most like a future vision in terms of standards of a corridor.

As travel along streets and highways generally becomes more congested, these three corridors offer logistically good access to existing alternative travel such as bus routes and potential rail service.

As travel continues to increase over the next 20 years, choices will have to be made that address the growing congestion, the threat of further air quality degradation, and the use of alternative travel modes. The Comprehensive Plan provides a baseline for the future studies that these choices will entail.

The Transportation Corridors Element addresses four categories of interest:

- Creating areas of focus
- Improving private development
- Enhancing and improving transportation choices and facilities
- Developing partnerships and strategic plans.

Pacific Highway Corridor

The Pacific Highway corridor is defined as all properties extending from SR 599 south to South 160th Street that abut Pacific Highway, plus any adjacent commercial properties (Figure 15). The development along the corridor is old and lacks amenities typical of new development areas.

There is a large amount of residential property along the corridor north of South 137th Street (if extended) that tends to be visually and physically isolated by the significant grade changes to

Commented [LM4]: This section has been updated and portions relocated to the new draft TIB District Element TIB District and Issues sections.

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either side of the right of way and the descent from the plateau to the valley. The majority of the commercial district is south of South 137th Street (if extended); commercial properties north of South 137th Street (if extended) exist as isolated level areas or pieces of land benched into the hillside.

The natural features of the corridor are ravines and a valley wall that cuts across the northern section. The southern section is part of a large plateau between the Green River Valley and Puget Sound.

The corridor is a jumble of land uses, building types, signs, parking lots, and a wide expanse of roadway. Despite the absence of sidewalks, there are a high number of pedestrians. The appearance of the road itself, coupled with its continuing use as a major arterial, attracts many lower quality and marginal activities, and some structures show signs of poor maintenance and disinvestment. The corridor has the highest crime and pedestrian fatality rates in the City. It was identified as the highest priority for City action during the Vision Tukwila process, and design and improvement decisions are being made as this Plan develops.

With redevelopment, the 99 corridor could evolve into a true local center for the residents flanking it. This would necessitate a fundamentally different attitude toward public and private development than has been seen in the past. Deliberate steps will need to be taken to improve the public environment: streets, sidewalks and public areas. The location, intensity and quality of new buildings and renovated buildings will need to be guided. The corridor cannot be viewed as a single, continuous road containing the same kind of uses and buildings forms along its entire length. Rather, different parts should have different degrees of emphasis. For instance, in order to create a sense of a place over time, relatively intensive uses and activities will need to be concentrated into a relatively small area that is walkable and that can be served by public transit. Auto dominated or oriented uses will need to shift away from the center.

Part of the area's poor image stems from the criminal activity seen and perceived. Of the 24 Police Department reporting districts, 4 are along the 99 corridor, and Department statistics indicate that approximately 40% of the City's crimes occur along this corridor.

Adjacent to the entire length of TIB 99 is a mix of housing from low to high density. Most of the units are over 20 years old. Much of the high density housing, although not all, lack amenities and are poor quality because of their age. They provide relatively inexpensive housing for the region.

Many residents within and immediately adjacent to the 99 corridor are impacted by social and health problems such as low paying jobs, domestic violence, drug activity, etc. These issues and the transient nature of the community, to an unspecified extent, are increasing the insecurity and images of the criminal character of the area.

*Figure 15—
Pacific Highway
Corridor*

Commented [LM5]: These steps have already been implemented so they are removed.

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Interurban Avenue South Corridor

Interurban Avenue South consists of three distinguishable sections—a commercial and industrial northern section (between 42nd Avenue South and Interstate 5), a large middle residential, commercial and industrial section (south of Interstate 5 and north of South 152nd [if extended]) and a southern commercial and industrial section (between South 152nd [if extended] to the north and Interstate 405 to the south). (Figure 16)

There are three major recreational uses along the corridor, separated by a light industrial district, they are: the King County Green River Trail, Foster Golf Course, and Fort Dent Park.

The development pattern of the Interurban Avenue corridor was influenced heavily by the railroad and industrial uses it served. Consequently, a broad mixture of uses and building forms can be found here, often in proximity to one another. Small houses are set amidst industrial activities. Narrow streets and short blocks are common. In contrast are the carefully groomed grounds of the public golf course. The area is in transition, and is principally a corridor for through traffic.

Figure 16—
Interurban Avenue
Corridor

Southcenter Boulevard Corridor

The Southcenter Boulevard corridor extends from the eastern City limits of the railroad tracks and Grady Way west to Pacific Highway Tukwila International Boulevard (TIB Pacific Highway corridor). (Figure 17) It is a major east-west corridor for the south King County area, and is a frontage road and alternative to Interstate 405 and SR 518. Along the length of the road there are offices and low-, medium-, or high-density residential uses. There are several commercial sections, which are primarily for convenience uses and are confined to specific locations.

Figure 17—
Southcenter Boulevard
Corridor

GOAL AND POLICIES

Goal 8.1 General Transportation Corridor

Transportation corridors that are functional, attractive and diverse along their lengths both for the people who live along them, traveling through them and those traveling to visit these areas.

Policies

8.1.1 Improve the pedestrian environment with street improvements that include curbs, sidewalks or trails, and regularly spaced street trees.

8.1.2 Provide pedestrian pathways between sidewalks and building entrances and between adjacent properties and buildings to ensure that parking lots are not a barrier to pedestrians within commercial areas.

Commented [LM6]: This element now focuses on TIB. Interurban and Southcenter Blvd have recently been reconfigured with pedestrian, bicycle and auto improvements. Rezoning that implements the comp plan has also taken place.

Commented [LM7]: Revised & updated in new TIB District Element

Commented [P8]: Commercial standards have been consolidated in the Community Image element.

Commented [P9]: Moved to Community Image

Commented [P10]: Moved to Community Image

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~~8.1.3~~ Develop parking standards that are (1) sufficient to meet typical daily demand, (2) reflect any significant shifts in transit usage in the corridor, (3) encourage shared parking between mixed uses and sites, and (4) includes off site parking when impact to adjacent uses not affected.

Commented [P11]: Moved to Community Image

~~8.1.4~~ Landscape interior areas as well as perimeter strips in parking lots.

Commented [P12]: Duplicates policy 1.8.6

IMPLEMENTATION STRATEGY

~~□~~ Parking lot landscape standards

~~8.1.5~~ Require mechanical equipment and trash and recycling containers to be incorporated into the overall design of sites and buildings and screened from view.

Commented [P13]: Reflected in the existing zoning code and Tukwila Design Manual.

IMPLEMENTATION STRATEGIES

~~□~~ Roof designs to include and conceal equipment

~~□~~ Prohibit dumpsters within front yards

~~□~~ Design standards

~~8.1.6~~ Set standards for bicycle parking.

Commented [P14]: Moved to Community Image

~~8.1.7~~ Enforce the amortization of nonconforming adult entertainment uses along the commercial and residential sections of the corridors.

Commented [LM15]: Deleted because the City has adopted regulations governing the location of adult entertainment uses.

~~8.1.8~~ Encourage the development of corridor focal points, while ensuring higher quality design.

Commented [P16]: Moved to Community Image

~~8.1.9~~ Design processes and standards that achieve higher quality designs and materials within the commercial and multi-family residential zoned areas than within the commercial/light industrial zoned areas.

Commented [P17]: Commercial design guidelines have been developed.

~~8.1.10~~ Utilize the goals, policies, and illustrations in the Comprehensive Plan for use as Neighborhood Commercial Center design guidelines.

Commented [P18]: Commercial design guidelines have been developed.

IMPLEMENTATION STRATEGY

~~□~~ Design guidelines and illustrations

~~8.1.11~~ Provide design guidelines and illustrations that explain the harmonious building character desired and the design parameters for development.

Commented [P19]: Commercial design guidelines have been developed.

~~8.1.12~~ Require roof lines to be prominent and to contribute to the distinct characters of the areas.

~~8.1.13~~ Seek opportunities to integrate public art into public improvements.

Commented [P20]: Moved to Community Image

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IMPLEMENTATION STRATEGIES

- ~~Design competition~~
- ~~Arts Commission~~

~~8.1.14 Reduce the dominance and clutter of signs through amortization of existing signs and replacement in compliance with Tukwila's Sign Code.~~

Commented [P21]: The sign code has been rewritten and provides mechanisms for removal of non-conforming signs.

IMPLEMENTATION STRATEGY

- ~~Sign Code~~

~~8.1.15 Preserve signs that are exceptional and significant.~~

Commented [LM22]: There are no remaining landmark signs.

IMPLEMENTATION STRATEGIES

- ~~Sign landmarks designation process~~
- ~~Significant sign amortization exception process~~
- ~~Sign Code~~

~~8.1.16 In the event that a light rail system is developed in either the Tukwila International Boulevard (formerly known as Pacific Highway), Martin Luther King, or Interurban corridor, such a system should be designed and constructed to achieve the following objectives:~~

Commented [P23]: Light rail siting decisions are complete for Tukwila.

- ~~— Such a system shall, if appropriate and feasible, include one or more rail stations located at key intersections in order to develop multi-modal transfer areas for buses, automobiles, pedestrians, and/or rail.~~
- ~~— Such a system shall be designed and located so as to minimize interference with pedestrian and vehicular traffic (including both automobile and truck traffic) along, crossing, and turning on and off the transportation corridor.~~
- ~~— For the Tukwila International Boulevard corridor, City preference shall be given to locating rail lines and stations at grade or below grade as necessary to minimize interference with existing traffic patterns.~~
- ~~— Design of a light rail system shall minimize the adverse effects of bulk, view blockage, and interference with light and air for neighboring properties and public areas.~~
- ~~— Design of a light rail system shall minimize the potential adverse impacts and maximize the benefits of a rail system on the redevelopment of Tukwila International Boulevard, Pacific Highway South or Interurban Avenue South in a~~

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manner consistent with any adopted plans and policies for those geographic areas.

- Design of a light rail system shall minimize impacts on sensitive areas, including salmon spawning habitat areas.

IMPLEMENTATION STRATEGIES

- ~~Sign landmarks designation process~~
- ~~Significant sign amortization exception process~~
- ~~Sign Code~~

Goal 8.2 Pacific Highway Corridor Goal

~~A Pacific Highway corridor that~~ *The Tukwila International Boulevard District is a walkable neighborhood with places to live, do business, work, shop, and play, and is a positive reflection of the City as a whole and of the surrounding residential and business community.*

- ~~8.2.1 Mitigate transportation impacts associated with regional travel by the use of extensive amenities, transit service, and appropriate siting and design of new uses, including the highway itself.~~

- ~~8.2.2 Give priority to pedestrian safety over vehicle safety in street design.~~

- ~~8.2.3 Improve the street to encourage pedestrian and transit travel, and actively discourage additional lanes in order to protect and enhance the local commercial, residential and pedestrian character.~~

IMPLEMENTATION STRATEGIES

- ~~Wider sidewalk standards~~
- ~~Curb lined streets~~
- ~~Planted medians with designated left turn pockets at intersections~~

- ~~8.2.4 Locate transit facilities, potentially including a rail station, within the SR 518/Pacific Highway vicinity in order to develop a multimodal transfer area for buses, automobiles, pedestrians, and rail.~~

- ~~8.2.5 Include on street parking stalls for local customer use as a design option for street improvements to enhance redevelopment options.~~

- ~~8.2.6 Underground existing and future overhead distribution lines, including transit operation utilities, in accordance with rates and tariffs applicable to the serving utility.~~

Commented [LM24]: Included and revised in new TIB District Element

Commented [LM25]: Policies are now more aggressive in their recommendation to transition TIB from a regional through-street to more of a main street with on-street parking and slower speed limits.

Commented [NG26]: Move to 13.1.1. However, 13.1.1 does not give safety priority to any one mode of travel.

Commented [LM27]: Deleted. These improvements on TIB have been completed. New policies discuss reducing the overall width of TIB via on-street parking and improving east-west streets intersecting TIB.

Commented [NG28]: Link Light Rail station has been built.

Commented [LM29]: Deleted. Policies are now more aggressive in recommending on-street parking the length of the corridor through the TIB district.

Commented [NG30]: Combined into one city-wide policy at 12.1.19

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~~8.2.7~~ Design the Tukwila International Boulevard Pacific Highway street improvements for the section north of S. 137th Street (if extended) with minimal use of amenities and improvements, reflecting this section's different topography.

Commented [NG31]: These have been completed

~~8.2.8~~ Improve an east-west transportation corridor north of South 144th Street intersecting with Pacific Highway 99.

Commented [LM32]: Deleted. Last two transportation modelling efforts for the City did not indicate a need for this corridor.

IMPLEMENTATION STRATEGY

~~Alternatives study~~

~~8.2.9~~ Improve South 144th Street (including right of way acquisition where necessary) between Military Road South and 42nd Avenue South to serve as a significant pedestrian corridor.

Commented [LM33]: This has been completed.

~~8.2.10~~ Develop standards and design guidelines that recognize the physical difference between the valley wall and the plateau and that retain the hillside's character, including significant vegetation, change of grade, and a sloping trait.

Commented [LM34]: Reflected in TIB Design Manual

IMPLEMENTATION STRATEGIES

~~Limited retaining wall height~~

~~Limited building size and paved areas~~

8.2.11 Develop a strategic and financial plan for implementing these Tukwila International Boulevard Pacific Highway corridor District policies that facilitates aimed at investing public funds and facilitating private and public investment. Use a decision matrix to prioritize projects and show project consistency with the TIB District Element goals and policies.

Commented [LM35]: Revised and moved to new TIB District Element

~~8.2.12~~ Assemble business and resident groups to coordinate the development of the strategic plan, to participate in community policing to monitor and decrease crime along the corridor, and to develop and coordinate an image concept for marketing and design guidance.

Commented [LM36]: Deleted. Covered under Roles and Responsibilities Element of the Comprehensive Plan, sections on Safety & Security, and Communication & Engagement.

IMPLEMENTATION STRATEGIES

~~Block watch~~

~~Apartment managers' and owners' forums~~

~~Tenant councils~~

~~Chamber of Commerce participation~~

8.2.13 Maintain the predominately residential use and character between South 128th Street and South 137th Street (if extended), with appropriate zoning and a significant

Commented [LM37]: Revised and relocated to new TIB District Element

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~~component of vegetated hillside; allow a limited amount of neighborhood-oriented retail activity in residential projects that front on Highway 99.~~

~~8.2.14 Allow heights along the corridor as follows:~~

~~— six-story heights south of South 154th Street;~~

~~— ten-story heights south of SR 518 (excluding the area noted below) and on the west side of the corridor north of S. 128th Street; and~~

~~— three stories north and south of S. 158th Street, as shown in Figure 18.~~

Commented [LM38]: Maximum height addressed in new draft TIB District Element. Maximum heights needs to be revisited as part of the implementation of this element. These heights may actually prevent the types of development envisioned by the community from being developed, and may need to be revised, based on consultant recommendations as to what is attractive to developers and makes a project financially feasible.

~~8.2.15 Appropriately fence outside exterior storage and sales areas with high-quality materials to support a visually pleasing environment without restricting connectivity and walkability; limit use, size, and location of metal security and other fencing and require concealment with appropriate landscaping.~~

~~Figure 18 –
Highway 99 –
Height Exception~~

Commented [LM39]: Revised and relocated to new draft TIB District Element

IMPLEMENTATION STRATEGY

- Fencing standards

~~8.2.16 Allow a diversity of uses along the corridor, including residential, retail, service, light manufacturing, office, and recreational and community facilities.~~

Commented [LM40]: This has been replaced by the goals and policies on nodes and land use.

~~8.2.17 Create a pedestrian-oriented Neighborhood Commercial Center as a focal area along Pacific Highway South; create a Regional Commercial area south of the Neighborhood Commercial Center and create opportunities for either commercial or industrial uses at the north end of the corridor.~~

Commented [LM41]: This has been replaced by the goals and policies on “nodes”.

~~8.2.18 Encourage building design on the east side of Pacific Highway between South 137th Street (if extended) and South 144th Street to reflect the importance of the area as a visual focal point for traffic through the corridor.~~

Commented [LM42]: This has been included in the TIB Design Manual.

~~8.2.19 Where significant distant views occur along the corridor, encourage development to recognize and incorporate these into project design. Developments should minimize obstruction of views from nearby projects through appropriate landscape design, building design and site planning.~~

Commented [LM43]: This is difficult to regulate.

IMPLEMENTATION STRATEGY

- Design guidelines that illustrate techniques

~~8.2.20 Provide flexibility in the application of design standards in order to encourage pedestrian-oriented and pedestrian friendly development and to allow creativity in the design process.~~

Commented [LM44]: Included in the TIB Design Manual

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8.2.21 Encourage the redevelopment of commercial properties fronting TIB by allowing the aggregation of ~~Allow commercial use of residentially zoned parcels~~ property with commercially zoned parcels fronting TIB, where such action:

- ~~expands small and/or irregularly shaped commercial districts that can't be redeveloped per the overall goals for the area;~~
- encourages redevelopment of non-conforming use sites;
- ~~minimizes vehicular travel on adjacent residential local access streets;~~ fronts and orients any commercial uses toward TIB Pacific Highway; and
- creates a site, structures, landscaping and other features that are compatible with adjacent residential district standards and planned character.

Commented [LM45]: Moved to new draft TIB District element

~~Interurban Avenue South Corridor~~

~~Interurban Avenue South has been described as having two distinct characters—a middle and two ends. The two ends are similar because they intersect with major freeways. The middle section is a mixed use area and the historic heart of old Tukwila. The middle section also tends to be somewhat restricted because of the valley wall, the river, and Foster Golf Course and Fort Dent Park.~~

~~The development pattern of Interurban Avenue was influenced heavily by the railroad and industrial uses it served. Consequently, a broad mixture of uses and building forms can be found. Small houses are set amidst industrial activities. Narrow streets and short blocks are common. Parts of Interurban are still in transition, and Interurban is primarily a corridor for through traffic.~~

~~Goal 8.3 Interurban Corridor Goal~~

~~A high amenity multi-modal transportation corridor with a varied mix of office, commercial, recreational, high density residential and light industrial uses;~~

Commented [LM46]: This section moved to Residential Neighborhoods.

Commented [MCB47]: True for all commercial corridors: Southcenter BL, TIB and Interurban and West Valley HY

Policies

8.3.1 ~~Develop the north section as an area of regional commercial or light industrial uses; the middle and south sections as a mix of residential, commercial or, in some areas, light industrial uses.~~

~~IMPLEMENTATION STRATEGY~~

~~Zoning Code~~

8.3.2 ~~Allow three story buildings within the middle section and allow four story buildings within the Fostoria, Fort Dent, Nielsen Farm, and freeway interchange areas, and~~

Commented [P48]: Zoning is in place

Commented [P49]: Zoning is in place

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allow six stories within the Gateway Drive area and light industrial areas south of I-5 (Figure 19)

- 8.3.3 Allow residential uses as second-story and above uses in all Regional Commercial Mixed Use zoned areas.

Figure 19—
Interurban Avenue
Corridor

Commented [P50]: Zoning is in place

- 8.3.4 Create a logical and harmonious division between commercial or industrial uses and residential uses by using changes in topography and through appropriate development standards, including street design.

Commented [MCB51]: See Neighborhoods and Transportation Elements for policy to protect residential neighborhoods and policy to create separate residential versus street design standards

- 8.3.5 Improve public rights of way that connect Interurban Avenue and the river with signage, street parking, paving, and other elements that signify the riverfront.

Commented [P52]: This is addressed city-wide in the open space and shoreline policies.

- 8.3.6 Develop preferred station sites and rail alignment through the Interurban corridor that maximize service and access to regional services and minimize visual impacts along its entire route.

Commented [P53]: Light rail siting decisions have been made

- 8.3.7 Work with the transit agency to install transit shelters designed to reflect the historic use of the corridor for public transit.

Commented [MCB54]: Moved to transportation/community image regarding historic preservation/storytelling practices – Goal 1.3 & associated policies.

- 8.3.8 Provide prominent public art and interpretive markers at highly visible locations, explaining the history of the Interurban Trolley, the river, and other important aspects of the area.

Commented [P55]: Moved to historic preservation section of Community Image

- 8.3.9 Preserve or commemorate the structures remaining from the turn of the century, in either their present or a nearby location, as determined in a city-wide survey and designation process.

Commented [P56]: Move to historic preservation section of Community Image, Policy 1.3.1

IMPLEMENTATION STRATEGIES

- Investigate the possibility of preserving community club building
- Historic recognition/preservation incentive program

- 8.3.10 Locate major gateway features at the north and south freeway interchanges, incorporating such elements as landscaping, lighting, signage, or artwork.

Commented [P57]: This is addressed in the boundaries section of Community Image, policy 1.5.1

Southcenter Boulevard Corridor

Southcenter Boulevard effectively extends within the City of Tukwila from the eastern boundary of the railroad tracks to the western boundary at Tukwila International Boulevard Highway 99. The street acts as a major east/west corridor for the south King County area and is a frontage road and alternative to I-405/SR518. Office and multi-family buildings comprise most of the developments along the east half of Southcenter Boulevard, and these act as buffers between the commercial/industrial uses to the south and the residential uses to the north.

Commented [LM58]: Some goals & policies have already been implemented; others will be relocated to Residential Neighborhoods element.

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Goal 8.4 Southeater Boulevard Goal

A corridor of low-rise offices, residences, with localized commercial uses at major intersections all of which act as a buffer to the low-density residential neighborhoods to the north.

Commented [MCB59]: Moved to Neighborhood as a goal for buffering residential from commercial/traffic.

Southeater Boulevard Policies

8.4.1 — Allow residential uses as second story and above uses in all Regional Commercial Mixed Use zoned areas east of 51st Avenue South.

Commented [P60]: Zoning in place

8.4.2 — Maintain the low scale, one to three-story, commercial character of Southeater Boulevard east of 51st Avenue South.

Commented [P61]: 3 story height limit in place

8.4.3 — Balance the competing concerns of uphill residents for maximum views and the community-wide desire for contour-hugging design and angular lines of hillside structures.

Commented [P62]: How would this policy be implemented? Through design guidelines? We don't protect views. Move to Residential Neighborhoods

8.4.4 — Require sloped roof lines along Southeater Boulevard to imitate the local topography and residential character.

Commented [MCB63]: Move to neighborhood Residential and or Community image for a view protection policy. Height standard in place.

8.4.5 — Recommend and pursue with the transit agency an east-west transit service along the Boulevard.

Commented [P64]: The 140 is in place.

8.4.6 — Provide additional pedestrian connections between residential areas to the north and Southeater Boulevard.

Commented [MCB65]: Move to Neighborhoods as this policy is to improve connection from households to services and transit.

8.4.7 — Work with the State Department of Transportation to landscape and maintain the appearance of its properties and provide noise attenuation where technically feasible.

Commented [P66]: Grouped with other noise policies in Residential Neighborhoods Element.

8.4.8 — In future improvements incorporate additional landscaping to transform the street into a true boulevard.

Commented [P67]: This has been done west of I-5. Add to Residential Neighborhoods Element.

8.4.9 — Improve landmarks and city identity by:

Commented [P68]: These have been done.

— Locating major gateway features at the Interstate 5 interchange with Southeater Boulevard

Commented [P69]: Gateways are addressed in the Community Image element. Specific gateway locations recommended in new TIB element.

— Redesignating South 154th Street as Southeater Boulevard.

8.4.10 — Emphasize the landscaping, residential character, and hillside traits and character along the Southeater Boulevard corridor.

Commented [P70]: This has never made it into design guidelines. Move to Neighborhood Element

IMPLEMENTATION STRATEGIES:

Sketched examples of form, features, and site layout of desired buildings

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Board of Architectural Review

Neighborhood Commercial Centers

~~Pedestrian-oriented Neighborhood Commercial Centers, generally focused around key intersections in transportation corridors can help provide the sense of a "people place" that the neighborhoods bordering the corridors need. A Neighborhood Commercial Center not only helps mitigate the corridors' transportation impacts on residential areas, it can also provide a commercial focus for the businesses bordering the corridor.~~

A key element in a successful pedestrian environment is the ability to walk continuously along the front of stores and see into the building interiors (e.g. shop display windows) instead of into parking lots. Thus, standards regarding a site's design--building setback, landscaping, fencing, signage, sidewalks and automobile access and parking are the important issues.

Goal 8.5 Neighborhood Commercial Centers

~~Neighborhood Commercial Centers generally focused around key intersections in transportation corridors that serve multiple neighborhoods, and provide a "people place" as well as a commercial focus for businesses along the corridor. A key characteristic of a Neighborhood Commercial Center is its pedestrian orientation, with streetfront windows, attractive landscaping, screening, and sidewalks.~~

8.5.1 Allow a diverse mix of uses, including ~~above street~~ residential, ~~retail, commercial services, office, and recreational and community facilities, and limited new retail in the TIB area outside the nodes.~~

IMPLEMENTATION STRATEGY

Zoning Code

8.5.2 Encourage the consolidation of existing smaller properties into larger lots through property owner(s) development plans.

8.5.3 Through public and private project design and regulation, create recognizable, compact, pedestrian-oriented Neighborhood Commercial Centers.

8.5.4 Encourage new commercial construction rather than ~~the conversion of converting~~ existing residential structures to commercial uses.

8.5.5 Combine standards for parking placement and ~~with building to standards site layout~~ to achieve the compactness of a consistent building wall and pedestrian orientation along streets within the TIB District, ~~where appropriate, creating a focal point emphasis in Neighborhood Commercial Centers.~~

Commented [LM71]: Goals and policies regarding the Village Node take the place of this in the new draft TIB District Element

Commented [LM72]: Moved to Sidebar Box: Streetscapes & Urban Form in new draft TIB Element

Commented [MCB73]: This goal and the following policies require the adoption of commercial guidelines and or standards within the City's commercial districts. The goals, policies & implementation strategies for the Village Node addresses this in the new draft TIB District element.

Commented [LM74]: Revised and included in new draft TIB District element

Commented [LM75]: Addressed in new draft TIB District element

Commented [LM76]: Included in new draft TIB District element

Commented [LM77]: Included in new draft TIB District element

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IMPLEMENTATION STRATEGY

- Parking behind or beside buildings

~~8.5.6 Incorporate a significant landscape element into the street design within Neighborhood Centers.~~

Commented [MCB78]: Already completed

IMPLEMENTATION STRATEGY

- Parking behind or beside buildings

~~8.5.7 Encourage two to four story buildings within Neighborhood Commercial Centers to emphasize their importance and desired activity level, limiting commercial uses to two lower levels, except in Urban Renewal areas.~~

Commented [LM79]: Updated in new draft TIB District element

~~8.5.8 Buffer residential areas should be buffered from adjacent commercial areas. Ensure appropriate structural and landscape transitions between commercial and residential zones.~~

Commented [MCB80]: Included in new draft TIB District Element

IMPLEMENTATION STRATEGY

- Multi-family and commercial design guidelines

~~8.5.9 Include substantial areas of glass in the design of ground level retail and service structures and require building entrances to face the street.~~

~~8.5.10 Require developments to incorporate pedestrian amenities and open spaces such as plazas, art, and canopies in order to convey the impression of a town center and community focal point.~~

~~8.5.11 Employ appropriate design elements such as slopes, peaks, caps, steps, exaggerated parapets, colors, and lighting to make the rooflines prominent, creating a distinct Neighborhood Commercial Center character.~~

Commented [LM81]: These 3 policies completed and addressed in the TIB Design Manual.

~~8.5.12 Work with Metropolitan King County to create distinctive transit stops within Neighborhood Commercial Centers that are integrated with adjacent development and pedestrian connections, with a design that is harmonious with the neighborhood.~~

Commented [MCB82]: The cost of maintaining unique transit shelters has been found to be prohibitive.