Tukwila International Boulevard District Element - Version 5.7.15 Issues Matrix 5.28.15

- Note that comments listed without an exhibit reference were delivered verbally during the public hearing

| Row # | Page # | Comment (language changes in strikeout/underline, recommendation in bold) | Exhibit #/ Date/Source | Staff comment/analysis/options |
|----------|--------|---|-----------------------------------|---|
| 1 | p. 1 | Missing "What you will find in this chapter" summary at the start of the chapter. Need to add for consistency with other comprehensive plan elements. | Staff edits | Staff Recommendation: Add the following: WHAT YOU WILL FIND IN THIS CHAPTER: * A Vision Statement for the Tukwila International Boulevard (TIB) District * A discussion of the issues facing the TIB District today. * Goals and policies to guide development in the TIB District and implement the community's vision. |
| 2 | p. 7 | Walkability & connectivity. Last sentence - Replace the word "difficult" with "challenging". <i>Challenging</i> better implies the ability to overcome the issues regarding funding and warranting that could limit installing more crosswalks. | Mann; Meeting with staff 5.28.15 | Staff Recommendation: Make the suggested revision: "Competition for limited public funding and warrant approvals may make implementing the desired changes to TIB and surrounding streets more difficult challenging. |
| 3 | p. 9 | Policy 8.2.1 and Figure 2. I support the nodes and feel it is important to focus on both nodes as the City plans for future development. | P.Carter; letter dated 5.26.15 | Comment noted |
| 4 | p. 10 | Village Node area. Policy 8.2.2 designates this area for certain uses. This policy should be revised to include employment generating businesses at the Village Node. | Mann; Meeting with staff 5.28.15 | Jobs with higher paying wages would most likely occur in the office market than retail. The market analyst at the CC/PC worksession reported that there is limited market for office in Tukwila, as well as South King County, unless it is generated by a specific user with a specific purpose. The most likely location for office in the TIB District would be at the TOD Node, which would leverage its proximity to the airport, light rail station, and highways. Staff Recommendation: Keep 8.2.2 as is. Policies for the TOD Node call for a more intensive mix of mid- to high rise uses that would serve as more of an employment center than the Village Node. Staff Recommendation: Revise 8.2.4 (TOD Node) as follows: "Designate this area for a more intensive, transit-oriented mix of mid to high rise office, multifamily residential, and hospitality uses and services with structured parking that builds on the momentum of the TIB Station's proximity to SeaTac area and generates jobs for the community. |
| 5 | p. 11 | Implementation strategies for Village Node. I support the increased heights and revision of enclosed parking requirements | P.Carter; letter dated 5.26.15 | Comment noted |
| 6 | p. 12 | Sidebar box - Unconventional anchors. Delete last sentence about food trucks parked permanently inside. Does not want to see food trucks parked permanently anywhere in TIB area. | | Staff Recommendation. Revise as suggested. Note that this box just provides explanation or additional information, but is not a goal, policy or implementation. |
| 7 | p. 12 | Implementation Strategies - TOD Node. I support the overlay zone and note that it would include the area south of SR 518. While much of that area is currently primarily a park and fly lot, it has tremendous potential for mixed-use development. | | Comment noted |
| R | p. 12 | Village & TOD Nodes - Implementation Strategy. 1st bullet. Proposed strategy prohibits parking as a primary use. Parking as a primary use should be a permitted use within the nodes, provided it is located in a structure having ground floor retail and is architecturally designed to limit visual impacts and fit in with the vision for the nodes. | Mann; Meeting with staff 5.28.15 | The intent was to limit commercial park and fly operations. Staff Recommendation: Revise as follows: Prohibit parking as a primary use within the nodes, except for day use. This will allow accessory parking, and paid-parking lots (if they become feasible), but still prohibit park & fly parking operations. |
| 9 | p. 12 | In Village and TOD Nodes - Implementation strategies, 3rd bullet. "Explore establishing a quasi-public retail leasing and management agency to "sell" the vision for the node, plan and coordinate the node's leasing strategy" This is confusing - what is being suggested here? | Hansen; PC worksession 5.21.15 | Perhaps what is needed is a SIDEBAR BOX to help explain this proposed implementation strategy. Staff Recommendation: Add "SIDEBAR BOX: What could a quasi-public retail leasing & management agency do for the TIB District? Getting the right retail tenant mix and quality will give a street its unique character as well as the diversity of product offerings it needs to compete successfully with more established retail destinations. To achieve this mix, a neighborhood commercial street should be managed and operated like a shopping center. It is difficult for individual landlords to recruit appropriate high-quality tenants, since they are inclined to lease their space to whomever is willing to pay the rent. Retailers also do not like to take risks, but if you have a coordinated merchandising plan and strive for a good tenant mix, the risk to retailers will be reduced. To achieve higher sales, rents, and land values, landlords along the street need to band together and work proactively with the public sector to merchandise and lease their street in a coordinated and mutually supportive way. Source: The Urban Land Institute in Ten Principles for Rebuilding Neighborhood Retail" |
| 10 | p. 13 | Land Use Outside of Nodes. Policy 8.2.10 limits new retail outside of nodes. Commissioner feels should not limit new retail development outside of nodes. Instead, focus on developing new retail in node areas, but retain the flexibility to allow new retail outside of nodes. | Mann; Meeting with staff 5.28.15 | Market & retail analysts at the CC/PC worksessions reported that there is currently limited market for retail, and that it should be initially directed to the nodes to build momentum and create successful activity centers. Then, as the nodes evolve, expand opportunities for new retail in areas outside of nodes. Staff Recommendation: Revise as follows: Allow a diverse mix of uses including residential, commercial services, office recreational and community facilities. and Allow limited new retail in the TIB area outside the nodes; once the nodes are established, expand opportunities for retail outside the nodes. |

| 11 | p. 13 | Policy 8.2.11 Permit only those types of light industrial uses that are labor-intensive and support the TIB District vision. What does labor-intensive mean? Can other clarifying language be included? Policy 8.2.18. Gateways. I support the concept of gateways but feel it should also include architectural and landscape | Hansen; PC worksession 5.21.15 P.Carter; letter dated 5.26.15 | Clarification: "labor-intensive" was intended to describe those types of light industrial uses that require "hands on" labor to construct or make, such as the making of wine, clothes, jewelry, shoes, electronics, or furniture, as opposed to more mass production operations. These types of light industrial uses typically have less environmental impact than those associated with heavy industry. Think of the <i>Maker Movement</i> , which is described as people using an element of creative skill to make or design something on their own. Staff Recommendation: Revise Policy 8.2.11 as follows: Permit only those types of light industrial uses that require hands-on labor and arelabor intensive operate in such a manner that no nuisance factor is created or apparent outside an enclosed building and the scale of such activities does not conflict with and support the TIB District vision of a walkable, pedestrian-oriented neighborhood. Staff Recommendation: P. 26, add the following to the implementation strategy suggesting developing a name for the |
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| 12 | | elements along the TIB Corridor which advertises its unique "brand." This could be banners or signage and would follow the adoption of a name for the district as mentioned in the first Implementation Strategy shown on page 26. | | community: <u>Use banners, signage and architectural and landscape</u> <u>elements to "advertise" the new identity throughout the TIB District."</u> |
| 13 | p. 13 | Land Use Outside of Nodes. Policy 8.2.12 says stand along multifamily should be allowed. Comissioner feels stand-alone multifamily residential buildings should <u>not</u> be permitted to locate along TIB. | Mann; Meeting with staff 5.28.15 | Staff Recommendation: Keep as is. Stand alone multifamily is currently prohibited along TIB. This policy gives a developer the OPTION to construct stand alone residential. Rationale: TIB is to transition to a "main street" and stand alone residential has a place along that type of streetscape. Also, market analyst reported that it is difficult to lease ground floor retail or office spaces in mixed use buildings, and it raises overall development and leasing costs. |
| 14 | p. 14 | Land use outside of Nodes - Implementation strategy. Revise the 3rd bullet at top of page as follows: "Consider alternative ways and incentives to transition from higher intensity zones to adjacent single family zoning. | Mann; Meeting with staff 5.28.15 | Staff Recommendation: Revise as suggested. |
| - | p. 17 | intensity zones to adjacent single family zoning. Policy 8.4.2. I support this policy but feel the wording "a primary entrance from the front sidewalk" is a little awkward. I suggest rewording it so that it reads: "a primary entrance on or adjacent to the front sidewalk." | P.Carter; letter dated 5.26.15 | Staff Recommendation. Revise as suggested: "Use incentives too encourage commercial businesses and residential buildings to create a continuous building wall along the street edge and locate a primary entrance on or adjacent tofrom the front sidewalk, as well as" |
| 16 | p. 18 | Sidebar box - Green spaces and greenways, and 2 accompanying photos are located incorrectly. Implementation strategy on Right Size Parking. I understand the concept of "Right Size Parking" but ask that it be used flexibly because sometimes lower-income residents are not able to use transit as their jobs involve shift work. This means they may need to travel evening and night hours when there are few if any buses running. | P.Carter; letter dated 5.26.15 | Staff Recommendation: Relocate Sidebar & photos under Walkability & Connectivity, Goal 8.6 Comment noted. |
| 18 | P. 19 | Goal 8.6 walkability & connectivity. I support the goal but would like to see an Implementation Strategy added that allows "woonerf" streets where appropriate. These are streets designed so that pedestrians, cyclists, and autos share the space equally. They might be a good substitute for local access streets in the interior of a large development. | P.Carter; letter dated 5.26.15 | Staff Recommendation: On page 23, add the following bullet to Implementation Strategies: * Explore, where appropriate, the use of "woonerf" streets that allow pedestrians, cyclists and autos to share the space equally, such as for local access streets in the interior of a large development. |
| | p. 20 | Sidebar box. Trains, cars, buses and feet. Delete last sentence - "However, the corridor has the highest pedestrian fatality rate in the City." This is too negative and could change in the next few years. | staff 5.28.15 | Staff Recommendation: Revise as suggested. |
| 20 | p. 21 | Implementation Strategies. Add stairs connecting Southgate open space to TIB. Implementation Strategies. Revise as follows: "As | 1 | Staff Recommendation: On page 23, add the following bullet to Implementation Strategies: * Work with Parks & Recreation Department to plan and construct a stairway connecting the Southgate Open Space to TIB. Staff Recommendation: Revise as suggested. |
| 21 | | redevelopment occurs, establish encourage a finer-grained pedestrian grid." | Strander; PC Worksession 5.21.15 | |
| 22 | p. 23 | Sidebar box. Building bicycle equity in a community. Delete phrase "such as women of color". Do not need to single out one group. | staff 5.28.15 | Staff Recommendation: Revise as suggested. |
| 23 | p. 23 | Community & character. This section speaks only to low wage paying, locally owned businesses and should focus more on promoting economic development and higher wage paying jobs. | staff 5.28.15 | Staff Recommendation: Recommend discussion amongst Planning Commissioners on this subject. |
| 24 | p. 25 | Revise photo title as follows: "Owner-commissioned Yyarn bombing of vacant building prior to its remodel for new business opening." | Staff edits | Staff Recommendation: Revise as suggested |
| - | p. 26 | Need to consider ways to implement Policy 8.8.1 (on page 25) that encourages private landowners to maintain and upgrade their property and protects the neighborhood from adverse impacts of vacant and underutilized sites. There are places in the TIB District and other parts of the city (e.g. the SR 599 underpass) that should be on the City's radar for clean-up or beautification. | Hansen; PC worksession 5.21.15 | Staff Recommendation: Page 26, add an implementation strategy: Establish a code enforcement emphasis area(s). |
| 26 | General | Is there a potential to develop a "Makers District" that could be marketed? Is there an area in TIB District for it? It has been successful in Oakland and brought a new economy, where coffee shops, etc. followed to support the Makers. It might be a way to activate an area, bring people to the area, and boost the economy. | Alford; email 5.28.15 | Staff Recommendation: Recommend discussion amongst Planning Commissioners on this subject. |
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