

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<br>(language changes in strikeout/underline, recommendation in bold)   | Exhibit #/<br>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                      | <b>Staff Recommendation:</b> Add the following:<br><b>WHAT YOU WILL FIND IN THIS CHAPTER:</b><br><b>* A Vision Statement for the Tukwila International Boulevard (TIB) District</b><br><b>* A discussion of the issues facing the TIB District today.</b><br><b>* Goals and policies to guide development in the TIB District and implement the community's vision.</b>  |
| 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 | <b>Staff Recommendation:</b> Make the suggested revision: "Competition for limited public funding and warrant approvals may make implementing the desired changes to TIB and surrounding streets more <del>difficult</del> <u>challenging</u> ."   |
| 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.<br><b>Staff Recommendation:</b> Keep 8.2.2 as is.<br><br>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.<br><b>Staff Recommendation:</b> Revise 8.2.4 (TOD Node) as follows:<br>"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 <u>and generates jobs for the community.</u> "   |
| 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.  | Mann; Meeting with staff 5.28.15 | <b>Staff Recommendation.</b> 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.  | P.Carter; letter dated 5.26.15   | Comment noted  |
| 8     | 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.<br><b>Staff Recommendation:</b> Revise as follows: Prohibit parking as a primary use within the nodes, <u>except for day use.</u> 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. <b>Staff Recommendation:</b> Add " <b>SIDEBAR BOX: What could a quasi-public retail leasing &amp; management agency do for the TIB District?</b> 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. <i>Source: The Urban Land Institute in Ten Principles for Rebuilding Neighborhood Retail</i> " |
| 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.<br><b>Staff Recommendation:</b> Revise as follows: Allow a diverse mix of uses, including residential, commercial services, office recreational and community facilities; <del>and</del> <u>Allow</u> limited new retail in the TIB area outside the nodes; <u>once the nodes are established, expand opportunities for retail outside the nodes.</u>   |

