

TUKWILA COMPREHENSIVE PLAN

Residential Neighborhoods

RESIDENTIAL NEIGHBORHOODS

WHAT YOU WILL FIND IN THIS CHAPTER:

- A focus on neighborhood sustainability with an eye towards preservation and development of community-building amenities
- Recognition that the residential neighborhoods in Tukwila each have historically different development patterns and physical characteristics and in recognition of the uniqueness, a move away from the one-size fits all approach to development
- Opportunities for new housing products that meet the needs and market realities of Tukwila's residential population for the next twenty years.

PURPOSE

This component of the Comprehensive Plan ~~establishes~~ contains the goals and policies for land use and development ~~policies for~~ of Tukwila's residential neighborhoods. It ~~will serve~~ as the basis for zoning and ~~will play~~ plays a key role in ~~the establishment of setting City policy,~~ development standards, design guidelines, ~~and the investment~~ displaying of public capital into neighborhood improvement projects.

These goals and policies ~~propose~~ guide land use patterns, ~~and~~ physical development ~~policies, and~~ priorities ~~that to protect~~ preserve and enhance the sense of community in Tukwila's residential neighborhoods. They support the objectives and strategies outlined in the 2012 Strategic Plan; they are informed by the Community Conversations and outreach efforts of the 2015 Comprehensive Plan update process and, they give the highest priority to build upon the achieving the image of neighborhood quality described initially by the Tukwila Tomorrow Committee in 1994.

This element focuses on land use and development of residential neighborhoods. Other aspects of residential neighborhoods are found in other elements of the Comprehensive

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Plan, including: Community Image and Identity, Utilities, Transportation, and Parks, Recreation, and Open Space (PROS).

RESIDENTIAL NEIGHBORHOODS AND LAND USE

Tukwila's residential neighborhoods are distinct geographic areas, some with distinct boundaries such as waterways and freeways, and others with less obvious boundaries based on time of annexation. Tukwila's residential neighborhoods are a mix of smaller-lot, built-out, small-town residential areas predominately built before WWII, large multi-family apartment complexes built in the 1960's, 70's, and 80's, and newer suburban areas characterized by larger lots and newer more recent, larger houses. New development in the single-family residential neighborhoods is occurs primarily as infill, through re-platting of existing residential lots. This and often does not results in lot orientation or home sizes that does not mirror the are different from existing development. However, j just less than fifty percent of Tukwila residents live in the single-family neighborhoods. The majority of residents reside in apartment or condominium buildings and any significant increase in households will be through the development of multi-family units.

From this plan's the Comprehensive Plan's adoption adoption inception in 1994 to the present, Tukwila residents have been described by its the city resident's residents as having a distinct character focused on community and livability. "small town character". In the 1990's, this characterization seemed to be based in its physical attributes, presumably such as smaller homes built on smaller lots, homes oriented close to the street, narrow street widths, parks and trails. While the physical development has changed in the last twenty years to meet the City's growth and evolving needs of residents, and Tukwila is becoming increasingly urban, residents still tend to see the character of Tukwila's neighborhoods continues to be is described as in terms of terms of having "small town" is still used to describe Tukwila but now indicates a sense of belonging to the community, easy access to community leaders, and ample trees and parks. Residents also trump take pride in the City's diversity and its global community while recognizing that this diversity needs to be supported and that the voices of all residents, both long-term and recently arrived, need to be heard. included. These

The design of public and private development can enhance or inhibit this sense of community, which is a key to maintaining and strengthening neighborhoods as Tukwila grows. Without it, Tukwila's residential neighborhoods will lose many of their most valued

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~~characteristics and the public investment will not achieve its goals. Standards to which public facilities such as schools, parks, and streets are designed should support the neighborhoods' quality, in addition to filling their specific roles. physical appearance and safety. Additional investments are needed to weld the community's facilities into a contiguous, recognizable system, with anticipated system-wide benefits far exceeding the relatively small improvement costs.~~

Commented [SM1]: Strategic Plan, Goal 1

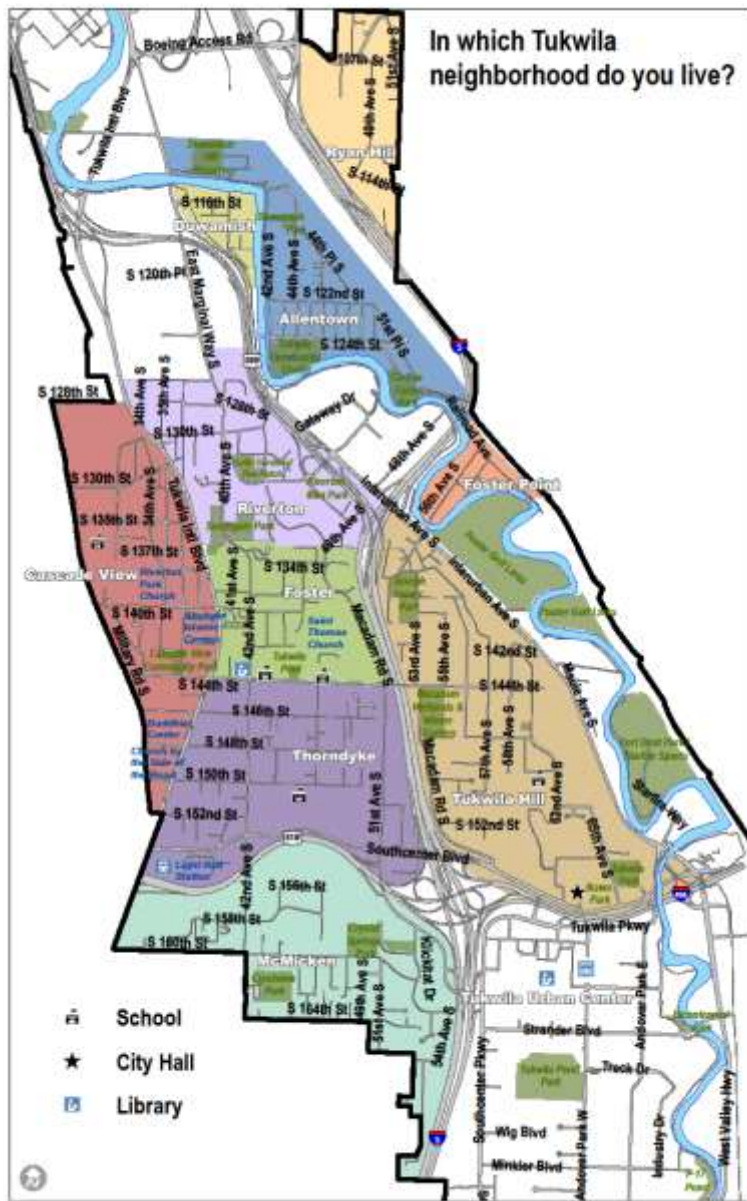
~~As infill continues throughout Tukwila, development regulations may require revision to ensure that they To strengthen the "small town" character of Tukwila's neighborhoods, amendments to private development regulations are needed to better support interaction among neighbors, increase housing options, and ensure that produce new produce new housing that enhances the existing neighborhoods, as infill continues throughout the City.~~

~~Although many choose to make Tukwila their long-term home, People in Tukwila's residents have been become increasingly mobile over the past two decades. Short-term residency, often called transiency, is not unique to Tukwila; however it may be felt more strongly given the relatively small size of the City's residential population. In the past iteration of this chapter, Previously, the transiency of Tukwila's residential population has been was attributed primarily to short-term rentals. However, the transiency of Tukwila's residents is not a simple cause and effect problem, due to several factors. Cost of housing, employment and employment access, housing size and quality, access to services, and concern for personal safety, and a sense of community are all factors that community members have expressed as contributors may all contribute to lack of residential stability in Tukwila. Residential transiency may also -limit Tukwila's sense of community, and contribute to poor school performance. The City desires to stabilize residents and supports opportunities for adequate improved educational attainment, employment, engagement, economic security, and personal safety.~~

Commented [RF2]: Pls explain why transiency is a problem. For example, ..."When residents come and go with frequency, they may feel less involved in the community and its future. They tend to be less interested in long-term property maintenance They may be less likely to participate in neighborhood and school activities, and are less involved in civic affairs."

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and

ISSUES

In developing the policies to meet these goals, the following issues were identified for Tukwila:

Commented [LB3]: Condition moved to Housing as it relates more to condition of housing stock. Connectivity and Infill cover aspects of neighborhood condition/quality.

Neighborhood Quality

Ideally, the built, natural, and social environments in neighborhoods combine to provide opportunities for residents to interact, experience nature, enjoy leisure and physical activities, and to easily access food and other retail opportunities. However, many of Tukwila's neighborhoods lack sidewalks and paths and other amenities such as retail and services within walking distance. This limits residents' ability to enjoy their community, and to get around without a motor vehicle.

Tukwila's current regulations only require the construction of sidewalks for short plats/single-family development projects of 5 or more contiguous lots. Sometimes, this has the inadvertent effect of discouraging maximum lot creation due to the increased cost of infrastructure (i.e., developers may create 4 lots when they have enough land for 5).

Additionally, the Tukwila Community Center is not accessible without a motor vehicle to most Tukwila neighborhoods. There is no transit service to the area and it is not within walking or biking distance to most neighborhoods. There are very few other organized recreational activities available to residents of Tukwila who lack access to a motor vehicle.

Neighborhood Development – Single Family Infill Compatibility

Commented [LB4]: To clarify what is meant by 'infill compatibility' and use parallel language with goal(s)

Newer Tukwila homes tend to be larger, and less compatible with existing housing stock. The average home size is growing, reflecting a nationwide trend. To accommodate the desire for larger homes, ~~and~~ some vegetated areas are being removed for new development. There is limited available land for residential development in the City, and as such most new development occurs as infill in existing residential neighborhoods. Encouraging new development to meet housing targets and residents' needs while maintaining the character and quality of neighborhoods can be challenging. A variety of

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regulatory tools provide possible avenues to encourage compatible design without stymying unduly limiting development.

Neighborhood-Supportive Commercial Areas

Commercially-zoned areas within and adjacent to residential neighborhoods provide the opportunity for residential support services to locate within walking and bicycling distance to where people live. There are limited neighborhood-supportive commercial areas in Tukwila. Larger commercial areas, including Southcenter and business along Tukwila International Boulevard, are located beyond walking or convenient bicycle distance for many residents. A variety of development regulations and incentives can help to promote neighborhood-supportive commercial development that is in character with residential development and can provide transitions from residential neighborhoods to larger commercial and mixed-use areas.

Noise Abatement

Many residents choose to live in Tukwila for its convenient location and access to services and amenities. This is underscored by the City's central location in the Puget Sound region, as the approximate midpoint between Seattle and Tacoma, proximity to major interstate highways, and proximity to SeaTac International Airport. The challenge is to preserve this access while buffering the neighborhoods from traffic and commercial encroachment to enhance desirable community qualities.

GOALS AND POLICIES

These residential neighborhood land use goals are Tukwila's approach to sustaining and improving residential neighborhoods and support continued development that allows flexibility and predictability to meet the community's need and desires.

Goal 7.1 Residential Land Use Pattern

A land use pattern that encourages a strong sense of community by grouping compatible and mutually supportive uses and separating incompatible uses.

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Policies

7.1.1 Maintain a comprehensive land use map that supports the preservation and enhancement of single-family and stable multi-family neighborhoods; eliminates incompatible land uses; and clearly establishes applicable development requirements through recognizable boundaries.

IMPLEMENTATION STRATEGIES

- Update the Comprehensive Plan map
- Implement the Strategic Plan
- Continue to apply Development Regulations

Commented [RF5]: Perhaps more specifically "Create a new Comprehensive Plan map with broader land use classifications"...or maybe "Create a new Comprehensive Plan map with detailed land use classifications for neighborhoods"

Goal 7.21 Neighborhood Quality

Tukwila's Residential neighborhoods have physical features that preserve and strengthen neighborhood re "small town" in character, enhance neighborhood quality, and foster a strong sense of community.

POLICIES

- 7.21.1 Maximize neighborhood quality through City actions that help define the City and neighborhoods as specific "places."
- 7.21.2 Improve the public infrastructure in all neighborhoods to an equivalent level of quality.
- 7.21.3 Include human service needs as one of several ~~bases factors~~ for evaluating capital and programmatic needs.
- 7.21.4 Use urbanization and development to foster ~~Urbanization and development~~ ~~Fosters a sense of community and replaces lost vegetation and open spaces with improvements of at least equal value to the community. through urbanization and development.~~

IMPLEMENTATION STRATEGIES

- ~~High quality public facility and private development design for neighborhood quality~~
- ~~Emphasize on public health and safety concerns in development design~~ ~~Need to insert existing strategies here~~
- ~~Mandate through the zoning code and design manuals, high quality public facility and private development design for neighborhood quality~~
- ~~Continue development developing and implementing projects from of the Walk and Roll Plan and Safe Routes to School.~~
- ~~Require sidewalks adjacent to all new development or participation in a no-protest LID with all new residential development in specified areas.~~
- ~~Pursue a program to form neighborhood Local Improvement Districts by neighborhood and other innovative funding sources for construction of sidewalks.~~
- ~~Develop a right-of-way manual to provide clear direction to developers on required improvements as infill development occurs~~
- ~~When possible, create flexible development standards to provide creative solutions to infill challenges for short plats or smaller developments when development meets or exceeds the goals established by the code and neighborhood groups but may not exactly conform to the written standards.~~
- ~~Apply the tree code to require site design that minimizes the removal of significant trees.~~
- ~~Commit City staffing and Commit City resources to encourage and facilitate neighborhood development groups and work parties for neighborhoods that wish to create neighborhood-based design standards and for neighborhoods interested in investing time into neighborhood-improvement projects such as clean-up events, public space improvements, or strengthening social capital through neighborhood meetings and social gatherings~~
- ~~Consider a small grant program for neighborhood-based and led improvement projects~~

Commented [RF6]: Covered by strategy below.

Commented [LB7]: Existing strategies (December 2008)

Commented [SM8]: If there is the will to do this!!!

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- Explore zoning code updates to address sharing economy uses in residential areas, including but not limited to short-term vacation rentals such as Airbnb and VRBO
- Implement the Strategic Plan, specifically Goal 1 C.

Commented [LB9]: Under current TMC, sharing economy rentals (such as Airbnb) best fit under the “bed and breakfast” conditional use. This may need to be updated to better address vacation/short term rentals if/when they become more prevalent in Tukwila

Goal 7.3 Neighborhood Sustainability

Continuing enhancement and revitalization of residential neighborhoods to encourage long-term residency and environmental sustainability

Commented [SM10]: Replacing Vitality with Sustainability supports the Strategic Plan goal of “maintenance, improvements, & diversity in the City’s housing stock.” (Sense of Community covered in goal 7.4)

Policies

7.3.1 Utilize both City and non-City funding to directly promote revitalization of residential neighborhoods.

7.3.2 Decrease greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to promote walking, bicycling, transit and other alternatives to auto travel.

Commented [SM11]: Required by CPP policy DP-5

IMPLEMENTATION STRATEGIES

- Emphasis on existing land use patterns
- Investment in public works and infrastructure improvements
- Infrastructure fund support for residential area buffering improvements
- Subdivision and replatting of large residential lots
- Infrastructure fund incentives for residential rehabilitation and new construction
- Capital Improvement Plan
- Residential Street Program in the CIP
- Development of new single-family homes
- Encourage rRedevelopment encouragement through an informed business and real estate community
- Investment in public facilities and improvements to encourage neighborhood identity and private property improvements

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- ~~Where feasible, encourage multifamily housing to include space to garden.~~

~~Goal 7.2 Noise abatement deleted?~~

Commented [LB12]: Noise Abatement moved to 7.11

~~Goal 7.31.6 Small Town Sense of Community~~

Commented [P13]: This goal and its policies has been moved from the Community Image element and combined with Goal 7.4 and redeveloped into Goal Neighborhood Sustainability

~~The built environment promotes Every Tukwila neighborhood to have a positive, proactive core of residents invested in their community with strong community ties.~~

Commented [SM14]: Human Services Plan 2005, page 7 for strategies

■

- ~~Shallower front yards consistent with the adjacent pattern of development~~

Commented [P15]: Front yards any shallower than the current standard would not accommodate a car parked in the driveway.

— Policies

~~7.3.11.6.1 Create development standards to encourage the installation of porches and low scale fences in the front yard and garages in the side or rear yards.~~

Commented [P16]: Porches can be closer to the street than the main house (18.10.060), fence height is limited along street frontages (18.50.070)

~~7.3.2 Maintain standards that encourage the installation of porches and low scale fences in the front yard.~~

~~7.3.3.1.6.2 Maintain narrow street width standards and allow for on-street parking.~~

~~7.3.4.1.6.3 Require sidewalks for streets in new residential developments. Provide sidewalks for streets in existing residential developments.~~

Commented [P17]: Sidewalks are not required for existing lots or short plats of 4 or fewer lots.

~~7.3.5 Support the Tukwila School District school walk route maps and the city's Walk and Roll Plan through sidewalk and path development as a requirement to new development.~~

Commented [SM18]: Required under CPP; adopted under Transportation Element 13.6.10

~~7.3.6.1.6.4 Install trees along the right-of-way of major residential streets in accordance with guidelines regarding appropriate species, spacing, and planting methods.~~

~~7.3.7.1.6.7 Allow Encourage accessory housing units, subject to design guidelines appropriate to the character of the principal house and the surrounding neighborhood to allow for a broader choice of housing for small households with modest incomes, provide opportunities for multi-generations to live together, and provide additional sources of income to residents.~~

Commented [P19]: Accessory units are permitted per 18.10.030 2, but design review is not required.

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~~7.3.8_1.6.8 Encourage location of small stores within neighborhoods to provide daily walkable access to goods and services.~~

~~7.3.9 Provide standards and guidelines for front yards, structures, and public areas that encourage conversation among neighbors (as illustrated in Figure 11).~~

~~IMPLEMENTATION STRATEGY STRATEGIES~~

- ~~■ [] Development code regulations~~
- ~~■ [] Public works residential street design standards~~
- ~~■ [] Walk and Roll Plan implementation~~
- ~~■ [] Continue to pursue grants for Safe Routes to School and pursue development of designated safe walking routes.~~
- ~~■ [] Continue street tree design inventory and apply tree standards.~~

~~1.6.5 Examine each neighborhood for the possibility of developing one or more public meeting places for celebrations, civic events, or passive recreation. Such spaces need not be large and could be associated with a public building, neighborhood store, or prominent intersection.~~

~~1.6.6 In new developments and redevelopments involving higher density multiple family use, incorporate architectural and site design features reflecting desirable characteristics of nearby single family areas.~~

~~[] Zoning code standards~~

- ~~■ [] Street Infrastructure dDesign and Construction sStandards~~
- ~~■ [] Street tree program~~
- ~~■ [] Design standards and guidelines~~
- ~~■ [] Licensing requirements, requiring owner occupancy for one unit~~
- ~~■ [] Mixed use zoning~~

Commented [NG20]: Modified and moved to Neighborhood Gathering Spots Goal

Commented [P21]: This is included in the Multi-Family Design Guidelines

Commented [P22]: This is in the existing code but has proven to be very difficult to enforce

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~~Goal 7.4 — Streetscape Development~~

Commented [NG23]: Combined with Goal 1.6 which has been moved here from Community Image.

~~Streetscapes that enhance neighborhood quality and a strong sense of community.~~

~~Policies~~

~~7.4.1 — Provide pedestrian and other nonmotorized travel facilities, giving priority to sidewalk improvements that connect public places, such as parks, the river, open spaces, and neighborhood gathering spots.~~

Commented [NG24]: Delete this in favor of the almost identical policy at 13.5.3.

~~7.4.2 — Emphasize a network of residential local access through streets, minimizing cul-de-sacs.~~

Commented [NG25]: Move to 13.2

~~Implementation Strategies~~

~~2 — A street network that serves growth~~

~~2 — Acquisition of needed right-of-way~~

~~7.4.4 — Design residential local access streets to provide the minimum capacity for emergency access and for slow traffic.~~

Commented [NG26]: Move to 13.2.5

- ~~2 — Require sidewalk and landscape planter for both sides of residential streets and where appropriate on 2-lane street improvements.~~
- ~~2 — Street design criteria~~
- ~~2 — Develop and implement a neighborhood traffic calming program~~
- ~~2 — Require sidewalk and landscape planters in front of all multi-family developments~~
- ~~2 — Priority for neighborhood quality design features (e.g. removal of one lane or parking before removal of sidewalk) when reducing street facilities~~
- ~~2 — Rights-of-way incorporating desired design features~~
- ~~2 — Encourage sidewalks and planters where appropriate on 2-lane street improvements~~
- ~~2 — Emergency vehicle purchasing criteria that accommodate street design standards~~

Commented [NG27]: Move to 13.2

Commented [NG28]: Addressed in the Transportation element

Commented [SM29]: Combined with implementation strategy listed above.

Commented [SM30]: Combined with implementation strategy listed above

Commented [NG31]: Move to 13.2

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- ~~2~~ — Revise development regulations to create an incentive rather than disincentive to share access roads that will serve proposed plats and future adjacent platting
- ~~2~~ — Require sidewalks that can be included within the required emergency vehicle turning radius ~~2~~ ~~Sidewalks which include handicap cutouts for handicap access~~
- ~~7.4.5~~ — ~~Design collector arterials for slow but steady speeds.~~
- ~~Implementation Strategies~~
- ~~2~~ — Use a two travel lane, local access road design as the basic collector arterial design to encourage safe speeds
- ~~2~~ — New minor and principal arterials routed around residential neighborhoods
- ~~2~~ — Traffic calming prog
- ~~7.4.6~~ — ~~Incorporate proportionately greater neighborhood enhancing elements in collector, minor, and principle arterial design. These elements include collector lanes, wider sidewalks, separated sidewalks, and curblin trees.~~
- ~~7.4.7~~ — Underground utility distribution lines as each street is improved or constructed, in accordance with rates and tariffs applicable to the serving utility.
- ~~2~~ — Commit City staffing and resources to facilitate encourage neighborhood development groups and work parties for neighborhoods interesting in creating that wish to create neighborhood-based design standards and for neighborhoods interested in investing time into neighborhood improvement projects such as clean up events, public space improvements, or strengthening social capital thorough neighborhood meetings and social gatherings
- ~~Consider a small grant program for neighborhood based and led improvement projects~~

Commented [NG32]: This is an ADA requirement

Commented [NG33]: Moved to 13.2.X

Commented [NG34]: Duplicate

Commented [NG35]: Move to 13.2.4

Commented [NG36]: Combine with 12.1.29

Formatted: Font: Cambria, Highlight

Commented [RF37]: Not quite sure what's intended here...Will the staffing and resources be given as a reward or incentive to the neighborhoods that want to develop specific design standards?

Commented [NG38]: Move this goal and all policies to new Parks and Open Space element.

Goal 7.4 Neighborhood Gathering Spots

Neighborhood gathering spots provide a social focal point for supporting and enhancing neighborhood communication and quality.

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Policies

~~7.4.1 — Examine each neighborhood for a public building, neighborhood store, community garden or prominent intersection that could be used to create a neighborhood gathering spot.~~

Commented [NG39]: Adapted from policy 1.6.5

~~7.4.2 — Design neighborhood gathering spots to shall reflect neighborhood height, bulk, and scale and a small town residential style of architecture.~~

~~7.4.3 — Reflect the highest standard of design quality in public developments to enhance neighborhood quality and set a high design standard for other development.~~

~~7.5.4 — Within one quarter mile of residential areas, provide a recreational facility or enhanced trail linkage to a neighborhood park. Provide a neighborhood park within one half mile of residential areas.~~

~~7.5.5 — Maintain a minimum of 400 square feet of neighborhood recreational facilities per household.~~

IMPLEMENTATION STRATEGIES

- ~~■ ☐ — Require a minimum of 400 square foot per household recreational area requirement~~
- ~~■ ☐ — Provide recreational space through on-site locations in new multi-family developments.~~

~~7.5.6 — Acquire and design parks and recreational facilities to maximize responsiveness to changing community needs. 7.4.4 — Provide access to healthy food resources for all residents through opportunities for urban agricultural activities, such as farmers markets, farm stands, community supported agriculture (CSA) drop-off sites, community gardens, pea patches, school gardens, home gardens, and urban farms.~~

Commented [SM40]: Moved to PROS chapter

~~7.5.2 — Link neighborhood gathering spots with an enhanced nonmotorized trail and sidewalk system before providing linkages with the neighborhoods.~~

IMPLEMENTATION STRATEGIES

- ~~■ ☐ — “Parks and Open Space” site specific recommendations~~
- ~~☐ — Locate trails visible from the roadway, as appropriate~~

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~~■ 2 Implement the Strategic Plan~~

~~2 Review the development regulations to allow the development of community kitchens and related infrastructure, food business incubator facilities, and entrepreneurial urban agriculture projects in neighborhood commercial zones.~~

Goal 7.435 Neighborhood Development

Tukwila’s residential neighborhoods have a high-quality, ~~small-town,~~ pedestrian character with a variety of housing options for residents in all stages of life.

General Policies

7.435.1 Encourage resident identification with the neighborhood through physical improvements and programs including neighborhood gathering spots, landmark designation and improvement, and streetscape improvements.

7.435.2 Ensure that residential development reflects high design quality in harmony with identified, valued natural and historic features, ~~and with a small town orientation.~~

~~7.5.3 Allow Planned Residential Developments (PRD’s) for multi- and single family use on properties with wetlands or watercourses, or within the Tukwila South Master Plan Area in conjunction with the City Council’s approval of a master plan.~~

Commented [RF41]: Addressed in TMC 18.46

IMPLEMENTATION STRATEGY

~~■ Design criteria, standards and guidelines for PRD’s that assure adequate mitigation of the potential impacts of such projects~~

Single-Family Residential Development Policies

7.43.36.4 Support single-family residential in-fill housing that is in harmony with the existing neighborhood as a means of achieving adequate, affordable, and/or diverse housing.

7.43.46.5 Encourage single-family residence design to foster a sense of safety and security.

7.43.56.6 Develop neighborhood-specific single-family regulations ~~by neighborhood~~ that encourage compatibility with the existing scale of residential structures in the

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neighborhood, provide an appropriate relationship of lot area, building scale, and building siting, and maintain a sense of community (e.g. mature trees, pedestrian scale, sensitive transition between public and private spaces).

- 7.43.66-7 Support a residential rehabilitation program that provides assistance and inducements for residents to upgrade and maintain safe, attractive homes and yards.
- 7.43.76-8 Allow home occupations as accessory uses if they have a level of activity compatible with single-family structures and residential neighborhood goals.

IMPLEMENTATION STRATEGIES

- Revise development regulations at the neighborhood level to reflect the historic development patterns of neighborhoods and to develop regulations that best fit the unique development characteristics of neighborhoods.
- Develop a process for residents to participate in developing regulations for individual neighborhoods.
- Revise code to maintain standard minimum lot size of 6,500 sf but allow smaller lot areas ~~of 6,500 square feet~~ subject to design standards that mitigate the negative impacts of smaller lots.
- Review accessory dwelling unit standards to be considered standalone units or units in attached garages in specific circumstances
- Allow ~~rehabilitation expansion~~ or replacement of existing manufactured and mobile homes
- Use site design ~~providing to provide~~ transition between public and private places
- ~~Minimum 20-foot lot width at street access point with an average lot width not less than 50 feet~~
- Minimize building setbacks to facilitate neighborhood communication, and friendly transition areas between street, sidewalks, and dwellings
- Encourage off-street parking and garage and carport standards that reduce auto dominance, such as diminished garage requirements and/or front yard setbacks for garages
- Encourage pitched roofs

Commented [LB42]: Already implemented

Commented [LB43]: Already codified in Supplemental Design Standards, TMC 18.50.050

Commented [VL44]: This could be strengthened/clarified to specify specific means of helping to achieve this strategy (e.g. diminished garage requirements, more restrictive front-yard setbacks for garages, etc.)

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- ~~Develop and implement a~~ City assistance program to address maintenance needs, regulatory revisions and provide technical experience and financial assistance
- ~~Provide funding and technical assistance for neighborhood tree planting~~
- ~~Financial assistance generally limited to low-income households~~
- Improvements and additions shall meet current codes; minimize the necessity to bring entire building up to code
- Revise code to allow home occupations in detached garages to support the development of detached garages.
- ~~Continue~~ Code Enforcement efforts to ensure new development meets City standards

Commented [EB45]: Our experience is that people need assistance with tree pruning

Commented [EB46]: Should the goal be here to support economic self sufficiency that allows residents to then maintain their housing?

Multi-Family Residential Development Policies

~~7.43.86-9~~ Support a multifamily residential rehabilitation program that provides assistance and inducements to owners to upgrade and maintain safe, clean and attractive facilities.

~~7.43.96-10~~ Support zoning densities that encourage redevelopment of existing multi-family properties.

~~7.43.116-110~~ Ensure that all multi-family residential developments contribute to a strong sense of community through site planning focused on neighborhood design integration; building design architecturally linked with the surrounding neighborhood and style; streetscapes that encourage pedestrian use and safe transition to private spaces, with trees reducing the effects of large paved areas; with recreational spaces and facilities on site; creative project design that provides a diversity of housing types within adopted design criteria, standards, and guidelines; and operational and management policies that ensure safe, stable living environments.

~~7.6.11~~ Require a minimum of 400 square feet of neighborhood recreational facilities per household.

Commented [LB47]: Threshold too high - will stymie development.

IMPLEMENTATION STRATEGIES

- Survey ~~of~~ specific assistance needs

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- ~~Establish a~~ City-sponsored assistance program to address maintenance needs, regulatory revisions, and provide technical experience and financial assistance as appropriate
- ~~Limit financial assistance~~ generally limited to low-income households or buildings serving low-income households
- Improvements and additions shall meet current codes; minimize the necessity of bringing entire building up to code
- ~~Develop r~~ Right-size parking standards to encourage larger units and less-fewer paved areas provided the standards meet demonstrated needs.
- ~~Continue~~ Support and enhance Code Enforcement efforts to ensure new development meets City standards

- Multi-family design criteria, standards and guidelines
- Support Tukwila's crime-free multi-family housing program
- Amend the zoning code to encourage community vegetable gardens as recreation space.
- Provide recreational space through on-site locations in new multi-family developments.
- Explore amending the zoning code to allow for densities that promote redevelopment of aging multi-family properties

~~**Neighborhood Supportive Commercial Area Development Policies**~~

Goal 7.54 Neighborhood-Supportive Commercial Areas

Neighborhood-supportive commercial areas, including Residential Commercial Centers, that bring small commercial concentrations into and adjacent to existing residential neighborhoods to improve existing residential areas while providing products and services to nearby residents.

~~7.54.16.1211~~ Link commercial areas to residential areas within approximately one-quarter-mile with high-quality non-motorized access facilities.

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~~7.54.26.132~~ In neighborhood commercial developments, harmoniously reflect the scale and architectural details of surrounding residential structures, and encourage non-motorized access.

~~7.54.3~~ Employ appropriate design elements to blend in with the character of the residential neighborhood.

~~7.59.4~~ Encourage new construction rather than the conversion of converting existing residential structures to commercial uses.

~~7.54.56.143~~ Encourage neighborhood commercial structures to incorporate residential units at medium densities.
(Figure 13)

~~7.54.66.15~~ 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.

~~7.54.76.16~~ Ensure appropriate structural transitions between commercial and residential zones.

Commented [LB48]: From Transportation Corridors

Commented [LB49]: From Transportation Corridors

IMPLEMENTATION STRATEGIES

- Zoning Code
- Parking along the street front, behind or beside buildings
- Multi-family and commercial design guidelines

Goal 7.657 Southcenter Boulevard

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.

~~7.65.18.4.3~~ 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.

~~7.65.28.4.4~~ Require sloped roof lines along Southcenter Boulevard to imitate the local topography and residential character.

Commented [MCB50]: Moved to Neighborhood as a goal for buffering residential from commercial/traffic.

Commented [LB51R50]: From Transportation Corridors

TUKWILA COMPREHENSIVE PLAN

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~~7.65.38.4.6 Provide additional pedestrian connections between residential areas to the north and Southcenter Blvd.~~

IMPLEMENTATION STRATEGIES

- Zoning Code
- Continue implementation of the Southcenter Plan

~~Goal 7.9 — Mixed-Use Development Residential Commercial Center~~

~~Mixed-use development, including Residential Commercial Centers, that bring small commercial concentrations into existing residential neighborhoods to improve existing residential areas while providing products and services to nearby residents.~~

Policies

- ~~7.9.1 — Allow a diverse mix of uses, including above-street residential, retail, service, office and recreational and community facilities.~~
- ~~7.9.2 — Through public and private project design and regulation, create a recognizable, compact, pedestrian Residential Commercial Center.~~
- ~~7.9.3 — Encourage new construction rather than the conversion of existing residential structures to commercial uses.~~
- ~~7.9.4 — Combine parking placement and build-to standards to achieve compactness and pedestrian orientation, creating a focal point emphasis in the Residential Commercial Center.~~
- ~~7.9.5 — Achieve pedestrian transition between buildings, streets and adjacent properties.~~
- ~~7.9.6 — Allow up to three-story buildings within the Residential Commercial Center to emphasize its importance and desired activity level, limiting commercial uses to the lower two stories.~~
- ~~7.9.7 — Ensure appropriate structural transitions between commercial and residential zones.~~
- ~~7.9.8 — Require developments to incorporate small-scale pedestrian amenities such as benches and canopies in order to convey the impression of a residential center and community focal point.~~

Commented [LB52]: Removed as policies have been codified in TMC 18.20, including development regulations and design criteria

TUKWILA COMPREHENSIVE PLAN

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~~7.9.9~~ ~~Employ appropriate design elements to blend in with the character of the residential neighborhood.~~

IMPLEMENTATION STRATEGIES

- ~~■~~ ~~□~~ ~~Zoning Code~~
- ~~■~~ ~~□~~ ~~Parking along the street front, behind or beside buildings~~
- ~~■~~ ~~□~~ ~~Multi-family and commercial design guidelines~~

~~□~~ ~~Maximum 0.5 Floor Area Ratio (FAR) (not to include basement in calculating FAR)~~

Commented [NG53]: This is too restrictive to encourage redevelopment.

Goal 7.711 Noise Abatement

Residential neighborhoods are protected from undue noise impacts, in order to ensure for all residents the continued use, enjoyment and value of their homes, public facilities and recreation, and the outdoors.

Commented [LB54]: Consistent with CPP DP-36, minimize/mitigate health impacts of MIC on residential communities

Policies

- 7.711.1 Prevent community and environmental degradation by limiting noise levels.
- 7.711.2 Discourage noise levels which are incompatible with current or planned land uses, and discourage the introduction of new land uses into areas where existing noise levels are incompatible with such land uses.
- 7.711.3 Require building contractors to limit their construction activities to those hours of the day when nearby residents will not be unreasonably disturbed.
- 7.711.4 Discourage noise levels incompatible with residential neighborhoods.
- 7.711.5 Encourage the reduction of noise from Seattle-Tacoma International Airport and King County Airport, by promoting the development of new or the retrofit and modification of existing aircraft engines which are quieter, and operational procedures that help reduce aircraft noise emission levels.
- 7.711.6 Work with the Port of Seattle, King County Airport and the Federal Aviation Administration to promote the development and implementation of airport operational procedures that will decrease the adverse noise effects of airport operations on Tukwila and its residents.
- 7.711.7 Ensure that urbanization and development do not negatively impact current neighborhood noise levels, Environmental Protection Agency, and Federal Aviation Administration standards.

Commented [LB55]: Consistent with CPP Dp-10, land use adjacent to airports

TUKWILA COMPREHENSIVE PLAN

Residential Neighborhoods

IMPLEMENTATION STRATEGIES

~~☒~~ ~~Noise regulations~~

- Coordinate with the Washington Department of Transportation
- ~~☒~~ ~~Noise reduction and buffering regulations~~
- Berming, landscaping, setbacks, tree planting
- ~~Use b~~Building construction and siting methods to mitigate noise.
- Develop noise standards for Hhome occupations ~~standards.~~
- Lobbying the Federal Aviation Administration to develop and implement airport operational procedures to reduce noise impacts.
- Coordinate with other jurisdictions surrounding airports to ensure common purpose and implementation strategies.
- Work with King County International Airport/Boeing Field to establish an appropriate noise monitoring system, including better identification of noisy flight events, counseling/education of pilots about quieter flying techniques, flight patterns that avoid noise-sensitive areas and other strategies.
- Continue ~~application and enforcement of city's to implement and enforce Tukwila's N-noise code~~Code
- ~~☒~~ ~~City-wide study on current noise levels~~
- ~~Establish City program and standards~~
- Continue to work with Sound Transit and BNSF to reduce rail noise and ensure it meets the Federal Transit Administration standards and continue to work with the Port Authority of Seattle to reduce airport operational noise and ensure airport operational noise meets FAA standards

Commented [SM56]: Noise level studies have been done on light rail and airport noise and will continue (light rail to meet FTP standards and Airport to meet FAA standards)

Commented [RF57]: The preceding strategy talks about applying and enforcing the noise code. If this is something different, please describe. If it's the same, delete.