



INFORMATIONAL MEMORANDUM

TO: Transportation and Infrastructure Committee
Community Development and Neighborhoods Committee

FROM: Jack Pace, Community Development Director

BY: Minnie Dhaliwal, Planning Supervisor

CC: Mayor Ekberg

DATE: November 30, 2018

SUBJECT: **Policy options regarding Sound Transit**

ISSUE

Staff has identified several issues related to Sound Transit facilities and anticipated service within the City. This memo provides the City Council members with potential options to address the City's concerns in a manner that benefits Tukwila residents and businesses.

BACKGROUND

Tukwila currently has two operational stations: Tukwila International Boulevard Station (TIBS) and Tukwila Commuter Rail Station. The Sound Transit 3 (ST3) Plan that was approved by voters in 2016 includes another Light Rail Station near Boeing Access Road and a I-405 Bus Rapid Transit (BRT) station at TIBS.

DISCUSSION

Link Light Rail

Tukwila City Council entered into a Development Agreement with Sound Transit for development of Light Rail in 2004. Also, the Council approved the Unclassified Use Permit (UUP) for the Link Light Rail in 2004. This approval required three years of noise and vibration monitoring and testing by Sound Transit. Also, prior to the UUP the Director of Community Development issued the Parking Determination in 2004, which included detailed conditions related to parking usage, monitoring, and increasing parking supply based on demand.

Sound Transit conducted the first year noise testing in 2009 and the measurements identified several locations with noise or vibrations levels exceeding the Federal Transit Administration's (FTA) criteria. In 2011, the Dispute Resolution Settlement Agreement was entered between the City and Sound Transit addressing the noise and parking issues. The requirements for the noise and vibration monitoring and reporting to the City as stipulated by the Settlement Agreement have been met. The conditions of the Settlement Agreement related to parking are not being met.

In addition to the parking concerns the Tukwila Police Department has expressed that security and safety concerns have not been resolved. There are concerns about additional calls for service: In 2017, the Tukwila Police Department responded to 337 calls for service at the Light Rail Station, averaging 28 calls for service per month. There are consistently large groups loitering on the property. Illegal parking has resulted in the blocking of streets and driveways in the vicinity particularly during Sounders, Mariners and Seahawks games. Issues related to access to camera feeds and the camera system at the station continue. Additionally, there are issues related to inadequate access to restrooms by the public due to implementation of the token system.

The Development Agreement sets forth the steps to follow in order to resolve disputes such as these. The City has not initiated the dispute resolution process.

I-405 Bus Rapid Transit

The Sound Transit 3 (ST3) Plan was approved by voters in 2016 to expand the regional mass transit system with new light rail, bus rapid transit and commuter rail stations. The I-405 Bus Rapid Transit (BRT) will serve communities from Burien to Lynnwood. The I-405 BRT project includes new parking facilities in Renton and Kirkland; a new bus fleet and new maintenance facility near Bothell. Bus service will run every 10 minutes during peak hours and every 15 minutes during off-peak hours, providing up to 19 hours of service Monday- Saturday and up to 17 hours on Sunday.

In Tukwila, a BRT station is planned at Tukwila International Boulevard Link Light Rail station (TIBS). ST3 Representative Project anticipated locating the BRT station within the TIBS site. As part of level one evaluation of options Sound Transit is considering an alternate option of locating a new BRT station along SR 518 with a pedestrian bridge to the TIBS. Sound Transit anticipates significant reduction in the travel time under this option. The new BRT service will bring additional riders to the TIB station and may bring additional bus service on site to connect to the BRT service. Both of those factors will bring generate additional trips to and through the facility.

Sound Transit envisions starting the BRT service by 2024 with project refinements and Sound Transit Board approval of refinements in the first quarter of 2019. See Attachment B for the list of stops planned between Burien and Lynnwood and the overall project schedule. Staff had asked Sound Transit to consider a stop, possibly at the Commuter Rail Station, to connect BRT with the growing residential and employment base in the Southcenter area and other modes of transit. Southcenter is a designated Urban Center by King County and the Puget Sound Regional Council and as such should be served by high capacity transit. Sound Transit staff has indicated that since it was not in the list of ST3 representative projects the scope of the BRT route does not include a stop at the Tukwila Commuter Rail Station. An interagency group comprising of staff from various cities along the route has been meeting on a monthly basis. Also, a quarterly meeting of the elected members from various cities has been held a few times. Additionally, Sound Transit solicited public comments via an online open house.

Some issues for Tukwila to consider are what are desired changes to the TIB station given the community's goals for the area - what impacts to parking and access should be addressed, should the City push for a transit oriented development (TOD) at the station, and what public process to use for changes to the TIBS station since the original design was approved as part of the UUP permit by Tukwila City Council.

City's Vision for the TIB Station

Tukwila's Comprehensive Plan envisions a transit-oriented development (TOD) node around Tukwila International Station with a mix of mid to high rise office, multifamily residential and hospitality uses with structured parking that builds on the momentum of the Tukwila International Boulevard Station's proximity to SeaTac Airport (see Attachment C for Comprehensive Plan goals and policies). Another implementation policy of the Comprehensive Plan is to optimize opportunities for transit-supportive redevelopment in and around the station by partnering with the City of SeaTac and Sound Transit. Also, the City of Tukwila is a signatory to the Growing Transit Communities a region wide coalition of businesses, developers, local governments, transit agencies and nonprofit organizations to encourage high quality, equitable development around rapid transit and work towards implementing VISION 2040's growth strategy.

Congress for New Urbanism Workshop – TOD design ideas for TIB station

As part of the Congress for New Urbanism (CNU) workshop to implement the City's vision for the TIB area in 2017, Sound Transit TOD and CNU staff explored design ideas that included redeveloping the park and ride lot into a higher-density mix of transit-supportive uses including housing, commercial, and office, while providing the same amount of parking but in a structure rather than at surface level. See Attachment D for illustrations of some design ideas for the TIB station showing a new parking deck that adds capacity for new development on the parking lot and infill on the lot north of Southcenter Boulevard. This redevelopment could address the issue of safety in the station lots by providing 24-hour presence with apartments, offices and commercial uses.

Commuter Rail Station on Longacres Way

The conditions of approval of the Parking Determination for the Commuter Rail station are not being met. The parking demand exceeds the parking supply.

Community Connections: pilot project by Metro

Metro started working with Tukwila in Fall of 2018 on a Community Connections project to develop innovative and cost-efficient transportation solutions in areas of Tukwila not well connected to frequent transit. The program aims to develop, test, and evaluate new transportation services with the help of a group of Tukwila resident stakeholders and community partners. New transportation services implemented as part of the project are intended to take advantage of innovative ideas, unique partnerships, or emerging technology to meet the community's first- and last-mile transportation needs.

POLICY OPTIONS

1. Tukwila International Boulevard Station

If Sound Transit selects to locate the Tukwila I-405 BRT station within the TIBS site, then the policy options for Tukwila are:

- A) Enforce the Settlement Agreement for more parking; or
- B) Redesign the station site and facilitate transit-oriented development on the current station site

Option A involves increasing parking capacity at the station site, which may not solve the parking woes for Tukwila residents. Given its stature as a regional parking facility, parking availability for Tukwila residents would not change even if significant parking capacity is added.

Under Option B there is an opportunity to implement the community's vision:

- potential TOD development on the north lot and possibly part of the south lot;
- redesign the bus transfer area to accommodate the increase in buses in the future to reflect that TIBS is a multi-modal transit hub;
- improve bicycle and pedestrian access to station from surrounding community and address operational issues.

Additionally, Option B (TOD option), could include working with Metro and Sound Transit to establish a permanent solution similar to the Community Connectors pilot project to increase access for Tukwila residents and businesses to the station without having to drive to the station.

Alternately, if Sound Transit selects to locate the new BRT station on the freeway (SR 518) with a pedestrian bridge to the TIBS, the opportunity for transit-oriented development will likely be on the properties that lie on the south side of SR 518.

2. Advocate for advancing opening of Boeing Access Road Infill Station

As part of ST3 passage another station is planned near Boeing Access Road in Tukwila. There are some development projects in the pipeline around Boeing Access Road. The current schedule shows this station opening in 2031. The City needs to determine if Tukwila should be doing advance planning for the location of the station and advocating for advancing the opening date. Also, there may be an opportunity to work with Metro to plan the station as a future transit center for express busses that currently serve downtown Seattle.

3. Parking at Commuter Rail Station

Require more parking at the Tukwila Commuter Rail Station; or explore a partnership with Sound Transit to further the Strander Boulevard extension project; possibly get future BRT stop to connect the Southcenter area; extend Community Connections program to this station; and/or get pedestrian improvements.

FINANCIAL IMPACT

n/a

RECOMMENDATION

Discussion only

ATTACHMENTS

- A. Dispute Resolution Settlement Agreement
- B. I-405 BRT list of stations, schedule, and TIBS station alternatives
- C. TIB Comprehensive Plan Goals and Policies
- D. CNU workshop illustration for TIBS

**Dispute Resolution Settlement Agreement Regarding Noise and Parking
Between
City of Tukwila, Washington
And
Sound Transit
(Reference City Contract Number 04-086)**

The purpose of this Dispute Resolution Settlement Agreement is to confirm the agreement between Sound Transit and City of Tukwila regarding the issues discussed during the dispute resolution process initiated on November 9, 2010. Since the opening of the light rail system in July 2009, issues have arisen between the City and Sound Transit regarding noise and parking at the Tukwila International Boulevard Light Rail Station (Tukwila Station).

Over the past few months, Sound Transit and the City have met in a good-faith effort to resolve these disputes, as provided for in the Development and Transitway Agreement executed between our two agencies in December 2004. We have reached a mutually satisfactory resolution of the issues and both agencies remain committed to working together in a collaborative manner to see that the commitments included in this letter are completed in a timely and efficient manner.

To this end, the City and Sound Transit have agreed to settle the disputes as follows, subject to necessary approvals:

Link Light Rail Noise Mitigation

A dispute arose following initial noise level readings in the First Year Noise and Vibration Testing Results prepared by Michael Minor and Associates (dated December 9, 2009), which exceeded the FTA noise criteria in certain places along the Link Light Rail route in Tukwila.

The resolution to this dispute is as follows:

1. Sound Transit is currently in compliance with the FTA noise criteria, and will continue to comply with the FTA noise criteria throughout the City.
2. Sound Transit will install approximately 2700 feet of Type I noise barrier in the vicinity of the Duwamish River neighborhood area, replacing the existing Type II noise barrier. The existing Type 2 barriers in three other locations will remain.
3. Sound Transit will mitigate and maintain noise levels at all other locations along the alignment with measures that may include continued use of Type 2 noise barriers, rail grinding, track lubricators, residential sound insulation, or other measures as determined by Sound Transit to be necessary and effective.
4. Sound Transit will prepare a supplement to the 2010 noise report required under the Unclassified Use Permit addressing the proposed mitigation; a schedule for installing the Type 1 barriers, reasoning for proposing Type 1 barriers as mitigation in the Duwamish River neighborhood area; durability of Type 2 noise

2 of 2 originals

barriers; maintenance and/or replacement requirements for the Type 2 noise barriers; and commitment and schedule for monitoring. The supplement to the noise report will be submitted to the City within 30 days of the effective date of this Agreement.

5. The goal of the Parties is to maintain and monitor noise mitigation as necessary, and to sunset the monitoring requirement within two years following completion and submission of the 2011 Wheel-Rail Noise Study to the City, as contemplated by the original UUP noise condition, unless the Parties mutually agree to an extension. In 2011, the City will perform a review of the 2010 noise report and supplement including field measurements of noise and vibration. Sound Transit will not submit a 2011 noise and vibration report but will submit a 2012 report following installation of the Type 1 barrier, and will submit a 2013 final report.

Sound Transit will develop and implement a long-term noise maintenance and monitoring program based on recommendations in the 2011 Wheel-Rail Noise Study, authorized by the Sound Transit Board on March 10, 2011. Sound Transit will share the monitoring results with the City at various intervals, as recommended in the study.

6. The City will review the supplement to the 2010 noise report, for compliance with the original UUP noise condition. Any permit applications and nighttime noise variance application required for installation of the Type 1 noise mitigation will be reviewed administratively and concurrently. A public works permit (long term type D) will be required for installation of the Type 1 barriers, but a building permit is not required. There will be a public informational meeting and comment period for the above-mentioned actions and the City will issue its decisions in a timely manner. The City's decisions may be appealed to the City Hearing Examiner.

Tukwila International Boulevard Light Rail Station Parking

A dispute arose regarding the need for additional parking at the Tukwila Station, consistent with the City's 2004 Parking Determination.

The resolution to this dispute is as follows:

1. Conditions have changed since the 2004 Parking Determination was issued by the City. Sound Transit's long-term strategy is to extend light rail to South 200th Street on an accelerated schedule, subject to Sound Transit Board approval anticipated in July 2011, where 600 to 1050 additional parking stalls are currently planned. It is anticipated that the South 200th and University Link projects will be completed in 2016 when passenger service will commence. It is further anticipated that the addition of parking spaces south of the Tukwila Station, will provide an attractive alternative for some of the current users of Tukwila Station parking.

2. Sound Transit shall provide the Airport Link Extension Parking Demand Study to the City within 30 days of the effective date of this Agreement.
3. Sound Transit shall continue to monitor on-site and off-site Link Light Rail related parking utilization, and implement measures to help mitigate significant hide & ride parking should it occur as required by the 2004 Parking Determination.
4. Following a twelve month period of operation of the South 200th and University Link projects (2017), during which service levels and ridership are expected to normalize, Sound Transit will prepare and submit to the City a parking study for the Tukwila Station based on a mutually agreed upon scope of work. No other parking studies will be required until this time except the scope of work shall be submitted as part of the Parking Determination amendment request referenced in paragraph 6 below.
5. The City shall defer the requirements of the July 1, 2004 Parking Determination, including the requirement to provide additional parking at the Tukwila Station, until December 31, 2017, provided Sound Transit makes measurable progress to accelerate the extension to South 200th. The measurable progress shall include obtaining Sound Transit Board approval; obtaining all required permits from the City of SeaTac; and awarding the contract for construction so that additional parking is constructed prior to University Link opening.
6. Sound Transit and the City will work together in good faith to identify potential revisions to the 2004 Parking Determination consistent with this Agreement and Sound Transit will request amendments to the 2004 Parking Determination, together with all supportive documents before December 31, 2012. This will be processed as a Type II Decision pursuant to the City's Land Use Code.

The parties have executed this Agreement as of the last date indicated below. This Agreement shall become effective subject to approval by the Sound Transit Board.

SOUND TRANSIT

CITY OF TUKWILA

By Joan M. Earl
Joan M. Earl, CEO

By Steve Lancaster
Steve Lancaster, City Administrator

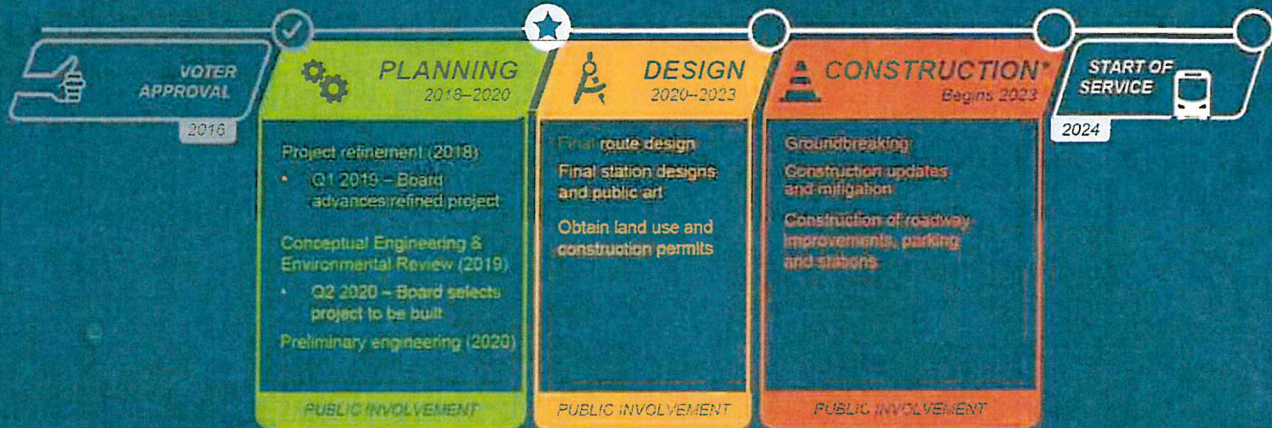
Date: July 28, 2011

Date: July 19, 2011

I-405 BRT will serve the following locations:

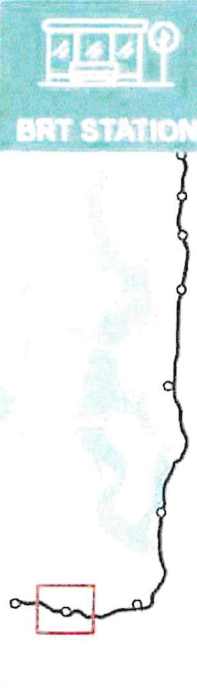
- **Lynnwood City Center** with connections to Link light rail
- **Canyon Park (Bothell)**
- **UW Bothell/Cascadia College** vicinity with connections to SR 522 BRT
- **Brickyard (Bothell)**
- **Totem Lake/Kingsgate (Kirkland)** with expanded parking at Kingsgate Park-and-Ride
- **NE 85th Street (Kirkland)** with a new BRT freeway station
- **Bellevue Transit Center** with connections to Link light rail
- **NE 44th Street (Renton)** with a new BRT freeway station and parking
- **South Renton** with a new transit center and parking
- **Tukwila International Blvd** with connections to Link light rail
- **Burien Transit Center**

Project Schedule



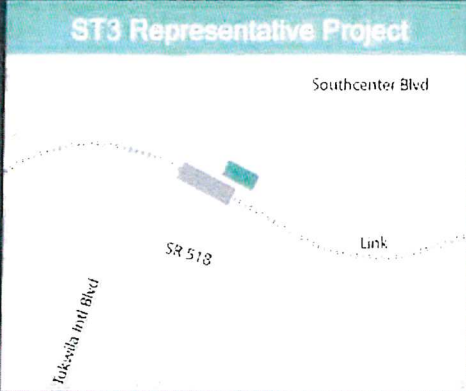
*Construction for most of the BRT projects is expected to begin by 2023 and be completed by 2024. Construction of some elements may begin before 2023, and others may occur after service starts in 2024.

Tukwila International Boulevard



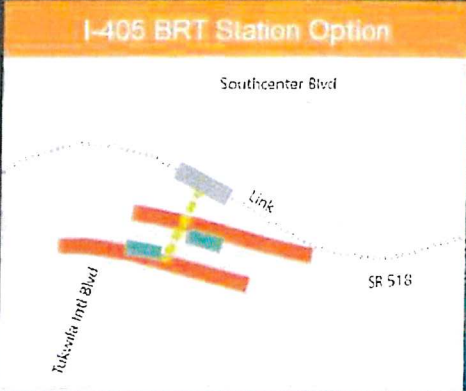
BRT STATION

ST3 Representative Project



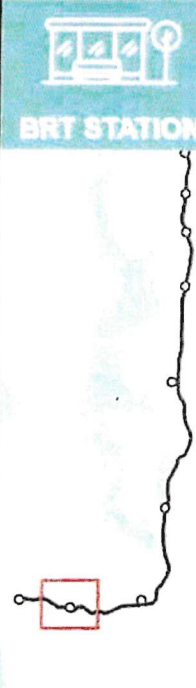
- BRT station in Tukwila International Boulevard Station (TIBS)

I-405 BRT Station Option



- BRT station as flyer stop in SR 518 right-of-way with pedestrian bridge
- Coordination of design with WSDOT and local partners

Tukwila International Boulevard

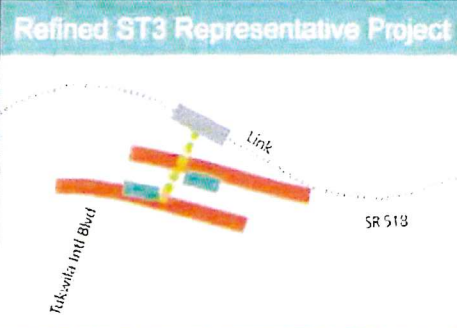



BRT STATION

Level 1 Evaluation of Option

- BRT remains on SR 518 Up to 7 minutes westbound and up to 9 eastbound
- Travel time savings for riders, riders boarding and alighting at station, and operating costs
- Pedestrian walk time from BRT station to light rail mezzanine platform is 2.5 minutes

Refined ST3 Representative Project





I-405 Corridor Program:
Future Compatibility

- SR 518 Corridor Study
- WSDOT design coordination

EXHIBIT
E

CHAPTER EIGHT TUKWILA INTERNATIONAL BOULEVARD

TUKWILA COMPREHENSIVE PLAN



recorded during a series of City-sponsored “Community Conversations” with residents. The Tukwila City Council and Planning Commission then met in joint work sessions to review community input and discuss their ideas for the future of the TIB District. Out of this, a new vision for the TIB District was crafted:

The vision for the Tukwila International Boulevard District is an area that is a complete neighborhood with a thriving, multicultural residential and business community with vibrant places to live, work, shop, and play for everyone. The District is a safe and walkable destination with an authentic, main street character that is connected to other destinations. There is an emphasis on self-sustaining, living wage employment opportunities within the District.

COMMUNITY VISION FOR THE FUTURE

The vision is a TIB District that is a “complete neighborhood” with places to live, work, shop and play. The area is an enjoyable, affordable and prosperous community with a positive resident and business-friendly image. The District has a distinctive identity and character that is different from other neighborhoods and retail areas in the City. This includes many businesses in the corridor that are immigrant-owned and provide retail and commercial services to a diverse customer base. This diversity remains an asset to the neighborhood, the City and the region.

TIB is known more for its community focus and less as a thoroughfare. It is safe and walkable, with an authentic main street character. It embraces its international flavor and draws visitors to its unique collection of restaurants, arts and shopping experiences. The TIB neighborhood is well-connected to other local and regional destinations, with excellent access to transit, highways and SeaTac airport. A network of sidewalks, trails and paths also connects to nearby parks, schools, open spaces and amenities. Local trolleys add another alternative way to get from the District to other parts of the City for visiting, shopping or working.

New centers or “nodes” are emerging along the Boulevard, building upon opportunities that take advantage of the light rail station and the proximity to the airport and an expanding mixed-use development centered on the Tukwila Village project at the intersection of South 144th and TIB. Office and commercial services at the light rail station are more regional-serving and higher density than the neighborhood-focused development further north, but each development energizes the other and they are linked via sidewalks and transit. Travelling away from the Boulevard, the more urban-scaled buildings transition in size and design to better match the character of the adjacent single-family neighborhoods.

GOALS AND POLICIES

Land Use

GOAL 8.1

The Tukwila International Boulevard District is a walkable neighborhood with places to live, work, shop and play.

GOAL 8.2

At key locations on TIB, there are well-designed, pedestrian-oriented mixed-use centers or “nodes” with distinct character.

POLICIES

- 8.2.1** Continue to focus redevelopment efforts on carefully chosen “nodes” of more intensive development along TIB to maximize the impact of the City’s investments, create momentum, and foster faith in the vision for the TIB district.

POLICIES – VILLAGE NODE AT SOUTH 144TH AND TIB

- 8.2.2** Designate this area for an attractive, walkable, locally-oriented mix of uses, including multifamily residential, neighborhood-serving retail and services, restaurants, civic and social gathering spaces, and other people-intensive and customer-oriented activities that build on the momentum from the Tukwila Village project.
- 8.2.3** Generate high levels of foot traffic vital to the success of the node by attracting an “anchor” that draws customers and allows them to park once and walk to adjacent retail.

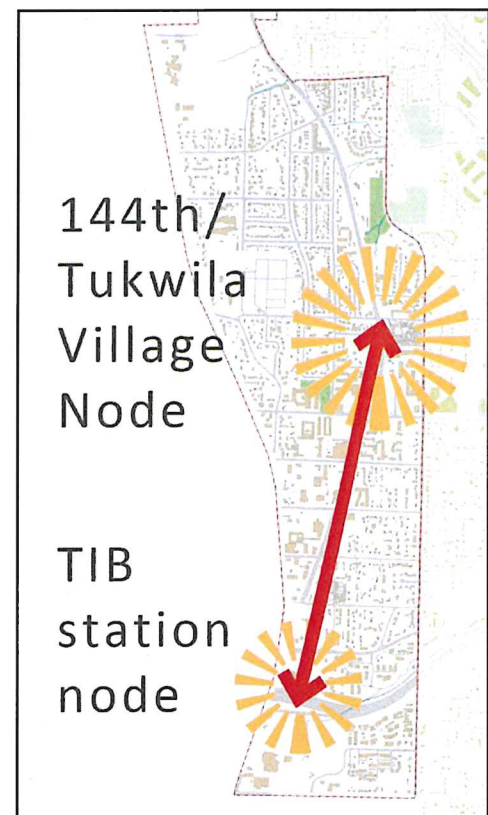


Figure 3. TIB District “Node Concept”



Village Node



Transit-Oriented Development Node



POLICIES – TRANSIT-ORIENTED DEVELOPMENT (TOD) NODE AT TUKWILA INTERNATIONAL BOULEVARD STATION

- 8.2.4** 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 Tukwila International Boulevard Station's proximity to SeaTac Airport and generates jobs for the community.
- 8.2.5** Identify and promote an "identity" for the area around the Tukwila International Boulevard Station that is distinct from other stations along the LINK light rail alignment.
- 8.2.6** Optimize opportunities for transit-supportive redevelopment in and around the station by partnering with the City of SeaTac and Sound Transit to shape TOD policies and practices in the master plan.

POLICIES – VILLAGE AND TOD NODES

- 8.2.7** Ensure that the master plans for the Tukwila Village and TOD nodes encourage and incentivize the redevelopment of large parcels, promote assembly of smaller parcels, and identify opportunities for shared parking, pedestrian linkages, and subregional infrastructure needs, such as surface water and recreation.
- 8.2.8** Focus master planning for the nodes on non-auto-oriented uses. Emphasize good pedestrian experiences and connections to nearby residential areas, businesses and amenities.
- 8.2.9** Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.

Implementation Strategies

Village Node

- Develop a master plan for the Village Node area.
- In the interim before a master plan is prepared, revise the boundaries for the Urban Renewal Overlay (URO) District, and amend the URO District development regulations to facilitate the types and forms of development envisioned by the Village Node concept, including:
 - Explore implementing an incentive system for an increased height allowance.
 - Relax the standard of 75% of required parking to be provided in an enclosed structure; consider 1:1 or 3:1 surface-to-enclosed parking ratios with a street wall on 75% of the parcel's frontage.
- Explore options for a traditional anchor (e.g., a grocery store), as well as the potential for attracting or facilitating an unconventional anchor, (i.e., an international market in a form similar to Pike Place Market), that builds on the existing character of the District, supports fledgling retailers, and generates foot traffic for adjacent uses.

UNCONVENTIONAL ANCHORS

Unconventional anchors are being developed across the U.S – Melrose Market in Seattle, Grand Central Market in Los Angeles, Reading Terminal Market in Philadelphia, and Union Market in Washington, D.C. Many of these are housed in repurposed older buildings, such as auto repair shops, and feature a mix of independent food purveyors, local brewers and roasters, specialty grocers, ethnic eateries and markets, food carts, food trucks, artists and communal tables.

TOD Node

- Develop a master plan for the TOD Node area.
- Promote the development potential of locations near the Tukwila International Boulevard Station as only "one stop away from the airport."
- In the interim before a master plan is prepared for the TOD Node, define and establish a TOD Node overlay zone within one-half mile walking distance of the Tukwila International Boulevard Station. However, this overlay should not include areas east of 42nd Avenue South, except those parcels currently zoned for higher density along Southcenter Boulevard. (Sound Transit's definition for TOD states, "TOD is generally focused on land within approximately one-half mile, or 10-20 minute walk, of a transit facility and along corridors that provide key connections to the regional system.") Consider amending the development regulations to allow an increase in height and density in the area to the north of SR 518, similar to that already permitted to the south (10 stories), to attract jobs and commercial redevelopment. Ensure the preservation of existing single-family neighborhoods.
- Consider the recommendations of the Right Size Parking Study prepared for the Tukwila International Boulevard Station area when determining parking requirements.

GOAL 8.9

The TIB District is one of the safest places in South King County.

REDUCING CRIME AND IMPROVING SAFETY

In the TIB area, actions by the Tukwila Police Department – such as bicycle patrols, the installation of video cameras, and the implementation of a neighborhood resource center – have resulted in decreased crime. With the 2013 seizure of three motels along TIB that were the site for illegal activity, the Police Department notes that one year later, crime has dropped 30% on TIB, violent crime has declined 40%, and there has been a 30% decrease in calls for service.

Reducing crime, enforcing building health and safety codes, and improving the District's appearance are key goals for the TIB area. The Roles and Responsibilities Element contains general goals, policies and implementation measures calling for creating a positive social environment, and reducing and preventing crime to create a sense of safety and security. Goal 8.9 and the related policy in this section provide additional direction specific to the TIB District.

POLICIES

- 8.9.1** Continue working with Sound Transit on reducing crime at the Tukwila International Boulevard Station.

Public and private investment

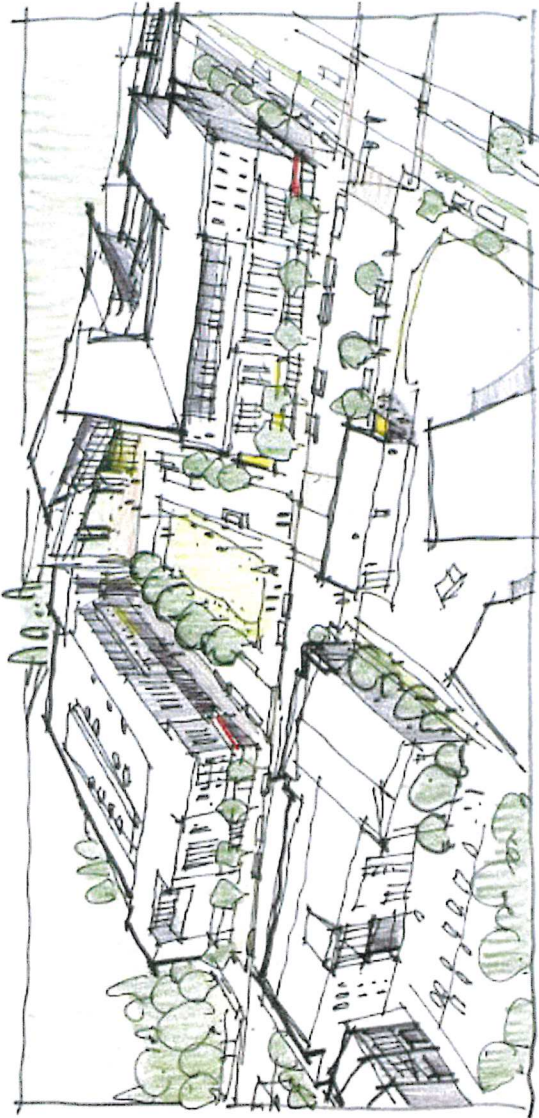
GOAL 8.10

Public and private investment in the TIB District has sparked additional project and business success and increased the overall pace of redevelopment.

POLICIES

- 8.10.1** Invest public funds in the infrastructure and public amenities necessary to catalyze private investment, stimulate the location of businesses and housing, and create an attractive neighborhood.
- 8.10.2** Invest public funds strategically to acquire and assemble substandard parcels, to remove blighted uses, or make current land holdings more developable.
- 8.10.3** Continue to form public/private partnerships, and leverage private investment through development agreements and incentives.
- 8.10.4** Consider using City funding and City-owned property to offset development costs of market rate housing in "pioneering" residential or mixed-use projects.

TUWILA
SOUTHCENTER PROJECT



*TIB Station Transit
Oriented Development
With Transfer Plaza*

OPPORTUNITIES FOR CHANGE

Two catalytic sites were explored during the February 2017 workshop.

TIB Station Development

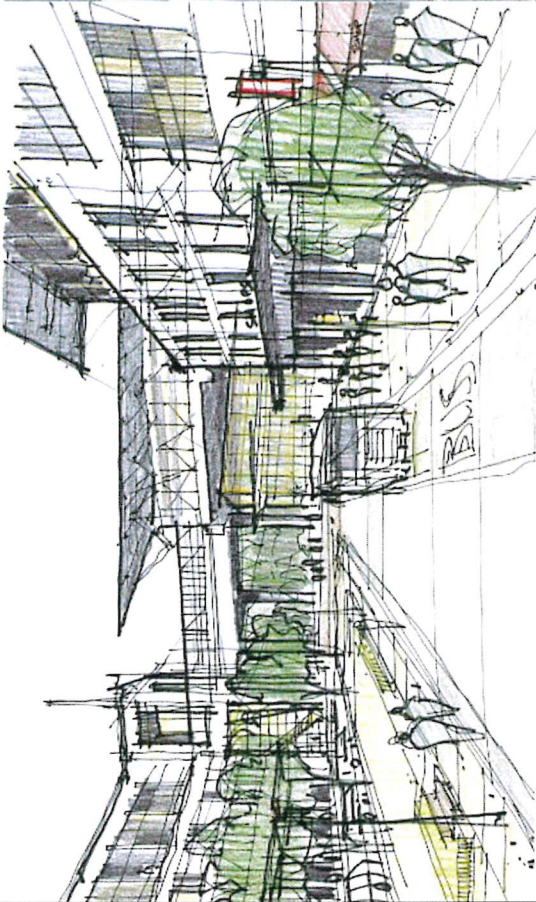
The first is the TIB Station at Southcenter Boulevard. Working with Sound Transit to discuss potential, the team explored the transition of the park and ride lots into transit oriented development. The introduction of a new parking deck replaces the lost parking and provides capacity for the new development.

The illustration above shows the TOD looking south toward the new transfer plaza and the station in the background. The plan is designed to capture views of the Cascade Mountain Range and Mt. Rainier to the east. This illustration shows infill on the north of Southcenter Boulevard, and begins to address the issue of safety in the station lots by providing a 24-hour presence with apartments, offices, and commercial uses. This plan could also accommodate an airport hotel with access to the station.

The existing conditions to the right show the expansive parking fields and the lack of a destination associated with the station today. Rather than being just a park and ride, this site has the opportunity of actually becoming a destination as well as a gateway to the Tukwila International Boulevard neighborhood.



TUWKA



The illustration above shows the detail of the transfer plaza with shopfronts at street level and office, residential or lodging uses above. The building on the east side of the plaza wraps the parking structure, and the view of the dramatic station is framed by the plaza. The existing condition is shown in the photo below.

CONCEPT PLAN

The station plan on the right indicates a new street to the north of Southcenter Boulevard along current property lines. This connection should extend to 152nd Street and would provide better pedestrian and bicycle access to the station. Infill on the north side of Southcenter Boulevard would complete the TOD development with residual surface parking behind the building.



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CONCEPT PLAN

