

Southcenter Plan Book 1: Community Intent

1.1. ORIENTATION

This Plan is both an implementation and a policy document, in that it is intended as a strategy for change and as a regulatory policy to guide and govern future development within Tukwila's urban center, Southcenter. This Subarea Plan establishes a planning and design framework to further the vitality, functionality, and sustainability of the Southcenter area in accordance with market forces and the community's vision for its primary commercial district. Book 1 of the Plan describes the community's aspirations for Southcenter, and the physical outcomes that the Plan is intended to orchestrate as new investment creates change. This first section of the Plan also outlines the means by which the community intends to support and promote the realization of the vision of the future Southcenter. Finally, Book 1 is intended to provide guidance for actions not specifically covered by the development regulations or city actions that are contained in Books II and III of this Plan.

Planning Principles for Great Cities¹; Building Blocks for Redeveloping Southcenter

This plan recognizes a set of integrated principles that have produced the best places and cities throughout the world. In Book I, these principles are translated into objectives and short term strategies directing reinvestment and new development that successfully transitions Southcenter from a suburban to a more urban center. The planning principles for great cities are as follows:

- **Make great streets.** Street design dictates the form of individual blocks and buildings that enclose each streetscape. "Complete streets" provide for pedestrian comfort, bicycle safety and automobile movement according to their location and necessary function in the overall area. Streets of various types are designed to further improve pedestrian crossing safety and balance automotive speed with the needs of non-motorized transportation. Where appropriate, streets have on-street parking in order to provide a buffer between the moving traffic and the pedestrian, thus diminishing perceived and actual danger. Further, in key commercial environments, on-street parking plays a critical role in the daily and long-term viability of businesses.
- **Break up the super blocks.** The most effective redevelopments will be those that retrofit the streets, blocks and lots to provide a compact, connected, walkable mix of uses and housing types. Retrofitting the underlying layout of the streets and blocks transitions auto oriented suburban patterns and behaviors into more sustainable ones. A fine network of interconnected streets, rather than super blocks and limited number of roadways, encourages pedestrian movement. Such a network also provides multiple routes that diffuse traffic, increasing the options for travel to various destinations, improving safety response time and creating alternatives for emergency access.

¹ Adapted from the Santa Ana Renaissance Specific Plan, 2007

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- **Create a memorable built environment.** The buildings, blocks and streets of an area are interdependent and contribute to an overall pattern of unique and related places. Each one contains in part the ingredients of all the others. Buildings of a particular quality can define the block that contains them and the street that surrounds them. Design is the matrix that helps either to create or destroy the quality and character of a place. Buildings are the smallest increment of growth. A variety of architectural types, and their relationship to each other, largely determines the character of a place as they define the streets and open spaces they face.
- **Make great public spaces.** Urban areas can be much more than a place to eat, work and spend. Part of what makes a place more valuable and beloved are the public spaces. Well designed public spaces enhance community identity and foster civic pride. Public spaces are the visual punctuations along the greater public realm of streets that give identity to the various districts in the area. This will contribute to a unique character, and distinguish it from other regional centers and commercial areas.
- **Live near transit and where you work, shop & play.** Adding more residential density in an urban center is a way to support goods and services and a means to enhance a sense of community. The opportunity to live above stores and businesses and in close proximity to transit access points encourages residents, shoppers and employees to drive their cars less and increases their ability to take advantage of the proximity of uses, services, transportation options, parks and public places provided in such an environment. This increases an area's appeal while providing for a 24/7 rhythm of uses.
- **Get the mix of uses right.** A compact mix of transit-supportive land uses such as offices and housing within walking distance of transit will help generate ridership, reduce the need for parking, and help reduce the number of automobile trips.
- **Get the retail right.** Retailers are encouraged to facilitate pedestrian storefront shopping. A successful pedestrian oriented retail core is typically located around a more urban pattern of streets accommodating cars and on-street parking. Off-street parking is ideally located in a combination of shared and park-once lots and structures with buildings to the back of sidewalks.
- **Get the parking right.** The compactness, mixed use nature and walkability of an urban area entices customers to park just once and complete tasks on foot. This reduces the average trips and parking in a traditional setting by half over strip retail. The transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses. It is this scene that provides energy and attraction to sustain a thriving environment.

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1.2. COMMUNITY INTENT

The Southcenter area serves many functions for the citizens of Tukwila. It is the city's primary commercial hub, drawing customers from within the community and all over the Puget Sound region. It is a workplace center, providing jobs to residents and nearby communities. It is a major contributor, through property and sales tax, to local government and the services it provides to all citizens.

It is the intention of the Tukwila community and the purpose of this Plan to bolster, extend and build upon these valuable functions and to realign the Plan Area as needed with new forces of change and market demand. More specifically, it is the community's intention to:

1. Bolster the Southcenter area's market position as the primary regional shopping and entertainment center for South King County.
2. Establish a planning framework that insures that each increment of new investment adds to the long term sustainability of Southcenter as a part of the city and region.
3. Encourage the eventual redevelopment of underutilized properties and oversized parking lots into a pattern that connects the project areas' key anchors (such as Westfield Mall) and overlooked amenities (such as Tukwila Pond and the Green River) to each other and to new infill commercial, residential and public spaces.
4. Substantially enhance the walkability of the northern portion of the Southcenter area, augmenting the exclusively auto-oriented environment with pedestrian amenities, transit, and bicycle facilities.
5. Stimulate pioneering residential and office development in walking distance of the Southcenter (bus) Transit Center and the Tukwila Longacres Sounder commuter rail/Amtrak station, and ensure it is configured to provide safe and comfortable pedestrian routes to and from the stations and other Southcenter destinations.
6. Enhance the convenience, visibility, accessibility, and visual character of the transit infrastructure in Southcenter, and integrate it with the pattern of development in the urban center.
7. Realign policies conditioning development in Southcenter with contemporary consumer and investor preferences, resulting in buildings and spaces that contribute to an identifiable sense of place and attract new types and forms of development envisioned by the community.
8. "Unearth" Tukwila Pond and the portion of the Green River that passes through Southcenter, restoring their natural health and beauty, and featuring them prominently as amenities that enhance the identity and drawing power of Southcenter.
9. Enhance the visual character of Southcenter to reflect the special landscape and architectural heritage of the Pacific Northwest region.

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10. Manage expected growth in a sustainable way, ensuring that the regional benefits of growth management do not come at the expense of livability, by focusing growth and density in environmentally suitable areas and adequately servicing it with improved infrastructure, including non-motorized facilities, transit and enhanced access to parks and natural features.

1.3. STARTING POINT: EXISTING CONDITIONS SUMMARY

The condition of the Plan Area at the time of the Subarea Plan's drafting is detailed in Appendix A, documenting and describing the physical and structural conditions of the area that have informed the recommendations of the Plan. As change occurs, the community intends to measure those changes to monitor the Plan's success and the degree to which it remains sufficiently current. A summary of conditions, challenges and opportunities is provided below:

Land Use

- An economically successful regional commercial, shopping and employment center
- Major contributor to City revenues & local services through sales & property taxes
- Suburban pattern of development
- Very little vacant developable land
- Low density development surrounded by parking points towards redevelopment opportunities
- No residential or mixed use development – need more amenities to attract
- Predominantly single-story buildings
- New investment will increasingly entail redevelopment of buildings and site



Regional shopping & employment center

North

- Auto-oriented commercial, with retail, office, and lodging
- Large regional shopping Mall surrounded by parking and rings of associated smaller scale, low-rise, surface-parked commercial buildings.

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Low density development surrounded by parking provides opportunities for redevelopment

South & West

- Primarily warehouse and distribution center serving the mall & region
- Some outlets (especially furniture), along with some low-rise office.
- Some “big box” retail & super centers along Southcenter Parkway.



Primarily warehouse, industrial & big box retail uses in the southern part of urban center



Supercenter retail along Southcenter Pkwy

Zoning

- Current zoning is the same for the entire planning area – TUC.
- Nearly every kind of retail, entertainment and restaurant use permitted
- Commercial services, warehouse & light industrial uses permitted.
- Residential uses permitted within 500’ of a water body.



Existing building pattern

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Transportation & Circulation

- Located at the intersection of 2 major freeways (I-5 & I-405)
- Few access points into Southcenter area
- Limited street network, especially east/west routes
- Street network designed solely for automobile traffic
- Oversized blocks limit internal circulation
- Inadequate facilities for large ridership at bus transit station on Andover Park West



FIG.1.7. EXISTING STREET NETWORK



FIG.1.8. PROPOSED STREET NETWORK

Non-motorized Circulation

- The regional Interurban & Green River Trails serve as a pedestrian/bicycle spine through Southcenter
- Block size too large to walk
- Lacking bicycle infrastructure/routes on streets
- Long distances between destinations
- Narrow, unprotected sidewalks along highly trafficked & higher speed corridors
- Inconvenient pedestrian access to Sounder commuter rail station from Southcenter area



Inadequate transit facilities

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- Difficult to find and access parks, trails & open spaces
- Little effort made to create site layouts oriented to pedestrians
- Access (driveways) management needed in key pedestrian oriented areas



Lacking sidewalks & pedestrian amenities

Streetscape

- Site layouts and streetscapes primarily oriented to needs of motorists
- Overall impression is of large, simple buildings fronted by asphalt
- Lacking individual street identity – easy to get lost



All streets look the same & are oriented to needs of motorists

Architectural & Landscape Character

- Buildings separated from street by large parking lots, with entrances difficult to find
- Buildings generally reflective of auto-oriented development
- Construction before design review implemented (1982):
 - Unarticulated buildings with little ornamentation or design
 - Simply massed buildings with a box-like appearance
 - Buildings don't reflect any design character indigenous to City or region
- Since 1982:
 - Well designed buildings are lost in the overall mix
 - Too few well designed buildings to create a visible theme or provide district identity
- No landmarks

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Examples of Desired Urban Form



New parking structure – Mall



Westfield Mall Redevelopment



Claim Jumper – new construction built to the Corner of Southcenter Pkwy and 180th Street



Acme Bowl – redevelopment of warehouse



405 Baker Blvd. – redevelopment of warehouse with public frontage improvements



Fatigue Technology – redevelopment of warehouse

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Warehouse redevelopment



Pad building on Westfield Site built to the back of sidewalk on Strander



Southcenter Square Shopping Center – built to the back of sidewalk with plaza spaces and clearly delineated pedestrian paths, constructed two new half streets



1.4. THE VISION FOR SOUTHCENTER

The Southcenter area comprises of approximately 250 individual privately held properties, and over 8 miles of public rights-of-way that are under the ownership and control of the City. The overarching purpose of the Subarea Plan is to orchestrate individual public and private investments to produce greater value than any separate project could practically achieve by providing a common vision that all investors can rely upon, contribute to, and derive value from. This section describes the common purpose to which all actions and investments shall be directed: the realization of a vision of the future that is sufficiently specific to provide a common purpose, yet loose enough to respond to opportunities and changes in the marketplace that will inevitably arise.

1) District Structure – From Suburban Commercial Area to Urban Center

The forces of market demand and land availability that produced the current characteristics of Southcenter's built environment have evolved significantly in new directions. The primary driving forces conditioning the form of new investment in the Plan Area will be:

- 1) The shopping industry's shift away from internally focused shopping centers in favor of more open air and amenity-driven formats;
- 2) Rising gas prices and increasing regional commitment to transit;
- 3) A rapidly growing demand for walkable urban environments for living, working and shopping; and
- 4) The rising economic importance and value of property in the Southcenter area as a result of the expansion of the regional mall and the disappearance of easily developed property in the area.

The implementation of this Plan is intended to enable Southcenter to benefit from these primary conditioning forces. Responding to these forces of change, the community envisions guiding development and change to create differentiated areas where the character, forms, types of uses and activities benefit, complement and support each other (See Figure 1.1. Evolution of Envisioned District Structure and Figure 1.2. Envisioned District Structure-DRAFT).

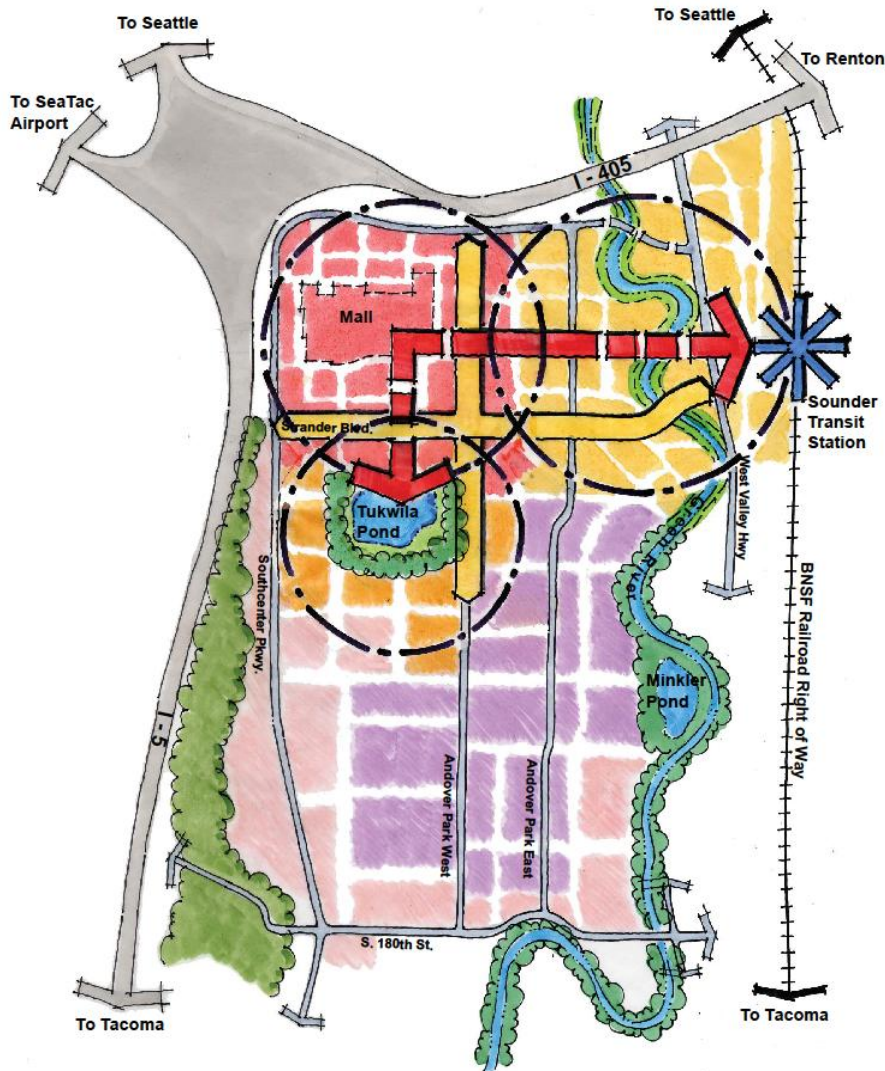


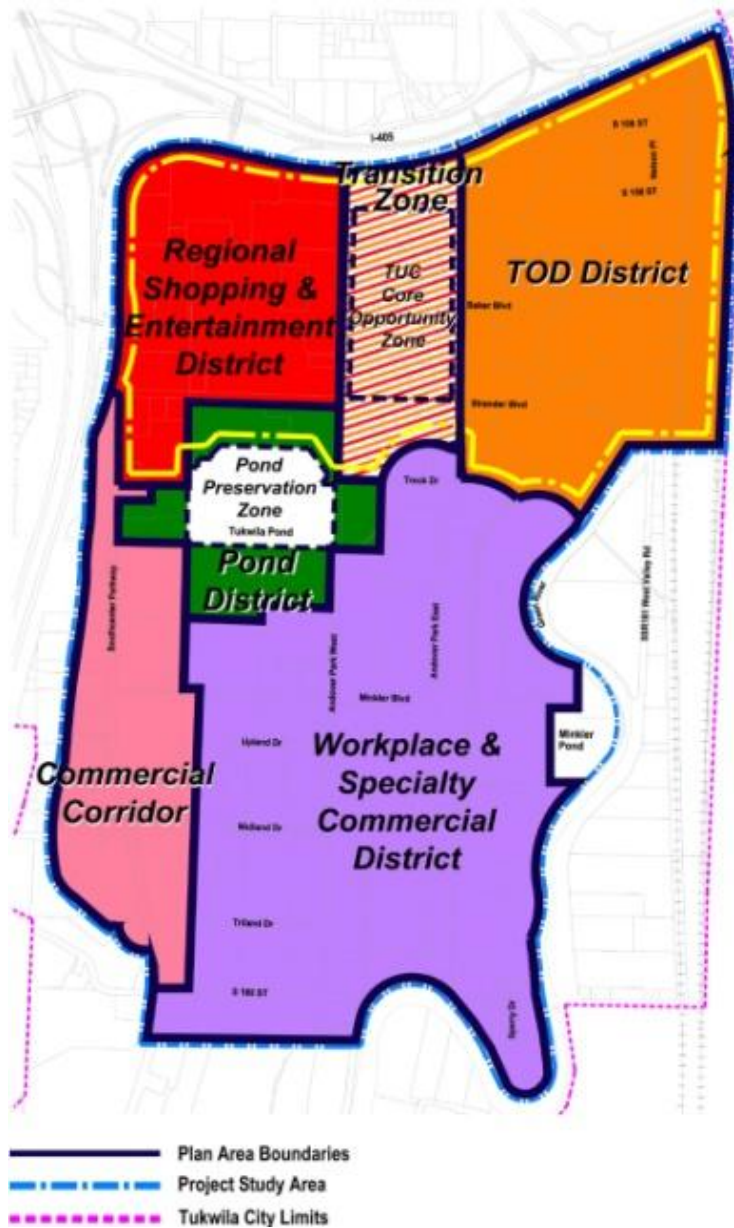
Figure 1.1.
***Evolution of
Envisioned District
Structure***

Southcenter encompasses a relatively large area containing a wide variety of uses. To create a more coherent urban form and enhance the Center's long-term competitive edge within the region, the City intends to guide development and change to create distinct areas where the character, forms, types of uses and activities benefit, complement, and support each other. (*City of Tukwila Comprehensive Plan*)

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Regional Center

The area in the vicinity of Westfield Southcenter Mall, with easy access to the new bus Transit Center, will continue to infill and intensify to a more walkable and compact form of development extending southward toward Strander Boulevard, ultimately extending to the edge of Tukwila Pond and eastward across Andover Park West.



Transit Oriented Development (TOD) Neighborhood

In response to the region’s enhanced commitment to transit service, a new Transit Oriented Development Neighborhood will extend from the upgraded bus transit center on Andover Park West, eastward towards the Sounder commuter rail station. Public investments that will serve as catalysts for the redevelopment of this area include a new pedestrian bridge over the Green River and frontage improvements along Baker Boulevard.

Pond District

City improvements to public frontage, water quality and pond amenities will help instigate the “unearthing” of Tukwila Pond Park not only as a public amenity, but as an “amenity anchor” for the southern edge of the Regional Center and as the center of a new mixed use Pond District.

Workplace

The large southern portion of the Plan Area will continue to provide a wide range of distribution, warehousing, light industrial, “big box” retail, and furniture outlets, with incremental infill by office and other complementary commercial uses.

Commercial Corridor

Southcenter Parkway will continue to feature auto-oriented retail and services in a manner similar to the existing patterns of development in that area.

Figure 1.2. Envisioned District Structure (DRAFT)

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The particular characteristics envisioned for each of these districts are provided below:

The Regional Center

The Regional Center portion of this Plan is the primary shopping and entertainment destination for South King County, and the centerpiece of the Southcenter area. It occupies the highly visible and accessible northwestern quadrant of Southcenter, which is nestled snugly up against the intersection of Interstate 405 and Interstate 5. The Regional Center owes its success to and is anchored by the recently expanded and refurbished Westfield Southcenter Mall. The drawing power of this retail powerhouse will continue to bring investment in retail and services oriented to an expanding regional trade. Just to the east, Acme Bowl, LA Fitness and I-Fly will serve as complements to the Mall and strong attractors for new entertainment venues in the area. The new Transit Center with service to the Sounder commuter rail and LINK light rail stations, local and regional bus routes, and bus rapid transit (BRT) is prominently located between the Mall and existing entertainment venues.

As new investment continues to flow into the Plan Area, the community envisions the emergence of an increasingly urban district that uses its progressively more valuable land with greater efficiency, which can be comfortably explored not only by automobile but also on foot or bicycle. The area surrounding the Mall may begin changing from the exclusively parking-lot-surrounded, auto-dominated development to an increasingly walkable and amenity driven pattern reflecting contemporary consumer and investor preferences. However, ensuring excellent access for all modes of transportation into the Regional Center will be key to its continued success.

Over time, public investments combined with market-driven infill may instigate new development increasingly characterized by a pattern of walkable-scaled city blocks with key street frontages lined with visible storefronts and active sidewalks (Photos 1, 2). Buildings may be oriented to public spaces and sidewalk areas with higher levels of amenity (Photo 3). Abundant and convenient parking will be provided, but will no longer dominate the view from the road or the sidewalk.



1. Smaller retail with visible storefronts and active sidewalks



2. Anchor retail with visible storefronts and active sidewalks

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3. Example of buildings oriented to amenities



4. Envisioned mixed use retail/office development

As the Regional Center continues to grow in response to the growth of the region, the market, public investment, and escalating property values, the district may continue to intensify with upper stories containing offices (Photo 4), homes (Photos 5) or hotel rooms. Over the long term, infill development on the high-value property of the Mall may continue the transition from surface parking to structured parking, and may be increasingly characterized by mid-rise or high-rise building components built over the retail base. This process of increasing land use efficiency, development intensity, synergy and mix, will be combined with public and private investments increasing walkability and accessibility befitting a true regional center. The increased intensity and vitality can continue the process of broadening the Mall's draw, expanding its "captive audience," adding customers, residents, employees and safety to the dynamic center of the region.



5. Example of mixed use residential development

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6. Mall's internal streets connecting towards Tukwila Pond



7. Mall's internal streets connecting to Transit Center

In the long term, the Mall the entertainment area, and the Southcenter Transit Center will continue to be the armature for the ongoing escalation of value, activity and investment. The access points and internal streets of the regional shopping mall will likely be extended, developing into bustling, high amenity spines that connect shopping anchors and shopfronts southward to the north shore of Tukwila Pond (ultimately an “amenity anchor”, Photo 6) and eastward toward additional shops in the direction of Southcenter Transit Center (Photo 7).

The Pond District

Southcenter's greatest amenity, Tukwila Pond, which prior development has rendered virtually invisible, will become the prized center of an entirely new part of Southcenter. Rather than turning its back on the Pond in the manner of development that has occurred in the past, new development will ultimately orient toward the pond with active doors, windows, and public walkways facing the water. Surrounding streets and development will provide not only views to the water, but clear, legible and frequent connections to enhance public access to Tukwila Pond and its surrounding park.

Degradation of water quality and natural environment that has occurred will be carefully reversed. The natural setting and wildlife amenities will be protected, and proximity to and views of the Pond will add substantial value and character to nearby real estate development.

The Urban Waterfront

Along the northern edge of Tukwila Pond, development will take cues from its location adjacent to the Mall and to the retail corridor of Strander Boulevard, resulting in a more urban environment focused toward a paved waterfront esplanade. Over the long-term, the Mall may grow toward the Pond (Photo 8), making the northern shore function in part as an “amenity anchor”.

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8. Envisioned Mall to Tukwila Pond Connection



9. Envisioned waterfront esplanade (Carillon Point, WA)

The waterfront esplanade will ultimately run along the northern Pond shore, featuring restaurants and entertainment, with storefronts spilling out onto the active pedestrian promenade along the waterfront (Photos 9, 10). The upper stories of the Pond's north shore development will likely feature homes, offices and/or hotel rooms (Photo 11) that benefit from the activities below, as well as from enviable views and access to a loop trail around the Pond, making it one of Southcenter's most coveted places to live, work, or visit.



10. Esplanade character & elements



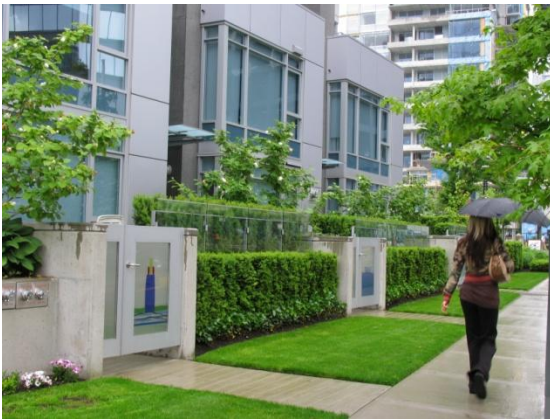
11. Envisioned mixed use on Pond's north edge

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The Natural Waterfront

The eastern, western, and southern edges of the pond will be characterized by a more natural park environment, preserving habitat for pond wildlife. A “necklace” of pedestrian paths, floating boardwalks and sidewalks will connect the edges of the pond. Tukwila Pond Park will provide benches, overlooks, shade trees and informal landscaping. Buildings will be separated from the pond by streets along the eastern and southern edges. Building heights will be lower along the southern edge to insure plenty of sunlight for the Pond itself; buildings will also step down toward the water to preserve views as well as a park-like character. Ground floors will range from office to support services, retail, and lunch options for workers, to newer housing types like live-work on the ground floor, with more private uses like office and residential above (Photos 12, 13, 14).

Envisioned mixed-use development facing south end of Tukwila Pond



12.



13.



14.

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The Transit Oriented Development (TOD) Neighborhood

Southcenter will continue to evolve as the region continues to embrace smart growth and liveable communities strategies, and deepens its commitment to transit. The northeastern quadrant of Southcenter will benefit from its enviable location between the Regional Center, Southcenter Transit Center and the Tukwila Longacres Station, and from the potential amenity value of the segment of the Green River that runs through the district.

The community will leverage the rail station and bus transit center to bring new investment to the previously underutilized properties within walking distance of these facilities. The emerging new TOD neighborhood district will eventually be increasingly characterized by a compact and vibrant mix of housing, office, lodging and supportive retail and service uses. Local workers, commuters, shoppers, and residents will benefit from the easy access and convenience and to an increasingly wide variety of transit offerings accessible in the urban center.

Parking will be accommodated by a combination of off- and on-street parking spaces/lots. Compact and coordinated mixed-use development will provide opportunities for shared parking facilities. Such facilities can be shared between public and private uses – and between different private uses. As the area redevelops and intensifies, and as the value of land increases, off-street parking may begin to transition into well-designed parking structures, such as those constructed by the Mall.

A growing network of streets, public spaces and pedestrian connections will provide a fine-grained scale to the district, and connect it more readily to adjacent areas. A new pedestrian bridge across the Green River will provide a more direct connection between the Sounder station and the rest of Southcenter, and a new east-west pedestrian-oriented corridor along the Baker Boulevard alignment will complete the connection between the Regional Center and the Tukwila Longacres Station.

The overall structure of the TOD Neighborhood will be characterized by higher development intensities and building heights close to the Tukwila Longacres Station, lower-rise buildings along the river, increasing again to higher development intensities and heights where the district overlaps with the edges of the Regional Center.

Between the Mall and the River, changes will include a more urban mix of compatible uses spanning retail, high density residential, live-work, office and lodging (Photos 15, 16, 17, 18, 19).

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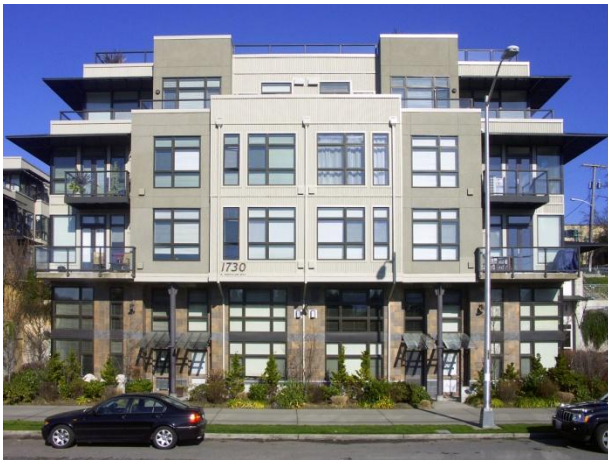
Examples of TOD Neighborhood Development



15. Retail/residential uses



16. Live/work



17. Residential



18. Office



19. Mixed use retail/office

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Examples of active building frontages on pedestrian scaled blocks



20.



21.



22.

The neighborhood's small, pedestrian-scaled blocks will eventually be lined with a mix of uses along active building frontages (Photos 20, 21, 22) to provide a pleasant pedestrian realm throughout the district, particularly along primary streets leading to the Tukwila Longacres Station. New development will also contribute to the construction of new public open spaces within the district. (Photo 23).



23. New public spaces within the TOD Neighborhood

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24. Envisioned townhomes oriented towards the Green River

Properties lining the segment of the Green River that cuts through the TOD Neighborhood will want to take full advantage of their unique setting. New uses, including townhomes (Photo 24), mid-rise housing, offices, and hotels may be oriented toward the river.

East of the river, between West Valley Highway and the railroad tracks, many redevelopment obstacles are present at the time of Plan adoption. An existing rail spur from the Union Pacific Railroad renders much of the land in this neighborhood un-developable. An overhead high tension power line crosses the area. Several underground and above-ground utilities present severe constraints to subterranean construction, which impacts the amount and intensity of possible development. Finally, the BNSF and UP rail lines limit access to a significant portion of the land in the developable area between the tracks. However, a commitment by Sound Transit to support transit oriented development on the existing station site could kick off a renaissance in the surrounding area with high-density lofts (Photo 25, 26), mid-rise residential (Photo 27), and offices oriented towards the station (Photo 28).



25. Envisioned high-density lofts near Sounder/Amtrak Station

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26. Envisioned high-density lofts near Sounder/Amtrak Station



27. Envisioned mid-rise residential near Sounder/Amtak Station



28. Envisioned TOD Office Development



29. Commercial Corridor retail "power centers"

Commercial Corridor

To insure that Southcenter provides opportunities for the full range of shopping industry development types, Southcenter Parkway will continue to serve as Southcenter's commercial strip, providing sites for auto-oriented retail and services, including large-scale "power centers" and "big box" retail, single tenant uses, and uses requiring drive-up and drive-in facilities (Photo 29). As new

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development occurs, new improvements will provide modest pedestrian amenities, as well as beautification with indigenous landscaping.

The Workplace

Much of the southern portion of the Plan Area has been and will continue to be devoted to light industrial, warehousing and distribution uses (Photo 30), many having located there for proximity to the state's largest super-regional shopping mall, easy access to highways, its central location in Puget Sound, low rent, and available space. The Workplace District will also continue to grow its retail niche of larger-scale goods and to deepen its wide range of furniture outlets (Photo 31). Higher intensity workplaces like low-rise office will bring new workers to the area.

Underutilized properties along the Green River may take advantage of their unique location along the water and Green River Trail, and redevelop with mid-rise housing adjacent to this amenity.



30. Existing light industrial/warehouse



31. Existing furniture outlet

2) Street Network – From Superblocks to A Fine-Grained Pattern of Streets and Blocks

The evolution of the suburban commercial center into an urban center will be facilitated by the maturation of its street and block structure. As development proceeds, policies for new investment will insure the emergence of an increasingly fine-grained network of new interconnected streets and smaller blocks to accommodate by the intensification of the Southcenter area (See Figures 1.3). New development may need to provide new street connections to add the capacity that will accommodate the increase in internal district trips, in lieu of widening the larger through-district arterials. New streets will relieve the pressure on limited arterial network now handling all the vehicular circulation, by increasing access to development while distributing the traffic in Southcenter across a number of routes.

In the northern Southcenter area – the Regional Center, TOD Neighborhood and Pond District - smaller block sizes with compact, mixed use development will make walking and bicycling a much more viable alternative. Primary corridors, such as Andover Park West, will emerge as the “front door” areas of the districts. The northern stretches of Andover Park East and Baker Boulevard, serving more mixed use types of development, including housing, will undergo a “road diet” to provide on-street parking and bike lanes, as well as auto travel lanes. In the Workplace District, new east/west streets perpendicular to the major arterials will accommodate truck bay access and service functions.



FIG.1.7. EXISTING STREET NETWORK

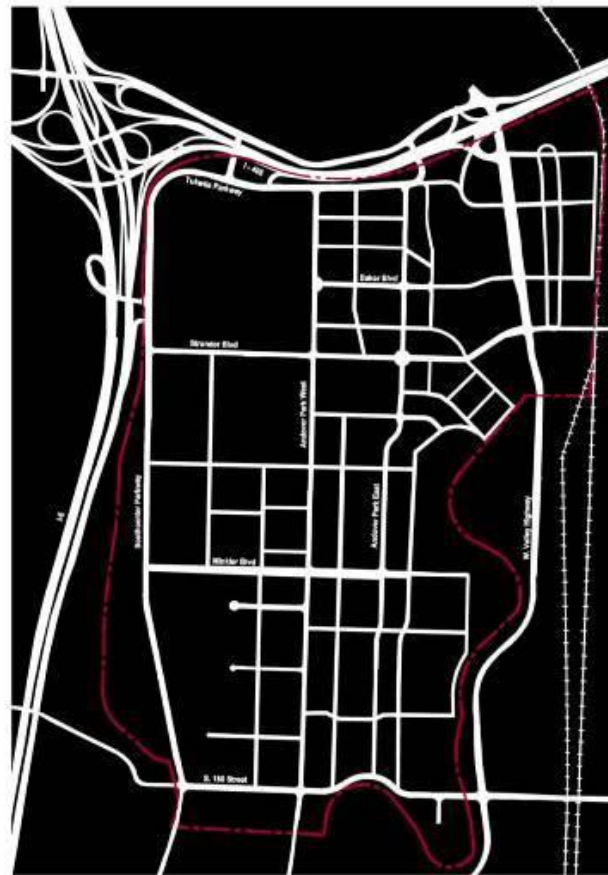


FIG.1.8. PROPOSED STREET NETWORK

Figure 1.3 Southcenter Block Patterns

Strander Boulevard will continue to be the most well-traveled east-west thoroughfare and the gateway for many visitors to the Regional Center, Pond District and TOD Neighborhood. Ultimately, Strander Boulevard will be extended eastward to provide a new through street to Renton. This extension will pass underneath the railroad lines and provide direct access to the

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Tukwila Longacres/Amtrak station from both Tukwila and Renton. Of the several north-south arterials, Andover Park West provides the most direct connection to and through the Regional Center, the new Pond District, and the new Tukwila Transit Center.

3) Transit: Integrated with Urban Center Development

As the region continues to grow, gas prices increase, and the demand surges for increasingly compact, walkable and mixed use formats, a wide range of mobility options, especially rail transit, will become critical components for economic success, livability and sustainability. These trends will favor the areas of Southcenter within walking distance of the Tukwila Longacres/Amtrak station and Southcenter Transit Center, which can be expected to capture an increasing share of regional demand for housing and office development.

In order to realize the full potential of these transit facilities, existing barriers to visibility, access and convenience will be removed. Development within walking distance of transit stations will provide much enhanced connectivity to and from transit facilities as they contribute to improvements that incrementally add to the network of walkable, safe, and complete street environments – and in turn, the new transit oriented development will promote system ridership.

Transit will serve as a backbone for new development throughout Southcenter, and make the most of its potential to instigate surrounding redevelopment. The most visible, usable example of this will be a new “pedestrian spine” connecting Southcenter’s transit centers. The Southcenter Transit Center located at the edge of the Mall property will be seamlessly connected to the Tukwila Longacres commuter rail station along a street designed for walking and biking, making the stations the focal points of the area’s circulation network (Figure 1.4). These two transit anchors will also be linked via bus routes and ultimately will decrease the need for a private vehicle in the District.



Figure 1.4 Strengthen pedestrian connections between activity centers and transit

The Tukwila Longacres/Amtrak Station will be designed to be attractive, accessible and interconnected to the workings of the Southcenter as a whole. The station will ultimately include a new plaza, with adjacent multi-modal facilities such as a bus terminal, “kiss-ride” drop off, and a park-and-ride lot or garage. In addition, the overall network of transit in Southcenter will be improved, including more frequent bus service and better links between bus, light rail and train service.

Finally, the bus transit center will be improved to provide a transit interchange that is well-served by and integrated with its surroundings. New pedestrian paths and public sidewalks will lead pedestrians from surrounding areas to the Southcenter Transit Center. The most heavily used route, from the Transit Center to the Mall, has already been improved with a covered walkway leading directly to a Mall entrance (Photo 32).



32. Mall to bus transit center pedestrian connection

4) Natural and Recreational Amenities – Integrated with the Emerging Urban Center

The emerging “public realm” of Southcenter will be increasingly distinguished by not only new active urban streets and sidewalks, but by open spaces, plazas, and parks that will be connected to the Interurban and Green River trails, and Tukwila Pond and Christensen Parks. This system of interconnected spaces will provide access to a range of recreational experiences, provide gathering places, serve as amenities to attract the types of development envisioned by the community, especially housing, provide locations for public art, and enhance Southcenter’s liveability.

Rather than turning its back on the natural assets of the Plan Area, new public and private investment will “unearth” Tukwila Pond, Minkler Pond and the Green River and feature them as precious amenities to be integrated with the development of the emerging urban center (Photos 33, 34 and Figure 1.5). New development adjacent to the ponds and river will likely feature buildings oriented toward the water, and contribute frontage improvements that add to the appeal and public accessibility of the waterfronts. Key city investments in Tukwila Pond will focus on improving water quality, preserving its natural habitat for wildlife and plants, and creating a “loop” route around the Pond for people to stroll and jog.

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Southcenter's hidden amenities



33. Tukwila Pond Park



34. The Green River

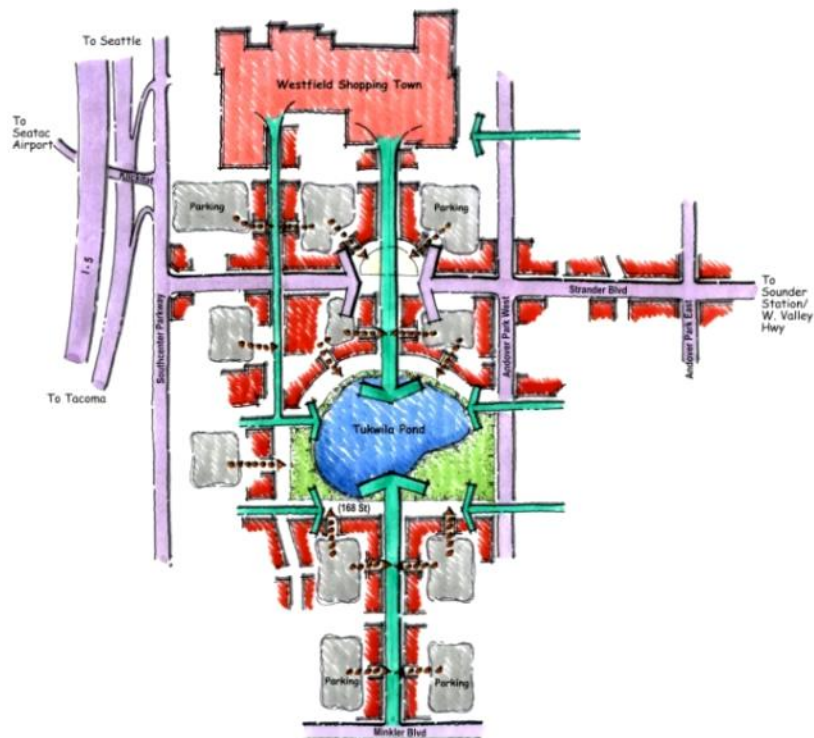


Figure 1.5 Integrate Tukwila Pond into emerging urban center development

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5) Building, Site and Infrastructure Design – Create a great space.

The design quality of buildings, sites, streets and utilities contributes greatly to a community's identity and sense of place. These elements will be designed to support the overall vision for a high-quality civic identity.

New and renovated buildings will be embody architectural characteristics that maintain the desired human scale, rhythm and urban character appropriate for Southcenter, with the goal of building on the best efforts of previous development and allowing for and encouraging creativity on the part of developers and designers. No specific architectural or landscape style is mandated. However, a characteristic style that features a mix of contemporary and Northwest-inspired elements will be recognizable. This includes the use of exposed natural materials and building elements that respond to the area's climate (Photo 35).



35. Northwest inspired architectural elements



36. Pedestrian facilities designed to provide a safe path from street to front door through parking areas

There will be a good deal of flexibility regarding how individual property owners develop their properties. The City's development regulations and design guidelines will ensure that a site's layout, including buildings, parking, landscaping and other features, achieves the City's vision, while allowing the freedom for innovative thinking and adaptation to emerging opportunities. Redevelopment of the large "mega blocks" will result in internal streets that simulate an urban street grid and add to the overall street grid network, useable pedestrian spaces, and appropriately sized, located and designed parking areas. Additionally, within a mega block site where commercial buildings may be separated from the public right-of-way, redevelopment will achieve an improved pedestrian-friendly environment with links to the street and surrounding uses (Photo 36).

Streets will be designed to support the uses they serve. Along shopping streets, on-street parking, widened sidewalks and pedestrian amenities like streetlights, benches and seating, and special paving will support street-fronting retail (Photos 37, 38). In neighborhood areas, narrower streets

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with pleasant, tree-lined sidewalks will provide the right environment for residences. In addition, the private development that lines these streets will feature building frontages that match the street type, with appropriate orientation, setbacks and entrances, and ensure that non-active frontages, like parking lots, are located in the right places.

Examples of streets designed to support walking, shopping and autos



37. Baker Boulevard



38.

1.5. REDEVELOPMENT STRATEGY

To orchestrate growth and change in Southcenter that is in keeping with the community's vision and redevelopment objectives, the City intends to promote and guide new investment by intertwining regulatory control (contained in Book II) with the strategic investment of limited public resources (contained in Book III) .

The complexity of transforming a suburban pattern of development to a more urban one is such that change cannot be expected or required to happen all at once. More likely, the majority of the development within Southcenter over the next 20 years will be as a result of market-driven renovations and expansions rather than entirely new construction. It is not the intent of the City to discourage such redevelopment, as new investment should enhance the image and appeal of the area. Instead, the City's strategy is to move forward in *phases, leading with public investments* and implementing a set of *regulations* that condition redevelopment and result in *incremental changes* to the urban form that are in alignment with the community's long term vision. Over time, these changes will serve as a framework, catalyst, and attractor for the types of development envisioned for the urban center.

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The redevelopment objectives that the City intends to pursue are identified below, followed by the corresponding Phase 1 implementation measures for redevelopment and public investment. These measures are important because they form the basis for the standards and guidelines contained in the accompanying Book II. Keep in mind implementation must always remain sufficiently nimble to respond to unexpected opportunities and to make best use of resources as they become available.

As the area evolves, the City will revisit Book I's plan, objectives and redevelopment strategies, and may choose to expand the breadth and geographic application of Book II's regulations through future updates in *Phase II*.

Putting the Plan into Action:

FUTURE INVESTMENT

Objective 1: Promote investment in the full range of retail and entertainment uses in Southcenter: create a framework that accommodates the widest possible range of investment while avoiding the potential loss of value from inappropriate juxtapositions of different shopping development types. Identify appropriate areas for pedestrian-oriented, destination types of development, and for auto-oriented patterns of development.

Objective 2: Build on the presence of major retail anchor uses to encourage the augmentation of existing shopping assets with the type of urban, amenity-driven, pedestrian-oriented shopping increasingly favored by consumers and investors.

Objective 3: Provide incentives for higher intensity projects in the northern Southcenter area to make the most of high development potential of the area.

Objective 4: Improve walkability and begin developing a framework for the longer term transition to more urban forms of development by providing adequate public frontage space for future pedestrians and street furniture, and separation of pedestrians from moving and parked vehicles.

Phase I implementation measures:

- Restructure the SC area into five districts – the Regional Center, TOD Neighborhood, Pond District, Commercial Corridor, and the Workplace District. Place the highest priority on actions that support and promote the continued success and enhancement of the northern half of the Southcenter area (Regional Center, Pond & TOD). As this area evolves into a more urban pattern of development, the City may respond by further

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refining these districts to differentiate between growing mixed use residential neighborhoods and areas with more of a retail-entertainment focus.

Associated regulatory measures:

- Districts & use table
 - Height maximums
- Remove warehouse, light industrial and auto-oriented commercial entitlements from properties in the northern portion of Southcenter. These uses are not supportive of an evolving walkable community.

Associated regulatory measures:

- Use tables
- Make funding projects that are economic development catalysts in the northern part of Southcenter a high priority for city investments.

Associated measures or actions:

- Development incentives
 - Book III: City actions and investments
- As redevelopment or new construction takes place on parcels without sidewalks in the public frontage, require developer compliance with the new public frontage standards.
 - As redevelopment or new construction occurs on parcels where existing sidewalks and perimeter landscaping do not meet the new public frontage standards, use incentives to encourage developer compliance with the new standards.
 - Recognize that public investment in public frontage improvements may also be necessary.
 - Where a more walkable, urban neighborhood is desired, encourage the placement of buildings at the back of sidewalks by maximizing easily accessible curbside parking with on-street parking spaces along new streets and key existing streets.

Associated regulatory measures:

- Street master plan & cross-sections
 - Public frontage requirements & design regulations
 - Parking design/layout regulations
 - Setback requirements
 - Landscaping regulations
 - Developer incentives for public frontage improvements
- Allow developers flexibility in meeting requirements for redevelopment or new construction, particularly around Tukwila Pond, the Sounder commuter rail station, and

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along Baker Boulevard and the Green River, provided that the resulting site plan and building design supports the community's vision for these areas. Where appropriate, provide incentives and look for opportunities for public/private partnerships.

Associated regulatory measures:

- Site design regulations
- Building orientation
- Setbacks
- Architectural regulations
- Qualitative criteria and/or performance standards and regulations

TRANSIT ORIENTED DEVELOPMENT

Objective 4: Leverage the new bus transit center and refurbished Sounder commuter rail station to stimulate investor interest in developing a transit-oriented, mixed-use housing, retail and office neighborhood in Southcenter.

Phase I implementation measures:

- Expand land use policies to allow housing throughout the northern portion of Southcenter within walking distance of the rail and bus stations, and in all districts along the Green River. When appropriate, provide incentives and explore public/private partnerships to encourage stand alone and mixed use residential development.

Associated regulatory measures:

- Use tables
- Site design regulations
- Building orientation
- Qualitative criteria and/or performance standards and regulations
- Developer incentives for housing and structured parking

MALL TO STATION

Objective 5: Continue to enhance connections between the Mall, the commuter rail station and the refurbished Tukwila Pond in order to reap synergies of destination retail, recreation amenities, increasingly compact housing and office development, convenience and mobility.

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Phase I implementation measures:

- Redevelopment consistent with the vision will require market-driven infill development, incentives, and City investment. Designate the Baker Boulevard corridor as the area that will serve as the initial catalyst for future redevelopment of Southcenter, where future City investments will be directed and which will also provide a highly visible demonstration of the City's commitment to the vision. Require redevelopment and reinvestment along this corridor to support the City's long-term vision for a well-designed pedestrian connection between the Mall, the bus transit center, and the Sounder commuter rail/Amtrak station.
- Recognize that the City may need to participate in construction and funding of public frontage improvements.
- Identify developer incentives that encourage compliance with new public frontage standards when existing conditions do not meet the new standards.

Associated regulatory measures:

- Street master plan – street cross-sections and on street parking
- Public frontage improvements
- Maximum height requirements
- Building orientation
- Setbacks
- Open space & landscaping regulations
- Parking regulations
- Architectural regulations
- Developer incentives for public frontage improvements

CIRCULATION

Objective 6: Coordinate private and public contributions to the block and street system particularly for east-west streets, such that each new segment adds to the connectivity and number of alternative routes through Southcenter. Transportation corridors should be planned and reserved in coordination with land use.

Objective 7: Improve pedestrian movement throughout the Southcenter area by creating quality spaces and pathways through and within development sites connecting to the street system and, where appropriate, public open spaces and parks.

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Phase I implementation measures:

- Ensure that new public and private streets are located to break up the “mega blocks” and provide a more finely grained street network that simulates an urban street grid.
- Require compliance with new street and public frontage regulations where traffic impacts generated by new development or a significant change in use triggers the need for mitigation.
- While in some cases the need for new streets may be capacity driven, a finer grid system may also be needed to support mobility for pedestrians, bicycles and transit. Design new street cross-sections to support a full range of mobility needs and the adjacent land uses.
- Recognize that the City may need to participate in construction and funding of new streets.

Associated regulatory measures:

- New street regulations
 - Developer incentives for constructing new streets
 - Access management regulations
 - Street master plan & cross-sections
- Existing structures should move towards a more walkable community by providing well defined pedestrian connections between buildings and sidewalks.

Associated regulatory measures:

- Site design regulations

OPEN SPACE

Objective 8: Use a combination of development regulations and capital improvements to unearth the natural features of Southcenter - Tukwila Pond, the Green River and Minkler Pond - as public amenities.

Objective 9: Create a hierarchy of interconnected public and private open spaces, ranging from active plazas to less formal gathering spaces, quiet residential courts, and natural open spaces, that are distributed within the Southcenter area.

Phase I implementation measures:

- Through a combination of development requirements, incentives, and public investment, facilitate the addition of high quality public amenities, open spaces, and recreation areas to attract housing development, stimulate new levels and quality of development, and complement the retail and other mix of uses in the northern part of Southcenter.

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Associated regulatory measures:

- Open space requirements, standards & design guidelines
- Design regulations for public and private open spaces
- Housing incentives
- Site design regulations
- Public frontage regulations

DESIGN

OBJECTIVE 10: Continue to enhance Southcenter’s “sense of place” reflected in building forms, development patterns and the public realm.

Phase I implementation measures:

- Adopt new design standards and guidelines that promote high quality architecture, site design and streetscapes, particularly for development in the northern part of the Southcenter area, that is consistent with and supports the vision for the urban center.

Associated regulatory measures:

- Development standards, design guidelines
- Design review process
- Roadway standards with streetscape elements

Southcenter Plan Regulations - Planning Commission DRAFT Issues Matrix

Responses have been revised where needed to reflect the 2011 changes in the Plan Document.

- Comments received by close of hearing on June 11, 2009.
- Note that comments listed without an exhibit reference were delivered verbally during the public hearing.

Page # in Plan	Comment (suggested language changes in bold strikout/underline)	Exhibit #/ Date/Source	Staff comment/analysis/options
	Book 1		
	Excited about the vision of a walkable neighborhood and business districts in an area currently dominated by automobiles. If implemented, the plan will increase transportation, housing and employment choices for Tukwila residents.	Ex. 11/ 6.3.09/Cascade Land Conservancy	Commenter supportive of vision
	SCP is very well structured and Cascade Land Conservancy strongly supports the incorporation of the vision, regulations and implementation plan into one document. Like the tie-in between vision, implementation & CIP list.	Ex. 11/ 4.23.09 & 6.3.09/Cascade Land Conservancy	Commenter supportive of proposed regs
	By enhancing walkability in the northern part of the SCA, along with providing investments & planning to assist pioneering residential development around the Souder station, Tukwila can strengthen its position as the premier retail center for S King Co.	Ex. 11/ 6.3.09/Cascade Land Conservancy	Commenter supportive of proposed regs
	Likes vision to bolster SC as primary regional shopping center. Goal of creating areas for a walkable urban community with housing and employment opportunities in addition to destination retail is bold and exciting. Implementation timing & strategy is critical.	Ex. 14/ Sears/5.28.09	Commenter supportive of vision
	plan is admirable & ambitious	Mall/3.26.09	Commenter supportive of vision
	Westfield supports long term vision, but achieving a dense neighborhood will take dozens of years, with incremental changes over many development cycles.	Westfield/4.23.09	Commenter supportive of vision
	<i>If city wants to move away from current/historical development patterns, it needs to do so more gradually and with public investment.</i>	Ex. 17/ 6.11.09/ Walton CWAA Bus.Park Properties	comment noted.
	Like the vision, have some concerns, kudos to staff for working with Target.	Brandon Lee, Target/5.28.09	Commenter supportive of vision
	Does the vision for the TOD station district still make sense, given the recent developments with UP RR, ST, etc?	Staff	It seems unlikely that an agreement will be reached to move the tracks, therefore the plan should address the current configuration. Office development may be more likely than residential to occur near the station over the short to mid term, due to noise issues.

Page # in Plan	Comment (suggested language changes in bold strikout/underline)	Exhibit #/ Date/Source	Staff comment/analysis/options
	The maps used in this plan reflect the tax parcel configuration of the Westfield Southcenter Mall prior to the recent Binding Site Plan approval. Please revise all maps to show correct lines, or remove all parcel lines on Mall property from all maps.	Brent Carson	Will be addressed in the final revision of the Plan.
	SCP is inconsistent with City's adopted comprehensive plan. Vision calls for 30-50 yrs, process to get there should be gradual; implementation calls for providing opportunities for residential (SCP it is mandatory); maintain strength of retail core (SCP weakens it); vision should be achieved based on market demand (SCP requires it).	Ex. 8/ Brent Carson/5.28.09	The SCP is consistent with the Comp Plan. Housing is a permitted use, not mandatory, and opportunities for locating housing within the UC are expanded. The CP states that the vision "should be achieved by reinforcing the TUC's strengths and increasing its overall attractiveness. This would support both existing businesses and the continuation of <i>market-sensitive</i> transitions."
2	1. Change this title: 1) District Structure – From Sprawling Auto-Oriented Commercial Area to Urban Center	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	Recommendation: Substituting "suburban" for sprawling
2	2. Change this sentence: The sprawling, entirely auto-oriented commercial zone is almost entirely built out, new investment will increasingly entail redevelopment.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	This description refers to the central and southern portions of the urban center, and are appropriate descriptions. Recommendation: no change. <u>Moved sentence to Existing Conditions Summary.</u>
2	3. Change this sentence: The primary driving forces conditioning the form of new investment in the Plan Area will be 1) the shopping industry's accelerating abandonment of exclusively auto-oriented shopping centers- in favor of more open-air and amenity-driven formats, 2) 1) increasing regional commitment to transit, 3) 2) rapidly growing demand for walkable urban environments for living, working and shopping, and 4) 3) the escalating value-economic importance of property in the Southcenter area as a result of the expansion of the regional mall and the disappearance of easily developed property in the area.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	1) describes a current trend in the shopping industry and should be noted as such. Recommendation: Change "accelerating abandonment" to "shift away from." Recommendation: replacing 'escalating' with ' <u>rising economic importance and ...</u> '.
2	4. Change this sentence (the Mall may not be planning further southward or westward expansion): The area centering on surrounding Westfield Southcenter Mall will continue its transformation to transform into a more walkable and compact Regional Center, extending southward toward Strander Boulevard ultimately extending to the edge of Tukwila Pond, and eastward across Andover Park West.	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	The section referred to describes the vision for the regional center district, which includes other businesses in addition to the mall. Recommendation: Revise as " <u>The area in the vicinity of Westfield Southcenter Mall, with easy access to the new bus Transit Center, will continue to infill and intensify to a more walkable and compact form of development extending southward toward Strander Blvd, ultimately extending to the edge of Tukwila Pond and eastward across Andover Park West.</u> "

Page # in Plan	Comment (suggested language changes in bold strikout/underline)	Exhibit #/ Date/Source	Staff comment/analysis/options
3 The Envisioned Future Tukwila Urban Center: "Regional Center"	<p>1. Change this paragraph: ... The Regional Center owes its success to and is anchored by the newly expanded and refurbished Westfield Southcenter Mall. Mall customers arrive predominantly by car. The drawing power of this retail powerhouse will continue to bring investment in retail, services and entertainment venues oriented to an expanding regional trade. For this reason, this plan gives special emphasis to maintaining the economic viability of the Regional Center's hub, the Westfield Southcenter Mall. In recent years the Mall has shown leadership in enhancing the look and feel of the Mall through investments in architecture and customer amenities.</p>	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	<p>The paragraph referred to describes the vision for the regional center district, which includes other businesses in addition to the mall. The text, as currently written, adequately describes the role of the mall.</p> <p>Many of the Mall's customers and employees also arrive by public transportation.</p> <p>Recommendation: make no changes to the Plan</p>
3	<p>2. Change this sentence: The area surrounding the newly refurbished super-regional mall with public incentives initiated by the City will begin changing from the exclusively parking lot-surrounded, auto-dominated development that has begun to fall out of favor with market trends, in favor of an increasingly walkable and amenity driven pattern reflecting contemporary consumer and investor preferences.</p>	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	<p>The phrase "...in favor of an increasingly walkable and amenity driven pattern reflecting contemporary consumer and investor preferences" is true and should not be deleted. In addition, the paragraph following this one in the text adequately emphasizes the need for public investments.</p> <p>Recommendation: Revise sentence to read "<u>The area surrounding the Mall may begin changing from the exclusively parking-lot-surrounded, auto-dominated development to an increasingly walkable and amenity driven pattern reflecting contemporary consumer and investor preferences.</u>"</p>
3	<p>3. Change this sentence: With public investment, new development surrounding the Mall will be increasingly characterized by a pattern of walkable-scaled city blocks with key street frontages lined with visible storefronts...</p>	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	<p>Recommendation: Revise sentence to read "<u>Over time, public investments combined with market driven infill may instigate new development increasingly characterized by a pattern of walkable-scaled city blocks with key street frontages...</u>"</p>
3	<p>4. Remove this sentence: Infill development on the high-value property of the Mall will continue the transition from surface parking to structured parking, and will likely be increasingly characterized by mid-rise or high-rise building components built over the retail base.</p>	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	<p>Recommendation: Instead of deleting this sentence, add "<u>Over the long term, infill development on the high value property of the mall will...</u>"</p>
3	<p>Remove sentence: Ultimately, the current Mall's inward-focused development pattern will be reversed; its parking lots replaced entirely with the fine-grained and intensely developed patterns, that characterize the most sought after urban districts.</p>	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	<p>Recommendation: make the suggested revision.</p>
9	<p>1. Change text as follows:</p>	Ex. 16B/ B.Carson&S.Hamilton/6.11.09	

Page # in Plan	Comment (suggested language changes in bold strikout/underline)	Exhibit #/ Date/Source	Staff comment/analysis/options
9 The Envisioned Future Tukwila Urban Center	<p>TUC Boulevards</p> <p>...First, Strander Boulevard will continue to be the most well-traveled east-west thoroughfare and the gateway for many visitors to the Regional Center, Pond District and TOD Neighborhood. With the exception of the northern half of the street between Southcenter Parkway and Andover Park West, the entire segment of Strander Boulevard within the Plan Area is designated as a TUC Boulevard. Of the several north-south arterials, Andover Park West provides the most direct connection to and through the Regional Center and the new Pond District. With the exception of the western half of the street between Strander Boulevard and Tukwila Parkway, from Tukwila Parkway to south of the Pond, Andover Park West is designated as a TUC Boulevard. New development along these two "TUC Boulevards" will be ...</p>	Ex. 16B/ B.Carson&S.Ham iton/6.11.09	It is unclear how this revision would further the vision for the area. Recommendation: make no changes to the Plan.
9	<p>Commercial Corridors In order to insure that Southcenter provides opportunities for the full range of shopping industry development types, Southcenter Parkway and the TUC Regional Hub site (Westfield Southcenter Mall) will likely continue to service as Southcenter's commercial strip, providing sites for auto-oriented retail and services....</p>	Ex. 16B/ B.Carson&S.Ham iton/6.11.09	It is unclear how this revision would further the vision for the area. The Mall is not located in the Commercial Corridors District. Recommendation: make no changes to the Plan.
11	<p>1. Change this sentence: New pedestrian paths and public sidewalks will lead pedestrians from surrounding areas to the center, such as the recently completed covered walkway leading from the transit center at Andover Park West and Baker Boulevard toward the Mall entrance. and the most heavily used route, from the center to the Mall, will be improved, with a covered walkway leading directly to the Mall entrance.</p>	Ex. 16B/ B.Carson&S.Ham iton/6.11.09	Recommendation: Revise to read " New pedestrian paths and public sidewalks will lead pedestrians from surrounding areas to the Tukwila Transit Center. The most heavily used route, from the Transit Center to the Mall, has already been improved with a covered walkway leading directly to a Mall entrance (Photo 32). "
	<p>2. Change this sentence: 2) Build on the presence of major retail and Major Retail Centers anchor uses to encourage the augmentation of existing shopping assets with the type of urban-amenity-driven, pedestrian-oriented shopping increasingly compatible amenity-driven shopping favored by consumers and investors.</p>	Ex. 16B/ B.Carson&S.Ham iton/6.11.09	Don't understand the suggested revisions and the reason behind them. Recommendation: make no changes to the Plan
	<p>3. Add this sentence to the end of "Reinvestment Strategy": 1) City investment in public incentives or public parking to reach market feasibility of multi-storied mixed use development with structured parking.</p>	Ex. 16B/ B.Carson&S.Ham iton/6.11.09	The Reinvestment Strategy section is now called <i>Redevelopment Strategy</i> , and discusses the need for public investment as a catalyst for private investments. Therefore the proposed #11 is not needed. See the revised Book I.