



CHAIR HEIDI WATTERS; VICE-CHAIR LOUSIE STRANDER; COMMISSIONERS DENNIS MARTINEZ, SHARON MANN, KAREN SIMMONS, DIXIE STARK AND ANDREA REAY

CITY OF TUKWILA
PLANNING COMMISSION PUBLIC HEARING
VIRTUAL MEETING VIA MICROSOFT TEAMS
OCTOBER 22, 2020 - 6:30 PM

To Participate in the Virtual Meeting at 6:30 pm:

By Phone: Dial +1 253-292-9750, Access Code 576 908 615 #

Online: To join the meeting online click here [Join Microsoft Teams Meeting](#)

FOR TECHNICAL SUPPORT DURING THE MEETING YOU MAY CALL 1-206-433-7155.

- I. CALL TO ORDER
- II. ATTENDANCE
- III. ADOPT MINUTES – 09-24-20
- IV. PUBLIC HEARING Continue the virtual public hearing from April 23, 2020
CASE NUMBER: L20-0015
PURPOSE: Consider zoning code amendments restricting or prohibiting certain auto-oriented and lodging uses currently prohibited by Ordinance 2620, to implement the Tukwila International Boulevard (TIB) Element of the Comprehensive Plan.
LOCATION: Neighborhood Commercial Center (NCC) and Regional Commercial (RC) zones in the TIB Study Area
- V. DIRECTOR’S REPORT
- VI. ADJOURN



DRAFT

CITY OF TUKWILA BOARD OF ARCHITECTURAL REVIEW (BAR) PUBLIC HEARING MINUTES

Date: September 24, 2020
Time: 6:30 PM
Location: Virtual meeting via Microsoft Teams

Protocol: Minnie Dhaliwal explained the protocol for the virtual meeting. She also introduced the Planning Commissioners.

Chair Watters called the public hearing to order.

The Planning Commission Secretary took rollcall.

Present: Chair Heidi Watters; Vice Chair Louise Strander; Commissioners Dennis Martinez, Sharon Mann, Karen Simmons, and Andrea Reay

Absent: Commissioner Dixie Stark

Staff: Department of Community Development (DCD) Deputy Director Minnie Dhaliwal, Planning Supervisor Lynn Miranda, Senior Planner Max Baker and Planning Commission Secretary Wynetta Bivens

Adopt Minutes: Commissioner Martinez moved to adopt the July 23, 2020 minutes as amended. Commissioner Mann seconded the motion. Motion passed.

Chair Watters opened the public hearing for:

Case Number: L20-0023
Purpose: Design Review for a three-story, 36,600 square feet office building with a rooftop patio. The project will be completed with a new parking lot, site lighting, storm drainage, frontage improvements and landscaping.
Location: 5119 S 151st ST, 15102 51st Ave S

Staff asked the Commissioners the appearance of fairness questions, there were no disclosures.

Max Baker, Senior Planner, DCD, gave the presentation for staff. He provided an overview of the review process, gave background information for the site and project, and design review criteria for commercial buildings. Details of the proposed project: there are two parcels for which there is a proposal for a Lot Consolidation Permit, which is under review by the City. There are category 2 and 3 steep slopes on the site; the trees on the site will be removed and replaced at a one to one ratio; parking exceeds the requirement.

Staff's Recommendations

Staff recommends approval with three conditions.

Comment Letters - entered into the record by staff

Explanation was given regarding two public comment letters received from Greg and Vanessa Zaputil, which were forwarded to the BAR. The intent was to include the original letter, dated April 1, 2020 in the public hearing agenda packet. However, the electronic version was not available in time. Also, a letter dated September 22, 2020 was submitted. Staff requested to enter the comment letters into the record as Attachment H

Staff went over several concerns raised in the letters. A few of the issues raised were the relocation of the waste container, perimeter landscaping along the eastern property line, and sidewalk frontal improvements. As well as the Zaputil's request for written confirmation regarding the resolution of the easement drainage issue on their property. Staff contacted Public Works regarding the request for sidewalk frontal improvements, and Joanna Spencer, Engineer, Public Works Department responded with a memo. She stated the applicant is only required to construct frontal improvements along their S. 151st street frontage. The sidewalk improvements along 51st Ave. S. were waived by Public Works since it would not connect to existing sidewalk along 51st Ave. S. Staff requested to enter the memo into the record as Attachment I.

Staff and the applicant answered clarifying questions for the Commission.

Tom Rieger, Project Manager, Thomas Architecture Studios, the applicant showed a slide show of the proposed project. He also introduced the project team.

The applicant and staff answered several additional questions for the Commission.

The Commissioners expressed concern with the sidewalk issue, and trash location.

Commissioner Simmons said she wanted to address her comment to staff specifically concerning the S 151st St. sidewalk disconnect issue, stating it was hazardous for walkability. She said due to the bus stop and light rail in the area she does not want to lose sight of the separation of the sidewalk. Staff has offered to discuss the issue with the Public Works Department, although it is not part of the decision before the BAR.

Commissioner Watters said she felt the project was lacking in large trees for the size of the building and urged the applicant to consider including some larger trees.

Virtual Public Testimony

Vanessa Zaputil, citizen, owner of the triplex and duplex located along the East property line of the proposed project said the development is not planning for the usual required sidewalks along 300 ft. of its own frontage along 51st Ave. S. And that it is a mistake and does not align with City goals. She urged the Commission to require the sidewalks. She said there are many residences that would benefit due to the lack of safe pedestrian access along 51st Ave. S. She said it would be safe routes to schools, to access the bus stops and the rapid ride in the Tukwila urban district for families. She said they are established standards that need to be upheld to the highest level and not waived. She asked for consideration for the extension of the 52nd Ave sidewalk to the proposed sidewalk on S. 151st Street. She said the increased traffic would significantly and negatively impact the community, which is extremely dangerous for pedestrians. She was strongly opposed to the trees along the eastern side of the applicant's property line. Stating that the three large species will encroach on her property because they are planted 6 ft. from her property line. And they would be a burden due to leaf collection, pruning and debris, and they would dwarf her trees, which will hurt them. She listed three options to address the issue 1) increase the size of the buffer, so the applicant can accommodate the trees at full maturity on their own site 2) change the type of trees to ones that at full maturity would not

encroach over the property line 3) relocate the trees elsewhere on the site. She also requests the buffers be more hedge like in nature opposed to the proposed. She stated that they respectfully ask for the noted considerations.

Greg Zaputil, citizen, owner of the triplex and duplex located along the East property line of the proposed project. He said he has lived on the site since 1978 when he developed and built the properties. He said he wanted to clarify that there is no easement or utility easement for stormwater drainage between the duplex and triplex. He said there is a contract for service with Bellevue Sewer District from when he built the properties. He said he feels the applicant falsely claimed that they have stormwater access across the supposed easement and that the lack of access should be corrected in the SEPA statement. And stated that both the applicant and the City both have agreed with the fact, as proposed no easement exist. He said he respectfully requests for the record, a correction to the City of Tukwila SEPA review reflecting the mistake, and that he receives a copy for his record. Also, he said the dumpster waste enclosure location is extremely problematic. And more work needs to be done by the applicant to relocate it away from the residential properties. He said locating a dumpster 25 ft. from one's bedroom is disrespectful and noted there is one much further away that is jarring when it is empty. He stated there are two union halls on his street that generate lots of waste. He suggested relocating the dumpster in the middle of the lower medium parking lot. He said it would be a benefit to the community and the applicant's employees if a sidewalk is constructed to connect 52nd Ave. S. Also, he mentioned that an individual in a wheelchair navigates the hill.

Commissioner Strander inquired on safe routes to schools, staff stated if a residential project is proposed the State law requires a safe route to school, but it does not necessarily need to be a sidewalk.

Jill McFarland, the Landscape Architect, for the applicant agreed to look for alternative landscaping options for the East side of the property line that everyone can be happy with. Tom Rieger mentioned they had considered a vinyl coated chain link fence with slats to help shield the lighting.

BAR Suggestions:

- Landscaping on the East side of the property trees be swapped out for a mix of trees that would create fewer offsite impacts.
- A taller evergreen hedge to buffer lighting and noise.
- Figure out a way to connect sidewalks on 52nd and S 151st St in the future.
- Encouraged relocation of the trash enclosure.

There were no additional public comments.

Chair Watters closed the public hearing.

Deliberation

The BAR said that the project was a nice, improvement, an asset to the community, and a comprehensive development. They said hopefully the issues could be resolved satisfactorily and thanked the applicant and staff for a job well-done job.

Motions:

Commissioner Watters moved to ask the applicant to select appropriate and narrow evergreen trees and increase the evergreen shrubs on the neighbor's eastern border. Commissioner Mann seconded the motion. Motion passed.

Commissioner Watters moved to encourage the applicant to communicate further with the neighbors, staff, Waste Management and any other relevant utilities to see if it is technically feasible to relocate the trash enclosure. Commissioner Mann seconded the motion. Motion passed.

Commissioner Mann moved to approve Case Number L20-0023 Design Review with staff's findings recommendations, three conditions, and two additional conditions. Commissioner Martinez seconded the motion. Motion passed.

Director's Report

- The continuance from 4/23/20 on the Tukwila International Blvd Interim Zoning Measures that deals with uses will return to the PC on October 22. A decision needs to be made prior to the expiration of the moratorium, which was extended to the end of the year.
- On November 12th staff will provide a briefing on the House Action Plan. The Planning Economic Development Committee (PED) have been briefed on the findings. South King County Cites, Renton, Auburn, Kent, Federal Way and Tukwila collaborated on the sub-area plan that reviews the South King County housing issues. That portion of the report has been completed. Staff will forward the PC a link for the PED briefing, which includes the report. The next phase is the public outreach for Tukwila's portion of the housing TOD strategies for increasing the residential density.
- The Permit Division have implemented on-line live permitting and are currently short staffed three employees.
- Commissioner Martinez requested that staff provide information on the number of commercial and non-profit development agenda items coming to the PC.

Adjourned: 8:40 pm

Submitted by: Wynetta Bivens
Planning Commission Secretary



**STAFF REPORT TO THE PLANNING COMMISSION
ADDENDUM #2
Prepared October 13, 2020**

- FILE NUMBERS:** L20-0015 Code Amendments, PL20-0021
- REQUEST:** Amend the zoning code to prohibit or restrict certain auto-oriented and lodging land uses currently prohibited by the moratorium (Ordinance 2631) in the NCC and RC zoning districts located in the Tukwila International Blvd (TIB) district study area. Planning Commission will continue a public hearing on the proposed amendments and make recommendations to the City Council for review and adoption.
- PUBLIC HEARING:** A Notice of Public Hearing was originally published in the Seattle Times on April 9, 2020, and a public hearing was held on April 23, 2020. The public hearing is being continued on October 22, 2020. See public outreach section below for the notice that was provided for this hearing.
- LOCATION:** Neighborhood Center Commercial (NCC) and Regional Commercial (RC) zones located in the Tukwila International Boulevard (TIB) study area (see Attachment A in this report's Attachment A Staff Report prepared April 14, 2020)
- SEPA:** Covered by Addendum to SEPA checklist for 2015 Comprehensive Plan Update
- STAFF:** Lynn Miranda, Planning Supervisor, AICP
- ATTACHMENTS:**
- A. Staff Report to the Planning Commission for L20-0015, prepared April 14, 2020
 - B. Addendum to the Planning Commission Staff Report for L20-0015, dated April 23, 2020
 - C. Public comments received prior to April 23, 2020 Public Hearing
 - D. Memo: Economic Development Benefits of On-Street Parking, March 9, 2020
 - E. Copy of public notice postcard for October 22, 2020 public hearing
 - F. Staff Responses to Comments Matrix, 10.12.20

BACKGROUND & HISTORY - Updated

The City's Comprehensive Plan was updated in 2015 with new goals, policies, and vision for Tukwila International Boulevard. A key goal of the Plan's *Tukwila International Boulevard (TIB) Element* is to transition TIB from a region-serving highway to a safer, walkable "main street" with housing and neighborhood-serving commercial services. In February 2017, a three-day public workshop with the Congress for New Urbanism (CNU) was held to develop, discuss, and review ideas for implementing the Comprehensive Plan. CNU presented a summary of the workshop and results at the May 1, 2017 City Council meeting. Two major actions were recommended by CNU – 1) revise the street design for TIB to add on-street parking; and 2) update the zoning code with standards that would support and encourage the types and form of new development envisioned by the community.

In 2017, Council adopted a 6-month moratorium prohibiting auto-oriented and lodging uses in the TIB study area to allow staff time to draft new standards and alternative TIB roadway designs and discuss options with the community. The moratorium was also intended to ensure that any future development or redevelopment occurring prior to adoption of the new standards supported the vision for a walkable "main street" and prevented private investment in uses that were likely not going to be allowed under the planned revisions to the zoning code.

Council has given direction to the Planning Commission to consider code amendments that would eliminate the need to renew the current moratorium on the development, expansion, intensification or establishment of auto-oriented commercial and lodging uses in the TIB study area. It should also be noted that any action taken will not change the densities, heights, parking standards or other development regulations affecting building size or lot design. These modifications to the development standards will be brought forward to the public, Planning Commission, and City Council for review and adoption at a later date.

Planning Commission Public Hearings

Based on the Governor's Proclamation 20-28 adopted March 24, 2020 which says in part:

"ANY PUBLIC AGENCY, SUBJECT TO RCW 42.30, IS PROHIBITED FROM CONDUCTING ANY MEETING, SUBJECT TO RCW 42.30 UNLESS (A) THE MEETING IS NOT CONDUCTED IN-PERSON AND INSTEAD PROVIDES AN OPTION(S) FOR THE PUBLIC TO ATTEND THE PROCEEDINGS THROUGH, AT MINIMUM, TELEPHONIC ACCESS, . . ."

On April 23rd, 2020, the Planning Commission (PC) held a virtual public hearing on interim zoning code amendments restricting or prohibiting certain auto-oriented and lodging uses in the TIB study area prohibited by the moratorium (Ordinance 2620). Adoption of these code amendments would have eliminated the need to renew the moratorium when it expired on July 9th. Instead, the City Council expressed concern about the difficulty of public outreach and participation experienced during the hearing, and decided to postpone the continuation of the Planning Commission's hearing to a date in the future when the hearing could be conducted in-person. Since the adoption of the amendments was to be delayed, the Council moved forward with renewing the moratorium (Ordinance 2631) on July 6th with the intention that the moratorium will end once the interim zoning code amendments are adopted. However, since the Governor's restriction on public gatherings has not been lifted, and the Council has directed that the interim zoning code amendments must replace the moratorium prior to the moratorium's expiration in January 2021, the Planning Commission's public hearing will be held virtually.

This second addendum to the April 14, 2020 Staff Report (Attachment A) summarizes the interim zoning code revision options presented in the April Staff Report and the subsequent Addendum to the Staff Report (Attachment B). In addition, new options based on Planning Commission and public comment provided during the April 23, 2020 Planning Commission public hearing are included for consideration.

Expanded Public Notice for the October 22, 2020 Planning Commission Hearing

TMC 18.104.120 requires notice of a public hearing to be sent to residents, occupants, and owners of record of property within 500 feet of the site as well as any parties of record. For the October 22 public hearing, the following notice was provided:

- Emails were sent on May 21, 2020 to those who provided comment at the April 23 public hearing, inviting them to meet with staff to discuss any concerns or comments about the interim zoning code amendments prior to the continuation of the Planning Commission public hearing. Mr. Yusef of East Side for Hire responded and met with David Cline and Jack Pace. No other recipients requested to meet with staff.
- 11,300 postcards were mailed to all businesses, residents and property owners located in the City (excluding Southcenter, Tukwila South, and properties in the MIC zone) providing notice of the virtual public hearing and an open house on the proposed changes. Included on the postcard in five different languages was “This information is very important to your community. Please ask someone to translate it for you”. The postcard is included in this report as Attachment E.
- 337 emails, with the postcards attached, were sent to *TIB interested parties* on October 7, 2020 providing notice of the public hearing and a virtual open house on the proposed changes.
- Notice was published in the Seattle Times on October 8, 2020.

UPDATED: OPTIONS TO CONSIDER – Proposed Changes to TMC Table 18-6 Land Uses Allowed by District

The specific land uses currently prohibited by the moratorium in RC and NCC zoning districts in the TIB study area are addressed in Items 1-10 below, along with modification *options* to be considered by the Planning Commission at the October 22 public hearing. These options include those originally presented in the April Staff Report and Addendum. In addition, new options based on Planning Commission discussion, public comment, and staff consideration of these comments from the April 23, 2020 public hearing are also included:

- Options previously presented to Planning Commission on April 23, 2020 hearing:
 - Option 1: Current restrictions in the moratorium (Ordinance 2620)
 - Option 2: Draft Code Change – options originally submitted in April 14, 2020 Staff Report based on CNU recommendations
 - Option: Public Comment – public comment options presented in the Addendum to Staff Report (April 23, 2020)
- New options added in this second addendum to the April Staff Report:
 - Staff response to Public Comment – based on staff responses to public comments provided at the April 23, 2020 hearing
 - Staff response to PC Comment - based on staff responses to Planning Commission discussion at April 23, 2020 hearing
 - Staff Option – based on Staff’s consideration of Planning Commission and public comments to date

For each specific land use in the tables below, modification options highlighted in **YELLOW** are recommended by Staff. Asterisks (*) next to a 'P' refer to proposed conditions of approval which can be found below the related table.

1. Automobile, recreational vehicles or travel trailer or used car sales lots (no dismantling of cars or travel trailers or sale of used parts allowed).

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6		P ¹
Option 1- Moratorium		No
Option 2 – Draft Code Changes		P* ¹
Option 3 – Public Comment by SRO Representatives		P** ¹
New: Option 4 – Staff response to public comment by T.Granbois		P*** ¹
New: Option 5 – Staff Option		P****¹

1. No dismantling of cars or travel trailers or sale of used parts allowed. (This footnote currently in the zoning code would apply to all options)

P* Automotive sales must have an enclosed showroom with no outdoor storage of vehicles.

P** Automotive sales must have an enclosed showroom with no outdoor storage of vehicles. Uses existing on the effective date of the ordinance on parcels larger than 9 acres in the RC zone are exempt from the enclosed showroom requirement.

P*** Automotive sales must have an enclosed showroom with no outdoor storage of vehicles. Uses existing on the effective date of the ordinance on parcels located south of SR 518 in the RC zone are exempt from the enclosed showroom requirement.

P**** Automotive sales must have an enclosed showroom with no outdoor storage of vehicles. Existing uses in the RC zone in the TIB study area on the effective date of the ordinance are exempt from the enclosed showroom requirement, provided the use is limited to the existing parcel(s) currently occupied on the date of the ordinance.

Staff Recommendation: Staff’s recommendation at the April 23, 2020 public hearing was Option 2. After receiving public comment and discussions with the commenters, staff is now recommending Option 5. Option 5 allows existing automotive sale uses in the RC zone to continue their current operations without requiring an enclosed showroom, provided they don’t expand to adjacent parcels. New proposals for automotive sales would need to be compliant with all requirements.

Options 3 & 4 were suggested as the area in RC zoning south of SR 518 is different in character from the TIB corridor north of SR 518. International Boulevard is in the City of Seatac and will not be a “main street” or have on-street parking.

2. Rental of vehicles not requiring a commercial driver’s license.

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium		No
Option 2 – Draft Code Changes		p*
Option 3 – Public Comment by SRO Representatives		p**
New: Option 4 – Staff response to public comment by T.Granbois		p***
New: Option 5 – Staff Option		p****

P* Automotive rental must have an enclosed showroom with no outdoor storage of vehicles.

P** Automotive rental must have an enclosed showroom with no outdoor storage of vehicles. Uses existing on the effective date of the ordinance on parcels larger than 9 acres in the RC zone are exempt from the enclosed showroom requirement.

P*** Automotive rental must have an enclosed showroom with no outdoor storage of vehicles. Uses existing on the effective date of the ordinance on parcels located south of SR 518 in the RC zone are exempt from the enclosed showroom requirement.

P**** Automotive rental must have an enclosed showroom with no outdoor storage of vehicles. Existing uses in the RC zone in the TIB study area on the effective date of the ordinance are exempt from the enclosed showroom requirement, provided the use is limited to the existing parcel(s) currently occupied on the date of the ordinance.

Staff Recommendation: Staff’s recommendation at the April 23, 2020 hearing was Option 2. After receiving public comment and discussing with the commenter, staff is now recommending Option 5. Option 5 allows existing vehicle rental uses in the RC zone to continue their current operations, without requiring an enclosed showroom, provided they don’t expand on to adjacent parcels. New proposals for vehicle rentals would need to be compliant with all requirements.

Options 3 & 4 were suggested as the area in RC zoning south of SR 518 is different in character from the TIB corridor north of SR 518. International Boulevard is in the City of Seatac and will not be a “main street” or have on-street parking.

3. Automotive services, gas (outside pumps allowed), washing, body and engine repair shops (enclosed within a building), and alternate fueling station (not wholesale distribution facilities).

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6	P	P
Option 1- Moratorium	No	No
Option 2 – Draft Code Changes	P*	p*
Option 3 – Public comment by SRO	p*	p**
New: Option 4 – Staff response to public comment by T.Granbois	P*	p***

P* Outdoor storage of vehicles, tires, or other materials used for service is not permitted. Gas stations are permitted if the pumps and parking are located behind the building and the pumps meet the setback requirements. Queuing lanes are not permitted between buildings and back of sidewalk.

P** Outdoor storage of vehicles, tires, or other materials used for service is not permitted. Gas stations are permitted if the pumps and parking are located behind the building and the pumps meet the setback requirements. Queuing lanes are not permitted between buildings and back of sidewalk. Outdoor storage of vehicles is permitted for uses existing on the effective date of the ordinance on parcels larger than 9 acres in the RC zone.

P*** Outdoor storage of vehicles, tires, or other materials used for service is not permitted. Gas stations are permitted if the pumps and parking are located behind the building and the pumps meet the setback requirements. Queuing lanes are not permitted between buildings and back of sidewalk. Outdoor storage of vehicles is permitted for uses existing on the effective date of the ordinance on parcels located south of SR 518 in the RC zone.

Staff Recommendation: Staff continues to recommend Option 2. Option 2 applies the code evenly across all parcels in NCC and RC zones, requiring all new and expansion or intensification of existing auto services to provide indoor storage of vehicles, tires, or other materials. Existing automotive services would be required to comply with these provisions if they expand or intensify the use. Note that the primary use of the businesses south of SR 518 are not *automotive services*, so this requirement would not apply to them.

4. Commercial parking (Commercial parking is a use of land or structure for the parking of motor vehicles as a commercial enterprise for which hourly, daily, or weekly fees are charged (TMC 18.06.613))

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6 with footnote 7 of Table 18-6		P7
Option 1- Moratorium		No
Option 2 – Draft Code Changes		P7

P7 provided it is: a. located within a structure having substantial ground floor retail or commercial activities and designed such that the pedestrian and commercial environments are not negatively impacted by the parking use; or b. located at least 175 feet from adjacent arterial streets and behind a building that, combined with appropriate Type III landscaping, provides effective visual screening from adjacent streets.

Staff Recommendation: Option 2. Selecting this option means there is no change from the existing zoning. New commercial parking would be allowed in the RC zone provided it complies with the conditions above.

5. Extended-stay hotel/motel

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium		No
Option 2 – Draft Code Changes		P*
New: Option 3 – Staff response to PC Comments		P**

P* Allow extended stay/hotel (not motel) with a restaurant, 24-hour staffed reception, and a minimum 100 rooms

P** Allow extended stay/hotel (not motel) with a full-service restaurant and a Class A liquor license, 24-hour staffed reception, all rooms accessed off interior hallways or lobby, and a minimum 100 rooms.

Staff Recommendation: Staff’s recommendation at the April 23, 2020 hearing was Option 2. Staff is now recommending Option 3 as it provides more specificity as to the type of quality lodging desired in the RC zone. Staff continues to recommend that the extended stay hotel have a minimum of 100 rooms as a condition for approval, rather than increasing that number as suggested. A study of recently built hotels in the Southcenter area indicates an average of 100 rooms are being proposed.

6. Hotels

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium		No
Option 2 – Draft Code Changes		P*
New: Option 3 – Staff response to PC Comments		P**

P* Allow hotels with a restaurant, 24-hour staffed reception, and a minimum 100 rooms.

P** Allow extended stay/hotel (not motel) with a full-service restaurant and a Class A liquor license, 24-hour staffed reception, all rooms accessed off interior hallways or lobby, and a minimum 100 rooms.

Staff Recommendation: Staff’s recommendation at the April 23, 2020 hearing was Option 2. Staff is now recommending Option 3 as it provides more specificity as to the type of quality lodging desired in the RC zone. Staff continues to recommend that the extended stay hotel have a minimum of 100 rooms as a condition for approval, rather than increasing that number as suggested. A study of recently built hotels in the Southcenter area indicates an average of 100 rooms are being proposed.

7. Motels

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium and Option 2 – Draft Code Changes		No

Staff Recommendation: Option 1 & 2 – Prohibit Motels. Selecting this option will be a change from existing zoning regulations which currently allow motels in the RC zone.

8. Restaurants including drive through, sit down, cocktail lounges in conjunction with a restaurant

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium		No drive-thru
Option 2 – Draft Code Changes		P*
New: Option 3 – Staff response to PC Comments	P**	P**

P* Drive-thru facilities are permitted when located behind a building. Queuing lanes are not permitted between buildings and public frontage sidewalks.

P** Drive-thru facilities are permitted when located behind a building. Queuing lanes are not permitted between buildings and public frontage sidewalks. In NCC zone, coffee houses larger than 1,500 square feet in size with drive-through facilities are permitted, provided other locational criteria are met.

Staff Recommendation: Staff continues to recommend Option 2. This option does not allow the expansion of drive-thru facilities into the NCC zone. This option continues to allow restaurants with drive-thrus to locate in the RC zone, and improves walkability by regulating the location of the drive-thru facility in order to minimize conflicts between pedestrians and vehicles.

The City’s current zoning has two different categories for restaurants. Restaurants without a drive-thru facility are currently permitted in the NCC zone. Selecting Option 3 would expand auto-oriented uses into the NCC zone. Putting a minimum size requirement on coffee shops would restrict most drive-thru coffee stands from locating in the NCC zoning district, but the type or brand of coffee shops that could locate in the NCC zone cannot be regulated. Coffee shops with drive-thrus continue to be allowed in the RC zone. See Attachment F for a more detailed response.

9. Retail sales, e.g. health/beauty aids/prescription drugs/food/hardware/notions/crafts/supplies/housewares/electronics/photo-equip/film processing/ books/magazines/stationery/ clothing/shoes/flowers/plants/pets/jewelry/gifts/rec. equip/sporting goods, and similar items

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6	P	P
Option 1- Moratorium	No drive-thru	No drive-thru
Option 2 – Draft Code Changes	P*	P*

P* Drive-thru facilities are permitted when located behind a building. Queuing lanes are not permitted between buildings and public frontage sidewalks.

Staff Recommendation: Option 2. Drive through retail sales are already a permitted use in these districts. This option improves walkability by regulating the location of the drive-thru facility in order to minimize conflicts between pedestrians and vehicles.

10. Financial, banking, mortgage, other services

	(P) Permitted (No) Prohibited	
	NCC	RC
Existing TMC Table 18-6	P	P
Option 1- Moratorium	No drive-thru	No drive-thru
Option 2 – Draft Code Changes	P*	P*

P* Drive-thru facilities are permitted when located behind a building. Queuing lanes are not permitted between buildings and public frontage sidewalks.

Staff Recommendation: Option 2. Drive-thru offices are already a permitted use in these districts. This option improves walkability by regulating the location of the drive-thru facility in order to minimize conflicts between pedestrians and vehicles.

RECOMMENDED ACTIONS

This report summarizes the various options for modifying specific land uses currently prohibited by the moratorium (Ordinance 2631) based on public comment and Planning Commission discussions to date. Staff recommends that the Planning Commission continues their public hearing on the proposed changes on October 22, 2020, review each proposed change, and forward recommendations to the COW for review and a public hearing.

Summary of proposed changes: Table 1 below summarizes Staff’s recommended options for modifying specific land uses currently prohibited by the moratorium. Note that the only use that is currently allowed by code and is not allowed under the proposed amendments is *Motels*. No changes are proposed to current regulations on Commercial Parking. For the other eight uses, footnotes are added to regulate the form of development, such as no outdoor storage for automotive services, showroom required for auto sales, location of drive-thru facilities, and minimum number of rooms required for hotels. Additionally, per the City’s Nonconforming Regulations (TMC 18.72), pre-existing legal uses are grandfathered and can continue to operate. Only when some thresholds listed under TMC 18.72 (such as expansion, structural alteration) is triggered do they need to come into compliance with current code. Over time, it is intended that these uses and structures will be replaced with those that are more neighborhood-serving and contribute to a walkable streetscape.

Table 1. Summary of Staff Recommended Changes

Land Use	(P _x) Permitted w/footnote		Change from existing code
	NCC	RC	
1. Automobile, recreational vehicles or travel trailer or used car sales lots (no dismantling of cars or travel trailers or sale of used parts allowed).		P ₁	Footnote added for showroom requirement except for any existing uses
2. Rental of vehicles not requiring a commercial driver's license.		P ₂	Footnote added for showroom requirement except for any existing uses
3. Automotive services, gas (outside pumps allowed), washing, body and engine repair shops (enclosed within a building), and alternate fueling station (not wholesale distribution facilities).	P ₃	P ₃	Footnotes added: - outdoor storage of vehicles of vehicles or materials not allowed - locational requirements for pumps & queuing lane for gas stations
4. Commercial parking		P ₄	No change from existing code
5. Extended-stay hotel/motel		P ₅	Footnote added for minimum number of rooms, access, and services/amenities
6. Hotels		P ₅	Footnote added for minimum number of rooms, access, and services/amenities
7. Motels			Motels were previously allowed in RC but not allowed under proposed changes.
8. Restaurants including drive-thru		P ₆	Foot note added for location of drive-thru
9. Retail sales	P ₆	P ₆	Footnote added for location of drive thru
10. Financial, banking, mortgage, other services	P ₆	P ₆	Footnote added for location of drive- thru

1. Automotive sales must have an enclosed showroom with no outdoor storage of vehicles. Uses existing in the RC zone in the TIB study area on the effective date of the ordinance are exempt from the enclosed showroom requirement, provided the use is limited to the existing parcel(s) currently occupied on the date of the ordinance.

2. Automotive rental must have an enclosed showroom with no outdoor storage of vehicles. Uses existing in the RC zone in the TIB study area on the effective date of the ordinance are exempt from the enclosed showroom requirement, provided the use is limited to the existing parcel(s) currently occupied on the date of the ordinance.
3. Outdoor storage of vehicles, tires, or other materials used for service is not permitted.
Gas stations are permitted if the pumps and parking are located behind the building and the pumps meet the setback requirements.
Queuing lanes are not permitted between buildings and back of sidewalk.
4. Provided it is: a. located within a structure having substantial ground floor retail or commercial activities and designed such that the pedestrian and commercial environments are not negatively impacted by the parking use; or b. located at least 175 feet from adjacent arterial streets and behind a building that, combined with appropriate Type III landscaping, provides effective visual screening from adjacent streets.
5. Allow extended stay/hotel (not motel) with a full-service restaurant and a Class A liquor license, 24-hour staffed reception, all rooms accessed off interior hallways or lobby, and a minimum 100 rooms.
6. Drive-through facilities are permitted when located behind a building. Queuing lanes are not permitted between buildings and public frontage sidewalks.



STAFF REPORT TO THE PLANNING COMMISSION Prepared April 14, 2020

- FILE NUMBERS: L20-0015 Code Amendments, PL20-0021
- REQUEST: Amend the zoning code to prohibit or restrict certain auto-oriented and lodging land uses in the NCC and RC zoning districts located in the Tukwila International Blvd (TIB) district study area. Planning Commission will hold a public hearing on the proposed amendments and make recommendations to the City Council for review and adoption.
- PUBLIC HEARING: April 23, 2020. The Notice of Public Hearing was published in the Seattle Times on April 9, 2020.
- LOCATION: Neighborhood Center Commercial (NCC) and Regional Commercial (RC) zones located in the Tukwila International Boulevard (TIB) study area (see Attachment A)
- SEPA: Covered by Addendum to SEPA checklist for 2015 Comprehensive Plan Update
- STAFF: Lynn Miranda, Planning Supervisor, AICP
- ATTACHMENTS:
- A. Map of Tukwila International Blvd (TIB) study area with underlying zoning and affected businesses
 - B. TIB Plan 2020 Workprogram
 - C. Tukwila Municipal Code (TMC) Chapter 18.70 Non-Conforming Lots, Structures and Uses
 - D. TMC Chapter 18 Table 18-6: Land Uses Allowed by District, with NCC & RC zones and affected uses highlighted.

BACKGROUND

The Tukwila City Council is requesting staff to consider code amendments to replace the current moratorium (Ordinance 2620) on the development, expansion, intensification or establishment of any auto-oriented commercial uses including but not limited to gas stations; car washes; vehicular repair or services; vehicular sales or rentals; vehicular storage; commercial parking and drive-throughs; battery, tire, engine body repair shops; and vehicular sales or rentals. Also included in the moratorium are hotels, motels, and extended-stay facilities. Council has forwarded this item to the Planning Commission for consideration and a recommendation.

History

The City's Comprehensive Plan was updated in 2015 with new goals, policies and vision for TIB. A key goal of the Plan's *Tukwila International Boulevard (TIB) Element* is to transition TIB from a region-serving highway to a safer, walkable "main street" with housing and neighborhood-serving commercial services. In February 2017, a three-day public workshop with the Congress for New Urbanism (CNU) was held to develop, discuss and review ideas for implementing the Comprehensive Plan.

CNU presented a summary of the workshop and results at the May 1, 2017 City Council meeting. Two major actions were recommended by CNU – 1) revise the street design for TIB to add on-street parking; and 2) update the zoning code with standards that would support and encourage the types and form of new development envisioned by the community.

In 2017, Council adopted a 6-month moratorium prohibiting auto-oriented and lodging uses in in the TIB study area to allow staff time to draft new standards and alternative TIB roadway designs and discuss options with the community. The moratorium was also intended to ensure that any future development or redevelopment occurring prior to adoption of the new standards supported the vision and prevented investment in uses that were likely not going to be allowed under the planned revisions to the zoning code.

Work on the new zoning code standards and TIB rechannelization options has been progressing but is not yet completed. Council has been continuing to renew the moratorium but has indicated that they will not do so again when the current moratorium (Ordinance 2620) expires in July. However, decisions on the preferred TIB rechannelization alternative and public review of the comprehensive set of code revisions and design guidelines for the TIB Study Area is anticipated to be completed *after* the moratorium expires (see workprogram in Attachment B). Amending the code pertaining to auto-oriented and lodging uses now would eliminate the need to renew the moratorium.

If the placeholder zoning changes are not adopted or the moratorium is not renewed, redevelopment could occur that does not support the community vision and Comprehensive Plan goals and policies.

DISCUSSION OF PROPOSED CHANGES

Moratorium (Ordinance 2620) states:

Prohibit the development, expansion, intensification or establishment of any auto-oriented commercial uses including but not limited to gas stations; car washes; vehicular repair or services; vehicular sales or rentals; vehicular storage; commercial parking and drive-throughs; battery, tire, engine body repair shops; vehicular sales or rentals; and hotels, motels, and extended-stay facilities in the Neighborhood Center Commercial (NCC) and Regional Commercial (RC) zoning districts in the TIB study area.

Affected Zones in the TIB Study Area (see Attachment A)

The limits of the TIB study area can be seen in Attachment A and are roughly bound by S. 139th Street in the north, S. 160th Street in the south, Military Road S./City limits to the west, and 42nd Avenue S. to the east.

The following zoning districts will be affected by the proposed revisions:

- The *Neighborhood Commercial Center* (NCC) zone is found in a number of locations throughout the City. However, the proposed amendments would be limited to those areas located within the TIB study area.
- The Regional Commercial (RC) zones are only located within the TIB study area.

Options to Consider

Council has given direction to the Planning Commission to consider code amendments that would remove the need to renew the current moratorium on the development, expansion, intensification or establishment of auto-oriented commercial and lodging uses in the TIB study area. Two options are offered here for amending *Table 18-6 Land Uses Allowed by District* to ensure that future development or redevelopment in the study area is consistent with and supports the form and types of uses that create a walkable TIB district, which was the intention of the moratorium:

Option 1. Prohibit certain auto-oriented and lodging uses, consistent with the provisions of the Moratorium (Ordinance 2620). Under this option:

- All auto-oriented commercial and lodging uses listed in the moratorium will be prohibited outright in the NCC and RC zones.

Option 2. Modify and restrict certain auto-oriented and lodging uses based on draft zoning code recommendations by CNU intended to implement the Comprehensive Plan. Under this option:

- Some auto-oriented commercial uses will remain allowable, subject to criteria related to site design and operations, to ensure they support walkability
- Extended stay and hotels will be allowed if they include a restaurant, 24-hour staffed reception, and a minimum of 100 rooms.
- Motels will not be permitted.
- Drive-through facilities will remain allowable, subject to criteria related to site design and operations, to ensure they support walkability.

Potential Impacts of the proposed changes to TMC Table 18-6

A map showing the businesses currently located within these zones and potentially affected by the proposals are shown in Attachment A.

If a currently permitted use in TMC Table 18-6 is modified to be prohibited, any existing related use/business would become a legal non-conforming use and subject to the provisions of TMC 18.70.040. The use and/or structure would not be allowed to expand, intensify, or altered (except for normal maintenance of the structure), and if the use ceases for a period of more than six consecutive months, or a total of 365 days in a three year period, any subsequent use must conform with the regulations of the zoning district. Over time, it is intended that these uses and structures will be replaced with those that are more neighborhood-serving and contribute to a walkable streetscape.

If a currently permitted use in Table 18-6 is modified so that it remains permitted with a new footnote or condition (P*), any existing related use/business will remain a legal use with a potentially non-conforming structure or site condition and subject to the provisions of TMC 18.70.050. See Attachment C for more details on non-conformance.

It should also be noted that any action taken will not change the densities, heights, parking standards or other development regulations affecting building size or lot design. These modifications to the development standards will be brought forward to the public, Planning Commission, and City Council for review and adoption later.

If the placeholder zoning changes are not adopted or the moratorium is not renewed, redevelopment could occur that does not support the community vision and Comprehensive Plan goals and policies.

Proposed Changes to TMC 18-6: Land Uses Allowed by District

- 1. Automobile, recreational vehicles or travel trailer or used car sales lots (no dismantling of cars or travel trailers or sale of used parts allowed).**

	(P)Permitted (C)Conditional (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6 ²		P
Option 1- Moratorium		No
Option 2 – Draft Code Changes ²		P*

2. No dismantling of cars or travel trailers or sale of used parts allowed.

P* Automotive sales must have an enclosed showroom with no outdoor storage of vehicles.

Staff Recommendation: Option 2.

- 2. Rental of vehicles not requiring a commercial driver’s license.**

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium		No
Option 2 – Draft Code Changes		P*

P* Automotive rental must have an enclosed showroom with no outdoor storage of vehicles.

Staff Recommendation: Option 2.

3. Automotive services, gas (outside pumps allowed), washing, body and engine repair shops (enclosed within a building), and alternate fueling station (not wholesale distribution facilities).

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6	P	P
Option 1- Moratorium	No	No
Option 2 – Draft Code Changes	p*	p*

P* Outdoor storage of vehicles, tires, or other materials used for service is not permitted. Gas stations are permitted if the pumps and parking are located behind the building and the pumps meet the setback requirements. Queuing lanes are not permitted between buildings and back of sidewalk.

Staff Recommendation: Option 2.

4. Commercial parking (Commercial parking is a use of land or structure for the parking of motor vehicles as a commercial enterprise for which hourly, daily or weekly fees are charged (TMC 18.06.613))

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6		P7
Option 1- Moratorium		No
Option 2 – Draft Code Changes		P7

P7 provided it is: a. located within a structure having substantial ground floor retail or commercial activities and designed such that the pedestrian and commercial environments are not negatively impacted by the parking use; or b. located at least 175 feet from adjacent arterial streets and behind a building that, combined with appropriate Type III landscaping, provides effective visual screening from adjacent streets.

Staff Recommendation: Option 2

5. Extended-stay hotel/motel

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium		No
Option 2 – Draft Code Changes		p*

P* Allow extended stay/hotel (not motel) with a restaurant, 24-hour staffed reception, and a minimum 100 rooms

Staff Recommendation: Option 2

6. Hotels

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium		No
Option 2 – Draft Code Changes		P*

P* Allow hotels with a restaurant, 24-hour staffed reception, and a minimum 100 rooms.

Staff Recommendation: Option 2

7. Motels

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium and Option 2 – Draft Code Changes		No

Staff Recommendation: Option 1 & 2 – Prohibit Motels

8. Restaurants including drive through, sit down, cocktail lounges in conjunction with a restaurant

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium		No drive through
Option 2 – Draft Code Changes		p*

P* Drive-through facilities are permitted when located behind a building. Queuing lanes are not permitted between buildings and public frontage sidewalks.

Staff Recommendation: Option 2. Note: there is currently a separate use in Table 18-6 allowing restaurants without a drive-through facility in the NCC zone.

9. Retail sales, e.g. health/beauty aids/prescription drugs/food/hardware/notions/crafts/supplies/housewares/electronics/photo-equip/film processing/ books/magazines/stationery/ clothing/shoes/flowers/plants/pets/jewelry/gifts/rec. equip/sporting goods, and similar items

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6	P	P
Option 1- Moratorium	No drive through	No drive through
Option 2 – Draft Code Changes	p*	p*

P* Drive-through facilities are permitted when located behind a building. Queuing lanes are not permitted between buildings and public frontage sidewalks.

Staff Recommendation: Option 2.

10. Financial, banking, mortgage, other services

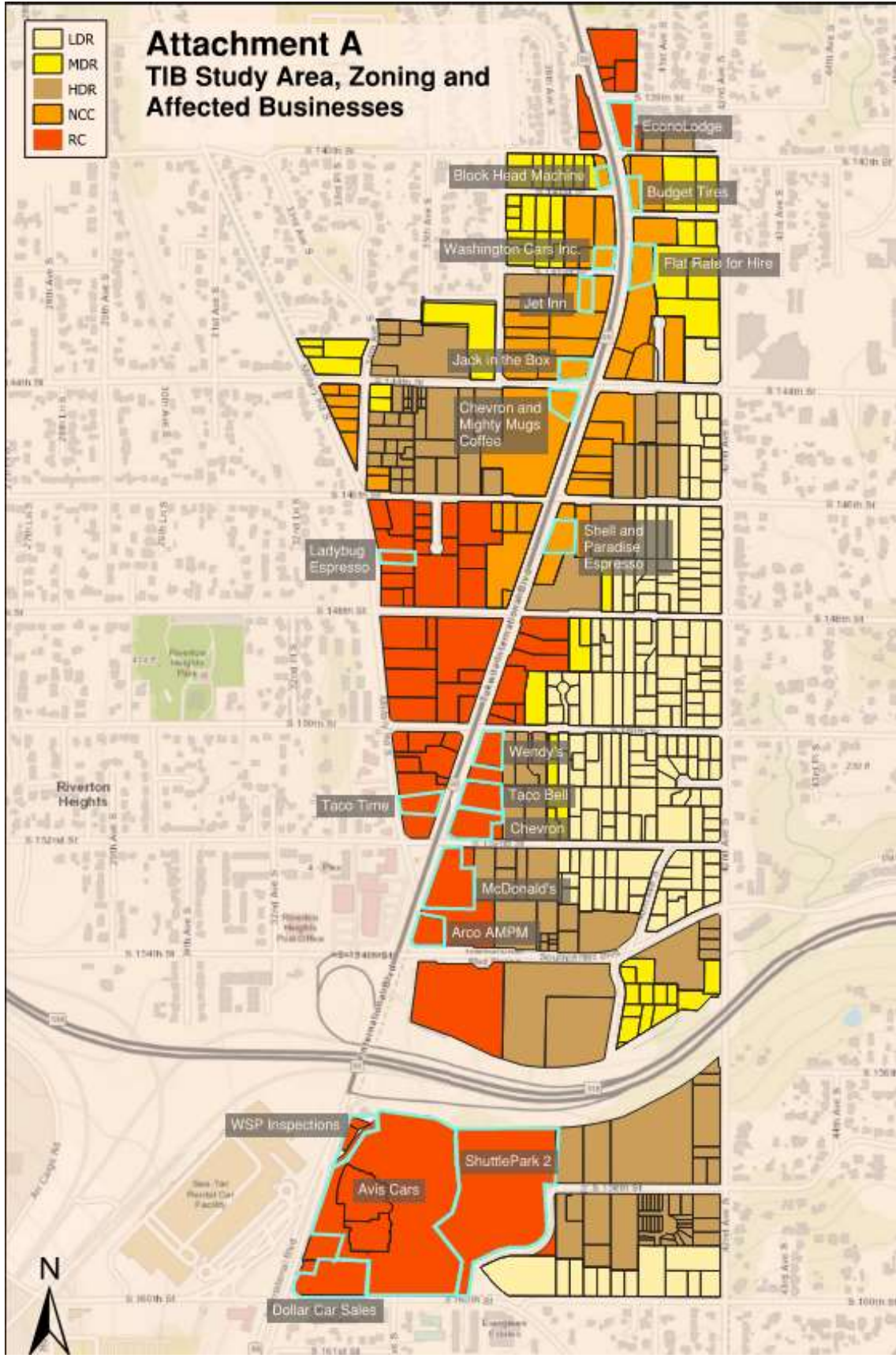
	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6	P	P
Option 1- Moratorium	No drive thru	No drive thru
Option 2 – Draft Code Changes	p*	p*

P* Drive-through facilities are permitted when located behind a building. Queuing lanes are not permitted between buildings and public frontage sidewalks.

Staff Recommendation: Option 2.

RECOMMENDED ACTION

Staff is recommending Option 2 which modifies and restricts certain auto-oriented and hotel and extended stay/hotels uses and prohibits motels uses, based on draft zoning code recommendations by CNU intended to implement the Comprehensive Plan. Staff recommends that the Planning Commission hold a public hearing on the proposed changes on April 23, 2020, review each proposed change, and forward recommendations to the COW.



Attachment B

Tukwila International Boulevard (TIB) Neighborhood Plan Work Program

(As of April 10, 2020 – dates may change to Coronavirus impacts)

Work program – 2020

1st Quarter

- PED forwards zoning code changes prohibiting auto-oriented and hotel/motel uses to the Planning Commission for review and public hearing
- PED 1st meeting to consider final TIB rechannelization evaluation report

2nd Quarter

- TIC meeting to consider final TIB rechannelization evaluation report
- Planning Commission hearing and recommendation on zoning code changes restricting auto-oriented and hotel/motel uses
- PED considers Planning Commission recommendations re: zoning code revisions restricting auto-oriented and hotel/motel uses and forwards to COW
- Council hearing and decision on zoning code changes restricting auto-oriented and hotel/motel uses

3rd/4th Quarter (may shift due to coronavirus impacts on City operations and schedules)

- Council conducts public outreach and selects preliminary TIB rechannelization alternative
- Staff finalizes draft comprehensive set of TIB zoning code revisions (incorporating rechannelization alternative) and Design Manual guidelines for public review
- Outreach to TIB area property owners, residents, businesses and development community regarding TIB zoning code revisions & design manual
- Prepare Draft Environmental Checklist (SEPA)
- Issue SEPA Determination
- Possible City Council/Planning Commission joint work sessions on comprehensive set of TIB zoning code revisions and design manual guidelines.
- Planning Commission and City Council public hearings, deliberation, and decision on TIB zoning code revisions and design manual.

Products:

- Comprehensive Plan Map Amendment
- Zoning Code and Map Amendments
- TIB Design Manual
- Environmental Checklist and Determination

Work completed

2017

- CNU Legacy Workshop in Tukwila – February
- CNU Final Report Presentation to City Council Meeting - May
- Refined household and employment Yr. 2031 forecasts for TIB neighborhood for traffic analysis on the street modification
- Selected a consultant for the SEPA analysis of the proposed TIB Plan

- Contracted for additional transportation professional services on design standards for TIB neighborhood street standards
- Reviewed draft Land Use Chart and Zoning Map amendments with Planning Commission - August 24, 2017
- Council adopted a moratorium on certain uses in the TIB study area in September
- Briefed TIBAC on above draft amendments – October 10, 2017
- Briefed Transportation and Infrastructure Committee (11/14/17) on traffic analysis and associated capital improvement costs and obtained direction for additional analysis
- Reviewed consultant's draft street circulation improvements
- Contracted for an update to the Tukwila International Boulevard Design Manual

2018

- Contracted for additional engineering services analyzing TIB on-street parking impacts and cost
- Began creation and modification of alternative Zoning District boundaries and zoning standards based upon Planning Commission land use discussion, street designations and designs
- Drafted new street cross-sections for TIB streets and a new circulation network based on CNU engineering consultant recommendations and anticipated land uses
- Council extended moratorium on certain uses in the TIB study area in July and December.
- Updated Council on current direction and schedule for implementing TIB zoning changes and possible TIB on-street parking options. Recommended further analysis of TIB on-street parking options.
- Consultants delivered draft TIB zoning code revisions and draft of updated TIB Design Manual to staff
- Circulated draft Zoning revisions for internal review

2019

- Contracted for additional TIB rechannelization and mitigation options.
- Worked on revisions to the TIB Design Manual
- Council renewed moratorium on certain uses in the TIB study area in May and December.
- Planning Commission and City Council Field Trip to view on-street parking options.

Attachment D

Exhibit A – Table 18-6: Land Uses Allowed by District

See Table 18-2 for uses allowed in TUC and Figure 18-1 for uses allowed in Shoreline.

For properties zoned LDR, MDR and HDR that are designated as Commercial Redevelopment Areas (see figure 18-9 or 18-10), the uses and development standards of the adjacent commercial zone are permitted and shall apply, subject to the specific criteria and procedures defined in TMC 18.60.060

P = Permitted outright; A = Accessory (customarily appurtenant and incidental to a permitted use) ; C = Conditional (subject to TMC 18.64); U = Unclassified (subject to TMC 18.66); S = Special Permission (Administrative approval by the Director)	LDR	MDR	HDR	MUO	O	RCC	NCC	RC	RCM	C/LI	LI	HI	MIC/L	MIC/H	TVS	TSO	PRO
Adult day care	A	A	A	A	A			A	A								P
Adult entertainment (subject to location restrictions ¹)										P	P	P	P	P	P	P	
Airports, landing fields and heliports (except emergency sites)										U	U	U	U	U	U	U	
Amusement Parks								C	C	C	C	C			C	P	
Animal rendering											U					P	
Animal shelters and kennels, subject to additional State and local regulations (less than 4 cats/dogs = no permit)								C	C	C	C	C			C		
Animal Veterinary, including associated temporary indoor boarding; access to an arterial required	P	P	P	P		P	P	P	P	P					P		
Automobile, recreational vehicles or travel trailer or used car sales lots ²								P	P	P	P	P			P	P	
Automotive services, gas (outside pumps allowed), washing, body and engine repair shops (enclosed within a building), and alternate fueling station (not wholesale distribution facilities).							P	P	P	P	P	P	P	P	P	P	
Beauty or barber shops				P	P	P	P	P	P	P	P	P	C3	C4	P	P	
Bed and breakfast lodging for not more than twelve guests ⁵	C	C	C														
Bed and breakfast lodging (no size limit specified)				C													P
Bicycle repair shops				P	P	P	P	P	P	P	P	P	P	P	P	P	
Billiard or pool rooms				P			A	P	P	P	P	P			P	P	
Boarding Homes		C	C														
Brew Pubs				P	P	C	P	P	P	P	P	P	P	P	P	P	
Bus stations							P	P	P	P	P	P	P	P	P	P	
Cabinet shops or carpenter shops employing less than five people							P	P	P	P	P	P			P	P	
Cargo containers (*see also TMC 18.50.060)	A&S	A&S	A&S					A&S	A&S	A&S	P	P	P	P	P		
Cement manufacturing										U	U	U	U	U	U		
Cemeteries and crematories	C	C	C	C	C			C	C	C	C	C			C	C	

P = Permitted outright; A = Accessory (customarily appurtenant and incidental to a permitted use) ; C = Conditional (subject to TMC 18.64); U = Unclassified (subject to TMC 18.66); S = Special Permission (Administrative approval by the Director)	LDR	MDR	HDR	MUO	O	RCC	NCC	RC	RCM	C/LI	LI	HI	MIC/L	MIC/H	TVS	TSO	PRO
Colleges and universities				C	C		C	C	C	C	C	C	C6	C6	C6	P	
Commercial laundries								P	P	P	P	P	P		P		
Commercial Parking				P7	P7			P7	P7	P7	P8	P8			P8		
Computer software development and similar uses				P	P	P	P	P	P	P	P	P	P9 C10	P	P	P	
Contractor storage yards										P	P	P	P	P	P		
Continuing care retirement facility				C	C		C	C	C	C					C	P	
Convalescent & nursing homes & assisted living facility for not more than twelve patients		C	P	P	P	C	P	P	P	P					P	P	
Convalescent & nursing homes & assisted living facility for more than twelve patients				C	C		C	C	C	C					C	P	
Convention facilities								P	P	P	P	P			P	P	
Correctional institutes					U11						U	U		U			
Daycare Centers (not home-based)		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Daycare Family Home (Family Child Care Home) ¹²	A	A	A	A	A	A	A	A	A						A	A	
Diversion facilities and diversion interim services facilities south of Strander Blvd										U							
Dormitory	C	C	C	A13	A13	A13	A13	A13	A13	A13	A13	A13			A13	A13	
Drive-in theatres								C	C	C	C	C			C		
Dwelling – Detached single family (Includes site built, modular home or new manufactured home). One detached single family dwelling per existing lot permitted in MUO, O, RCC, NCC, TVS.	P	P	P	P	P	P	P								P	P14	
Dwelling- Detached Zero-Lot Line Units		P															
Dwelling- Duplex, triplex or fourplex or townhouse up to four attached units		P														P14	
Dwelling- Townhouses			P													P14	
Dwelling –Multi-family			P					P15								P14	
Dwelling – Multi-family units above office and retail uses				P		P	P		P						C16 22/ ac	P14	

Dwelling – Senior citizen housing, including assisted living facility for seniors *see purpose section of chapter, uses sections, and development standards		P meeting density and all other MDR standard	P 60/ac	P 60/ac			P 60/ ac	P 60/ac	P 60/ac							C16 100 /ac	P14	
Dwelling unit – Accessory ¹⁷	A	A	A															
P = Permitted outright; A = Accessory (customarily appurtenant and incidental to a permitted use) ; C = Conditional (subject to TMC 18.64); U = Unclassified (subject to TMC 18.66); S = Special Permission (Administrative approval by the Director)	LDR	MDR	HDR	MUO	O	RCC	NCC	RC	RCM	C/LI	LI	HI	MIC/L	MIC/H	TVS	TSO	PRO	
Electrical Substation – Distribution	C	C	C	C	C		C	C	C	C	C	C	C	C	C	C	P	
Electrical Substation – Transmission/Switching												U		U	U	U		
Electric Vehicle Charging Station – Level 1 and Level 2	A	A	A	P	P	P	P	P	P	P	P	P	P	P	P	P	P	
Electric Vehicle Charging Station – Level 3, battery exchange stations, and rapid charging stations. (TMC 18.50.140)	A	A	A	A	A	A	P	P	P	P	P	P	P	P	P	P	P	
Essential public facilities, except those uses listed separately in any of the other zones								U	U	U	U	U	U	U	U	U	U	
Extended-stay hotel/motel								P	P	P	P	P			P	P		
Farming and farm-related activities															P	P		
Financial, banking, mortgage, other services				P	P		P	P	P	P	P	P	P9/ C3	C4	P	P		
Fire & Police Stations	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P	
Fix-it, radio or television repair shops/rental shops						P	P	P	P	P	P	P			P	P		
Fraternal organizations				P	P	C	P	P	P	P	P	P			P	P		
Frozen food lockers for individual or family use							P	P	P	P	P	P			P	P		
Garage or carport (private) not exceeding 1,500 sq.ft. on same lot as residence and is subject to the regulations affecting the main building.	A	A																
Greenhouses (noncommercial) and storage sheds not exceeding 1,000	A	A	A	A														
Greenhouses or nurseries (commercial)						P	P	P	P	P	P	P			P	P		
Hazardous waste treatment and storage facilities (off-site) subject to compliance with state siting criteria (RCW Chapter 70.105) (See TMC 21.08)												C		C				
Heavy equipment repair and salvage										P	P	P	P	P	P			
Helipads, accessory																	C	
Home Occupation *see definition and accessory use	A	A	A	A	A	A	A		A						A	A		
Hospitals				C	C			C	C	C	C	C			C	P		
Hospitals, sanitariums, or similar institutes															C			
Hotels								P	P	P	P	P	C	C	P	P		

Hydroelectric and private utility power generating plants								U	U	U	U	U	U	U	U		
Industries involved with etching, film processing, lithography, printing and publishing								P	P	P	P	P	P	P	P	P	
Internet Data/Telecommunication Centers								C		P	P	P	P	P	P	P	
Landfills and excavations which the responsible official, acting pursuant to the State Environmental Policy Act, determines are significant environmental actions	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U		
Laundries; self-serve, dry cleaning, tailor, dyeing				P	P	P	P	P	P	P	P	P	P	P	P	P	
Libraries, museums, or art galleries (public)	C	C	P	P	P	C	P	P	P	P	P	P	P	P	P	P	
Manuf./Mobile home park ¹⁸		C	P														
P = Permitted outright; A = Accessory (customarily appurtenant and incidental to a permitted use) ; C = Conditional (subject to TMC 18.64); U = Unclassified (subject to TMC 18.66); S = Special Permission (Administrative approval by the Director)	LDR	MDR	HDR	MUO	O	RCC	NCC	RC	RCM	C/LI	LI	HI	MIC/L	MIC/H	TVS	TSO	PRO
<i>Manufacturing and industrial uses that have little potential for creating off-site noise, smoke, dust, vibration or other external environmental impacts or pollution:</i>																	
A) Manufacturing, processing and/or packaging pharmaceuticals and related products, such as cosmetics and drugs							P19	P	P	P	P	P	P	P	P	P	
B) Manufacturing, processing and/or packaging previously prepared materials including, but not limited to, bags, brooms, brushes, canvas, clay, clothing, fur, furniture, glass, ink, paint, paper, plastics, rubber, tile, and wood							P19	P	P	P	P	P	P	P	P	P	
C) Manufacturing, processing, assembling, packaging and/or repairing electronic, mechanical or precision instruments such as medical and dental equipment, photographic goods, measurement and control devices, and recording equipment							P19	P	P	P	P	P	P	P	P	P	
D) Manufacturing, processing, packaging of foods, such as baked goods, beverages, candy, canned or preserved foods, dairy products and byproducts, frozen foods, instant foods, and meats (no slaughtering)											P	P	P	P			
i)) Fermenting and distilling included																	
ii)) No fermenting and distilling							P19	P	P	P					P	P	
<i>Manufacturing and industrial uses that have moderate to substantial potential for creating off-site noise, smoke, dust, vibration or other external environmental impacts:</i>																	

A) Manufacturing, processing and/or assembling chemicals, light metals, plastics, solvents, soaps, wood, coal, glass, enamels, textiles, fabrics, plaster, agricultural products or animal products (no rendering or slaughtering)											C	C	P	C	P	C		
B) Manufacturing, processing and/or assembling of previously manufactured metals, such as iron and steel fabrication; steel production by electric arc melting, argon oxygen refining, and consumable electrode melting; and similar heavy industrial uses											C	C	P	C	P	C		
C) Manufacturing, processing and/or assembling of previously prepared metals including, but not limited to, stamping, dyeing, shearing or punching of metal, engraving, galvanizing and hand forging								C	C	C	P	P	P	P	C			
P = Permitted outright; A = Accessory (customarily appurtenant and incidental to a permitted use) ; C = Conditional (subject to TMC 18.64); U = Unclassified (subject to TMC 18.66); S = Special Permission (Administrative approval by the Director)	LDR	MDR	HDR	MUO	O	RCC	NCC	RC	RCM	C/LI	LI	HI	MIC/L	MIC/H	TVS	TSO	PRO	
D) Manufacturing, processing, assembling and/or packaging of electrical or mechanical equipment, vehicles and machines including, but not limited to, heavy and light machinery, tools, airplanes, boats or other transportation vehicles and equipment											P	P	P	P	P	C		
E) Heavy metal processes such as smelting, blast furnaces, drop forging or drop hammering													C	P				
<i>Manufacturing, refining or storing highly volatile noxious or explosive products (less than tank car lots) such as acids, petroleum products, oil or gas, matches, fertilizer or insecticides; except for accessory storage of such materials</i>												U		U	U	U		
Marijuana producers, processors, or retailers (with state issued license)												P			P	P20		
Mass transit facilities	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U		
Medical and dental laboratories				P	P			P	P	P	P	P			P	P		
Minor expansion of an existing warehouse ²¹																S		
Mortician and funeral homes								P	P	P	P	P			P	C		
Motels								P	P	P	P	P	C	C	P	P		
Movie theaters with three or fewer screens																P		
Movie theaters with more than 3 screens ²²																S		
Offices including: medical, dental, government (excluding fire & police stations), professional, administrative, business, e.g. travel, real estate & commercial				P23	P	P23	P24	P	P	P	P	P	P9 C10	P25 C26	P	P		

Office or sample room for wholesale or retail sales, with less than 50% storage or warehousing							P												
Outpatient and emergency medical and dental services													C3	C4					
Park & ride lots				C	C		C	C	C	C	C	C	C	C	C	C	C		
Parking areas	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Parking areas, for municipal uses and police stations	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	P	
Parks, trails, picnic areas and playgrounds (public), but not including amusement parks, golf courses, or commercial recreation	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Pawnbroker								C	C	P	P	P					P	P	
Planned Shopping Center (mall)								P	P	P	P	P					P	P27	
Plumbing shops (no tin work or outside storage)							P	P	P	P	P	P					P	P	
Radio, television, microwave, or observation stations and towers	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Railroad freight or classification yards													U	U	U	U			
Railroad tracks (including lead, spur, loading or storage)										P	P	P	P	P	P	P	P	P	
Recreation facilities (commercial – indoor) – athletic or health clubs				P	P		P	P	P	P	P	P	C3	P	P	P			
Recreation facilities (commercial – indoor), including bowling alleys, skating rinks, shooting ranges							C	P	P	P	P						P	P	
P = Permitted outright; A = Accessory (customarily appurtenant and incidental to a permitted use) ; C = Conditional (subject to TMC 18.64); U = Unclassified (subject to TMC 18.66); S = Special Permission (Administrative approval by the Director)	LDR	MDR	HDR	MUO	O	RCC	NCC	RC	RCM	C/LI	LI	HI	MIC/L	MIC/H	TVS	TSO	PRO		
Recreation facilities (commercial – outdoor), including golf courses, golf driving ranges, fairgrounds, animal race tracks, sports fields										C	C	C			C				
Recreation facilities (public), including, but not limited to sports fields, community centers and golf courses	C	C	C	C	C		C	C	C	C	C	C	C	C	C	C			P
Recreational area and facilities for employees				A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Religious facilities with an assembly area less than 750 sq.ft.				P	P	P	P	P	P	P	P	P			P	P			
Religious facilities with an assembly area greater than 750 sq.ft. and community center buildings				C	C	C	C	C	C	C	C	C			C	C			
Religious facility and community center buildings	C	C	C																
Removal and processing of sand, gravel, rock, peat, black soil and other natural deposits together with associated structures										U	U	U	U	U	U	U			
Rental of vehicles not requiring a commercial driver's license								P	P	P	P	P	P	P	P	P			
Rental of commercial trucks and fleet rentals requiring a commercial driver's license										P	P	P	P	P	P	P			
Research and development facilities																	P	P	
Residences for security or maintenance personnel				A	A	A	A	A	A	A	A	A	A	A	A	A	A		
Restaurants including drive through, sit down, cocktail lounges in conjunction with a restaurant								P	P	P	P	P	P	P	P	P			

Restaurants including cocktail lounges in conjunction with a restaurant				P	P	C	P											
Retail sales of furniture appliances, automobile parts and accessories, liquor, lumber/bldg. materials, lawn & garden supplies, farm supplies							P	P	P	P	P	P			P	P		
Retail sales, e.g. health/beauty aids/prescription drugs/ food/hardware/notions/crafts/supplies/housewares/electronics/ photo-equip/film processing/ books/magazines/stationery/ clothing/shoes/flowers/plants/pets/jewelry/gifts/rec. equip/ sporting goods, and similar items				P		P	P	P	P	P	P	P	C3	C4	P	P		
Retail sales as part of a planned mixed-use development where at least 50% of gross leasable floor area development is for office use; no auto-oriented retail sales (e.g., drive-ins, service stations)				P	P													
Rock crushing, asphalt or concrete batching or mixing, stone cutting, brick manufacture, marble works, and the assembly of products from the above materials										C	C	P	C	P	C	C		
Sales and rental of heavy machinery and equipment subject to landscaping requirements of TMC Chapter 18.52*										P	P	P	P	P	P	P		
Salvage and wrecking operations												P		P	C			
Salvage and wrecking operations which are entirely enclosed within a building										P	P		P		P			
Schools and studios for education or self-improvement				P	P	P	P	P	P	P	P	P	P9 C10	P28	P	P		
P = Permitted outright; A = Accessory (customarily appurtenant and incidental to a permitted use) ; C = Conditional (subject to TMC 18.64); U = Unclassified (subject to TMC 18.66); S = Special Permission (Administrative approval by the Director)	LDR	MDR	HDR	MUO	O	RCC	NCC	RC	RCM	C/LI	LI	HI	MIC/L	MIC/H	TVS	TSO	PRO	
Schools, preschool, elementary, junior & senior high schools (public), and equivalent private schools	C	C	C	C	C	C	C	C	C						C	C	P (public only)	
Secure community transition facility ²⁹														U				
Self-storage facilities								P	P	P	P	P	P	P	P	P		
Sewage lift station	U	U	U	U	U	U	U										P	
Shelter	P	P	P	P	P													
Stable (private)	A30	A30	A30														P	
Storage (outdoor) of materials allowed to be manufactured or handled within facilities conforming to uses under this chapter; and screened pursuant to TMC Chapter 18.52								P	P	P	P	P	P	P	P	P		
Storage (outdoor) of materials is permitted up to a height of 20 feet with a front yard setback of 25 feet, and to a height of 50 feet with a front yard setback of 100 feet; security required												P	P	P	C	C		

Storm water - neighborhood detention + treatment facilities	U	U	U	U	U	U	U										P
Storm water pump station	U	U	U	U	U	U	U										
Studios – Art, photography, music, voice and dance				P	P	P	P	P	P	P						P	P
Taverns, nightclubs								P	P	P	P	P	P31	P31	P	P	
Telephone exchanges				P	P			P	P	P	P	P	P	P	P	P	P
Theaters, except those theaters which constitute “adult entertainment establishments” as defined by this Zoning Code								P	P	P	P	P				P	P32
Tow-truck operations, subject to all additional State and local regulations										P	P	P	P	P	P	P	P
Transfer stations (refuse and garbage) when operated by a public agency												U	U	U	U		
Truck terminals										P	P	P	P	P	P	P	
Utilities, regional																	C
Vehicle storage (no customers onsite, does not include park-and-fly operations)																	P
Warehouse storage and/or wholesale distribution facilities									P	P	P	P	P	P	P	P	
Water pump station	U	U	U	U	U	U	U										P
Water utility reservoir and related facilities	U	U	U	U	U	U	U										
Wireless Telecommunications Facilities (*see TMC Ch. 18.58)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P

Note: The Director of Community Development will make a determination for uses not specifically listed in the Zoning Code. The Director will consider whether the proposed use is:

- a. Similar in nature to and compatible with other uses permitted out right within a similar zone; and**
- b. Consistent with the stated purpose of the zone; and**
- c. Consistent with the policies of the Tukwila Comprehensive Plan.**

1. Adult entertainment establishments are permitted, subject to the following location restrictions:

- a. No adult entertainment establishment shall be allowed within the following distances from the following specified uses, areas or zones, whether such uses, areas or zones are located within or outside the City limits:
 - (1) In or within 1,000 feet of any LDR, MDR, HDR, MUO, O, NCC, RC, RCM or TUC zone districts or any other residentially-zoned property;
 - (2) In or within one-half mile of:
 - (a) Public or private school with curricula equivalent to elementary, junior or senior high schools, or any facility owned or operated by such schools; and
 - (b) Care centers, preschools, nursery schools or other child care facilities;
 - (3) In or within 1,000 feet of:
 - (a) public park, trail or public recreational facility; or
 - (b) church, temple, synagogue or chapel; or
 - (c) public library.
- b. The distances specified in TMC Section 18.30.020.1.a shall be measured by following a straight line from the nearest point of the property parcel upon which the proposed use is to be located, to the nearest point of the parcel of property or land use district boundary line from which the proposed land use is to be separated.
- c. No adult entertainment establishment shall be allowed to locate within 1,000 feet of an existing adult entertainment establishment. The distance specified in this section shall be measured by following a straight line between the nearest points of public entry into each establishment.

2. No dismantling of cars or travel trailers or sale of used parts allowed.

3. Retail sales of health and beauty aids, prescription drugs, food, hardware, notions, crafts and craft supplies, housewares, consumer electronics, photo equipment, and film processing, books, magazines, stationery, clothing, shoes, flowers, plants, pets, jewelry, gifts, recreation equipment and sporting goods, and similar items; retail services such as beauty and barber shops, outpatient and

emergency medical/dental services, and recreation/health clubs. Retail sales and services are limited to uses of a type and size that clearly intend to serve other permitted uses and/or the employees of those uses.

4. Retail sales of health and beauty aids, prescription drugs, food, hardware, notions, crafts and craft supplies, housewares, consumer electronics, photo equipment, and film processing, books, magazines, stationery, clothing, shoes, flowers, plants, pets, jewelry, gifts, recreation equipment and sporting goods, and similar items; retail services such as beauty and barber shops, financial services, outpatient and emergency medical/dental services, and recreation/health clubs. Retail sales and services are limited to uses of a type and size that clearly intend to serve other permitted uses and/or the employees of those uses.

5. Bed and breakfast facilities, provided:

- a. the manager/owner must live on-site,
- b. the maximum number of residents, either permanent or temporary, at any one time is twelve,
- c. two on-site parking spaces for the owner and permanent residents and one additional on-site parking space is provided for each bedroom rented to customers,
- d. the maximum length of continuous stay by a guest is 14 days,
- e. breakfast must be offered on-site to customers, and
- f. all necessary permits or approvals are obtained from the Health Department.

6. Colleges and universities with primarily vocational curriculum if associated with an established aviation, manufacturing or industrial use.

7. Commercial parking; provided it is:

- a. located within a structure having substantial ground floor retail or commercial activities and designed such that the pedestrian and commercial environments are not negatively impacted by the parking use; or
- b. located at least 175 feet from adjacent arterial streets and behind a building that, combined with appropriate Type III landscaping, provides effective visual screening from adjacent streets.

8. Commercial parking subject to TMC Chapter 18.56, Off-Street Parking and Loading Regulations.

9. Offices including, but not limited to, software development and similar uses, financial services, schools for professional and vocational education if associated with an established aviation, manufacturing or industrial use, less than 20,000 square feet. This category does not include outpatient medical and dental clinics.

10. Offices including, but not limited to, software development and similar uses, financial services, schools for professional and vocational education if associated with an established aviation, manufacturing or industrial use, 20,000 square feet and over.

11. Correctional institution operated by the City of Tukwila.

12. Family child care homes, provided the facility shall be licensed by the Department of Early Learning or its successor agency and shall provide a safe passenger loading zone.

13. Dormitory as an accessory use to other uses that are otherwise permitted or approved conditional uses such as churches, universities, colleges or schools.

14. Allowed on those lands located in the TSO with underlying zoning of LDR, which immediately adjoin lands located in the City of SeaTac to the east of Interstate 5. Allowed on all other lands in the TSO after a residential design manual with criteria for approval is adopted by ordinance.

15. Dwelling - multi-family units on a lot that does not front on Tukwila International Boulevard South, subject to the HDR requirements of TMC Section 18.50.083, Maximum Building Length, and TMC Section 18.52.060, 2-4, Recreation Space Requirements.

16. Dwelling - Multi-family units (Max. 22.0 units/acre except senior citizen housing which is allowed to 100 units/acre, as a mixed-use development that is non-industrial in nature); must be located on property adjacent to and not greater than 500 feet from the Green River, Tukwila Pond, or Minkler Pond.

17. See TMC Section 18.50.220 for accessory dwelling unit standards.

18. Manufactured/mobile home park, meeting the following requirements:

- a. the development site shall comprise not less than two contiguous acres;
- b. overall development density shall not exceed eight dwelling units per acre;
- c. vehicular access to individual dwelling units shall be from the interior of the park; and
- d. emergency access shall be subject to the approval of the Tukwila Fire Department.

19. NCC allows businesses that include a retail component in conjunction with their manufacturing operation and meeting other performance standards of Chapter 18.22. These businesses may manufacture, process, assemble and/or package the following:

- a. foods, including but not limited to baked goods, beverages, candy, canned or preserved foods, dairy products and by products, frozen foods, instant foods and meats (no slaughtering);
- b. pharmaceuticals and related products such as cosmetics and drugs;
- c. bags, brooms, brushes, canvas, clay, clothing, fur, furniture, glass, ink, paints, paper, plastics, rubber, tile and wood;
- d. electronic, mechanical, or precision instruments;
- e. other manufacturing and assembly of a similar light industrial character;
- f. industries involved with etching, lithography, printing, and publishing, meeting the City's performance standards and offering their services to the local populace on a walk-in basis;
- g. businesses that service and repair the above products, that are entirely enclosed within a building, offering their services to the local populace on a walk-in basis and meeting the City's performance standards.

20. Where the underlying zoning is HI or TVS.

21. Minor expansion of an existing warehouse if the following criteria are met:

- a. The area of the proposed expansion may not exceed 5% of the floor area of the existing warehouse;
- b. The proposed expansion will not increase any building dimension that is legally non-conforming;
- c. Only one minor expansion may be permitted per warehouse in existence as of the date of adoption of the Tukwila South Project Development Agreement;
- d. The proposed expansion must be constructed within two years of the date of approval;
- e. The proposed development shall be compatible generally with the surrounding land uses in terms of traffic and pedestrian circulation, building and site design;
- f. All measures have been taken to minimize the possible adverse impacts the proposed expansion may have on the area in which it is located.

22. Movie theaters with more than three screens if the following criteria are met:

- a. The applicant must demonstrate through an economic analysis that the theater will not have a significant financial impact on any other theater in Tukwila;
- b. The proposed development shall be compatible generally with the surrounding land uses in terms of traffic and pedestrian circulation, building and site design;
- c. The proposed theater must demonstrate substantial conformance with the goals and policies of the Comprehensive Land Use Policy Plan and the Tukwila South Master Plan;
- d. All measures have been taken to minimize the possible adverse impacts the proposed theater may have on the area in which it is located.

23. Offices, when such offices occupy no more than the first two stories of the building or basement and floor above.

24. Offices, when such offices occupy no more than the first two stories of the building, or basement and floor above, or three stories, in the Urban Redevelopment Area along Tukwila International Boulevard.

25. Offices; must be associated with another permitted use (e.g., administrative offices for a manufacturing company present within the MIC).
26. Offices not associated with other permitted uses and excluding medical/dental clinics, subject to the following location and size restrictions:
- a. New Office Developments:
 - (1) New office developments shall not exceed 100,000 square feet of gross floor area per lot that was legally established prior to 09/20/2003.
 - (2) No new offices shall be allowed on lots that abut the Duwamish River and are north of the turning basin. The parcels that are ineligible for stand-alone office uses are shown in Figure 18-12.
 - b. An existing office development established prior to 12/11/1995 (the effective date of the Comprehensive Plan) that exceeds the maximum size limitations may be recognized as a conforming Conditional Use under the provisions of this code. An existing office development established prior to 12/11/1995 (the effective date of the Comprehensive Plan) may convert to a stand-alone office use subject to the provisions of this code.
27. Planned shopping center (mall) up to 500,000 square feet.
28. Schools for professional and vocational education if associated with an established aviation, manufacturing or industrial use. 29. Secure community transition facility, subject to the following location restrictions:
- a. No secure community transition facility shall be allowed within the specified distances from the following uses, areas or zones, whether such uses, areas or zones are located within or outside the City limits:
 - (1) In or within 1,000 feet of any residential zone.
 - (2) Adjacent to, immediately across a street or parking lot from, or within the line of sight of a "risk potential activity/facility" as defined in RCW 71.09.020 as amended, that include:
 - (a) Public and private schools;
 - (b) School bus stops;
 - (c) Licensed day care and licensed preschool facilities;
 - (d) Public parks, publicly dedicated trails, and sports fields;
 - (e) Recreational and community centers;
 - (f) Churches, synagogues, temples and mosques; and
 - (g) Public libraries.
 - (3) One mile from any existing secure community transitional facility or correctional institution.
 - b. No secure community transition facility shall be allowed on any isolated parcel which is otherwise considered eligible by applying the criteria listed under TMC 18.38.050-12.a, but is completely surrounded by parcels ineligible for the location of such facilities.
 - c. The distances specified in TMC 18.38.050-12.a shall be measured as specified under Department of Social and Health Services guidelines established pursuant to RCW 71.09.285, which is by following a straight line from the nearest point of the property parcel upon which the secure community transitional facility is to be located, to the nearest point of the parcel of property or land use district boundary line from which the proposed land use is to be separated.
 - d. The parcels eligible for the location of secure community transition facilities by applying the siting criteria listed above and information available as of August 19, 2002, are shown in Figure 18-11, "Eligible Parcels for Location of Secure Community Transition Facilities." Any changes in the development pattern and the location of risk sites/facilities over time shall be taken into consideration to determine if the proposed site meets the siting criteria at the time of the permit application.
30. Private stable, if located not less than 60 feet from front lot line nor less than 30 feet from a side or rear lot line. It shall provide capacity for not more than one horse, mule or pony for each 20,000 square feet of stable and pasture area, but not more than a total of two of the above mentioned animals shall be allowed on the same lot.
31. No night clubs.
32. Theaters for live performances only, not including adult entertainment establishments.

**ADDENDUM TO THE PLANNING COMMISSION STAFF REPORT
FOR L20-0015**

1. Automobile, recreational vehicles or travel trailer or used car sales lots (no dismantling of cars or travel trailers or sale of used parts allowed).

	(P)Permitted (C)Conditional (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6 ²		P
Option 1- Moratorium		No
Option 2 – Draft Code Changes ²		p*
Option 3 – Public Comment ²		p**
Option 4 - Public Comment ²		p***

2. No dismantling of cars or travel trailers or sale of used parts allowed.

p* Automotive sales must have an enclosed showroom with no outdoor storage of vehicles.

p** Automotive sales must have an enclosed showroom with no outdoor storage of vehicles. Uses existing on the effective date of the ordinance on parcels larger than 9 acres in the RC zone are exempt from the enclosed showroom requirement.

p*** Automotive sales must have an enclosed showroom with no outdoor storage of vehicles. Uses existing on the effective date of the ordinance on parcels located south of SR 518 in the RC zone are exempt from the enclosed showroom requirement.

Staff Recommendation: Staff’s recommendation in the Planning Commission packet was Option 2. After receiving public comment and discussing with the commenter, staff is recommending Option 4.

2. Rental of vehicles not requiring a commercial driver’s license.

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6		P
Option 1- Moratorium		No
Option 2 – Draft Code Changes		p*
Option 3 – Public Comment		p**

p* Automotive rental must have an enclosed showroom with no outdoor storage of vehicles.

p** Automotive rental must have an enclosed showroom with no outdoor storage of vehicles. Uses existing on the effective date of the ordinance on parcels larger than 9 acres in the RC zone are exempt from the enclosed showroom requirement.

Staff Recommendation: Staff’s recommendation in the Planning Commission packet was Option 2. After receiving public comment and discussing with the commenter, staff is recommending Option 3.

3. Automotive services, gas (outside pumps allowed), washing, body and engine repair shops (enclosed within a building), and alternate fueling station (not wholesale distribution facilities).

	(P)Permitted, (C)Conditional, (No)Prohibited	
	NCC	RC
Existing TMC Table 18-6	P	P
Option 1- Moratorium	No	No
Option 2 – Draft Code Changes	P*	P*
Option 3 – Public comment	P*	P**

P* Outdoor storage of vehicles, tires, or other materials used for service is not permitted. Gas stations are permitted if the pumps and parking are located behind the building and the pumps meet the setback requirements. Queuing lanes are not permitted between buildings and back of sidewalk.

P** Outdoor storage of vehicles, tires, or other materials used for service is not permitted. Gas stations are permitted if the pumps and parking are located behind the building and the pumps meet the setback requirements. Queuing lanes are not permitted between buildings and back of sidewalk. Outdoor storage of vehicles is permitted for uses existing on the effective date of the ordinance on parcels larger than 9 acres in the RC zone.

Staff Recommendation: Staff’s recommendation in the Planning Commission packet was Option 2. After receiving public comment and discussing with the commenter, staff is recommending Option 3.

From: [georgina- on-the-Duwamish](#)
To: [Lynn Miranda](#)
Subject: Re: NOTICE: Planning Commission Public Hearing on land use changes in NCC & RC zoning in Tukwila International Blvd area
Date: Thursday, April 16, 2020 6:08:20 PM

I have read the document and agree with the staff recommendations, all of which support/enhance a walkable TIB district. Good work.

Georgina Kerr
3836 S 116th St
Tukwila WA 98168
206 444 9695

On April 16, 2020 at 3:29 PM Lynn Miranda <Lynn.Miranda@TukwilaWA.gov> wrote:

Hello,

You are receiving this Notice of a Planning Commission Public Hearing because you previously indicated an interest in receiving information related to a project or community planning effort in the Tukwila International Boulevard area. Please let me know if you no longer wish to be on our list of interested parties and I will remove you from this list.

The Tukwila Planning Commission will be holding a **virtual public hearing** on Thursday April 23 at 6:30 p.m. to consider zoning code amendments restricting or prohibiting certain auto-oriented and lodging uses currently prohibited by Ordinance 2620, for the purpose of implementing the Tukwila International Boulevard (TIB) Element of the Comprehensive Plan. Land uses currently permitted in the Neighborhood Commercial Center (NCC) and Regional Commercial (RC) zoning districts

may be affected.

Please see the Notice below for directions on how to learn more about the zoning code amendments, access the virtual meeting online or via telephone, and provide public comment on the project via email or verbally.

City of Tukwila

PUBLIC HEARING NOTICE

Attachment C

April 23, 2020

VIA ELECTRONIC MAIL

Planning Commission
City of Tukwila
6200 Southcenter Boulevard
Tukwila, Washington 98188

Re: Comments on Item L20-0015
Zoning code amendments restricting or prohibiting certain auto-oriented and lodging uses
Under the Tukwila International Boulevard (TIB) Element of the Comprehensive Plan

Dear Commission Members:

We are writing on behalf of Sterling Realty Organization (“SRO”), which is the owner of the property located at the southeast quadrant of the intersection of Tukwila International Boulevard (TIB) and SR-518 (the “Property”), to provide comments on the above-referenced draft ordinance (the “Proposed Ordinance”). The Property is the home to the Avis Car Rental service facility and Shuttlepark airport parking.

SRO has been working cooperatively with the City and Sound Transit on a vision for a transit-oriented development on the Property, linked to the nearby light rail and future BRT station with a pedestrian bridge over SR-518. With such a pedestrian connection in place, the Property becomes an ideal location for a high-density, mixed-use development, which would anchor the southern end of the City’s TIB subarea.

But the ability of SRO to pursue this TOD vision depends critically on the continuation of productive economic uses on the Property. The cost of planning and development of a future TOD project on the Property will run into the millions of dollars and will need to be phased over a period of years. If productive uses cannot continue on the Property, then the viability of the TOD vision will be severely jeopardized.

The current uses on the Property – automotive services, automobile sales and car rental for Avis, and commercial parking for Shuttlepark – would be rendered nonconforming by the Proposed Ordinance. Under the City’s Code, a mere six-month lapse in use of these nonconforming uses could terminate them. We do not know what the post-COVID world will look like, but airport car rental-related activities and airport parking are certainly two uses that are most at risk. SRO is highly concerned that if COVID effects cause such a lapse in use, the Proposed Ordinance will have the unintended effect of terminating the economic use of the Property. If that happens, then the TOD vision for the Property may be a disappearing dream.

The Property is unique in the TIB subarea, in its size and location. It is geographically isolated from the rest of the subarea, it is the largest parcel in the subarea, and it is adjacent to high-impact transportation corridors on two sides. Unlike other sites in the TIB subarea, the continuation of auto-oriented uses on the Property does not pose a land use risk to the redevelopment vision for the corridor. To the contrary, continuation of current uses on the Property is critical to keeping the TOD vision for this site alive.

Therefore, we are suggesting options for amendment of the Proposed Ordinance to address this issue. Each of these options recognizes that the Property is a unique asset with unique conditions in the TIB subarea, and allows for continuation of existing uses to help support the implementation of the TIB vision for the Property. SRO believes that Option 1 should be the preferred option: it is simpler to administer.

But in either case, SRO will continue to work closely with the City on the long-term TOD vision for the Property. This TOD process will lead to future zoning amendments for the Property and the subarea, as indicated in the Planning Commission work program. If other steps need to be taken to address existing uses on the Property, they should occur in that process, in the context of the long-term vision for the site. In the meantime, it would be a mistake to let area-wide use restrictions in the Proposed Ordinance to create an obstacle to future TOD development of the Property.

We urge you to recommend one of the options set forth in Attachment A, in order to keep this TOD vision alive.

Sincerely,

McCULLOUGH HILL LEARY, PS



John C. McCullough

cc: Sterling Realty Organization

Attachment A

SRO TOD Site/Tukwila

Proposed amendments to TIB Code

OPTION 1:

- Add notes to the use tables to provide that (i) commercial parking uses, (ii) rental of vehicles not requiring a commercial driver's license uses, (iii) automotive services, and (iv) automobile and used car sales lots, existing on the effective date of the ordinance on parcels larger than 9 acres in the RC zone in the TIB subarea, are permitted uses.

OPTION 2:

NEW SUBSECTION

TMC 18.70.040 Nonconforming Uses

* * * * *

7. Notwithstanding any provision in this Chapter to the contrary, on a lot in the RC zone of nine (9) acres or greater, a nonconforming commercial parking use, nonconforming rental of vehicles not requiring a commercial driver's license use, nonconforming automotive services use or nonconforming automobile and used car sales lot may be intensified or relocated on the site, or an existing structure devoted to such a use may be structurally altered or reconstructed at another location on the site, as long as the land area occupied by such nonconforming use is not increased. If any such nonconforming use ceases or is diminished, then the time periods for resumption of use set forth in subsection 18.70.040(3) shall be three (3) years.

PUBLIC COMMENTS TO THE PLANNING COMMISSION MEETING APRIL 23RD, 2020

My comments relate to the proposed changes to the RC zoning. I represent an entity which currently is under contract to purchase approx.. 1.6 acre of mostly vacant land located at 14816 TIB (the Steinberg Property) which is approx.. 1/3 of a mile North of the Light Rail Station. While I do not know the demand for the uses subject to the zoning changes in general, I can state with 100% certainty that none of the uses (automobile services, gas, car wash, drive thru, motel, etc.) to be discussed at the Planning Commission Meeting on 4/23 are contemplated uses for a redevelopment of the Steinberg Property.

As evidenced by the regional shortage of housing units (I have read estimated at 160,000 units for the Puget Sound Region), by far the highest and best use for the Steinberg Property is housing, and lots of it. The proximity to Light Rail makes all of the parcels between the Light Rail Station and Tukwila Village (identified on the City's web page as within walking distance to Light Rail) of even greater importance for housing.

Unfortunately, the current RC zoning falls far short of allowing the potential for housing units typically seen in close proximity to Light Rail Station. I.e. the Steinberg Property only allows for approx.. 35 units while we have received site plan approval from the City of SeaTac for 117 units on a similar size site, directly across the Tukwila Justice Center currently under construction.

I strongly urge the City, and the Planning Commission to move as quickly as possible on to the most important phase, which is to adapt zoning similar to what other jurisdictions have enacted around the Light Rail Stations, i.e. Spring District in Bellevue, Northgate in Seattle, or SeaTac for that matter (although they still have some zoning issues to work out which I understand will be addressed this year).

Thank you.

Rune Harkestad

Riverton Housing, LLC

845 NE 106th Ave. #100, Bellevue, WA 98004

From: [Traci](#)
To: [Lynn Miranda](#)
Cc: [Rachel Turpin](#)
Subject: NOTICE: Planning Commission Public Hearing on land use changes in NCC & RC zoning in Tukwila International Blvd area
Date: Wednesday, April 22, 2020 3:58:26 PM

Good afternoon Ms. Miranda,

I hope you are healthy and strong during these unprecedented times.

As you are likely aware, Governor Jay Inslee has suspended certain in-person requirements under the OPMA. But there are restrictions on when action can be taken.

Pursuant to the order, agencies may only conduct meetings that can be attended remotely (both by the public and the governing body) and may only take “action,” as defined in [RCW 42.30.020](#), on matters that are either (1) necessary and routine, or (2) necessary to respond to the COVID-19 outbreak and the current public health emergency. All other matters must be postponed until regular meetings may resume that are in full compliance with the OPMA.

Remote/virtual meetings may take place as long as they are regular meetings dealing with **routine** items only.

More information can be found here: http://mrsc.org/Home/Stay-Informed/MRSC-Insight/March-2020/Governor-Issues-Proclamation_20-28.aspx

I was hoping that you would provide information on how the content of Tukwila’s 4.23.20 Planning Commission meeting is:

1. Necessary and routine and/or
2. Necessary to respond to the COVID-19 outbreak and the current public health emergency.

You likely are aware that the vast majority of cities have canceled all commission meetings until at least May. *Please see* Cities of SeaTac, Burien, Issaquah, Bellevue, Mercer Island.

I look forward to hearing from you.

Thank you,
Traci Granbois

From: Lynn Miranda [<mailto:Lynn.Miranda@TukwilaWA.gov>]
Sent: Thursday, April 16, 2020 3:29 PM
To: Lynn Miranda <Lynn.Miranda@TukwilaWA.gov>
Subject: NOTICE: Planning Commission Public Hearing on land use changes in NCC & RC zoning in Tukwila International Blvd area

Hello,

You are receiving this Notice of a Planning Commission Public Hearing because you previously indicated an interest in receiving information related to a project or community planning

From: [Traci](#)
To: [Lynn Miranda](#)
Cc: [Doris Cassan](#)
Subject: comments for 4.23.20 Planning Commission Meeting
Date: Thursday, April 23, 2020 3:53:39 PM

Hello Ms. Miranda,

I signed up to speak but also wanted to include written comments to the Commission. Please find them below.

Thank you,
Traci Granbois

Traci Granbois
15858 International Boulevard, Tukwila, WA

The City of Tukwila is holding a public hearing during the first global pandemic in the past 100+ years.

Please allow the gravity of that statement to sink in.

You are holding a meeting which has the potential to negatively affect private property rights during the middle of an unprecedented public health emergency. You have had a moratorium on property in this zone for over 4 years. **FOUR YEARS!** This in itself is another unprecedented phenomenon. Would you describe “four years” as “reasonable” and “for a limited period of time”? The timing of this meeting is unfortunate and gives the impression that the City of Tukwila is attempting to slip a fast one past citizens who have served your community for 25+ years.

In regards to the substance of your meeting...the southern portion of the TIB study area is located directly across the street from our region’s Rental Car facility which services the Seattle-Tacoma Airport – the powerhouse money/jobs generator in this area. The Port built this facility at much expense for the benefit of all citizens. It is obvious that uses around this Rental Car facility will be related to...cars! It is unreasonable to disallow outdoor storage of automobiles – this will have an extremely negative effect on businesses affiliated with the main industry on IB, namely the airport & rental car facility.

Spot zoning. This potential zoning change appears to be an illegal spot zone – with only one car sales location noted on Attachment A, it appears that one specific business is being targeted.

In summary, I ask this committee to slow down and truly consider whether holding a public hearing during the middle of the Corona pandemic is truly in the best interest of the citizens. I then ask this committee to reconsider banning outdoor storage of automobiles on properties located on International Boulevard.

Thank you for your consideration,
Traci Granbois



INFORMATIONAL MEMORANDUM

TO: Mayor Ekberg

FROM: Derek Speck, Economic Development Administrator

CC: Departments of Community Development and Public Works

DATE: March 9, 2020

SUBJECT: Economic Development Benefits of On-Street Parking

ISSUE

This memo is intended to provide an estimate of the potential economic development benefits if the City were to allow parking in the curb lane on a portion of Tukwila International Boulevard.

BACKGROUND

The City is considering whether to allow on-street parking on Tukwila International Boulevard generally between South 139th Street and South 150th Street. During the hours that parking is allowed in the “curb lane”, the lanes available for vehicle travel in one direction would be reduced from two to one. Other City departments have conducted analyses of traffic impacts and costs related to the potential reduction in travel lanes. This memo is intended to provide an estimated range of the potential economic development benefits associated with such a change. This is not a full cost-benefit analysis.

DISCUSSION

There is no standard way to determine the economic development benefits of on-street parking. City staff conducted online searches for this type of information and sought consultants who can address the question. We contacted four consulting firms and spoke with three. None have answered this particular type of question in the past and they would need to conduct a significant amount of analysis in order to answer this question. Most of the standard analysis is not whether to allow on-street parking where there currently is none, it is how much to charge in order to foster the greatest economic benefit. Part of the challenge is that parking benefit economics depend on the real estate economics for each location, and those economics can change over time.

Although there is no standard methodology to address this question, staff believes there can be economic value from on-street parking because there are many examples of developers who create it when constructing new “town centers”. For example, because the City does not currently allow parking on Tukwila International Boulevard, the developer of Tukwila Village chose to construct a small access road with seven parking stalls in front of Building A (currently under construction) so that there will be some visible parking in front of the retail stores.

In terms of the potential economic development benefits of on-street parking on Tukwila International Boulevard, there are different types of benefits. It is important to understand these are very general estimates only intended to provide a sense of the potential magnitude of the benefits. Staff assumed the northern end of the on-street parking was at South 130th Street instead of South 139th Street as a way of reducing the potential

of southbound traffic choosing to drive through the adjacent neighborhoods. Following are the types with estimates of value:

- (1) *Additional Land Value:* One method to value additional parking in the curb lane is to assume it frees up an equivalent amount parking on the adjacent private properties. This value could benefit private property owners if they are able to provide less land for on-site parking. The economic development benefit would be the value of the land plus the cost of parking improvements. Staff estimated the raw land value by multiplying the square feet of equivalent parking area by the County Assessor's estimate of land value for properties along TIB. It is important to note this analysis is based on today's land value which reflects the economics of the neighborhood today. If the neighborhood becomes more desirable and receives more development, the land value benefit would increase.

Staff estimates this value to range from \$4.2 million to \$9.0 million. The range depends on whether development occurs near the lower land values toward 130th Street or the higher land values near 150th Street. The average is \$6.6 million.

- (2) *Additional Development Value:* Because adding parking in the curb lane is comparable to freeing up an equivalent amount of parking on the adjacent private properties, that additional private land capacity could be improved with more than just parking, it could be developed.

Staff estimates the development value based on this methodology to range from \$8.5 million to \$68.6 million. The range depends on whether development is single-story structures of a similar type and lot coverage that exists along most of TIB today or higher cost and amounts of development such as Tukwila Village.

Staff believes this is a very conservative estimate because it only assumes the development would occur on an amount of land equal to the amount that could be freed from parking on the private properties. It is entirely possible that a more desirable pedestrian experience would attract greater development than just the equivalent area of parking. As an example of the potential economic development benefit, a total of ten buildings of the size of the mixed-use building located at 14400 Tukwila International Boulevard could fit on one side of TIB between 144th and 150th Street. The value of nine additional buildings of that size would be approximately \$260 million.

- (3) *Increased Business Revenue:* Additional parking and on-street parking can increase sales for businesses for multiple reasons.

- *Convenience of Curbside Parking:* This concept assumes that customers prefer the convenience of parking on the street in front of a business compared to parking in a lot beside or behind the building. Even when the curbside parking is full, the business may still get more customers when they perceive a chance to get on-street parking. Staff believes this is especially important for retail and service businesses in which the customer is visiting the business for a relatively short period of time.
- *Desire for Active Spaces:* This concept assumes that customers are drawn to retail streets where there is a feeling of activity. Parking on the street in front of a business creates more activity on the street which attracts customers and makes it easier for customers to see and walk to other stores.
- *Pedestrian Experience:* This concept assumes that customers are more likely to walk on sidewalks when the experience is more desirable. On-street parking can increase the quality of the pedestrian experience by creating a feeling of protection from traffic and slowing traffic.

Staff estimates the value of these factors range from \$2.0 million to \$61.9 million. The range is

based on data from Melbourne, Australia and Ft. Collins, Colorado that was provide in a presentation by Dennis Burns of Kimley-Horne.

If the various types of economic development benefits are added together, the total ranges from \$14.7 million to \$139.5 million. Based on current conditions, the value would be more likely to be at the lower end of the range. As the neighborhood attracts more customers and development, the value would grow to the higher end of the range. If the parking is not well managed, the benefits will tend toward the low estimate. The better the parking is managed, the more the benefits will tend toward the high estimate.

Value of Economic Development Benefits		
	Low	High
Additional Land and Improvements	\$ 4,200,000	\$ 9,000,000
Additional Development	\$ 8,500,000	\$ 68,600,000
Additional Business Revenue	\$ 2,000,000	\$ 61,900,000
	\$ 14,700,000	\$ 139,500,000

CAVEATS

- The benefits shown in this memo assume the City wants a pedestrian friendly, “main street” type of neighborhood along Tukwila International Boulevard. Some types of businesses and other stakeholders may not desire a “main street” type of neighborhood and would see greater value by having a road that carries more and faster traffic. For example, fast food restaurants or warehouse/distribution companies would prefer the current road configuration.
- The benefits shown above only reflect one time economic benefits, not annual revenue and costs. There would be costs to install, manage and enforce parking. Additional development would also bring annual revenue and costs for city services.
- The business revenue and additional development benefits assume the City implements a parking management program with effective policies and enforcement.
- The analysis assumes on-street parking with South 130th Street as the northern terminus, not South 139th Street.

CONSIDERATIONS

- If the City allows on-street parking, one important opportunity would be to use parking revenues to make additional improvements in the neighborhood. Those could be managed by the City through a “parking benefit district” or through a “business improvement district” in which local businesses manage parking enforcement and other community programs such as marketing and safety.
- There can be other benefits to using the curb side travel lane for purposes besides parking. This “curb lane real estate” can provide parking for bikes, car share, electric vehicles, and loading zones. To the extent these uses are allowed, they would reduce the amount of parking included in this analysis.
- As development grows along Baker Boulevard in the Southcenter District. The City may need to implement a parking management program for that neighborhood and there may be economies of scale with parking on TIB.

OTHER FINANCIAL BENEFITS AND COSTS

It is important to note that this memo does not include other financial benefits such as:

- (1) Parking revenue if the City implements a charge for on-street parking. This can be a very significant benefit to the City and businesses on TIB.
- (2) City tax revenue related to the increased business sales and development.
- (3) It is important to note that this memo does not include the costs to provide on-street parking such as signs, painting, and ongoing parking management.

SUMMARY

If the City has a vision for Tukwila International Boulevard to develop into a pedestrian friendly, walkable, "main street" type of neighborhood with an active street front and more office and multi-family residential development, on street parking can contribute to that goal. Based on conservative methodology, staff estimates the economic development value between \$14.7 and \$139.5 million.

ATTACHMENTS

Spreadsheets: Economic Development Value of On-Street Parking

Economic Development Benefit of On-Street Parking				
<u>Retail Sales (Melbourne Model)</u>				
Number of Stalls			367	452
Square Feet Per Stall			200	200
Retail Sales per Hour Per Square Foot	\$	0.19	\$	0.19
Hours of Operation Per Day	\$	10	\$	10
Days per Year	\$	360	\$	360
Total Annual Retail Sales	\$	50,257,584	\$	61,855,488
<u>Retail Sales (Ft Collins Model)</u>				
Number of Stalls			367	452
Retail Sales Per Stall Per Day	\$	15	\$	60
Days per Year	\$	360	\$	360
Total Annual Retail Sales	\$	1,983,852	\$	9,766,656
Notes:				
(1)	Melbourne and Ft. Collins retails sales data was taken from presentation at International Parking Institute conference by Dennis Burns of Kimley-Horn and Michael Klein of Klein & Associates.			
(2)	In this method, square feet per stall is estimated at 200 instead of 330 in order to not include the space for drive aisle access.			

**City of Tukwila Notice of Planning Commission Public Hearing
On Tukwila International Boulevard Interim Zoning Code Revisions**

The Tukwila Planning Commission will hold an on-line public hearing to continue discussing zoning code amendments that would restrict or prohibit certain auto-oriented and lodging uses currently prohibited by the moratorium (Ordinance 2631) in the Tukwila International Boulevard (TIB) area. Businesses and properties located in the Regional Commercial (RC) and Neighborhood Commercial Center (NCC) zoning districts could be affected. These zoning code amendments would implement the City’s Comprehensive Plan and the community’s vision for a more walkable, transit-supportive neighborhood in the TIB area.

PLEASE PROVIDE YOUR COMMENTS

On-line Meeting Date: Thursday October 22, 2020

Time: 6:30 p.m.

Provide your comment by:

Email: Written comments must be emailed to Lynn.Miranda@Tukwilawa.gov by 5:00 pm on Oct. 22nd and will be read aloud during the meeting.

Participate during on-line hearing at 6:30pm:

By Phone: Dial 1-253-292-9750, access code 666 819 269#

Online: To join the meeting go here for directions: www.TukwilaWA.gov/September-BAR-Meeting

"तपाईंको समुदायको निम्ति यो मत्त्वपूर्ण जानकारी हो, कृपया अनुवादको सहायताको लागि भन्नुहोस् ।"
 "Tani waa macluumaad muhiim ah oo ku saabsan beeshaada, fadlan codso caawinaada turjumidda."
 "Đây là tin quan trọng về cộng đồng của quý vị, quý vị hãy yêu cầu trợ giúp phiên dịch."
 "Esta informacion es muy importante sobre su comunidad. Por favor pida a alguien que se lo traduzca a usted."
 ၎င်းသည် သင့်ကန်မနတီအတက် အရေးပသည့် အခက်အလက်မားဖစ်နေသောကောင့်
 ဘာသာပန်အကူအညီကို ကေးဇူးပ၍ တောင်းဆိုပ။



City of Tukwila
Department of Community Development
6300 Southcenter Blvd., Ste 100
Tukwila, WA. 98188

See proposed code revisions in the Planning Commission agenda packet and minutes online at:
www.TukwilaWA.gov/August-BAR-Meeting

**QUESTIONS? LEARN MORE BY
ATTENDING AN ON-LINE OPEN HOUSE
ON THE PROPOSED CHANGES!**

Tuesday, October 20, 2020
5 PM to 6PM

To join on-line go here for directions:

www.TukwilaWA.gov/September-BAR-Meeting

To join by phone, call 1-253-292-9750,
access code 666 819 269#

Tukwila International Blvd (TIB) Interim Zoning Code Revisions

Staff Response to Public Comments

10/12/2020

Item	Commentator	Comment (language changes in strikout/underline, recommendation in bold)	Date/Source	Staff comment/analysis/options	PC Direction
1	Commissioner Watters	Consider extending the time allowed for businesses potentially affected by the proposed changes to the land use code to be vacant, given the impact of the pandemic on businesses. Currently, <i>TMC 18.70.040.4 Non-Conforming</i> section states that:	PC hearing 4.23.20	<p>Staff Response: Per TMC 18.70.040.4 Non-Conforming Uses states if any such nonconforming use ceases for any reason for a period of more than six consecutive months, or a total of 365 days in a three-year time period, any subsequent use shall conform to the regulations specified by this title for the district in which such use is located. To date, no one has reached out to staff with such a request. One option to address this comment would be to revise the non-conforming use section by adding the following:</p> <p><u>The DCD Director may grant a commercial use an extension of an additional six consecutive months, for a time period not exceeding one year, provided the following criteria are met:</u></p> <ol style="list-style-type: none"> <u>1. The extension is needed because of the impacts to the business because of COVID; and</u> <u>2. The business was in existence and operating prior to pre-COVID restrictions; and</u> <u>2. The use is a permitted use within the zoning district.</u> 	
2	Commissioner Stark	Are any economic development studies or plans that have been prepared related to TIB?	PC hearing 4.23.20	<p>Staff Response: There are some general studies and articles written about “Main Streets” but a specific economic analysis for TIB, other than a retail and housing market analysis as part of the CNU study, has not been done at this time. Attachment D to this Staff Report Addendum 2 is a memo (dated 3.9.2020) from the City’s Economic Development Administrator providing an estimated range of the potential economic development benefits associated with adding on-street parking along TIB to support a pedestrian friendly, “main street” type of neighborhood.</p>	No response required.

3	Abdul Yusef	There was concern expressed about existing uses along TIB experiencing a potential cessation of operations for 6 months due to the impact of the pandemic, and their ability to continue their business in the future if this happens.	PC hearing 4.23.20	Staff Response: See the response to Commissioner Watters' comment above regarding businesses that cease to exist for 6 months or more.	
4	Abdul Yusef	A desire was expressed to allow new uses that are currently prohibited by the moratorium so that property owners affected by COVID can generate income - perhaps allow on a temporary basis.	PC hearing 4.23.20	The moratorium was adopted by the City Council to limit the types and forms of new development that conflict with the community's vision for creating a walkable main street on TIB. Even if allowed on a temporary basis, significant private investment will be required for uses that do not support the community vision and adopted Comprehensive Plan goals and policies. Once these use are in place, it will be very difficult to regulate them for a limited amount of time. Staff Recommendation: Do not allow new uses currently prohibited by the moratorium and proposed interim zoning revisions on a temporary basis.	
5	Commissioner Mann	To ensure a quality hotel, revise the conditions for hotels and extended stays to include a full service restaurant with Class A liquor license and more than 100 rooms. Red Lion further south on International Blvd has 140 rooms.	PC hearing 4.23.20	The requirements for a full service restaurant with Class A liquor license were added to the Options. Research on new hotels in the Southcenter area show that the number of rooms range from 75 to 139, with the average being 101. Staff Recommendation: Keep the minimum number of rooms required at 100.	
6	Commissioners Mann, Martinez, Watters	Allow drive-through coffee houses in NCC zone. These could be accessed through an alley.	PC hearing 4.23.20	The current zoning code has two different categories for restaurants. Drive-through restaurants (including a business like Starbucks) are currently allowed in RC zone. Restaurants <u>without</u> a drive-through facility are currently permitted in the NCC zone. Allowing drive-thru coffee houses would expand auto-oriented uses into the NCC zone. Putting a minimum size requirement on coffee shops would restrict most drive-through coffee stands from locating in the NCC zoning district, but the type or brand of coffee shops that could locate in the NCC zone cannot be regulated. . In addition, the code does not define "coffee house" so trying to interpret the different forms it could take and regulate that would be difficult - does it sell food? How to differentiate between a coffee house and a fast-food restaurant that also sells coffee? Staff Recommendation: Do not allow drive-throughs in NCC.	

7	Commissioner Simmons	Need to consider that people living in other areas of the City drive to this area and still use drive-throughs.	PC hearing 4.23.20	Drive-through restaurants, services and retail are still permitted in the RC zone. The proposed zoning revisions would apply to new businesses, and have locational requirements that support walkability for the drive-thru facility and queuing lanes.	
8	SRO representatives	Requested 2 other alternative options for Items 1-3 regarding exemptions for parcels larger than 9 acres in RC zoning from enclosed showrooms.	Email 4.23.20	These suggested options were added to Items 1-3 in the Addendum.	No response required. PC must make a decision on which alternative to recommend.
9	Rune Harkestad	Urged Commissioners to move forward with adopting zoning similar to what other jurisdictions have enacted around light rail stations.	Email 4.22.20	A full set of zoning code revisions is anticipated to come before the PC in 2021, once a decision on TIB rechannelization is made by the Council.	No response required.
10	Georgina Kerr	Agrees with staff recommendations that support/enhance a walkable TIB district.	Email 4.16.20	No response required.	No response required.
11	Traci Granbois Dollar Car	Concerned about holding a virtual meeting during the pandemic	Email 4.22.20	The City Attorney reviewed the Governor's proclamation regarding public meetings and approved holding the virtual public hearing.	No response required.
12	Traci Granbois Dollar Car	Concerned about holding a virtual meeting during the pandemic. Requested PC to consider banning outdoor storage of automobiles on properties located on International Blvd.	Email 4.23.20	The area south of SR 518 is very different in character than the area north of the SR. International Blvd, which fronts these parcels and is within the City of Seatac, does not have the same potential for adding on-street parking and "main street" character as does TIB north of SR 518. Staff Response: Added another option to Items 1&2 that exempts all parcels south of SR 518 from the enclosed showroom requirements.	No response required. PC must make a decision on which alternative to recommend.

