



CITY OF TUKWILA PLANNING COMMISSION (PC) AGENDA OCTOBER 5, 2023 - 6:30 PM

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

By Phone: Dial [+1 253-292-9750](tel:+12532929750), Access 438 721 941#

Online: To join this meeting virtually please click on Planning Commission on the 10/5/23 calendar date on the events page located at <https://www.tukwilawa.gov/events/>

For Technical Support during the meeting, you may call 1-206-433-7155

Join in-person at: 6200 Southcenter Blvd, Council Chambers, Tukwila, WA. 98188

	<u>Start time</u>
I. Call to Order	6:30
II. Roll Call	6:32
III. Amendment of the Agenda (if necessary)	6:34
IV. Adoption of Minutes (9/14/23 Public Hearing)	6:35
V. General Public Comments (acknowledge whether written comments were received)	6:36
VI. Old Business (none)	--
VII. New Business	6:40
1. Land Use, Housing (Reasonable Measures), and Centers - Briefing	
VIII. Director's Report	8:00
IX. Adjournment	8:10

Reminder: Staff is available to address Planning Commissioner questions regarding packets anytime – we encourage Commissioners to call or email staff **by noon on the Tuesday before** the Commission meeting date. Please call or email Commission Secretary Wynetta Bivens, at 206-431-3654 or Wynetta.Bivens@TukwilaWA.gov to be connected with the appropriate staff member. Thank you!



**CITY OF TUKWILA
BOARD OF ARCHITECTURAL REVIEW (BAR)
AND
PLANNING COMMISSION (PC)
PUBLIC HEARING
MINUTES**

Date: September 14, 2023
Time: 6:30 PM
Location: Hybrid Meeting - via Microsoft Teams / public, in-person attendance, Council Chambers,
6200 Southcenter Blvd, Tukwila, WA 98188

I. Call to Order

Chair Sidhu called the Board of Architectural Review (BAR) meeting to order at 6:30 pm.

II. Roll Call

The Planning Commission (PC) Secretary took roll call.

Present: Chair Apneet Sidhu, Commissioners Louise Strander, Sharon Mann, Alexandria Teague, and Martin Probst

Excused Absence: Commissioner Martinez was noted as potentially arriving late but should have been noted as tentative for attending.

Staff: Director Nora Gierloff, American Institute of Certified Planners (AICP), Department of Community Development (DCD); Development Supervisor Max Baker, AICP, DCD; Long Range Planning Manager Nancy Eklund, AICP, DCD; Senior Planner Neil Tabor, AICP, DCD; Associate Planner Isaac Gloor, DCD; and PC Secretary Wynetta Bivens

III. Amendment of the Agenda

No amendment was requested.

IV. Adoption of Minutes

Commissioner Probst moved to adopt the August 24, 2023, minutes. Commissioner Stander moved to second the motion. Commissioner Mann abstained due to absence. Motion carried.

V. General Public Comments

There were no general-public comments submittals.

VI. Old Business

None

VII. New Business

Chair Sidhu stated that the evening’s new business involved two public hearings – one quasi-judicial and one legislative in nature. Chair Sidhu asked staff to review the meeting protocols.

Meeting Protocols – Board of Architectural Review

Max Baker, Development Supervisor, AICP, DCD, explained the protocol for the BAR public hearing.

a. Board of Architectural Review – Public Hearing, L23-0004

Chair Sidhu **opened the BAR public hearing** for:

CASE NUMBER: L23-0004
PURPOSE: Design Review Hearing for Village at 47th Senior Housing
LOCATION: 10811 47th Ave S Tukwila WA

Chair Sidhu swore in the Staff and Applicant who would be speaking.

Max Baker asked the BAR the Appearance of Fairness Questions. There were no disclosures.

Staff Presentation

Max Baker, Development Supervisor, AICP, DCD gave the presentation (details of the proposal are found in the Staff Report in the Planning Commission packet). He reviewed the five design review criteria to be applied to the Commission’s decision making and said that the project complies with the development standards of Title 18. The PowerPoint presentation provides a more detailed analysis than the PC packet.

Staff addressed clarifying questions from the PC.

Staff recommended approval of the design review application with no conditions.

Applicant Presentation

The Chair asked if the applicant wished to speak. Chris Weiland, the project Architect, expressed appreciation for the supportive staff report and addressed questions from the BAR.

Public Comment

The Chair asked if there was any public comment on the project. A member of the public, Barry Bonds, asked a question about whether the building design considered solar elements, and this question was addressed by the Architect. There was no additional public comment.

Public Hearing Closed, Deliberation

Chair Sidhu closed the public hearing. There were no deliberations.

Staff provided input on the BAR’s procedures for the vote to deliberate and then the motion to vote on the project.

Motion

Commissioner Mann moved to approve Case Number L23-0004, Design Review with no conditions as recommended by staff. Commissioner Probst seconded the motion. Motion carried.

b. Planning Commission – Public Hearing, L23-0092

Chair Sidhu introduced the project to be considered and invited staff to go over the meeting protocols.

Meeting Protocols – Planning Commission

Neil Tabor, Senior Planner, AICP, DCD, reviewed the meeting protocols for the PC public hearing.

Chair Sidhu **opened the PC public hearing** for:

CASE NUMBER: L23-0092
PURPOSE: Update to development regulations in Tukwila Municipal Code including Accessory Dwelling Units (ADUs), Parking and other miscellaneous other updates in Title 17 and Title 18.
LOCATION: N/A

Chair Sidhu swore in the staff and the applicant that would be speaking. Chair Sidhu asked staff to review the meeting protocols.

Neil Tabor asked the Commissioners the Appearance of Fairness Questions. There were no disclosures. *(In error, Staff directed the Chair to include this process, however it is unnecessary for legislative public hearings)*

Joint Staff Presentation

Neil explained the purpose of the public hearing is to discuss the proposed amendments to the Zoning Code for several topics and for the PC to make a recommendation. He stated due to the number of state law changes staff is recommending separating code amendments into multiple packets and this is the first packet (detail of the entire proposal is found in the Staff Report in the Planning Commission packet.)

Isaac Gloor, Associate Planner, DCD, and **Neil Tabor**, AICP, Senior Planner, reviewed the elements of the staff report pertaining to:

1. ADUs:
2. Parking near transit requirements
3. Comprehensive Plan and Development Regulations Amendment Process
4. Home Occupation Standards
5. Wireless communication facility permits application type procedures.
6. Variance requirements for lot area.
7. Amend footnote referencing Tukwila South Residential Design Manual

Staff addressed clarifying questions from the PC on the following Tukwila Municipal Code references:

Public Comment

There was no public testimony.

Public Hearing Closed, Deliberation

Chair Sidhu **closed the public hearing.**

There were no deliberations.

Motion

Commissioner Mann moved to forward Case Number L23-0092 proposed amendments and E23-0008 to the City Council for their review. Commissioner Probst seconded the motion. Motion carried.

VIII. Director's Report

- 9/20 – Comp Plan open house, Showalter Middle School, 4628 S. 144th St., Seattle.
- Upcoming PC meetings:
 - 9/28
 - 10/5 – Note unusual meeting date, 1st Thursday of the month.
 - 11/9 – Holiday meeting schedule, 2nd Thursday of the month.
 - 12/14 – Holiday meeting schedule, 2nd Thursday of the month.
 - 1/25/24 – Normal meeting schedule, 4th Thursday of the month.

Chair Sidhu asked for a motion to adjourn. Commissioner Probst moved to adjourn, and Commissioner Mann seconded the motion.

Adjourned: 8:26 PM

Submitted by: Wynetta Bivens
PC Secretary



TO: Tukwila Planning Commission
FROM: Nora Gierloff, AICP, DCD Director
BY: Nancy Eklund, AICP & Neil Tabor, AICP
DATE: October 5, 2023
SUBJECT: Land Use, Housing, and Centers - Briefing

ISSUE

This agenda item is to brief the Planning Commission at their October 5, 2023, meeting, on background information on reorganization of comprehensive plan update element titles, regional centers and reasonable measures related to housing production in the City of Tukwila.

BACKGROUND

Reorganization of Elements

In an effort to streamline, and more logically distribute content for all users of the comprehensive plan, staff proposes establishing a “Land Use” element, a required element under the Growth Management Act. In previous plans, Tukwila distributed Land Use information throughout the plan rather than consolidating it.

In addition, the 2024 update will see the creation of a “Centers” element, which will combine the two short elements addressing the “Southcenter – Tukwila Urban Center and “Manufacturing/Industrial Center”. Staff also proposes removing the “Residential Neighborhoods”, “Tukwila International Boulevard”, and “Tukwila South” as standalone elements. Policies from these elements will be reviewed to eliminate redundancy, improve clarity, and ensure relevance and legality, and those retained will be generally redistributed as seen as the second image below.

Element Consolidation:

- | | |
|---|--|
| <ul style="list-style-type: none"> • Element List (2015 Update) <ol style="list-style-type: none"> 1. Community Image and Identity 2. Economic Development 3. Housing 4. Natural Environment 5. Shorelines 6. Parks, Recreation and Open Space 7. Residential Neighborhoods 8. Tukwila International Boulevard District 9. Tukwila South 10. Southcenter – Tukwila’s Urban Center 11. Manufacturing/Industrial Center 12. Utilities 13. Transportation 14. Capital Facilities 15. Roles and Responsibilities | <ul style="list-style-type: none"> • Element List (2024 Update) <ul style="list-style-type: none"> – <u>Land Use</u> – Community Image and Identity – Economic Development – <u>Regional Centers</u> – Housing – Natural Environment – Shorelines – Parks, Recreation and Open Space Residential Neighborhoods Tukwila International Boulevard District Tukwila South Southcenter – Tukwila’s Urban Center Manufacturing/Industrial Center – Utilities – Transportation – Capital Facilities Roles and Responsibilities |
|---|--|

Element Reorganization:

- | | | |
|---|--|---|
| <ul style="list-style-type: none"> • Residential Neighborhoods • Tukwila International Boulevard District • Tukwila South • Southcenter – Tukwila’s Urban Center • Manufacturing/Industrial Center • Roles and Responsibilities | <ul style="list-style-type: none"> ➡ ➡ ➡ ➡ ➡ ➡ | <ul style="list-style-type: none"> • Land Use & Housing (<i>primarily</i>) • Land Use • Land Use • Regional Centers • Regional Centers • Community Image & Identity |
|---|--|---|

Regional Centers

As noted, the 2024-2044 Comprehensive Plan update will consolidate the Southcenter Urban Center Element and the Manufacturing Industrial Center Element into a Regional Growth Centers Element.

As a refresher, regionally-designated Centers are a focal point for the growth management and transportation strategies for the central Puget Sound region articulated in VISION 2050 and the associated regional transportation plan. The intent of this emphasis is to concentrate more of

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the approximately 5.8 million people and 3+ million jobs expected to live in the Puget Sound area by 2050, and to encourage the efficient use of land and infrastructure.

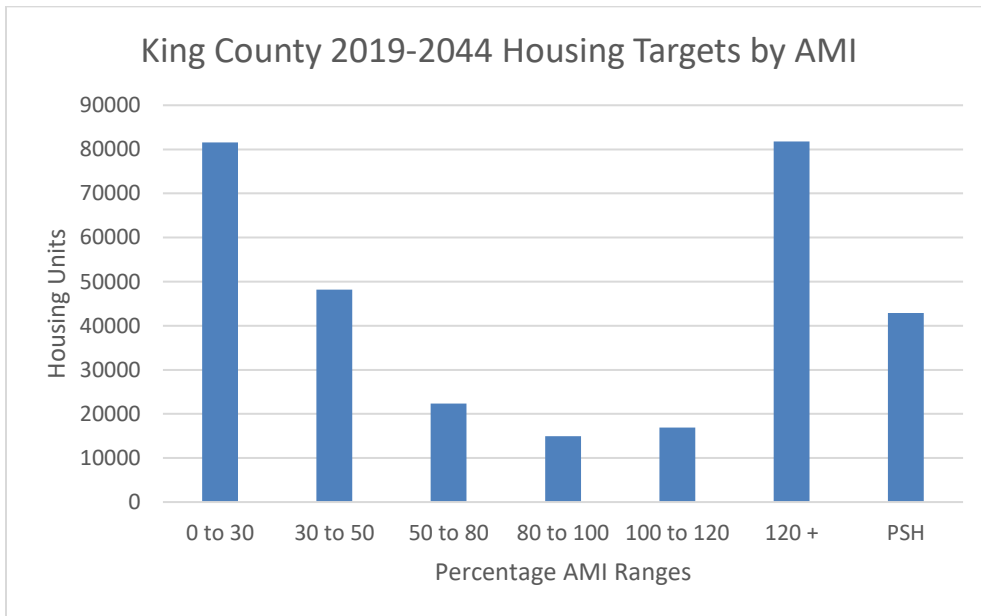
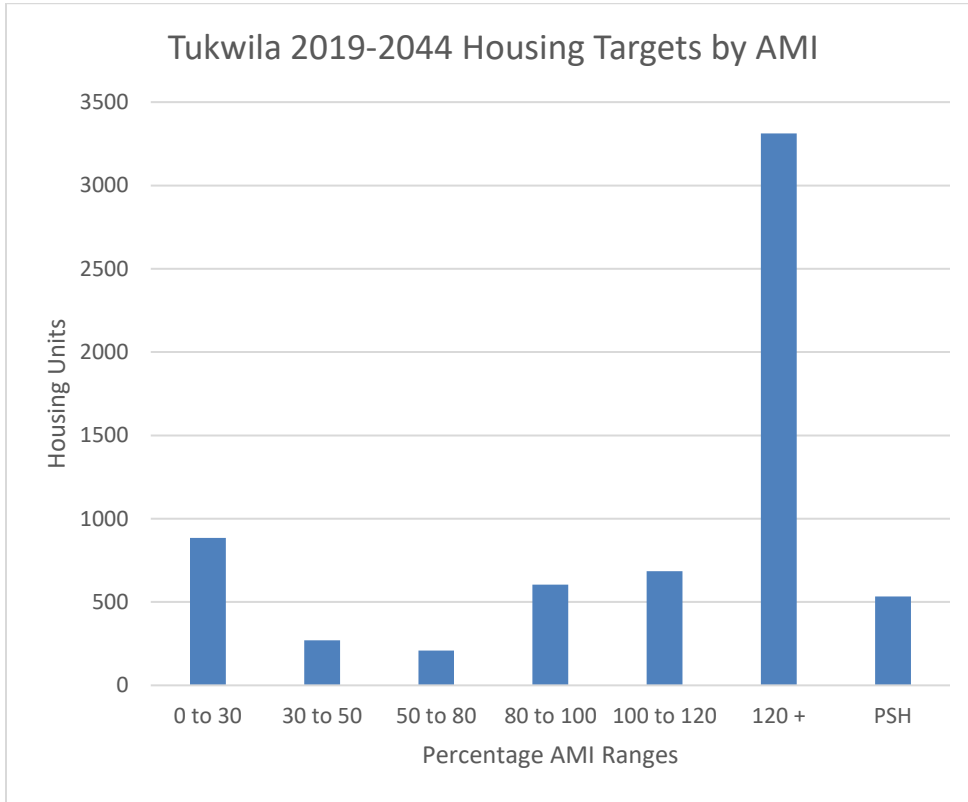
In 2025, the Puget Sound Regional Council will begin to monitor how well Centers are doing at achieving the activity unit thresholds that were established as criteria for designation, and for planning achievement. The City will need to demonstrate that it has planned sufficiently to accommodate and encourage increased development in these areas.

Housing Growth Targets & Reasonable Measures

Under the Washington Growth Management Act (GMA) fully planning counties, such as King County, are required to assign housing targets to each jurisdiction in order meet current and projected housing demands. For the period between 2019 to 2044, the housing target for production of new net housing units in Tukwila is **6,500 units**. Based on the rate of housing development in Tukwila from 2019 to present, it will be necessary to build approximately 250 net units to each year until 2044 to meet this target.

For the first comprehensive planning cycle, jurisdictions will be required to “plan for and accommodate” not only a specific number of housing units, but also show how they plan to accommodate housing units affordable to households within certain area median income (AMI) bands, as well as how to accommodate permanent supportive housing and emergency housing. As seen in the charts below, the largest need for units within King County is at the lowest and highest AMI band, or the least wealthy and the most wealthy households.

At this time, allocations shown for the City of Tukwila are draft number and not yet finalized. The methodology used to determine allocations to individual jurisdictions included factors such as ratio of lower wage jobs to affordable housing units, and how many existing affordable housing units exist. Tukwila’s highest growth targets will be in the highest income range, for units affordable to households earning 120 percent of AMI and above; this is similar to much of South King County. Targets also note the number of Permanent Supportive Housing (PSH) units required. Draft numbers will be reviewed at the King County Growth Management Planning Council and passed onto the King County Council later this year.



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As shown in the table below, between 2006 and 2018, only a net of 130 units of new housing units were built in Tukwila. Due to the limited housing growth that occurred in Tukwila between 2006 and 2018, the City has been tasked to provide “reasonable measures” to “encourage and/or incentivize residential development” within the City. These reasonable measures could take a variety of forms, but will need to be addressed and incorporated into the comprehensive plan update and development standards.

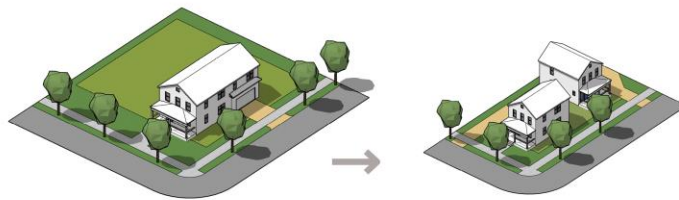
The image below from the King County Urban Growth Capacity Report illustrates the relatively slow housing growth within Tukwila over the aforementioned period.

Exhibit 13. Residential Growth Compared to Targets, 2006-2018

City/Jurisdiction	2006 Total Housing Units	2006-2035 Housing Target	2006-2018 Housing Production	2018 Total Housing Units	% of 2035 HU target pace	Remaining 2035 Target	Annual Growth Needed to Achieve Target
Metropolitan Cities							
Bellevue	55,107	20,056	6,591	61,698	79%	13,465	1.3%
Seattle	292,881	99,760	63,675	356,556	154%	36,085	0.6%
Subtotal	347,988	119,816	70,266	418,254	142%	49,550	0.7%
Core Cities							
Auburn	23,602	11,159	3,138	26,740	68%	8,021	1.8%
Bothell	9,522	4,420	2,204	11,726	121%	2,216	1.1%
Burien	19,584	5,150	1,225	20,809	57%	3,926	1.1%
Federal Way	34,560	9,396	2,525	37,085	65%	6,871	1.1%
Kent	43,552	10,753	4,259	47,811	96%	6,495	0.8%
Kirkland	35,556	9,941	3,100	38,656	75%	6,841	1.0%
Redmond	22,790	11,896	4,946	27,736	100%	6,950	1.5%
Renton	36,168	17,231	6,607	42,775	93%	10,623	1.5%
SeaTac	10,301	6,728	548	10,849	20%	6,180	3.4%
Tukwila	7,739	5,626	130	7,869	6%	5,496	4.1%
Subtotal	243,374	92,300	28,683	272,057	75%	63,617	1.4%

Summary of Neighborhood Workshop Middle Housing Work

As a subconsultant within the 2022-2023 Middle Housing Grant, Neighborhood Workshop analyzed the City’s development standards and local market conditions related to development. Using this information potential amendments to development regulations were tested to identify potential financial impacts. Some potential impacts to the cost of a new housing product can be seen on the image below.



Tukwila, Washington Policy Choice Fiscal Sensitivity Testing

	New Construction	Sales Price	3-Person HH AMI	Monthly Rent	3-Person HH AMI	
Current Standards	Large Lot Single-Detached	\$1,004,840	425%	\$6,859	512%	Less Affordable / Less Likely
.....						
Modified Standards	Allow More Homes per Lot (up to Four)	\$472,719	200%	\$3,227	239%	More Affordable / More Likely
	Modified Lot Area Requirements	\$393,460	167%	\$3,183	197%	
	Right-Sized Parking	\$386,339	164%	\$3,132	194%	
	Increase Buildable Area (Setbacks/Lot Coverage)	\$345,251	147%	\$2,803	174%	
	Allow Fee Simple Land Division (up to Four)	\$342,006	145%	\$2,803	174%	
Percent of Change Before Market Decisions		-66%		-60%		

There is an additional opportunity to reduce costs by improving the construction approval process. Every three months in delay adds \$8,000 to the cost of constructing these homes.

Summary of Transit-Oriented Development Housing Strategies Plan




The Tukwila TOD Housing Strategies Plan was completed in September 2021, and focused on an area within a ½ mile walkshed of the Tukwila International Boulevard Light Rail Station. Although the area of analysis only represented a portion of the City, many valuable findings, including market analyses of encumbrances to market rate development based on current standards were identified. In this process, community outreach included the public, community groups, and developers. That outreach process summarized the challenges, public sentiments and opportunities well:

- *“Tukwila has several land use and infrastructure code requirements that are outdated, reflecting the City’s suburban past rather than the urban center it is today. This impacts all development potential, but particularly affordable housing.*
- *Tukwila should provide a diverse range of housing options for people in all stages of life; from new families to single renters, seniors, and intergenerational families, everybody has healthy and safe options for a home in Tukwila.*

- *There are slightly different perspectives between residents and developers about the need for parking in the TIB area. While both perspectives agree that there is now, and will continue to be, a need for parking for new residential units, residents feel a much greater need for more parking while developers feel requirements are too onerous.*
- *In addition to needing more housing (and diverse types), there should more opportunities for home ownership in the form of townhomes and condos. The City should sponsor financial/home-buying educational opportunities so people invest in a home and start to build intergenerational wealth.*
- *People recognize change is coming, and City staff should immediately begin engaging with the diverse ethnic and cultural communities along the TIB. Engagement should be meaningful and authentic, involve community leaders, and be conducted by people who reflect Tukwila's diverse communities and that can communicate with people in their primary (non-English) languages.”*

Specific recommendations made in the report can be seen in figures 53 and 54 below.











Figure 53. Icons used to denote Recommendation Types







Icon	Recommendation Type
	Recommendation calls for a zoning or Comprehensive Plan change. Recommendation can be implemented through the Zoning Code and/or through Comprehensive Plan update and code amendment processes.
	Recommendation calls for a new program. Implementation will require staff and or resources to support new or expanded program operations.
	Recommendation calls for increased partnerships and collaboration. Implementation will focus on enhancing relationships and securing partnerships.

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Figure 54. Recommended Actions and Implementation Considerations

Objective	#	Recommended Action	Recommendation Type	TIB Station Area or Citywide?	Near-term or Long-Term?	Impact to City Resources
Encourage Higher Density Development	A1	Modify Unit Mix Requirements		TIB Station Area	Near-Term	Moderate staff time
	A2	Reduce Parking Ratios		TIB Station Area	Near-Term	Moderate staff time
	A3	Modify Parking Standards for 4-over-1 Development		TIB Station Area	Near-Term	Moderate staff time
	A4	Adjust Recreational Space Requirements		TIB Station Area	Near-Term	Moderate staff time
	A5	Reduce Step Back Requirements		TIB Station Area	Near-Term	Moderate staff time
	A6	Promote Site Assembly for Smaller Parcels		TIB Station Area	Near-Term	Moderate staff time
Anti-Displacement and Community Stabilization	B1	Consider a 12-year MFTE Program		TIB Station Area	Near-Term	Moderate staff time and lost tax revenue for the duration of the program
	B2	Identify Opportunities to Increase Homeownership		Citywide	Long-term	Moderate staff time and program funding
	B3	Support Community and Faith-Based Institutions' Efforts to Develop Affordable Housing		Citywide	Long-term	Moderate staff time and program funding
	B4	Expand Tenant Supports		Citywide	Long-term	Moderate staff time and program funding

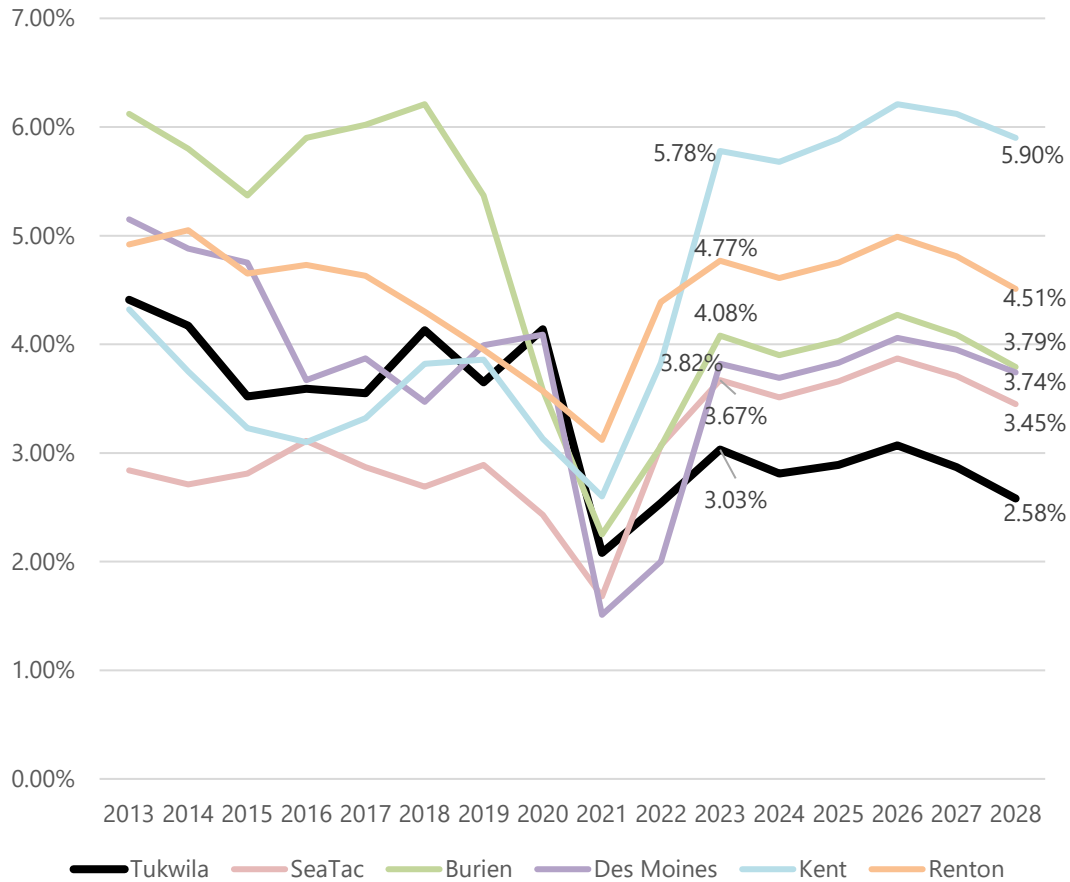
Objective	#	Recommended Action	Recommendation Type	TIB Station Area or Citywide?	Near-term or Long-Term?	Impact to City Resources
	B5	Monitor and Track Regulated Affordable Housing	 \$	Citywide	Long-term	Some staff time and potential program funding
Anti-Displacement and Community Stabilization	B6	Monitor and Track Unregulated Affordable Housing	\$	Citywide	Long-term	Some staff time and potential program funding
	B7	Offer Tools and Strategies for Housing Preservation	 \$	Citywide	Long-term	Moderate staff time and program funding
	B8	Evaluate a Preservation Funding Program in Exchange for Affordability Restrictions	 \$	Citywide, TIB Station Area Focus	Long-term	Moderate staff time and program funding
	B9	Develop TIB Community Economic Development Strategies	 \$	TIB Station Area Focus	Near-Term	Moderate staff time and budget for consultant study
	C1	Create a TIB Station Area Parking Strategy		TIB Station Area	Long-Term	Significant staff time and program funding
	C2	Connect the Station Area to Parcels South of SR 518	 \$	TIB Station Area	Near-Term	Significant staff time and program funding

Leland Consulting Group Preliminary Findings and Recommendations

The City is working with period update subconsultant Leland Consulting Group to identify impediments to potential housing development withing zoning allowances and development regulations, primarily within the “MDR” and “HDR” zones.

Though work has not yet concluded, initial findings show potential impediments to develop in lower than expected density allowances, upper-floor stepback requirements, high parking requirements, low height allowances, and high recreation space requirements among other item. The study, also found there is market demand for multifamily development, as indicated in the low current and projected vacancy rates for apartments between 21 and 100 units.

Stabilized Vacancy Rates for Buildings with 21-100 Units, South King County (CoStar)



ATTACHMENT

- A. Regional Centers - MIC & Southcenter
- B. Land Use, Housing, and Center, PowerPoint Presentation

Existing Comprehensive Plan (with proposed changes)

- * Provide references (source, date, page) for all data added
- * Footnotes include explanations for why text was changed, as well as references the source of the addition.

SOUTHCENTER URBAN CENTER

WHAT YOU WILL FIND IN THIS CHAPTER:

- A Vision Statement for the Southcenter area;
- A discussion of regional planning policies for urban centers;
- A discussion of issues to be addressed to ensure that Southcenter achieves the City's Vision; and
- Goals and Policies to guide development in Southcenter.

PURPOSE

Tukwila's Southcenter area is intended to develop as a high-density, regionally-oriented, mixed-use center. In 1995, the Southcenter area was designated as a regional growth center under the Puget Sound Regional Council's (PSRC) [Vision 2040/2050](#), and as an urban center under the [King County Countywide Planning Policies](#). The vision for Southcenter is consistent with both documents.

Urban centers are described in the Countywide Planning Policies as areas of concentrated employment and housing, with direct service by high-capacity transit. They encompass a wide range of land uses, including retail, recreation, public facilities, parks, residential, and open space. They encourage the growth of each urban center as a unique, vibrant community that is attractive to live and work. Centers should support efficient public services including transit, and respond to local needs and markets for jobs and housing.

In [Vision 2040/2050](#), growth centers are intended to be compact areas of high-intensity residential and employment development, with a mix of land uses including housing, jobs, recreation and shopping. The designation of regional growth centers is a key element of the regional strategy to preserve resource lands and protect rural lands from urban-type development by promoting infill and redevelopment within urban areas to create more compact, walkable, sustainable and transit-friendly communities. These strategies direct the majority of the region's employment and housing growth to urban centers in the form of compact, sustainable communities where housing and jobs are located in a manner that provides for easy mobility and accessibility.

Urban centers are also given priority by transit providers for fixed-rail transit service and other transit service and facility improvements. The idea is to help ensure the long-term economic viability and competitiveness of urban centers in the region as energy costs escalate, congestion increases and consumer preferences shift.

REGIONAL CENTERS

Existing Comprehensive Plan (with proposed changes)

- ★ Provide references (source, date, page) for all data added
- ★ Footnotes include explanations for why text was changed, as well as references the source of the addition.

Tukwila is also designated as a Core City under Vision 2040. Core cities are major cities with regionally-designated growth centers. They are intended to accommodate a significant share of future growth, contain key hubs for the region's long-range multimodal transportation system, and are major civic, cultural and employment centers within their counties.

In 2002, Tukwila began creating an urban center plan for the Southcenter area. The Plan focused on retaining the urban center's competitive edge and economic strength as retail development grows within the region. At that time, the City recognized that an urban center of regional significance creates benefits for all of Tukwila. [Participants in the six public workshops](#)

~~The City held six public workshops and found that participants~~ supported the following ideas:

1. Making the Southcenter area a more attractive destination for shopping and leisure activities;
2. Relieving critical congestion points, improving circulation, and making alternative modes of transportation available;
3. Supporting existing businesses and attracting new; and
4. Creating opportunities for residential development in appropriate areas.

Public investment in key areas will support progress towards the community's vision of enhanced and diversified economic vitality.

~~The Southcenter element~~ policies support and expand the qualities of the Center that have generated its economic success:-

- Land use polices are flexible to support diverse uses.
- Urban design policies implement the community's vision, to be achieved through public and private sector initiative and cooperation.
- Site and streetscape policies emphasize accessibility as a key factor, as well as choice in transportation modes.

These policies will reinforce future competitiveness and will create an urban center that gives identity to the City.

ISSUES

Southcenter currently provides regional comparison shopping, major discount shopping, major facilities for incubator businesses, entertainment, and a full range of professional services. It includes intensely developed areas such as Westfield Southcenter Mall and Andover Industrial Park, transportation facilities such as the Sounder commuter rail/Amtrak station, and natural features and amenities such as Tukwila Pond, Minkler Pond, and the Green River.

Retail uses dominate Southcenter; Westfield Southcenter Mall, in the northwest corner of the center, is the largest regional shopping mall in the Seattle area. Warehouse uses are more prominent in the area to the south.

Existing Comprehensive Plan (with proposed changes)

- ★ Provide references (source, date, page) for all data added
- ★ Footnotes include explanations for why text was changed, as well as references the source of the addition.

A goal of growth management is to integrate housing, job growth, and services in order to reduce the need for long commutes, and to keep living and working communities easily accessible to each other. As a significant employment center, Southcenter already provides jobs to residents and nearby communities. However, considerable residential development is needed in the urban center to meet the City's housing targets. The vision for Southcenter includes expanded opportunities for housing, accommodating the majority of the City's projected housing needs, and addressing the types of amenities and infrastructure needed to attract quality housing and create a connected, dynamic urban environment.

Southcenter's future of higher-density growth will take place during and beyond the 20-year horizon of the Countywide policies. While urban centers play an integral role in the regional vision, the County-wide policies require the form and function of these centers to be determined at the local level.

VISION STATEMENT

The vision for Southcenter's next 30—50 years foresees:

- a high-density area with housing and regional employment;
- walkable — as well as auto-oriented — shopping and entertainment districts;
- areas of high-quality housing near water amenities and within walking distance of the Sounder commuter rail/Amtrak station and the new bus transit center; and
- recreational opportunities for business people, residents and visitors.

Support for interlinked transit and a pedestrian system to supplement an improved road network are included in the future, as well as sensitively enhancing the accessibility to the City's natural amenities, such as Tukwila Pond, Minkler Pond and the Green River.

The land use, design, and transportation policies of the Southcenter Plan focus on keeping the area's successful economic engine running. To make Southcenter more competitive and attractive over the long term, the Plan aims to transition Southcenter into a great place for working, shopping, doing business, living and playing. Great places contribute to the well-being of people and communities.

An area made up of great places will continue to attract people and maintain economic vitality. Economic success, in turn, provides the City of Tukwila the fiscal means to continue providing our community with excellent public services and improvements.

Southcenter, Tukwila's urban center, is currently an economically vibrant, motor vehicle-oriented area. It owes much of its success to a high level of regional accessibility and — in the

Existing Comprehensive Plan (with proposed changes)

- ★ Provide references (source, date, page) for all data added
- ★ Footnotes include explanations for why text was changed, as well as references the source of the addition.

past — a lack of competition within the region, as well as the 30+ year vision and vigor of its development community.

Achieving the long-range vision of an economically and environmentally sustainable community is anticipated to be a gradual process. It should be pursued by reinforcing Southcenter's strengths and increasing its overall attractiveness through a combination of public and private investment. This would support both new and existing businesses and the continuation of market-sensitive transitions.

Notable future features of the Southcenter Subarea Plan that will implement the Vision include:

- Improved connection between Westfield Southcenter Mall and Tukwila Pond Park.
- A core area of high-quality walkable retail, entertainment, housing, public spaces and employment creating a memorable destination within the region.
- Anchor areas linked by frequent transit service (5 to 10 minute buses or shuttles), enhanced with public and private pedestrian facilities, and development standards supporting this type of built environment.
- High-quality transit and pedestrian facilities, focusing on creating strong connections between the Mall and the Sounder commuter rail/Amtrak station.
- Overall improvements to the network of streets, trails, sidewalks, and other infrastructure.
- Encouragement of a pedestrian-oriented environment through building and streetscape design standards and guidelines.
- Sub-districts differentiated through uses and development standards.

Southcenter's Boundaries

- Northern — Properties south of Interstate 405
- Southern - 180th Street, with some properties on south side of the street
- Eastern - The center of the Green River between 180th Street and the southern boundary of properties that abut the south side of the Strander Boulevard alignment, thence eastward to the City limits
- Western — Toe of west valley wall

Figure 10-1 provides a map showing the boundaries.

REGIONAL CENTERS

Existing Comprehensive Plan (with proposed changes)

- * Provide references (source, date, page) for all data added
- * Footnotes include explanations for why text was changed, as well as references the source of the addition.

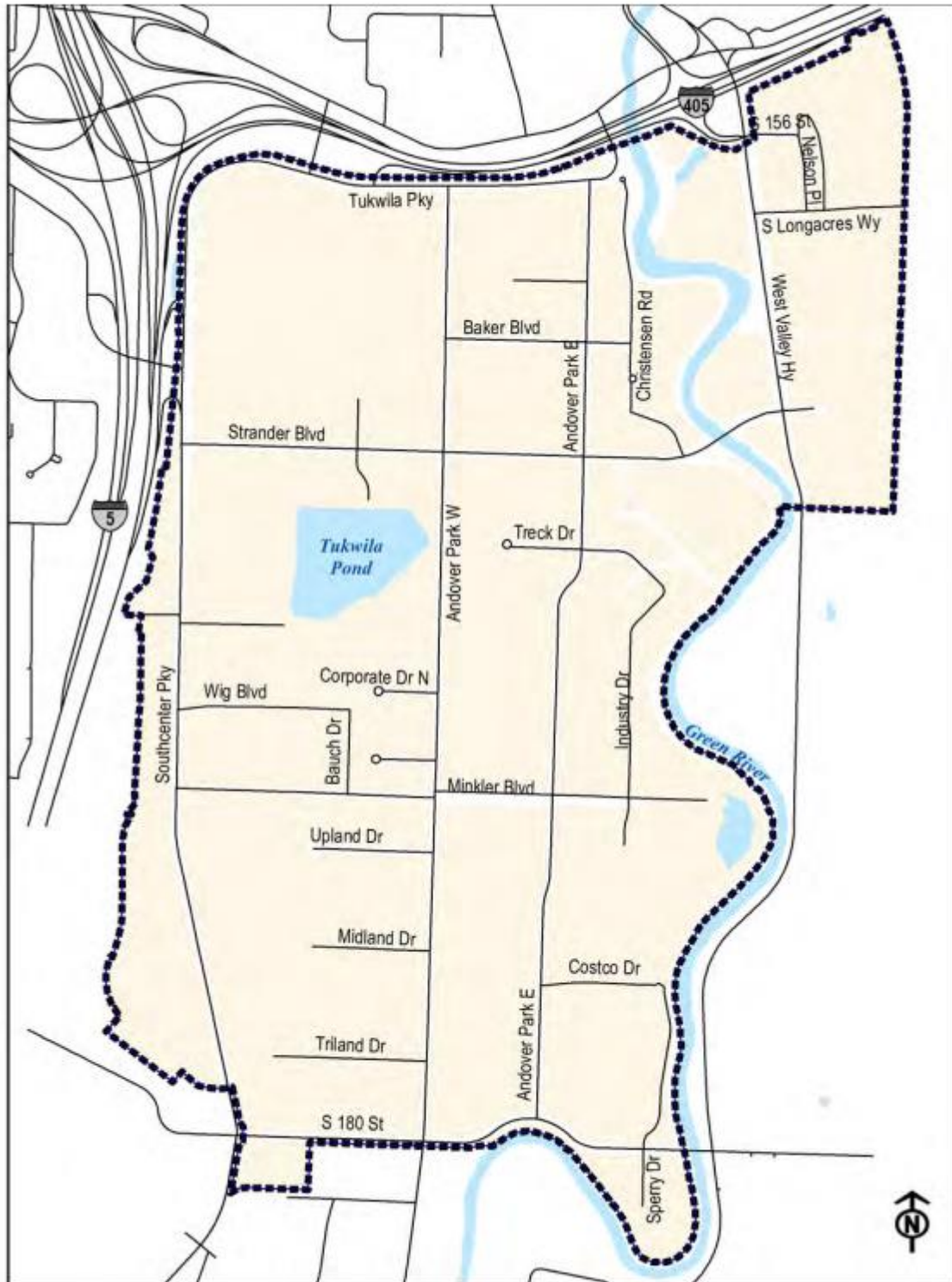


Figure 10-1: Tukwila's Urban Center (Southcenter) Boundaries

Existing Comprehensive Plan (with proposed changes)

- ★ Provide references (source, date, page) for all data added
- ★ Footnotes include explanations for why text was changed, as well as references the source of the addition.

GOALS, POLICIES AND STRATEGIES

The following goals, policies and strategies reflect the established vision for Southcenter. These policies will help achieve the desired form and function of Tukwila’s urban center over the 30- to 50-year planning period.

These goals and policies cover the issues of land use, urban development, and transportation and circulation. They support development and protection of the long-term economic and environmental sustainability of Southcenter by fostering an attractive and functional environment to live and recreate, as well as retain its reputation as a good place to work, shop, and do business.

Goal I **Land Use:** Southcenter will contain an intense, diverse mix of uses, which will evolve over time. The character and pace of this change will be set by a combination of guidelines, regulations, incentives, market conditions, and proactive private/public actions, which will reinforce existing strengths and open new opportunities. The desire for a high-quality environment for workers, visitors and residents will also drive this character transition.

➤ LAND USE POLICIES

Policy 1.1 **Southcenter Character.** Recognize Southcenter as a regional commercial/industrial area, with opportunities for high-quality, mixed-use transit-oriented development including housing, served by a balance of auto, pedestrian, bicycle and transit facilities (*Figures 10-2 and 10-3*).

Policy 1.2 **Private and Public Investment.** Private and public investment will be aimed at facilitating and encouraging overall growth and redevelopment in Southcenter.

Policy 1.3 **Tukwila Urban Center (Southcenter) “Districts.”** Southcenter encompasses a relatively large area containing a wide variety of uses. To create a more coherent urban form and enhance the Center’s long-term competitive edge within the region, guide development and change to create distinct areas, or districts, where the character, forms, types of uses and activities benefit, complement and support each other.

Figure 10-2: Envisioned High-Density Development in Tukwila

Policy 1.4 **Tukwila Urban Center (Southcenter) Residential Uses.** To preserve Tukwila’s existing residential neighborhoods and to provide a diverse set of housing alternatives and locations, a large percentage of the City’s future housing needs will

Existing Comprehensive Plan (with proposed changes)

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be accommodated in the urban center. Residential development is encouraged in proximity to water amenities or within walking distance of the Sounder commuter rail/Amtrak station or the bus transit center, subject to design standards and incentives.

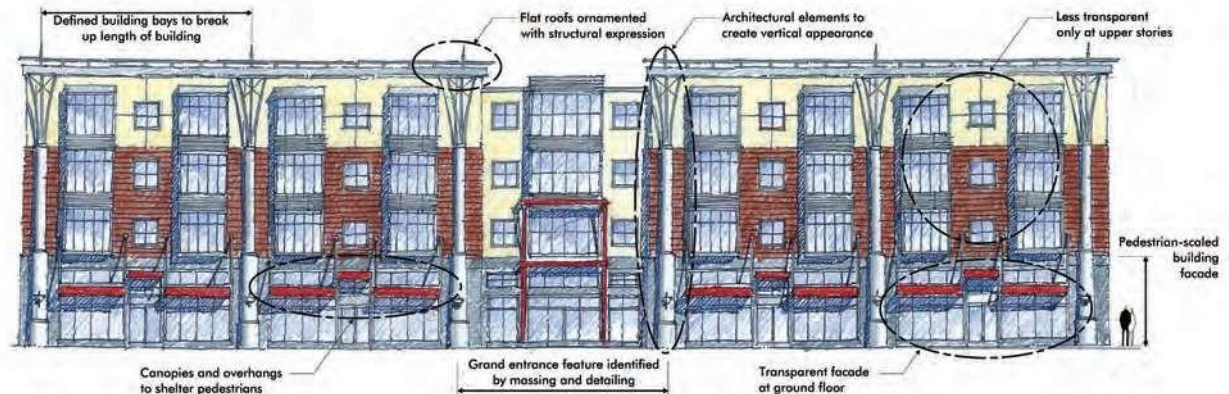


Figure 10-3: Envisioned Medium-Density Development in Tukwila

GOAL 2 Urban Development: The northern portion of the Southcenter area will contain a central focus area. Throughout Southcenter, the natural and built environments are attractive, functional, environmentally sustainable, and distinctive, and support a range of mixed uses promoting business, shopping, recreation, entertainment, and residential opportunities.

➤ URBAN DEVELOPMENT POLICIES

Policy 2.1 Natural Environment: Recognize, protect, and enhance the open space network by: augmenting existing parks, enhancing access to passive and active recreation areas such as Tukwila Pond, Minkler Pond and the Green River; and by improving air and water quality and preserving natural resources, thereby effectively integrating the natural and built environments in Southcenter. In addition, recognize that open space amenities are attractors for a wide range of uses, including housing and office (Figure 10-4).

Policy 2.2 Streets, Streetscape, and Pedestrian Environment. Create a “complete street” network that establishes a finer-grained street grid; reflects the demand and need for motor vehicles, transit, pedestrians, and bicyclists; and provides a safe, convenient, attractive and comfortable pedestrian and bicycling environment. Ensure that street design eliminates potential conflicts, promotes safety for all modes of travel, and maintains emergency services response capabilities. Reinforce the different functions of streets by creating distinct identities for major rights-of-way (Figure 10-5).

Existing Comprehensive Plan (with proposed changes)

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- Policy 2.3** **Site Development.** Create regulations and design guidelines that result in high-quality site design and enjoyable and safe pedestrian environments, using site design techniques that include but are not limited to:
- integrating architectural, site design and landscape elements.
 - supporting motor vehicle, transit service, and pedestrian traffic by ensuring that new development and infrastructure are designed and constructed consistent with adopted standards and subarea plans.
 - using physical and natural elements that enhance an area’s overall aesthetic, including orienting a building to the street (Figure 10-6).
 - extending the street grid system
- Policy 2.4** **Pedestrian Accessibility.** Ensure that pedestrians have safe, convenient and comfortable paths from adjacent public ways to key building entrances. This could include utilizing driveways or internal streets with sidewalks for access to primary entrances, or by providing clearly marked pathways through large parking lots from the public sidewalks and from parked cars to key building entrances. There should be minimum interruption to the pedestrian pathway by driveways and other vehicular conflicts (*Figure 10-7*).
- Policy 2.5** Siting and orientation of buildings and parking lots should create an environment that is conducive to walking in the northern part of the Southcenter area, particularly in the area between the Mall, the bus transit center, Tukwila Pond, and the Sounder commuter rail/Amtrak station.
- Policy 2.6** Require interior vehicular connection between adjacent parking areas wherever possible.
- Policy 2.7** Development standards will consider the needs of land owners, developers, businesses, and the community.
- Policy 2.8** **Parking.** Ensure an adequate supply of parking for visitors, employees, residents and customers. Provide a variety of flexible regulations, strategies and programs to meet parking demands. On-going needs will also be assessed to ensure appropriate parking requirements and to encourage efficient and effective use of land in parking design.
- Policy 2.9** **Building Design.** Promote high quality architecture in Southcenter, with attention to standards and guidelines that:
- Promote an appropriate display of scale and proportion.
 - Give special attention to developing pedestrian-oriented features and streetfront activity areas such as ground floor windows, modulated building facades, and rich details in material and signage.
 - Provide quality landscape treatment that emphasizes shade trees.
 - Provide an appropriate relationship to adjacent sites and features.

Existing Comprehensive Plan (with proposed changes)

- * Provide references (source, date, page) for all data added
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- Encourage overall building quality, and sensitivity to — and respect for — the area’s important natural amenities such as the Green River and Tukwila Pond.
 - Include property owners in developing urban design guidelines to ensure that the intent of this policy is met.

Policy 2.10 **Signage.** Develop a directional sign program to aid pedestrians, bicyclists, and motorists in wayfinding through Southcenter.

Policy 2.11 Work collaboratively with Southcenter property owners, businesses and community members to implement the vision for Southcenter, assess the potential to catalyze development in the Southcenter area, and form an economic redevelopment strategy.

RELATED INFORMATION

Vision 2040

King County Countywide Planning Policies

Growth Transportation Efficiency Center (GTEC)

Existing Comprehensive Plan (with proposed changes)

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MANUFACTURING/INDUSTRIAL CENTER

WHAT YOU WILL FIND IN THIS CHAPTER:

- A description of the Manufacturing/Industrial Center and its purpose;
- A discussion of relevant issues and opportunities; and
- Policies and implementation strategies for achieving future development.

PURPOSE

Tukwila’s Manufacturing/Industrial Center (MIC) is one of four such centers in King County, established through a designation process outlined by the Growth Management Planning Council (Figure I). It comprises an area of 998 acres along the Duwamish River, bounded generally by the City of Seattle on the north, South 125th Street on the south, the Burlington Northern railway right-of-way on the east, and the Duwamish River on the west (Figure 2).

The area is already economically healthy, but opportunities exist to improve its usefulness and competitive position. This element of the Comprehensive Plan addresses these opportunities and recommends policies for realizing them.

ISSUES

Figure I —
King County MIC Designated Areas

There are 114 businesses located in the Manufacturing/Industrial Center, and employment exceeds 18,000, more than three-quarters of this in manufacturing (Figure 3). The Center is an integral source of direct (property tax) and indirect (sales tax) revenues received by Tukwila.

The Center is characterized by light to heavy manufacturing uses, storage facilities, office development, small areas of commercial development along arterials, and a few older residences. The southern third of King County International Airport occupies 175 acres of the Center, and there are County plans to redevelop this portion of the airfield as leases lapse. (Figure 4)

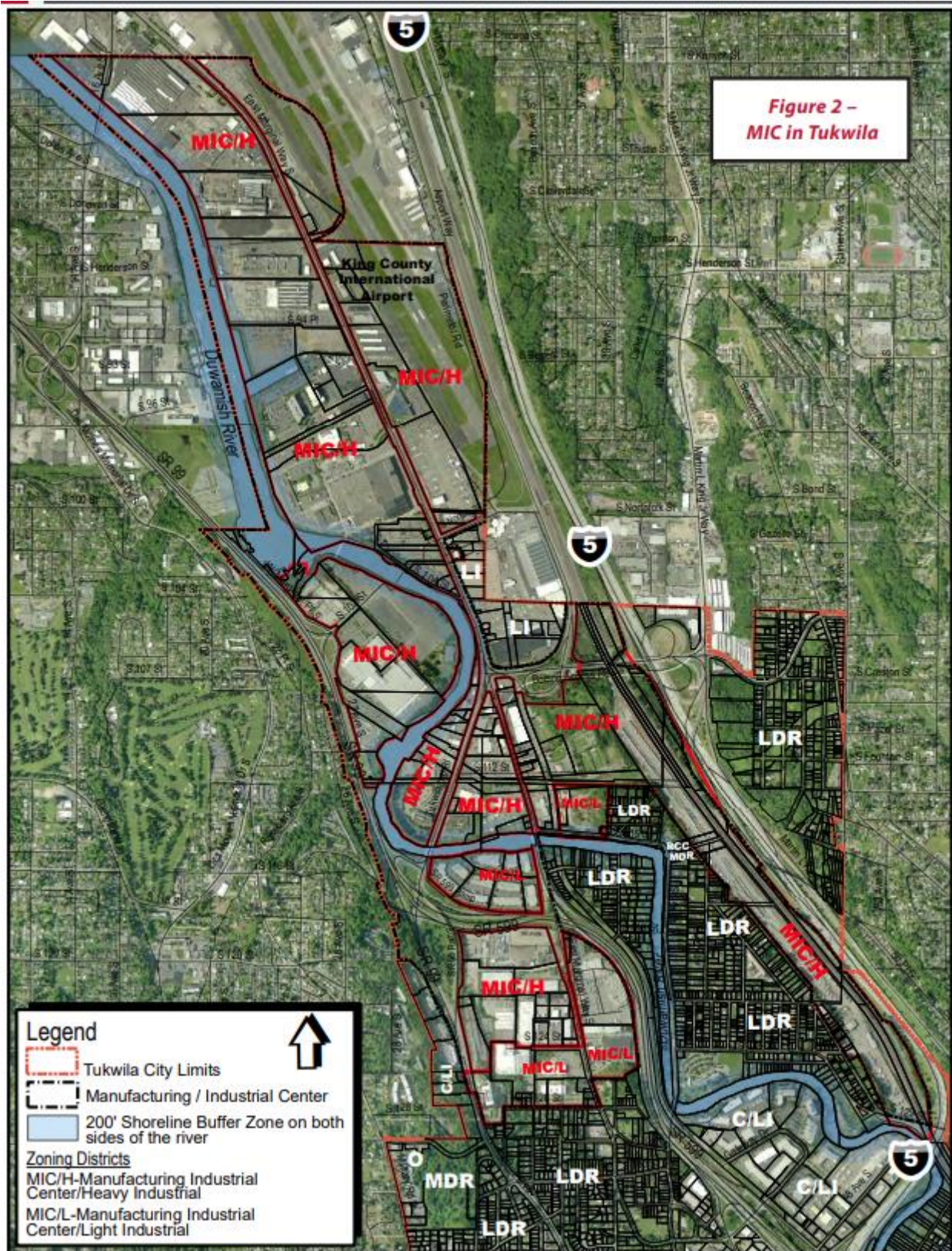
The Boeing Company, which controls approximately 750 acres within the Center, proposes to convert its facilities into an aerospace research and development engineering campus with office, laboratory, and manufacturing space. Should this occur, Boeing employment would remain stable, with a shift in emphasis to research and development jobs.

Figure 3 — Tukwila MIC: Jobs by Sector

REGIONAL CENTERS

Existing Comprehensive Plan (with proposed changes)

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Existing Comprehensive Plan (with proposed changes)

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Because the Center is an established industrial area, an adequate infrastructure has been in place and maintained for many years.

The Center is a major distribution hub well- served by automobile, truck, air, rail, and water transportation facilities. Congestion represents a problem, however, partly owing to the high number of single-occupancy vehicles. A number of street and intersection improvements will be necessary to maintain acceptable levels of service. Regional proposals for commuter rail and local rapid rail systems that include service to and through Tukwila could also provide travel alternatives for area employees and regional travelers.

Figure 4 — Tukwila MIC: Current land use

GOALS, POLICIES AND STRATEGIES

GOAL 1 **Support for existing industrial activities in the Manufacturing/Industrial Center and development of new industrial activity, in order to maximize the employment and economic benefits to the people of Tukwila and the region, while minimizing impacts on residential neighborhoods**

POLICIES

Policies are designed to take advantage of the development and improvement opportunities offered by the MIC and to realize its full revenue and employment potential.

Support New Development

Policy 1.1 Support the efforts of existing industries to expand and new industrial businesses to develop in the Manufacturing/Industrial Center by providing them with economic data, information on available development sites, help in understanding and getting through the permit processes, and other appropriate assistance.

Policy 1.2 Assist landowners in remediating site problems caused by contaminated soil.

Simplify Permit Processing

These policies aim at reducing unpredictable permit conditions and permit review time.

Policy 1.3 Develop appropriate permit processes that minimize lengthy public review and simplify the development permit process, while providing meaningful opportunities for citizen input and protecting the environment.

Policy 1.4 Tailor Manufacturing/Industrial Center shoreline requirements to achieve consistency between Shoreline and MIC element goals and policies.

REGIONAL CENTERS

Existing Comprehensive Plan (with proposed changes)

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Protect the Land Resource

The land in the Manufacturing/Industrial Center must be used effectively to allow it to generate its potential of high-wage jobs and public revenue.

Policy 1.5 Allow uses that are commonly associated with manufacturing and industry, including those directly supporting such activity, such as offices and laboratories, while limiting unrelated uses.

Policy 1.6 Develop and designate appropriate zoning, buffers, mitigation and access opportunities where manufacturing zoning directly abuts or impacts residential zoning so that MIC uses may operate without significant degradation of the residential environment.

Improve Duwamish River Access

The Duwamish River as a natural amenity can be an asset to the industrial community.

Policy 1.7 Support the Duwamish River becoming a natural feature amenity in the MIC

Policy 1.8 Improve public access and use of the west side of the river, protecting owner's rights to reasonable use and enjoyment, improve employee access to the east side of the river, and emphasize restoration on both sides of the river.

Improve Transportation Flow

Work with other governmental agencies to address transportation problems.

Policy 1.9 **Reduce reliance on the single- occupancy vehicle for transportation of employees in and out of the MIC.**

Continue Intergovernmental Coordination

Work with other jurisdictions as required to ensure that the economic purpose of the MIC is fulfilled.

Policy 1.10 Make appropriate adjustments to the boundaries between Tukwila, King County and Seattle.

Policy 1.11 Work with other jurisdictions to bring about necessary changes in laws and regulations and to develop other approaches to solving common problems.

A WELL-CONNECTED MIC

Tukwila's Manufacturing/Industrial Center is a major area of employment, providing significant property and sales tax for the city. While much of the center is occupied by the Boeing Company, the center is also characterized by other manufacturing, storage, office uses, and limited older residential development. In addition, many smaller production companies locate in the MIC due to its central location.

REGIONAL CENTERS

Existing Comprehensive Plan (with proposed changes)

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A portion of King County International Airport (Boeing Field) is located inside the North Tukwila MIC, at the far north end of the city. The center adjoins with Seattle’s Duwamish MIC, extending the industrial corridor south along the Duwamish. The center is a major regional distribution hub, well served by auto, truck, air, rail, and water transportation.

Although a Boeing Access Road station was a part of the initial Sound Move package approved by the voters in 1996 to provide Sound Transit its original system funding, the Boeing Access Road station was later deferred due the agency’s funding challenges. Sound Transit is considering including a Boeing Access Road light rail and commuter rail station as part of the ST3 improvement package for voter consideration.

RELATED INFORMATION

MIC Background Report

MIC Issues and Opportunities Report

Attachment A: Business Stakeholder Survey Summary

Attachment B: MIC Business Survey Tabulation

MIC Integrated GMA Implementation Plan (“Planned Action”)

REGIONAL CENTERS

Existing Comprehensive Plan (with proposed changes)

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Land Use, Housing, and Centers Planning Commission Briefing

October 5, 2023

ATTACHMENT B



Overview

- Restructuring Elements
- Regional Centers
- Housing - Historical Growth, Reasonable Measures and Housing Growth Targets
- Housing Analysis - Findings From Housing Action Plan & Higher Density Residential Analysis
- Suggested Areas to Modify in Comprehensive Plan Update



Reorganization of Elements

- Element List (2015 Update)

1. Community Image and Identity
2. Economic Development
3. Housing
4. Natural Environment
5. Shorelines
6. Parks, Recreation and Open Space
7. Residential Neighborhoods
8. Tukwila International Boulevard District
9. Tukwila South
10. Southcenter – Tukwila’s Urban Center
11. Manufacturing/Industrial Center
12. Utilities
13. Transportation
14. Capital Facilities
15. Roles and Responsibilities

- Element List (2024 Update)

- Land Use
- Community Image and Identity
- Economic Development
- Regional Centers
- Housing
- Natural Environment
- Shorelines
- Parks, Recreation and Open Space
- ~~Residential Neighborhoods~~
- ~~Tukwila International Boulevard District~~
- ~~Tukwila South~~
- ~~Southcenter – Tukwila’s Urban Center~~
- ~~Manufacturing/Industrial Center~~
- Utilities
- Transportation
- Capital Facilities
- ~~Roles and Responsibilities~~



Content Distribution

- Residential Neighborhoods → • Land Use & Housing (*primarily*)
- Tukwila International Boulevard District → • Land Use
- Tukwila South → • Land Use
- Southcenter – Tukwila’s Urban Center → • Regional Centers
- Manufacturing/Industrial Center → • Regional Centers
- Roles and Responsibilities → • Community Image & Identity



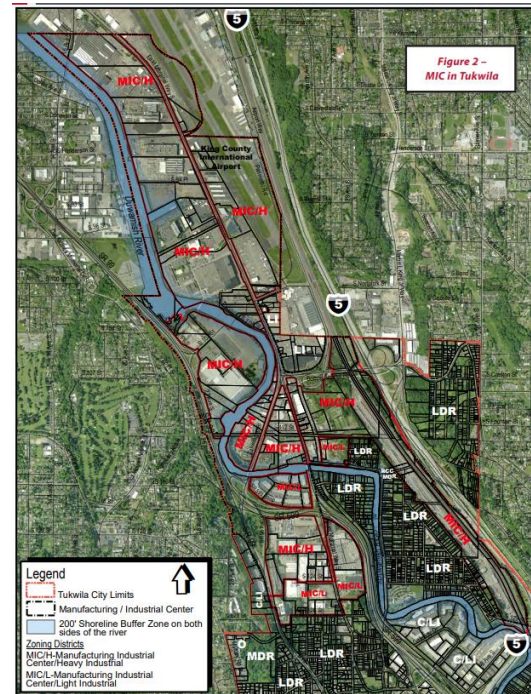
Regional Centers

- Tukwila has 2 Regional Growth Centers

Southcenter Urban Center



Manufacturing Industrial Center





Regional Centers

- **Status of Centers**
 - Regional Growth Centers (RGC) are the region’s solution to providing for the 5.8 million people and 3+ million jobs expected in the Puget Sound 2050 – by concentrating growth and encouraging the efficient use of land and infrastructure.
 - Tukwila elected to have regional growth centers in 1995
 - In 2014, PSRC provided guidance on required center “activity center” thresholds
 - Monitoring of Center’s progress – due in 2025
- **Draft of Centers Document**
 - Not many changes in policies needed - regionally required policies (equity, climate change) will be provided in other elements
 - More analysis regarding Centers’ status will be completed when data from Transportation Element and detailed analysis of available data (e.g., covered employment”) is completed



- Centers
Population and
Shares of City
Population

	Existing Population (2010)			Population Change (2000-2010)		
	Center Population	City Population	% of City	Center Population	City Population	% of City
Regional Growth Center						
AUBURN	1,366	70,180	1.9%	10	14,477	0.1%
BELLEVUE DOWNTOWN	7,147	122,363	5.8%	4,559	9,519	47.9%
BOTHELL CANYON PARK	1,847	33,505	5.5%	698	3,348	20.8%
BREMERTON	1,821	37,833	4.8%	191	104	183.7%
BURIEN	2,945	33,313	8.8%	228	1,440	15.8%
EVERETT	5,960	103,019	5.8%	1,047	7,308	14.3%
FEDERAL WAY	0	89,306	0.0%	0	4,105	0.0%
KENT	1,486	92,411	1.6%	602	12,319	4.9%
KIRKLAND TOTEM LAKE	5,487	48,787	11.2%	852	3,581	23.8%
LAKEWOOD	3,159	58,211	5.4%	249	48	518.8%
LYNNWOOD	2,767	35,836	7.7%	-346	1,724	-
PUYALLUP DOWNTOWN	1,245	37,022	3.4%	67	2,608	2.6%
PUYALLUP SOUTH HILL	3,771	37,022	10.2%	679	2,608	26.0%
REDMOND DOWNTOWN	3,124	54,144	5.8%	1,460	8,239	17.7%
REDMOND OVERLAKE	2,139	54,144	4.0%	1,511	8,239	18.3%
RENTON	3,122	90,927	3.4%	1,292	20,073	6.4%
SEATAC	10,038	26,909	37.3%	-871	1,413	-
SEATTLE DOWNTOWN	25,920	608,660	4.3%	6,117	45,286	13.5%
SEATTLE FIRST HILL/ CAPITOL HILL	36,502	608,660	6.0%	1,920	45,286	4.2%
SEATTLE NORTHGATE	7,049	608,660	1.2%	740	45,286	1.6%
SEATTLE SOUTH LAKE UNION	4,234	608,660	0.7%	1,911	45,286	4.2%
SEATTLE UNIVERSITY COMMUNITY	23,198	608,660	3.8%	3,265	45,286	7.2%
SEATTLE UPTOWN	7,641	608,660	1.3%	2,242	45,286	5.0%
SILVERDALE	4,168	-	-	1,080	-	-
TACOMA DOWNTOWN	13,360	198,397	6.7%	2,308	4,841	47.7%
TACOMA MALL	3,761	198,397	1.9%	739	4,841	15.3%
TUKWILA	9	19,107	0.0%	-13	1,912	n/a
Manufacturing/Industrial Center						
BALLARD-INTERBAY	1,846	608,660	0.3%	467	45,286	1.0%
DUWAMISH	1,376	608,660	0.2%	-513	45,286	-
FREDERICKSON	961	-	-	584	-	-
KENT MIC	442	92,411	0.5%	272	12,319	2.2%
NORTH TUKWILA MIC	339	19,107	1.8%	134	1,912	7.0%
PAIN FIELD / BOEING EVERETT	1,690	-	-	-1,370	-	-
PORT OF TACOMA	1,300	198,397	0.7%	698	4,841	14.4%
SOUTH KITSAP INDUSTRIAL AREA	260	37,729	0.3%	-219	-	-

Source: Regional Centers Monitoring Report—2013 Edition, Figure 17



- Centers Housing and Shares of City Housing

	Existing Housing Units (2010)			Housing Change (2000-2010)		
	Center Units	City Units	% of City	Center Units	City Units	% of City
Regional Growth Center						
AUBURN	725	27,834	2.6%	23	5,761	0.4%
BELLEVUE	7,151	55,551	12.9%	4,921	5,820	84.6%
BOTHELL CANYON PARK	787	14,255	5.5%	416	1,948	21.4%
BREMERTON	1,096	17,273	6.3%	89	400	22.3%
BURIEN	1,705	14,322	11.9%	163	427	38.2%
EVERETT	2,999	44,609	6.7%	237	4,554	5.2%
FEDERAL WAY	0	35,444	0.0%	0	2,120	0.0%
KENT	600	36,424	1.6%	-42	3,730	-
KIRKLAND TOTEM LAKE	3,115	24,345	12.8%	641	2,464	26.0%
LAKEWOOD	1,574	26,548	5.9%	197	1,152	17.1%
LYNNWOOD	1,334	14,939	8.9%	-122	1,041	-
PUYALLUP DOWNTOWN	669	16,171	4.1%	74	2,136	3.5%
PUYALLUP SOUTH HILL	1,982	16,171	12.3%	360	2,136	16.9%
REDMOND DOWNTOWN	2,040	24,177	8.4%	985	3,669	26.8%
REDMOND OVERLAKE	1,193	24,177	4.9%	850	3,669	23.2%
RENTON	2,617	38,930	6.7%	1,541	7,951	19.4%
SEATAC	4,130	10,360	39.9%	-493	184	-
SEATTLE DOWNTOWN	19,185	308,516	6.2%	7,461	37,992	19.6%
SEATTLE FIRST HILL / CAPITOL HILL	25,972	308,516	8.4%	2,998	37,992	7.9%
SEATTLE NORTHGATE	4,569	308,516	1.5%	828	37,992	2.2%
SEATTLE SOUTH LAKE UNION	3,107	308,516	1.0%	1,915	37,992	5.0%
SEATTLE UNIVERSITY COMMUNITY	8,431	308,516	2.7%	1,378	37,992	3.6%
SEATTLE UPTOWN	6,110	308,516	2.0%	1,545	37,992	4.1%
SILVERDALE	2,260	-	-	765	-	-
TACOMA DOWNTOWN	7,990	85,786	9.3%	1,600	4,684	34.2%
TACOMA MALL	1,916	85,786	2.2%	605	4,684	12.9%
TUKWILA	4	7,755	0.1%	2	22	9.1%
Manufacturing/Industrial Center						
BALLARD-INTERBAY	780	308,516	0.3%	199	37,992	0.5%
DUWAMISH	523	308,516	0.2%	-143	37,992	-
FREDERICKSON	344	-	-	215	-	-
KENT MIC	199	36,424	0.5%	139	3,730	3.7%
NORTH TUKWILA MIC	157	7,755	2.0%	54	22	245.5%
PAINE FIELD / BOEING EVERETT	582	-	-	-551	-	-
PORT OF TACOMA	25	85,786	0.0%	-22	4,684	-
SOUTH KITSAP INDUSTRIAL AREA	127	17,273	0.4%	-69	400	-

Source: Regional Centers Monitoring Report—2013 Edition, Figure 25



- Centers
Employment and
Shares of City
Employment

	Existing Housing Units (2010)			Housing Change (2000-2010)		
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SEATTLE UNIVERSITY COMMUNITY	8,431	308,516	2.7%	1,378	37,992	3.6%
SEATTLE UPTOWN	6,110	308,516	2.0%	1,545	37,992	4.1%
SILVERDALE	2,260	-	-	765	-	-
TACOMA DOWNTOWN	7,990	85,786	9.3%	1,600	4,684	34.2%
TACOMA MALL	1,916	85,786	2.2%	605	4,684	12.9%
TUKWILA	4	7,755	0.1%	2	22	9.1%
Manufacturing/Industrial Center						
BALLARD-INTERBAY	780	308,516	0.3%	199	37,992	0.5%
DUWAMISH	523	308,516	0.2%	-143	37,992	-
FREDERICKSON	344	-	-	215	-	-
KENT MIC	199	36,424	0.5%	139	3,730	3.7%
NORTH TUKWILA MIC	157	7,755	2.0%	54	22	245.5%
PAINE FIELD / BOEING EVERETT	582	-	-	-551	-	-
PORT OF TACOMA	25	85,786	0.0%	-22	4,684	-
SOUTH KITSAP INDUSTRIAL AREA	127	17,273	0.4%	-69	400	-

Source: Regional Centers Monitoring Report—2013 Edition, Figure 25



Reasonable Measures

- Due to under production of housing and jobs compared to adopted growth targets between 2006 and 2018, Tukwila has been recommended to adopt “Reasonable Measures” in the 2024 Comprehensive Plan Update to address this inconsistency
- About 1,250 new units have been produced from 2019 to present. This would need to be the sustained growth rate from 2024-2044 (250 new net units per year) to meet housing targets
- This amount of annual development is unlikely to occur without changes made by the City



Reasonable Measures

Exhibit 54. Recommendations for Adoption of Reasonable Measures

Jurisdiction	Inconsistency	Type(s) of Reasonable Measure Recommended
Tukwila	<ul style="list-style-type: none"> Housing growth inconsistent with target Employment growth rate inconsistent with target 	<ul style="list-style-type: none"> Action(s) to encourage and/or incentivize residential development Action(s) to encourage and/or incentivize non-residential development

Following the adoption of comprehensive plans in 2024, each jurisdiction will be required to monitor progress toward resolving the inconsistency, with regular reporting to the Growth Management Planning Council.

(2021 King County Urban Growth Capacity Report)



Under Production of Housing

Exhibit 13. Residential Growth Compared to Targets, 2006-2018

City/Jurisdiction	2006 Total Housing Units	2006-2035 Housing Target	2006-2018 Housing Production	2018 Total Housing Units	% of 2035 HU target pace	Remaining 2035 Target	Annual Growth Needed to Achieve Target
Metropolitan Cities							
Bellevue	55,107	20,056	6,591	61,698	79%	13,465	1.3%
Seattle	292,881	99,760	63,675	356,556	154%	36,085	0.6%
Subtotal	347,988	119,816	70,266	418,254	142%	49,550	0.7%
Core Cities							
Auburn	23,602	11,159	3,138	26,740	68%	8,021	1.8%
Bothell	9,522	4,420	2,204	11,726	121%	2,216	1.1%
Burien	19,584	5,150	1,225	20,809	57%	3,926	1.1%
Federal Way	34,560	9,396	2,525	37,085	65%	6,871	1.1%
Kent	43,552	10,753	4,259	47,811	96%	6,495	0.8%
Kirkland	35,556	9,941	3,100	38,656	75%	6,841	1.0%
Redmond	22,790	11,896	4,946	27,736	100%	6,950	1.5%
Renton	36,168	17,231	6,607	42,775	93%	10,623	1.5%
SeaTac	10,301	6,728	548	10,849	20%	6,180	3.4%
Tukwila	7,739	5,626	130	7,869	6%	5,496	4.1%
Subtotal	243,374	92,300	28,683	272,057	75%	63,617	1.4%



Under Production of Housing

Figure 6. Scale of Single-Family Housing Built, Tukwila, 1960-2020
Source: King County Assessor's Office, 2020.

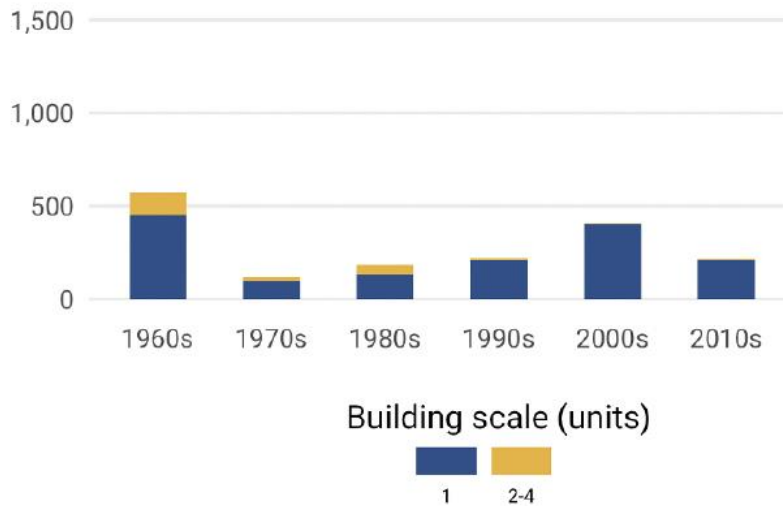
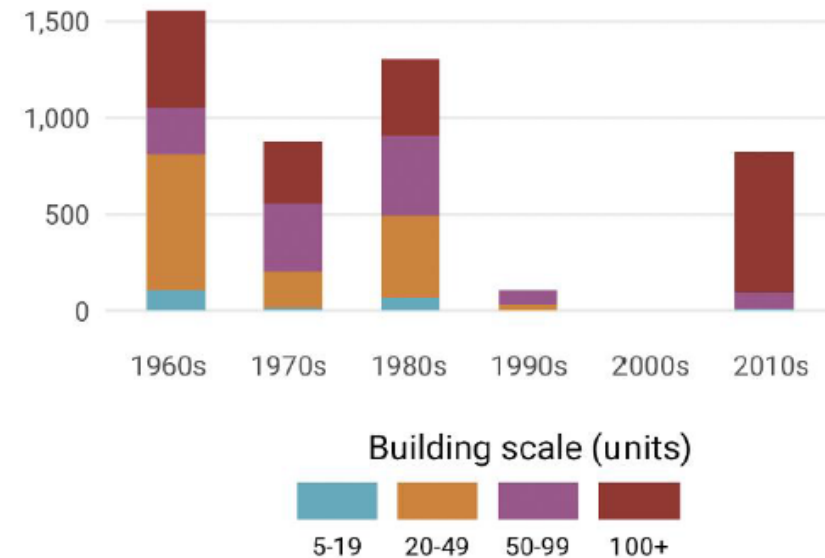


Figure 7. Scale of Multifamily Housing Built, Tukwila, 1960-2020
Source: King County Assessor's Office, 2020.





Need for Housing

Indicators demonstrate the impacts of housing scarcity on Tukwila

- **Vacancy Rate**
 - 3.6% residential vacancy rate in Q2 2023, indicating a constrained housing market, at below 5%
- **Rate Increases**
 - Median single-family home price has increased 56% over five years (Jan 2018-Jan 2023)
 - Rent growth increased 4.1% YoY from Q2 of 2022 to 2023



Need for Housing

Many existing comprehensive plan goals and policies support housing production to meet the needs of the entire community

- Goal 3.1
 - *The City of Tukwila provides the City's fair share of regional housing.*
- Goal 3.2
 - *The City of Tukwila has safe, healthy and affordable homes for all residents in Tukwila.*
- Policy 3.2.1
 - *Provide zoning that allows a variety of housing throughout the City to allow for diverse, equitable neighborhoods.*



Trends & Lack of Variety in Production

- Of the large multifamily housing production that has occurred since 2019:
 - Most development has occurred in the Tukwila Urban Center (TUC) under relaxed requirements for parking, height and density
 - Many developments have been done through a Development Agreement (DA), as they could not meet all development standards
 - Many of the projects have been housing for persons 55+, which has reduced requirements for parking and other onsite features
 - Most market rate development has relied on a multifamily tax exemption (MFTE)



Findings from Studies

- The City has commissioned a number of industry experts in housing real estate and development in the last few years
- These next few slides attempt to distill down findings and recommendations from this work



Middle Housing Work

- Within the 2022-2023 Middle Housing Grant, the City worked with subconsultant Neighborhood Workshop, an expert on middle housing policy and regulations, to analyze potential for greater middle housing allowance, market expectations, and best practices for integrating regulations
- Work from Neighborhood Workshop has been integrated into planning commission presentations and will be utilized into future code amendment proposals



Findings

- 87% of residential only zoning only is exclusively in LDR, which only permits single-family homes and ADUs
- Cost of land is a big driver of increased costs of development
- HB 1110 (Middle Housing Bill) will require significant updates to allowed housing types across LDR and MDR zones
- Reductions in items like minimum lot size, could have significant impacts to the cost of development

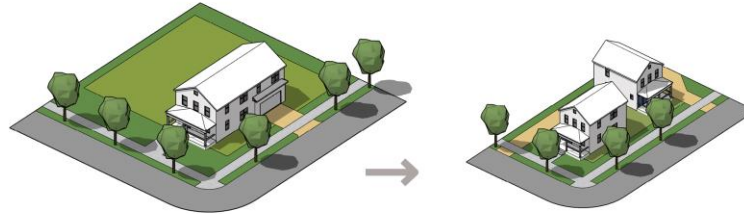


Recommendations

- Increased flexibility of housing types could bring down costs of housing per unit significantly
- With relatively large lot sizes, there is high potential for additional units on existing single-family lots in many forms
- Broadening allowances to comply with HB 1110 and reducing minimum lot sizes in LDR would provide opportunities for homeownership at lower sales prices



Recommendations



Tukwila, Washington Policy Choice Fiscal Sensitivity Testing

	New Construction	Sales Price	3-Person HH AMI	Monthly Rent	3-Person HH AMI	
Current Standards	Large Lot Single-Detached	\$1,004,840	425%	\$6,859	512%	Less Affordable / Less Likely
.....						
Modified Standards	Allow More Homes per Lot (up to Four)	\$472,719	200%	\$3,227	239%	More Affordable / More Likely
	Modified Lot Area Requirements	\$393,460	167%	\$3,183	197%	
	Right-Sized Parking	\$386,339	164%	\$3,132	194%	
	Increase Buildable Area (Setbacks/Lot Coverage)	\$345,251	147%	\$2,803	174%	
	Allow Fee Simple Land Division (up to Four)	\$342,006	145%	\$2,803	174%	
	Percent of Change Before Market Decisions	-66%		-60%		

There is an additional opportunity to reduce costs by improving the construction approval process. Every three months in delay adds \$8,000 to the cost of constructing these homes.



TOD Housing Strategies Plan

- Tukwila contracted with ECONorthwest, a consulting firm specializing in economics and land use, to create a Housing Action Plan focusing on the Tukwila International Boulevard District
- Work concluded in 2021 and provided a wealth of findings, analysis and recommendations available in the Transit Oriented Development Housing Action Plan



Findings

- High market demand for housing exists in the TIB District
- The following existing standards make most multifamily development financially infeasible in the TIB District without modifications to development standards:
 - Structured parking requirements,
 - High parking requirements,
 - Unit-mix requirements,
 - Height limits
 - Stepback requirements,
 - Recreation space requirements
- Changes need to be accompanied with anti-displacement measures








Recommendations

Figure 54. Recommended Actions and Implementation Considerations

Objective	#	Recommended Action	Recommendation Type	TIB Station Area or Citywide?	Near-term or Long-Term?	Impact to City Resources
Encourage Higher Density Development	A1	Modify Unit Mix Requirements		TIB Station Area	Near-Term	Moderate staff time
	A2	Reduce Parking Ratios		TIB Station Area	Near-Term	Moderate staff time
	A3	Modify Parking Standards for 4-over-1 Development		TIB Station Area	Near-Term	Moderate staff time
	A4	Adjust Recreational Space Requirements		TIB Station Area	Near-Term	Moderate staff time
	A5	Reduce Step Back Requirements		TIB Station Area	Near-Term	Moderate staff time
	A6	Promote Site Assembly for Smaller Parcels		TIB Station Area	Near-Term	Moderate staff time



Recommendations

Anti-Displacement and Community Stabilization	B1	Consider a 12-year MFTE Program		TIB Station Area	Near-Term	Moderate staff time and lost tax revenue for the duration of the program
	B2	Identify Opportunities to Increase Homeownership		Citywide	Long-term	Moderate staff time and program funding
	B3	Support Community and Faith-Based Institutions' Efforts to Develop Affordable Housing		Citywide	Long-term	Moderate staff time and program funding
	B4	Expand Tenant Supports		Citywide	Long-term	Moderate staff time and program funding
	B5	Monitor and Track Regulated Affordable Housing		Citywide	Long-term	Some staff time and potential program funding



Recommendations

Anti-Displacement and Community Stabilization	B6	Monitor and Track Unregulated Affordable Housing	\$	Citywide	Long-term	Some staff time and potential program funding
	B7	Offer Tools and Strategies for Housing Preservation	\$	Citywide	Long-term	Moderate staff time and program funding
	B8	Evaluate a Preservation Funding Program in Exchange for Affordability Restrictions	\$	Citywide, TIB Station Area Focus	Long-term	Moderate staff time and program funding
	B9	Develop TIB Community Economic Development Strategies	\$	TIB Station Area Focus	Near-Term	Moderate staff time and budget for consultant study
	C1	Create a TIB Station Area Parking Strategy		TIB Station Area	Long-Term	Significant staff time and program funding
	C2	Connect the Station Area to Parcels South of SR 518	\$	TIB Station Area	Near-Term	Significant staff time and program funding



Medium & High Density Zoning Analysis

- As part of the periodic grant update process, Leland Consulting Group, a real estate and community planning consultant was contracted as a subconsultant to analyze higher density zones within Tukwila, primarily focusing on the MDR & HDR zones
- Tukwila staff is currently working with Leland to finalize their findings and recommendations, will share initial findings and recommendations



Findings

- Many areas of development regulations make developing multifamily properties in Tukwila more difficult than other South King County Cities. Some of these areas include:
 - Upper-floor stepback increases
 - Higher than expected parking requirements
 - Low densities in “MDR” , “HDR” and other high-density zones
 - Low lot coverage allowances
 - Low height allowances
 - High requirements for structured parking
 - High open space/recreation space requirements
 - Non-administrative design review adds uncertainty to projects



Recommendations

- Leland Consulting Group offered the following initial recommend changes to the MDR and HDR zones based on their findings:
 - Increase the allowed density
 - Increased the allowed height
 - Increase lot coverage allowances
 - Reduce or eliminate upper-story stepbacks
 - Reduce open space/recreate space requirements
 - Reduce parking requirements
 - Allow administrative design review



Suggested Comp Plan Areas To Address

- Need for a holistic housing strategy
- Address areas that Tukwila can control to impact housing development by first creating policies to support future development regulation amendments
- Areas of influence:
 - Expanding Middle Housing options at lower densities
 - Zoning allowances and development standards
 - Reducing impediments in the development review process
 - Other areas out of step with comparable cities



Discussion
