

DRAFT 2024 Transportation Policies

Equity: Eliminate systemic barriers to ensure fair access to healthy, affordable, reliable transportation options, livable places, and jobs.

- 1.1. Work with BNSF to mitigate impacts associated with rail and intermodal yard operations within Tukwila's residential neighborhoods.¹
- 1.2. Provide a balanced transportation system that delivers circulation for all users throughout the city, including people walking, bicycling, persons who use a wheelchair or other ambulation devices, seniors, youth, people with low incomes, and residents of all ages and abilities.²
- 1.3. Consider the economic development and community benefit implications in the planning and design of transportation projects.³
- 1.4. Plan and implement the transportation system utilizing urban street design principles in recognition of the link between urban design, safety, economic development, community health, and transportation system design in the planning and implementation of transportation projects.⁴
- 1.5. Encourage transit providers, paratransit operators, and private purveyors to provide mobility for people of all ages, abilities, and income levels in the City of Tukwila and the surrounding community.⁵
- 1.6. Regularly update the City of Tukwila's ADA Transition Plan to ensure that transportation systems serve people of all ages and abilities.⁶
- 1.7. Support efficient transit capacity to reduce single-occupancy vehicle trips to, from, and through Tukwila.⁷

PLACEHOLDER:

City to consider additional equity policies pending further analysis.

¹ 13.8.3, supports PSRC guidelines.

² New policy to address PSRC guidelines.

³ New policy to address PSRC guidelines.

⁴ New policy to address PSRC guidelines.

⁵ New policy to address PSRC guidelines.

⁶ New policy to address DOC guidelines.

⁷ New policy to address KCM guidelines.

Safety: Provide a safe transportation system and placemaking to emphasize Tukwila as a welcoming place, particularly for historically marginalized and vulnerable populations.

- 2.1 Balance travel efficiency, safety and quality-of-life in residential areas through creative roadway design.⁸
- 2.2 Design streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities through slower speeds, to provide access to services, and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.⁹
- 2.3 Design intersections and sidewalks to promote pedestrian safety and foster walking as a viable mode of transportation.¹⁰
- 2.4 Provide more than the minimum for pedestrian safety. Options include wider sidewalks, landscape buffers, street trees, pedestrian-level lighting, crossing enhancements, patterned pavement and improved driveway design, to encourage residents and visitors to walk for transportation, recreation and improved health.¹¹
- 2.5 Prioritize preserving and maintaining existing transportation facilities to avoid costly replacements and to meet public safety objectives in a cost-effective manner.¹²
- 2.6 Work with school officials to promote Safe Routes to School projects and programs, and require safe routes to school improvements – such as sidewalks and crosswalks – as new development occurs along designated school walk routes.¹³
- 2.7 Partner with transit agencies to improve safety in and around transit stops and stations.¹⁴
- 2.8 Promote roadway designs that reduce speeding on local streets.¹⁵
- 2.9 Seek to minimize conflicts between non-motorized modes and freight mobility when developing transportation improvement projects on designated truck routes.¹⁶

PLACEHOLDER:

Additional safety policies to follow in coordination with development of Tukwila's Local Road Safety Plan / Comprehensive Safety Action Plan.

⁸ 13.1.3

⁹ Revised 13.2.9 to address community feedback, supports PSRC guidelines.

¹⁰ 13.2.11, supports PSRC guidelines.

¹¹ 13.6.11, supports PSRC guidelines.

¹² 13.9.6

¹³ 13.6.10

¹⁴ New policy to address community feedback.

¹⁵ New policy to address community feedback.

¹⁶ New policy to address community feedback.

Connectivity: Maintain, expand, and enhance Tukwila’s multimodal network, particularly walk, bike, roll, and transit, to increase mobility options where needs are greatest.

- 3.1. Focus on transportation efficiency by maximizing the movement of people with streets that are designed to be safe for all transportation modes, accommodating existing land uses while designing for the future.¹⁷
- 3.2. Include trucking design parameters in principal and minor arterial improvements as well as in commercial areas.¹⁸
- 3.3. Allow truck traffic on all principal and minor arterials, as well as on commercial area local access streets. Consider using load limit restrictions on residential collector arterials and residential local access streets.¹⁹
- 3.4. Support goods mobility by all modes, recognizing that Tukwila is part of a regional freight distribution hub and a major international trade gateway.²⁰
- 3.5. Encourage transit-oriented uses, development patterns and pedestrian amenities in the vicinity of high-capacity transit stations.²¹
- 3.6. Continue to coordinate with surrounding jurisdictions and with regional and State agencies to finance and develop a multi-modal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth.²²
- 3.7. Recommend and pursue a regional multi-modal center in conjunction with the Tukwila Commuter Rail/Amtrak Station and secondary pedestrian/bicycle/transit hubs elsewhere in the City.²³
- 3.8. Pursue amenities and funding in support of a pedestrian/bicycle route linking Westfield Mall at Southcenter to the Tukwila Commuter Rail/Amtrak Station.²⁴
- 3.9. Require all new streets, street improvements, property developments and property improvements to provide sidewalks and other non-motorized infrastructure consistent with adopted standards and subarea plans. Property developments and improvements in commercial areas shall provide direct pedestrian access from sidewalks to buildings, as well as to, from and between parking areas.²⁵

¹⁷ 13.1.2, supports PSRC guidelines.

¹⁸ 13.7.1, supports PSRC guidelines.

¹⁹ 13.7.2, supports PSRC guidelines.

²⁰ 13.8.2, supports PSRC guidelines.

²¹ 13.5.6, supports PSRC and KCM guidelines.

²² 13.1.6, supports PSRC and KCM guidelines.

²³ 13.4.3, supports PSRC guidelines.

²⁴ 13.4.4, supports PSRC and KCM guidelines.

²⁵ 13.2.5, supports PSRC guidelines.

- 3.10. Evaluate street improvement projects for the inclusion of features that support the Complete Streets policy and the Walk and Roll Plan in order to encourage walking, bicycling and transit use.²⁶
- 3.11. Support goods mobility by all modes, recognizing that Tukwila is part of a regional freight distribution hub and a major international trade gateway.²⁷
- 3.12. **Encourage and support public transportation services, including:**
- Expanded dial-a-ride and fixed-route van service to areas that do not produce enough transit ridership to warrant a bus route;
 - Continued development of commuter and light rail, particularly with service to Southcenter and the Manufacturing/Industrial Center; and
 - Commute Trip Reduction service.
- 3.1.15 The development and extension of any light rail or commuter rail system shall meet the following objectives:**
- Any commuter or light rail system serving Tukwila, Seattle, South King County and/or Sea-Tac Airport should be located in a manner which promotes the coordinated short term and long-term use of alternative transportation systems, such as carpools, transit, biking and walking.
 - Such systems shall be located so as to allow for future extensions to commuter and/ or light rail service to East King County and Southeast King County, and shall be coordinated with other transit service.
 - Such systems shall be located in a manner that provides multi-modal connections to Tukwila's urban center, Manufacturing and Industrial Center, and transit centers, so as to encourage development in the manner contemplated by this Plan and the Countywide Planning Policies.²⁸
- 3.13. Support, encourage and implement programs and improvements that promote transit, foot and bicycle access to community amenities, stores, and jobs.²⁹
- 3.14. Incorporate proportionately greater neighborhood-enhancing elements in collector, minor arterial, and principle arterial design. These elements include collector lanes, wider sidewalks, separated sidewalks, and curblines trees.³⁰
- 3.15. Continue to provide assistance to King County Metro, Sound Transit, Washington State Department of Transportation, King County and other agencies in increasing people-carrying capacity of vehicles and reducing trips.³¹
- 3.16. Coordinate with adjacent agencies on the development of a network of regional non-motorized transportation improvements in, through and to Tukwila such as connected network of bicycle facilities and trails.³²

²⁶ 13.2.10, supports PSRC guidelines.

²⁷ 13.8.2, supports PSRC guidelines.

²⁸ 13.4.8, supports KCM guidelines.

²⁹ 13.1.9, supports KCM guidelines.

³⁰ 13.2.6

³¹ 13.4.5, supports KCM guidelines.

³² Revised 13.6.5 for clarity, supports KCM guidelines.

- 3.17. Work with King County Metro and Sound Transit to provide amenities for transit riders, encourage transit use, and enhance multi-modal connections to transit.³³
- 3.18. Construct neighborhood links by providing additional sidewalks and trails as opportunities and development occur.³⁴
- 3.19. Pursue converting railroad and other easements to pedestrian and bicycle trails.³⁵
- 3.20. Require secure bicycle storage (i.e., racks, lockers, cages, etc.) in appropriate locations.³⁶
- 3.21. Provide way-finding along roads, sidewalks and trails to direct non-motorized travelers to trails and destinations.³⁷
- 3.22. Plan and budget for non-motorized transportation projects within the Tukwila Capital Improvement Program.³⁸
- 3.23. Maintain existing unimproved rights-of-way if there is a potential future opportunity to create a non-motorized connection through stairs or other trail improvements.³⁹

PLACEHOLDER:

Additional policies to follow in coordination with development of Tukwila's Multimodal Level of Service guidelines and policies.

³³ 13.5.3, supports DOC guidelines.

³⁴ 13.6.6, supports PSRC guidelines.

³⁵ 13.6.7, supports PSRC guidelines.

³⁶ 13.6.8, supports PSRC guidelines.

³⁷ 13.6.9, supports PSRC guidelines.

³⁸ 13.6.12

³⁹ 13.6.14

Adaptability: Anticipate and plan for the community's evolving needs, new technologies, and opportunities for mobility.

- 4.1. Protect the transportation system (e.g. roadway, rail, transit, air and marine) against major disruptions by developing maintenance, prevention and recovery strategies and by coordinating disaster response plans.⁴⁰
- 4.2. Maintain a partnership with King County Metro in operation and maintenance of the Tukwila Transit Center.⁴¹
- 4.3. Continue to encourage the use of rideshare, transit, bicycle, and evolving technological transportation improvements.⁴²
- 4.4. Design residential access streets to provide at least the minimum capacity for emergency access and for slow traffic to provide at least the minimum capacity for emergency access, while still implementing strategies to slow traffic.⁴³
- 4.5. Adopt and implement multimodal LOS standards to guide City improvement and development approval decisions.⁴⁴
- 4.6. Prioritize transportation choices that provide that provide resilient alternative options for travel (i.e., transit use, carpooling/rideshare, pedestrian and bicycle facilities.) After considering these priority improvements, consider other street capacity improvements (i.e., signal improvements, street widening) as a last resort.⁴⁵
- 4.7. Use the Transportation Background Report – in conjunction with this Plan's land use goals – to prioritize construction of new sidewalks, bike lanes and trails.⁴⁶
- 4.8. Advocate for Tukwila representation on the boards of King County Metro and Sound Transit in order to influence service and policies that are effective for Tukwila.⁴⁷
- 4.9. Advocate through verbal and written testimony to King County Metro and Sound Transit to achieve and maintain a minimum LOS C (defined by headway, vehicles per hour and hours of service), and work within Tukwila's Transit Priority Corridor Classification System.⁴⁸
- 4.10. Promote emerging technology and innovative approaches to local deliveries, including cargo bikes, delivery drones, sidewalk autonomous delivery robots (SADRs), and microhubs.⁴⁹

⁴⁰ 13.1.7, supports PSRC guidelines.

⁴¹ 13.4.6, supports both PSRC and KCM guidelines.

⁴² 13.5.5, supports PSRC guidelines.

⁴³ Revised 13.2.7 to better address community priorities, supports PSRC guidelines.

⁴⁴ Revised 13.3.2, supports DOC guidelines.

⁴⁵ Revised 13.3.6 to better address community priorities, supports DOC guidelines.

⁴⁶ Revised 13.3.11 for clarity, supports PSRC guidelines.

⁴⁷ 13.3.12

⁴⁸ 13.3.13

⁴⁹ Added policy to reflect best practices for emerging technology and mobility.

Climate Justice: Protect the well-being of historically marginalized populations and justly redistribute transportation's burden on community health and the natural environment.

- 5.1. Participate with King County and the Port of Seattle in updating their airport master plans to ensure that King County International Airport and SeaTac International Airport operations and development:
 - Enhance Tukwila goals and policies;
 - Incorporate Tukwila land use plans and regulations;
 - Minimize adverse impacts to Tukwila residents; and
 - Are not encroached upon by incompatible land uses.⁵⁰
- 5.2. Provide Commute Trip Reduction Program (CTR) services to Tukwila employers to reduce drive-alone trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.⁵¹
- 5.3. The City of Tukwila will pursue investing in transit benefits and education to set an example to other employers by a commitment to reducing drive-alone trips, vehicle miles traveled, and greenhouse gas emissions through implementation of CTR goals.⁵²
- 5.4. Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings and local design themes that facilitate integration and compatibility.⁵³
- 5.5. Support car-share, bike-share and other alternatives to individual automobile ownership, to enhance sustainability.⁵⁴
- 5.6. Support, encourage and implement transportation programs and improvements that promote water quality and regional air quality.⁵⁵
- 5.7. Support electric vehicle charging stations and other alternative fuel sources, as available.
- 5.8. Establish mode-split goals for all significant employment centers which will vary according to development densities, access to transportation service, and levels of congestion.⁵⁶
- 5.9. Support transportation system improvements and programs that encourage transit use, high-occupancy vehicle trips, and non-motorized transportation to reduce single-occupancy vehicle trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.⁵⁷

⁵⁰ 13.8.1, supports PSRC guidelines.

⁵¹ 13.5.1, supports PSRC guidelines.

⁵² Revised 13.5.2 to reflect current conditions, supports PSRC guidelines.

⁵³ 13.1.5, supports PSRC guidelines.

⁵⁴ 13.1.10, supports PSRC guidelines.

⁵⁵ 13.1.5, supports PSRC guidelines.

⁵⁶ 13.5.4, supports DOC guidelines.

⁵⁷ New policy to address KCM guidelines.

GOALS, POLICIES AND STRATEGIES

The Transportation Element supports the City's Land Use Element. It demonstrates how the City will maintain and preserve the existing network as well as address deficiencies, while demonstrating how planned growth will be accommodated over the next 20 years per the Office of Financial Management (OFM) and PSRC forecasts.

The household and job forecasts for Tukwila are for an additional 4,860 households and 27,670 jobs by the year 2030, with most of that occurring in the Southcenter, Tukwila International Boulevard and Tukwila South mixed-use commercial areas. To plan for land use and transportation changes associated with this growth, these households and jobs are assigned to Traffic Analysis Zones (TAZs) based on the availability of vacant and redevelopable lands (*Maps 13-1 and 13-2*).

Employment forecasts in the Transportation Element – and used for the Transportation Demand Model – that include 27,670 additional jobs from 2010–2030 are nearly double the growth that current growth targets and forecasts represent (i.e., 15,500 additional jobs by 2031). The Transportation Demand Model was developed using employment forecast information available at the time. Since then, the employment forecast has been revised downward significantly due to the effects of the great recession on the regional economy. In addition, current forecasts are based to a greater degree on adopted King County Growth Targets for Tukwila.

The City will revise the employment forecast and land use assumptions in the Transportation Element for consistency with land use-related elements and adopted growth targets during the next scheduled Transportation Demand Model update in 2016.

GOAL 13.1 GENERAL

Tukwila's transportation network provides for safe and efficient movement of people and goods to, from, within, and through Tukwila.

GENERAL TRANSPORTATION POLICIES

- 13.1.1** Prioritize safety in an ongoing monitoring program.
- 13.1.2** Focus on transportation efficiency by maximizing the movement of people with streets that are designed to be safe for all transportation modes, accommodating existing land uses while designing for the future.
- 13.1.3** Balance travel efficiency, safety and quality-of-life in residential areas through creative roadway design.

WHAT ARE THE KING COUNTY COUNTYWIDE PLANNING POLICIES?

The Countywide Planning Policies are a series of policies that address growth management in King County. The Countywide Planning Policies provide a county-wide vision and create a framework each jurisdiction can use when developing its own comprehensive plan.

HOW DO THE COUNTYWIDE PLANNING POLICIES AFFECT TRANSPORTATION PLANNING IN TUKWILA?

Because each city's comprehensive plan must be consistent with the overall County policy framework, Tukwila has incorporated some of the Countywide Planning Policies into this element.

For example, the Countywide Planning Policies identify protection of the natural environment and transportation accessibility for non-drivers as regional priorities. The City has established policies 13.1.5 and 13.1.8 to address these needs. Other policies throughout this element will reference county-wide priorities and ensure that Tukwila's planning efforts are consistent with the overall transportation vision for King County.

- 13.1.4** Support, encourage and implement transportation programs and improvements that promote water quality and regional air quality.
- 13.1.5** Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings and local design themes that facilitate integration and compatibility.
- 13.1.6** Continue to coordinate with surrounding jurisdictions and with regional and State agencies to finance and develop a multi-modal transportation system that enhances regional mobility and reinforces the county-wide vision for managing growth.
- 13.1.7** Protect the transportation system (e.g. roadway, rail, transit, air and marine) against major disruptions by developing maintenance, prevention and recovery strategies and by coordinating disaster response plans.
- 13.1.8** Address the need for a range of mobility options including walking, biking, transit and driving in the development and management of local and regional transportation systems.
- 13.1.9** Support, encourage and implement programs and improvements that promote transit, foot and bicycle access to community amenities, stores and jobs.
- 13.1.10** Support car-share, bike-share and other alternatives to individual automobile ownership, to enhance sustainability.
- 13.1.11** Support electric vehicle charging stations and other alternative fuel sources, as available.



STREET CLASSIFICATIONS

For street design and operation purposes, engineers classify streets into four categories: principal arterials, minor arterials, collector arterials, and local access streets. These four categories group streets according to whether they primarily provide access to properties or are purely for mobility. The differences in function result in different street widths, number of curb cuts/driveways allowed, speed limit, traffic controls, and other similar design and operation features.



Implementation Strategies

- Ongoing monitoring of accidents and level of service, with associated engineering improvements or education/outreach efforts to improve safety in target areas.
- Implement Traffic Calming Program.
- Implement Walk and Roll Non-motorized Transportation Plan.
- Implement Complete Streets.
- Implement Safe Routes to School.
- Implement Commute Trip Reduction Plan.
- Implement Growth and Transportation Efficiency Centers Plan.
- Develop Low-Impact Development/Green Streets strategies.

GOAL 13.2 STREET NETWORK

The public street network has a hierarchy of street designs that serve pedestrian and vehicle safety, traffic movement, and adjacent land use.

STREET NETWORK POLICIES

- 13.2.1** Develop a street network plan that augments the existing system of streets, breaks up super-blocks in non-residential areas, designs connecting through-streets in all areas, and provides functional separation of traffic through new streets.
- 13.2.2** Prioritize residential local access through-streets, minimizing cul-de-sacs.

- 13.2.3** Create or require the creation of non-motorized connections in lieu of streets where local access through-streets are not feasible, such as on steep hillsides or where property owners resist streets.
- 13.2.4** Require street improvement projects and development improvements to be in accordance with the general Functional Street System Standards or subarea plans, and require an engineering study.
- 13.2.5** Require all new streets, street improvements, property developments and property improvements to provide sidewalks and other non-motorized infrastructure consistent with adopted standards and subarea plans. Property developments and improvements in commercial areas shall provide direct pedestrian access from sidewalks to buildings, as well as to, from and between parking areas.
- 13.2.6** Incorporate proportionately greater neighborhood-enhancing elements in collector, minor arterial, and principle arterial design. These elements include collector lanes, wider sidewalks, separated sidewalks, and curblin trees.
- 13.2.7** Design residential access streets to provide at least the minimum capacity for emergency access, while still implementing strategies to slow traffic. and for slow traffic.
- 13.2.8** Design collector arterials with a two-travel-lane, local access road design to encourage slow but steady speeds.
- 13.2.9** Design streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities through slower speeds, to provide access to services, and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.
- 13.2.10** Evaluate street improvement projects for the inclusion of features that support the Complete Streets policy and the Walk and Roll Plan in order to encourage walking, bicycling and transit use.
- 13.2.11** Design intersections and sidewalks to promote pedestrian safety and foster walking as a viable mode of transportation.
- 13.2.12** Include roadside plantings whenever feasible for street and road improvement projects on slopes to help mitigate the land used for roadway and sidewalk improvements.

WHAT IS TRANSPORTATION CONCURRENCY?

The Washington State Growth Management Act requires the City to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated, and are in place either when new development occurs or within six years. This is done to make sure the City can provide the transportation improvements needed to maintain its adopted standards of service and so that conditions do not degrade with the addition of the new households and workers in the City.

Implementation Strategies

- Implement sidewalk ordinance.
- Implement subdivision ordinance.
- Implement Street Network Plan.
- Emergency vehicle criteria in street design standards.
- Prioritize neighborhood quality design features when reducing street facilities (e.g., removal of one lane of parking before removal of sidewalk).
- Traffic Calming Program.
- Develop methods to incentivize and encourage coordinated development between adjacent commercial properties, including shared driveways and direct vehicular access between parking lots.

LEVEL OF SERVICE

The projected growth numbers in Tukwila and surrounding areas were used in the Background Report for the Transportation Element of the Comprehensive Plan Update to anticipate traffic volumes and levels of service in 2030. The Level of Service (LOS) analysis is one of the ways the City plans and budgets for future transportation projects.

The City balances the fiscal constraints of its financing plan for transportation programs and projects with planned growth and existing needs. To do this, Tukwila monitors LOS on arterial streets to examine the existing performance of the system and anticipated impacts of planned land use growth, to determine what adjustments will need to be made to maintain adopted LOS standards concurrent with new development. Properly applied and monitored, LOS standards for the transportation network ensure that mobility, vitality and quality of life for the city is maintained. For the 2030 planning horizon, significant new capacity will be required to accommodate future growth throughout the city, although the majority of the project capacity needs are in the Southcenter area.

Traditionally, LOS has been used to evaluate vehicular flow with little regard to other forms of transportation such as pedestrians, bicycles and transit. Building upon Tukwila's Walk and Roll Plan, the Complete Streets standard and Transit Network Plan, the City is working to develop a Multi-Modal Level of Service (MMLOS) to help balance transportation goals across all modes of transportation. The City has identified Transit Priority Corridors as part of an analysis done for the Transit Network Plan, and will continue to work closely with transit providers to achieve goals and policies related to transit service, to serve existing needs and to accommodate future growth.

AUTOMOBILE LOS

In many ways, the existing performance of Tukwila's transportation system reflects how performance has historically been evaluated—with a strong bias towards auto travel. Automobile LOS is focused on setting an acceptable level of delay drivers can expect along a corridor or at a particular intersection. To see how the transportation system will function in the future, growth projections are incorporated into traffic models to determine future conditions along arterial streets and at intersections. Modeling results, along with a list of projects needed to maintain adopted LOS on arterial streets, are included in the Background Report. Tukwila's transportation system generally accommodates auto travel well, with just a handful of locations operating at a poor automobile LOS.

NON-MOTORIZED LOS

LOS for pedestrians and bicyclists is focused on measuring factors that impact the safety and comfort of pedestrians and bicycles rather than quantifying congestion and delay. In 2007 and 2008, Tukwila collected data on existing conditions for pedestrians and bicycle facilities on all arterial streets, using the 2010 Highway Capacity Manual's Multi-Modal Level of Service (2010 HCM MMLOS) methodology. The 2010 HCM MM LOS did not produce results that could be used in a similar fashion as the automobile LOS, which categorizes minutes of delay into an A–F rating. The City needs to create or find a system for quantifying the conditions of pedestrian and bicycle facilities so that a goals-based approach to prioritizing these projects is achieved. The City will continue to customize a non-motorized level of service measure to help achieve the City's vision of a more balanced mix of mobility options.

TRANSIT LOS

Transit service, both frequency and time-span of service, is an important aspect of a healthy transportation network. The City uses the Transit Capacity and Quality of Service Manual, published by the Transportation Research Board, as a methodology to measure level of service for transit. This recommended level of service methodology is included in the City's Transit Network Plan (*Pertee 2004*). The Plan identified service frequency needs for the City and facility improvements necessary for robust and effective transit service. *Tables 13-1 and 13-2* illustrate LOS standards for transit service frequency and hours of service, respectively.

*Table 13-1
Service Frequency
LOS: Urban Scheduled
Transit Service*

LOS	Headway (min)	Vehicle/hour	Comments
A	<10	>6	Passengers don't need schedule
B	10–14	5–6	Frequent service, passengers consult schedules
C	15–20	3–4	Maximum desirable time to wait if bus/train missed
D	21–30	2	Service unattractive to choice riders
E	31–60	1	Service available during hour
F	>60	<1	Service unattractive to all riders

Source: Transit Capacity and Quality of Service Manual, 2nd Edition, 2003

*Table 13-2
Hours of Service LOS*

LOS	Hours per Day	Comments
A	19–24	Night or owl service provided
B	17–18	Late evening service provided
C	14–16	Early evening service provided
D	12–13	Daytime service provided
E	4–11	Peak hour service / limited midday service
F	0–3	Very limited or no service

Source: Transit Capacity and Quality of Service Manual, 2nd Edition, 2003

King County Metro and Sound Transit provide transit service to Tukwila residents and businesses. At this time, the City is not the owner/operator of a transit service, therefore a minimum level of service standard cannot be enforced. However, Tukwila will encourage all transit providers to achieve and maintain a minimum LOS C and focus service within Tukwila's Transit Priority Corridors. Tukwila's goal is to have transit service every 15-20 minutes throughout most of the day on its Transit Priority Corridors, including early evening.

The following is an assessment of existing transit service on Tukwila's Transit Priority Corridors:

- King County Metro identifies eight corridors in Tukwila on which it has set target service levels (see Table 13-3). Other bus routes not identified in Table 13-3 also currently serve Tukwila.

*Table 13-3
King County Transit
Corridors in
Tukwila*

Between	And	Via	Major Route
Federal Way	SeaTac	SR-599	A Line
Kent	Seattle CBD	Tukwila	150
Tukwila	Fairwood	S 180th St, Carr Road	155
Renton	Burien	S 154th St	140 (F Line)*
Tukwila	Seattle CBD	Pacific Hwy S, 4th Ave S	124
Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128
Tukwila	Des Moines	McMicken Heights, Sea-Tac	156
Auburn	Burien	Kent, SeaTac	180

** Service scheduled to go into effect June 2014*

- During peak hours, King County Metro’s target LOS on the eight major corridors as of 2011 is consistent with Tukwila’s in terms of frequency, except for service from Tukwila to Fairwood and from Admiral District to Southcenter. However, most corridors are not served with frequent service throughout the day with the exception of the Rapid Ride routes, including Rapid Ride A Line and the planned Rapid Ride F Line.
- Link Light Rail, providing service between SeaTac Airport and Seattle, currently meets the City’s LOS standard both in terms of frequency and time-span. (*Sound Transit 2013 Service Implementation Plan, p. 21*)
- There are currently nine northbound and nine southbound Sounder Trains providing service between Seattle and Lakewood, with a stop in Tukwila on the Sounder South Line. The Sounder South Line represents 90% of total Sounder ridership. Four new South Line round trips were implemented in September 2013, creating a schedule that includes 20-minute headways for the peak hour of service, which will bring the South Line into conformance with the City’s LOS in terms of frequency during the peak hour, but will not meet the City’s LOS in terms of time span. (*Sound Transit 2013 Service Implementation Plan, p. 29*)

GOAL 13.3 LEVEL OF SERVICE

Traffic levels-of-service provide safe and efficient movement of pedestrians, bicycles, cars, buses and trucks, and incorporate evolving, sustainable land use and traffic patterns.

LEVEL-OF-SERVICE POLICIES

- 13.3.1** In general, use varied Level of Service Standards according to differing levels of development, desired character of streets, and growth management objectives.
- 13.3.2** Use adopted LOS Adopt and implement multimodal standards to guide City improvement and development approval decisions.
- 13.3.3** Maintain adopted LOS standards in planning, development and improvement decisions.
- 13.3.4** Provide capacity improvements or trip reduction measures so that the LOS standards are not exceeded.
- 13.3.5** Evaluate impacts to LOS when reviewing private development proposals, and require mitigation and/or reduce or delay project impacts, if necessary in order to maintain adopted LOS standards.

- 13.3.6** Prioritize transportation choices that provide resilient alternative options for travel capacity mitigation (i.e., transit use, carpooling/rideshare, pedestrian and bicycle facilities.) After considering these priority improvements, consider other street capacity improvements (i.e., signal improvements, street widening) as a last resort.
- 13.3.7** Maintain a program to monitor congestion and evaluate the effectiveness of the LOS standards in providing a competitive business environment and adequate public safety response.

AUTOMOBILE LEVEL OF SERVICE

- 13.3.8** Highways of Statewide significance (HSS), including Interstate 5 (I-5), Interstate 405 (I-405), and State Route 518 (SR-518), are exempt from concurrency requirements.
- 13.3.9** Use the following LOS standards to guide City improvement and development approval decisions:
- The Southcenter area corridor average is not to exceed LOS E, except for the Strander Boulevard corridor and a portion of the Andover Park E corridors. Methods for computing the average LOS are described in the Background Report.
 - The Strander Boulevard corridor average is not to exceed LOS F with an average delay not to exceed 120 seconds. The Andover Park E corridor, between Tukwila Parkway and Strander Boulevard, is not to exceed LOS F with an average delay not to exceed 120 seconds.
 - All other non-residential arterial intersections are not to exceed LOS E.
 - The LOS of minor and collector arterials in predominantly residential areas is not to exceed LOS D for each specific arterial.
 - SR 181 (West Valley Highway) and SR 599, as State highways of regional significance, are subject to a Regional Level of Service Standard established by the Puget Sound Regional Council and WSDOT. Automobile level of service is not to exceed LOS E/Mitigated.
 - I-5, I-405, SR 518 and SR 99, as highways of Statewide significance, are subject to a LOS standard established by WSDOT. Automobile level of service is not to exceed LOS D.

NON-MOTORIZED LEVEL OF SERVICE

13.3.10 Establish multi-modal levels of service consistent with planned development, the countywide vision for managing growth, Vision 2040 and Transportation 2040.

13.3.11 Use the [2024](#) Transportation Background Report and the Walk and Roll Plan sidewalk prioritization scheme, planned trails and bicycle-friendly routes network – in conjunction with this Plan’s land use goals – to prioritize construction of new sidewalks, bike lanes and trails.

TRANSIT LEVEL OF SERVICE

13.3.12 Advocate for Tukwila representation on the boards of King County Metro and Sound Transit in order to influence service and policies that are effective for Tukwila.

13.3.13 Advocate through verbal and written testimony to King County Metro and Sound Transit to achieve and maintain a minimum LOS C (defined by headway, vehicles per hour and hours of service), and work within Tukwila’s Transit Priority Corridor Classification System.

Implementation Strategies

- Implement concurrency ordinance.
- Monitor traffic volumes and levels of service.
- Implement Complete Streets.
- Implement Transportation Demand Management.
- Implement Commute Trip Reduction programs.
- Implement Capital Improvement Plan.
- Build on work done with the 2010 Highway Capacity Manual LOS to develop a multi-modal level of service standard that includes a calculated standard plus a qualitative element to address desired urban form.
- Update the analysis done for the Transit Network Plan as the basis for transit service advocacy for Tukwila.

TRANSIT

The City of Tukwila strives to collaborate and cooperate with the region's transit providers in order to have convenient transit service to support and complement adjacent land uses. The goal of increasing overall transit ridership within the City of Tukwila drives the need for both service and capital improvements. Transit speed and reliability, improved passenger amenities, and access to transit service are all crucial for attracting and maintaining transit riders.

King County Metro provides bus service throughout the City of Tukwila. Twelve different routes provide intra-Tukwila service and direct service to Burien, Kent, Auburn, Seattle, Renton and West Seattle. Existing Route 140 is planned to be upgraded to Rapid Ride bus rapid transit, with associated facilities, in 2014. At this time, Sound Transit does not serve any destinations in Tukwila with Regional Express Bus service. Sounder, the regional commuter rail service, has a stop in Tukwila at the Tukwila Station, as does Amtrak regional passenger rail service. Sound Transit Link Light Rail is located in Tukwila, with service from SeaTac Airport to downtown Seattle. Extensions of Link Light Rail are planned to the north, south, and east.

To achieve the goal of increased transit frequency and time span of service to Tukwila's activity centers and regional destinations, a multi-hub system and Transit Priority Corridor Classifications were developed, as shown on *Map 13-3*. Transit Priority Corridors are those corridors where transit service currently exists. Activity centers are tied together by the Transit Priority Corridors, and include the Tukwila International Boulevard Link Light Rail Station, the Tukwila Commuter Rail/Amtrak Station, an improved Southcenter Transit Center, and a new link connecting the Tukwila Commuter Rail/Amtrak Station to areas near Westfield Mall at Southcenter. Improved routes and frequency feed into this multi-hub concept.

Transit Priority Corridor Classifications identify transit corridor types by function, ideal transit operational characteristics, optimal adjacent land uses, and supporting physical design features of the public infrastructure. The classification system is designed to be flexible and assist quality decision-making.

An inventory of present transit routes is contained in the Background Report. Recommendations for service changes and infrastructure needs are contained in the Tukwila Transit Plan. King County Metro and Sound Transit control changes to routes.

GOAL 13.4 TRANSIT

Efficient transit capacity that will reduce single-occupancy vehicle trips to, from and through Tukwila, and provide public transportation options for all Tukwila residents.

TRANSIT POLICIES

- 13.4.1** Support and encourage the location of a light rail stop at Boeing Access Road.
- 13.4.2** Coordinate with the Washington State Department of Transportation to preserve and support the Amtrak Cascades stop in Tukwila.
- 13.4.3** Recommend and pursue a regional multi-modal center in conjunction with the Tukwila Commuter Rail/Amtrak Station and secondary pedestrian/bicycle/transit hubs elsewhere in the City.
- 13.4.4** Pursue amenities and funding in support of a pedestrian/bicycle route linking Westfield Mall at Southcenter to the Tukwila Commuter Rail/Amtrak Station.
- 13.4.5** Continue to provide assistance to King County Metro, Sound Transit, Washington State Department of Transportation, King County and other agencies in increasing people-carrying capacity of vehicles and reducing trips.
- 13.4.6** Maintain a partnership with King County Metro in operation and maintenance of the Tukwila Transit Center.
- 13.4.7** Research and pursue a Southcenter area circulator service that would connect the Tukwila Station, the Transit Center, businesses, and attractions in and adjacent to the urban center, with frequent service to encourage reduction of single-occupant vehicle trips, enhance the Southcenter area's image as a lifestyle center, and bring more customers to all businesses.
- 13.4.8** Encourage and support public transportation services, including:
- Expanded dial-a-ride and fixed-route van service to areas that do not produce enough transit ridership to warrant a bus route;
 - Continued development of commuter and light rail, particularly with service to Southcenter and the Manufacturing/Industrial Center; and
 - Commute Trip Reduction service.

- 13.4.9 The development and extension of any light rail or commuter rail system shall meet the following objectives:
- Any commuter or light rail system serving Tukwila, Seattle, South King County and/or Sea-Tac Airport should be located in a manner which promotes the coordinated short-term and long-term use of alternative transportation systems, such as carpools, transit, biking and walking.
 - Such systems shall be located so as to allow for future extensions to commuter and/or light rail service to East King County and Southeast King County, and shall be coordinated with other transit service.
 - Such systems shall be located in a manner that provides multi-modal connections to Tukwila's urban center, Manufacturing and Industrial Center, and transit centers, so as to encourage development in the manner contemplated by this Plan and the Countywide Planning Policies.

Implementation Strategies

- Implement Commute Trip Reduction Program.
- Implement Commute Trip Reduction Plan.
- Implement Growth and Transportation Efficiency Center Plan.
- Implement Walk and Roll Plan and Design Report for the Walk and Roll Plan.
- Encourage transit providers to meet minimum level of service standards.

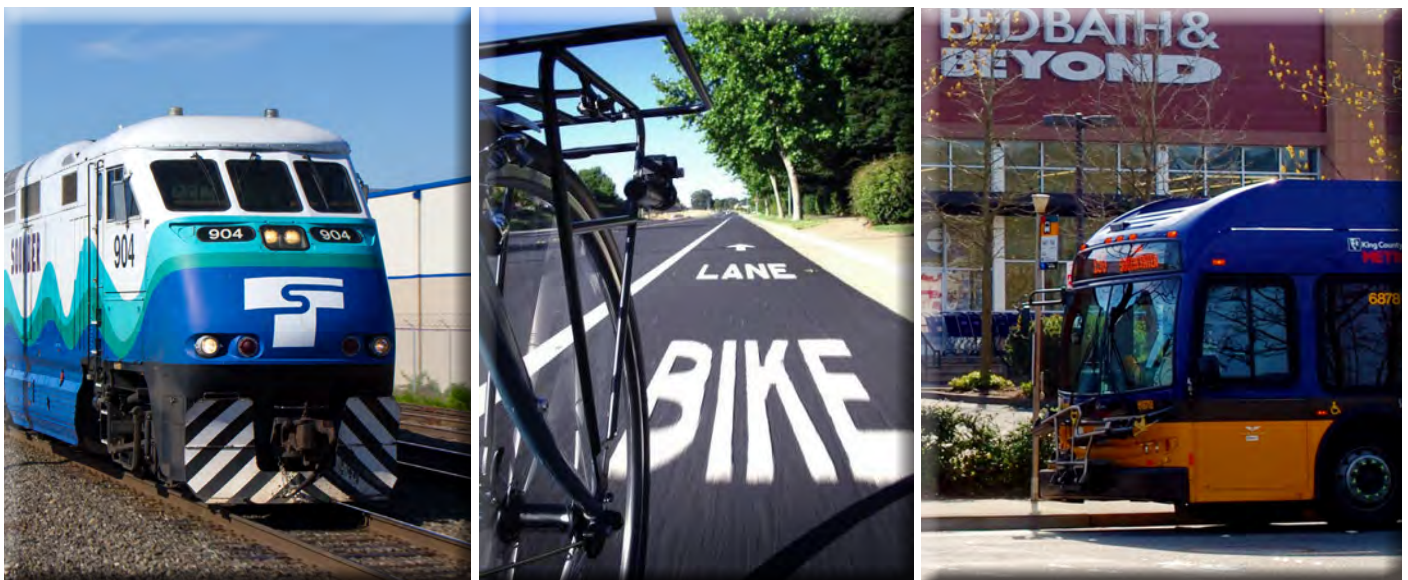
TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) emphasizes the movement of people and goods, rather than vehicles, by providing transportation alternatives to driving. TDM benefits the community by maximizing the efficiency of existing infrastructure, and limiting the impacts of excessive traffic in neighborhoods by promoting transportation options such as carpooling, vanpooling, transit, walking, biking, teleworking and flexible work hours. Reducing vehicle trips limits air and water pollution and supports the City's commitment to reduce greenhouse gas emissions.

Tukwila's TDM activities are directed at employers, workers, business owners, residents and visitors. Tukwila adopted a Commute Trip Reduction (CTR) Plan in 2008 that sets goals and implementation strategies for large employers to reduce drive-alone trips and vehicle miles traveled. Tukwila adopted a Growth and Transportation Efficiency Center (GTEC) Plan in 2008 to set the stage for focused TDM activities in Tukwila's urban center. The CTR Plan and GTEC Plan provide locally-adopted mode-split goals for Tukwila's Southcenter/Urban Center and the Manufacturing and Industrial Center (MIC).

The City's six-year mode-split targets for the Urban Center are 65.7% drive-alone trips and 34.3% non-drive-alone trips, as defined in the City's GTEC Plan. Within the Urban Center, the City will also try to meet its GTEC goals with a targeted Vehicle Miles Travelled (VMT) rate of 13.05.

In the MIC, mode-split goals are 70% drive-alone, consistent with the remainder of the city.



GOAL 13.5 TRANSPORTATION DEMAND MANAGEMENT

Support transportation system improvements and programs which encourage transit use, high-occupancy vehicle trips and non-motorized transportation to reduce single-occupancy vehicle trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.

POLICIES

- 13.5.1** Provide Commute Trip Reduction Program [CTR](#) services to Tukwila employers to reduce drive-alone trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.
- 13.5.2** The City of Tukwila will [pursue investing in transit benefits and education to](#) set an example to other employers by a commitment to reducing drive-alone trips, vehicle miles traveled, and greenhouse gas emissions through implementation of CTR goals.
- 13.5.3** Work with King County Metro and Sound Transit to provide amenities for transit riders, encourage transit use, and enhance multi-modal connections to transit.
- 13.5.4** Establish mode-split goals for all significant employment centers which will vary according to development densities, access to transportation service, and levels of congestion.
- 13.5.5** Continue to encourage the use of rideshare, transit, bicycle, and evolving technological transportation improvements.
- 13.5.6** Encourage transit-oriented uses, development patterns and pedestrian amenities in the vicinity of high-capacity transit stations.
- 13.5.7** Require that parking facilities developed in conjunction with transit facilities be adequately sized and managed to prevent spillover parking onto private property, public property, or public streets. Consider a phasing plan to require structured parking if additional parking is needed.

Implementation Strategies

- Implement Commute Trip Reduction Program.
- Implement and update Growth and Transportation Efficiency Center (GTEC) Plan.
- Promote the use of drive-alone alternatives through social media, RideShareOnline.com, community outreach, and offering assistance with parking management.

NON-MOTORIZED TRANSPORTATION

Tukwila adopted its first non-motorized transportation plan – the Walk and Roll Plan – in 2009, as well as a Complete Streets policy. This policy requires all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders and persons of all abilities, while promoting safe operation for all users.

The Walk and Roll Plan includes an inventory of existing non-motorized facilities, including bike lanes, trails, sidewalks and pedestrian footpaths (*see Map 13-4*). The Plan also identifies projects to guide City implementation of a safe and complete non-motorized network. These projects are made up of (1) a list of missing sidewalk segments and a method of prioritizing which missing segments should be constructed first, (2) trail projects to expand the existing system of non-motorized neighborhood connections, and (3) a backbone network of Bicycle Friendly Routes – existing and planned on-street facilities and trail projects that represent a bicycle network connected to local and regional destinations, as well as existing and planned bicycle-friendly routes in adjacent jurisdictions (*see Map 13-5*).

The Walk and Roll Plan commits the City to promoting programs that support and encourage biking, walking, commute trip reduction activities, and the City's annual participation in the regional bicycle and pedestrian count.

GOAL 13.6 NON-MOTORIZED TRANSPORTATION

Tukwila's non-motorized transportation network is safe and comfortable, provides local and regional connections to neighborhoods and activity centers, and makes cycling and walking viable and enjoyable forms of transportation and recreation.

POLICIES

- 13.6.1** Consider and provide for all users of the roadway, including pedestrians and bicyclists, as appropriate, when new streets and street improvements are made.
- 13.6.2** Allocate funds to the Residential Street Fund in order to build sidewalks on residential local access streets.
- 13.6.3** Include pedestrian and bicycle improvements in street improvement projects, as appropriate. The prioritized list of missing sidewalk linkages and the Bicycle Friendly Routes map adopted with the Walk and Roll Non-motorized Transportation Plan is the priority network to connect schools, employment centers, parks, shopping and other local and regional destinations.

- 13.6.4** Pursue external funding sources to construct pedestrian and non-motorized improvements.
- 13.6.5** Coordinate with adjacent agencies on the development of a network of regional non-motorized transportation improvements in, through and to Tukwila such as a connected network of bicycle facilities and trails.
- 13.6.6** Construct neighborhood links by providing additional sidewalks and trails as opportunities and development occur.
- 13.6.7** Pursue converting railroad and other easements to pedestrian and bicycle trails.
- 13.6.8** Require secure bicycle storage (i.e., racks, lockers, cages, etc.) in appropriate locations.
- 13.6.9** Provide way-finding along roads, sidewalks and trails to direct non-motorized travelers to trails and destinations.
- 13.6.10** Work with school officials to promote Safe Routes to School projects and programs, and require safe routes to school improvements – such as sidewalks and crosswalks – as new development occurs along designated school walk routes.
- 13.6.11** Provide more than the minimum for pedestrian safety. Options include wider sidewalks, landscape buffers, street trees, pedestrian-level lighting, crossing enhancements, patterned pavement and improved driveway design, to encourage residents and visitors to walk for transportation, recreation and improved health.
- 13.6.12** Plan and budget for non-motorized transportation projects within the Tukwila Capital Improvement Program.
- 13.6.13** Draw upon all sources of transportation funding for implementation of Complete Streets improvements.
- 13.6.14** Maintain existing unimproved rights-of-way if there is a potential future opportunity to create a non-motorized connection through stairs or other trail improvements.

Implementation Strategies

- Follow the Walk and Roll Non-motorized Transportation Plan and Design Report to pursue additional pedestrian and bicycle amenities.
- Pursue connections between existing pedestrian and bicycle facilities.
- Update the Infrastructure Design and Construction Standards with improved pedestrian safety and amenity designs.
- Adopt a multi-modal level of service which may be incorporated into the City's concurrency and traffic impact fee program.
- Develop local wayfinding programs based on subarea or neighborhood plans.
- Develop a consistent regional way-finding program for bicycle routes.
- Provide staff support to the Safe Routes to School Committee made up of City and school district staff to coordinate grant applications, events, and spot improvements in school zones.
- Adopt the Tukwila School District school walk route maps as the basis for new requirements in the subdivision code.
- Participate in the National Documentation Project annual count of bicycles and pedestrians at designated locations throughout the City.

FREIGHT, RAIL, WATER, AND AIR TRANSPORTATION

Tukwila's Urban Center and Manufacturing and Industrial Center (MIC) include retail, commercial and industrial businesses which serve the region. Railroad tracks owned by the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) railroads run north/south through Tukwila. These rail networks carry international and domestic cargo to inland markets, and serve the Port of Seattle to the north and the Port of Tacoma to the south. Industrial railroad spurs, operated and controlled by the railroad companies and private property owners, are located in the Southcenter and MIC area. BNSF has a multi-modal storage yard in the Manufacturing and Industrial Center in northern Tukwila. Both Amtrak and Sound Transit's Sounder Commuter Rail use the BNSF tracks.

Given Tukwila's location at the crossroads of two major interstate highways, and the prevalence of manufacturing, warehousing and commercial activities in the City, many streets experience high truck volumes. The streets with the highest truck traffic are West Valley Highway south of Strander Boulevard, Interurban Avenue South north of SR 599, and East Marginal Way South north of Boeing Access Road.

The portion of the Duwamish River in Tukwila north of the Turning Basin is located within the City's Manufacturing and Industrial Center and is accessible to shipping activity. The river remains inaccessible to shipping activity south of the Turning Basin, where it can be accessed by small water craft, kayaks and canoes only.

King County International Airport, also known as Boeing Field, is located in northern Tukwila at the City's border with Seattle, and is one of the busiest primary non-hub airports in the nation. The airport serves small commercial passenger airlines, cargo carriers, private aircraft owners, helicopters, corporate jets, and military and other aircraft. It is also home to approximately 150 tenant businesses, including the Boeing Company operations. The Museum of Flight is also located there and attracts a large number of visitors to the area.

Sea-Tac Airport, the State's largest airport, is located within a mile of Tukwila city limits. The airport is a large employer for Tukwila residents, and its operations support many Tukwila businesses.

GOAL 13.7 FREIGHT TRANSPORTATION

Tukwila has adequate geometric capacity for commercial freight transportation located in and serving Tukwila.

POLICIES

- 13.7.1** Include trucking design parameters in principal and minor arterial improvements as well as in commercial areas.
- 13.7.2** Allow truck traffic on all principal and minor arterials, as well as on commercial area local access streets. Consider using load limit restrictions on residential collector arterials and residential local access streets.

GOAL 13.8 RAIL, WATER, AND AIR TRANSPORTATION

Tukwila and the rail and airport operators are collaborators in rectifying poor planning decisions from the past, partners in minimizing impacts upon each other's land use activities, and supportive of the mutual benefits between the people of Tukwila and the rail and air operators.

POLICIES

- 13.8.1** Participate with King County and the Port of Seattle in updating their airport master plans to ensure that King County International Airport and SeaTac International Airport operations and development:
- Enhance Tukwila goals and policies;
 - Incorporate Tukwila land use plans and regulations;
 - Minimize adverse impacts to Tukwila residents; and
 - Are not encroached upon by incompatible land uses.
- 13.8.2** Support goods mobility by all modes, recognizing that Tukwila is part of a regional freight distribution hub and a major international trade gateway.
- 13.8.3** Work with BNSF to mitigate impacts associated with rail and intermodal yard operations within Tukwila's residential neighborhoods.

GOAL 13.9 FUNDING SOURCES

Funding through grants, mitigations, general funds, and other sources for safety and capacity measures provides safe and efficient movement of people and goods to, from, within and through Tukwila.

POLICIES

- 13.9.1** Pursue grants.
- 13.9.2** Use an impact fee system that identifies:
- Capacity improvements based upon the long-term 2030 LOS needs, but which also accommodate a realistic financing plan;
 - Costs of improvements needed to mitigate growth that are reflected in the annual CIP/FPM update and annual update to the Impact Fee Schedule;
 - Impact fee assessments, determined by the number of new development trips in the p.m. peak hour; and
 - Additional mitigation measures, in accordance with the Concurrency Ordinance when development cannot meet Concurrency standards.
- 13.9.3** Study and pursue funding sources such as Local Improvement Districts (LIDs) to pay for improvements not fully funded by grants, impact fees and general funds.
- 13.9.4** Update the CIP/FPM bi-annually, adding new projects that implement City goals and deleting completed projects.
- 13.9.5** Update the Impact Fee Schedule annually, adding new projects, deleting projects as necessary, and keeping project costs at current dollar value.
- 13.9.6** Prioritize preserving and maintaining existing transportation facilities to avoid costly replacements and to meet public safety objectives in a cost-effective manner.

Implementation Strategies

- Aggressively pursue grant opportunities.
- Consider interlocal agreements for impact fees with adjacent jurisdictions, recognizing that traffic generated in one jurisdiction contributes to the need to make transportation improvements across jurisdictional boundaries.

RELATED INFORMATION

[Transportation Background Report](#)

[Walk and Roll Non-motorized Transportation Plan](#)

[Commute Trip Reduction \(CTR\) Program and Plan](#)

[Growth and Transportation Efficiency Center \(GTEC\) Plan](#)

[Tukwila Transit Network Plan](#)

New Policies Proposed for 2024 Update

1. Provide a balanced transportation system that delivers reasonable circulation for all users throughout the city, including people walking, bicycling, persons who use a wheelchair or other ambulation devices, seniors, youth, people with low incomes, and residents of all ages and abilities.
2. Consider the economic development and community benefit implications in the planning and design of transportation projects.
3. Plan and implement the transportation system utilizing urban street design principles in recognition of the link between urban design, safety, economic development, community health, and transportation system design in the planning and implementation of transportation projects.
4. Encourage transit providers, paratransit operators, and private purveyors to provide mobility for people of all ages, abilities, and income levels in the City of Tukwila and the surrounding community.
5. Support efficient transit capacity to reduce single-occupancy vehicle trips to, from, and through Tukwila.
6. Regularly update the City of Tukwila's ADA Transition Plan to ensure that transportation systems serve people of all ages and abilities.
7. Support transportation system improvements and programs that encourage transit use, high-occupancy vehicle trips, and non-motorized transportation to reduce single-occupancy vehicle trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.
8. Partner with transit agencies to improve safety in and around transit stops and stations.
9. Promote roadway designs that reduce speeding on local streets.
10. Evaluate parking usage to maintain sufficient space surrounding key destinations.
11. Seek to minimize conflicts between non-motorized modes and freight mobility when developing transportation improvement projects on designated truck routes
12. Promote emerging technology and innovative approaches to local deliveries, including cargo bikes, delivery drones, sidewalk autonomous delivery robots (SADRs), and microhubs.

GOALS, POLICIES AND STRATEGIES

The Transportation Element supports the City's Land Use Element. It demonstrates how the City will maintain and preserve the existing network as well as address deficiencies, while demonstrating how planned growth will be accommodated over the next 20 years per the Office of Financial Management (OFM) and PSRC forecasts.

The household and job forecasts for Tukwila are for an additional 4,860 households and 27,670 jobs by the year 2030, with most of that occurring in the Southcenter, Tukwila International Boulevard and Tukwila South mixed-use commercial areas. To plan for land use and transportation changes associated with this growth, these households and jobs are assigned to Traffic Analysis Zones (TAZs) based on the availability of vacant and redevelopable lands (*Maps 13-1 and 13-2*).

Employment forecasts in the Transportation Element – and used for the Transportation Demand Model – that include 27,670 additional jobs from 2010–2030 are nearly double the growth that current growth targets and forecasts represent (i.e., 15,500 additional jobs by 2031). The Transportation Demand Model was developed using employment forecast information available at the time. Since then, the employment forecast has been revised downward significantly due to the effects of the great recession on the regional economy. In addition, current forecasts are based to a greater degree on adopted King County Growth Targets for Tukwila.

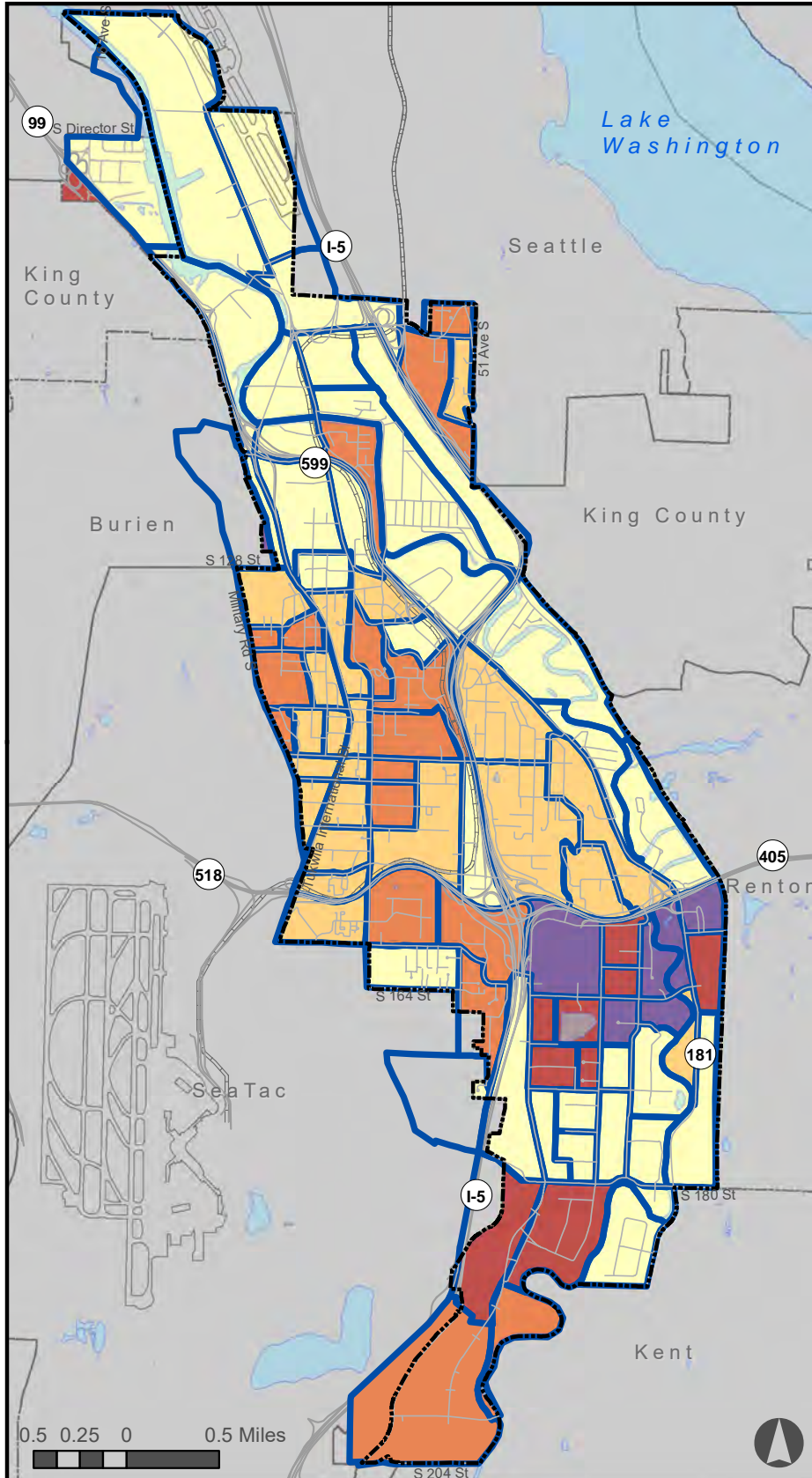
The City will revise the employment forecast and land use assumptions in the Transportation Element for consistency with land use-related elements and adopted growth targets during the next scheduled Transportation Demand Model update in 2016.

GOAL 13.1 GENERAL

Tukwila's transportation network provides for safe and efficient movement of people and goods to, from, within, and through Tukwila.







GENERAL TRANSPORTATION POLICIES

- 13.1.1** Prioritize safety in an ongoing monitoring program.
- 13.1.2** Focus on transportation efficiency by maximizing the movement of people with streets that are designed to be safe for all transportation modes, accommodating existing land uses while designing for the future.
- 13.1.3** Balance travel efficiency, safety and quality-of-life in residential areas through creative roadway design.

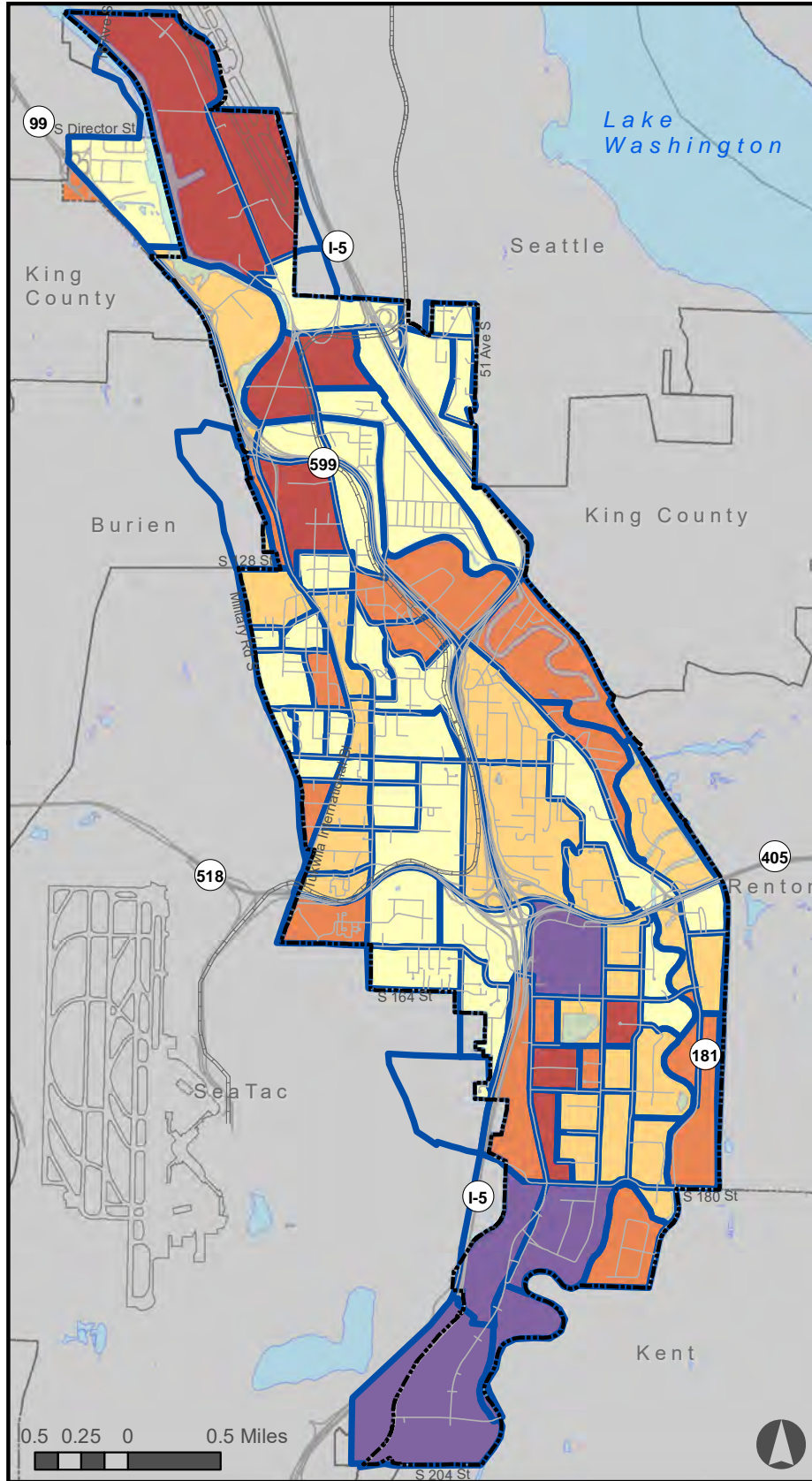


Projected Household Growth by Traffic Analysis Zone 2010-2030

Legend







-  City Limits
- Household Growth**
-  0 - 15
-  16 - 50
-  51 - 100
-  101 - 200
-  201 and above

Map 13-1: Projected Household Growth



Projected
Employment
Growth by
Traffic Analysis
Zone
2010-2030

Legend

-  CityLimits
- Employment Growth
-  0 - 50
-  51 - 200
-  201 - 450
-  451 - 1500
-  1501 and above

Map 13-2: Projected Employment Growth

WHAT ARE THE KING COUNTY COUNTYWIDE PLANNING POLICIES?

The Countywide Planning Policies are a series of policies that address growth management in King County. The Countywide Planning Policies provide a county-wide vision and create a framework each jurisdiction can use when developing its own comprehensive plan.

HOW DO THE COUNTYWIDE PLANNING POLICIES AFFECT TRANSPORTATION PLANNING IN TUKWILA?

Because each city's comprehensive plan must be consistent with the overall County policy framework, Tukwila has incorporated some of the Countywide Planning Policies into this element.

For example, the Countywide Planning Policies identify protection of the natural environment and transportation accessibility for non-drivers as regional priorities. The City has established policies 13.1.5 and 13.1.8 to address these needs. Other policies throughout this element will reference county-wide priorities and ensure that Tukwila's planning efforts are consistent with the overall transportation vision for King County.

- 13.1.4** Support, encourage and implement transportation programs and improvements that promote water quality and regional air quality.
- 13.1.5** Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings and local design themes that facilitate integration and compatibility.
- 13.1.6** Continue to coordinate with surrounding jurisdictions and with regional and State agencies to finance and develop a multi-modal transportation system that enhances regional mobility and reinforces the county-wide vision for managing growth.
- 13.1.7** Protect the transportation system (e.g. roadway, rail, transit, air and marine) against major disruptions by developing maintenance, prevention and recovery strategies and by coordinating disaster response plans.
- 13.1.8** Address the need for a range of mobility options including walking, biking, transit and driving in the development and management of local and regional transportation systems.
- 13.1.9** Support, encourage and implement programs and improvements that promote transit, foot and bicycle access to community amenities, stores and jobs.
- 13.1.10** Support car-share, bike-share and other alternatives to individual automobile ownership, to enhance sustainability.
- 13.1.11** Support electric vehicle charging stations and other alternative fuel sources, as available.



STREET CLASSIFICATIONS

For street design and operation purposes, engineers classify streets into four categories: principal arterials, minor arterials, collector arterials, and local access streets. These four categories group streets according to whether they primarily provide access to properties or are purely for mobility. The differences in function result in different street widths, number of curb cuts/driveways allowed, speed limit, traffic controls, and other similar design and operation features.



Implementation Strategies

- Ongoing monitoring of accidents and level of service, with associated engineering improvements or education/outreach efforts to improve safety in target areas.
- Implement Traffic Calming Program.
- Implement Walk and Roll Non-motorized Transportation Plan.
- Implement Complete Streets.
- Implement Safe Routes to School.
- Implement Commute Trip Reduction Plan.
- Implement Growth and Transportation Efficiency Centers Plan.
- Develop Low-Impact Development/Green Streets strategies.

GOAL 13.2 STREET NETWORK

The public street network has a hierarchy of street designs that serve pedestrian and vehicle safety, traffic movement, and adjacent land use.

STREET NETWORK POLICIES

- 13.2.1** Develop a street network plan that augments the existing system of streets, breaks up super-blocks in non-residential areas, designs connecting through-streets in all areas, and provides functional separation of traffic through new streets.
- 13.2.2** Prioritize residential local access through-streets, minimizing cul-de-sacs.

- 13.2.3** Create or require the creation of non-motorized connections in lieu of streets where local access through-streets are not feasible, such as on steep hillsides or where property owners resist streets.
- 13.2.4** Require street improvement projects and development improvements to be in accordance with the general Functional Street System Standards or subarea plans, and require an engineering study.
- 13.2.5** Require all new streets, street improvements, property developments and property improvements to provide sidewalks and other non-motorized infrastructure consistent with adopted standards and subarea plans. Property developments and improvements in commercial areas shall provide direct pedestrian access from sidewalks to buildings, as well as to, from and between parking areas.
- 13.2.6** Incorporate proportionately greater neighborhood-enhancing elements in collector, minor arterial, and principle arterial design. These elements include collector lanes, wider sidewalks, separated sidewalks, and curblin trees.
- 13.2.7** Design residential access streets to provide at least the minimum capacity for emergency access and for slow traffic.
- 13.2.8** Design collector arterials with a two-travel-lane, local access road design to encourage slow but steady speeds.
- 13.2.9** Design streets, including retrofit projects, to accommodate a range of motorized and non-motorized travel modes in order to reduce injuries and fatalities, to provide access to services, and to encourage non-motorized travel. The design should include well-defined, safe and appealing spaces for pedestrians and bicyclists.
- 13.2.10** Evaluate street improvement projects for the inclusion of features that support the Complete Streets policy and the Walk and Roll Plan in order to encourage walking, bicycling and transit use.
- 13.2.11** Design intersections and sidewalks to promote pedestrian safety and foster walking as a viable mode of transportation.
- 13.2.12** Include roadside plantings whenever feasible for street and road improvement projects on slopes to help mitigate the land used for roadway and sidewalk improvements.

WHAT IS TRANSPORTATION CONCURRENCY?

The Washington State Growth Management Act requires the City to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated, and are in place either when new development occurs or within six years. This is done to make sure the City can provide the transportation improvements needed to maintain its adopted standards of service and so that conditions do not degrade with the addition of the new households and workers in the City.

Implementation Strategies

- Implement sidewalk ordinance.
- Implement subdivision ordinance.
- Implement Street Network Plan.
- Emergency vehicle criteria in street design standards.
- Prioritize neighborhood quality design features when reducing street facilities (e.g., removal of one lane of parking before removal of sidewalk).
- Traffic Calming Program.
- Develop methods to incentivize and encourage coordinated development between adjacent commercial properties, including shared driveways and direct vehicular access between parking lots.

LEVEL OF SERVICE

The projected growth numbers in Tukwila and surrounding areas were used in the Background Report for the Transportation Element of the Comprehensive Plan Update to anticipate traffic volumes and levels of service in 2030. The Level of Service (LOS) analysis is one of the ways the City plans and budgets for future transportation projects.

The City balances the fiscal constraints of its financing plan for transportation programs and projects with planned growth and existing needs. To do this, Tukwila monitors LOS on arterial streets to examine the existing performance of the system and anticipated impacts of planned land use growth, to determine what adjustments will need to be made to maintain adopted LOS standards concurrent with new development. Properly applied and monitored, LOS standards for the transportation network ensure that mobility, vitality and quality of life for the city is maintained. For the 2030 planning horizon, significant new capacity will be required to accommodate future growth throughout the city, although the majority of the project capacity needs are in the Southcenter area.

Traditionally, LOS has been used to evaluate vehicular flow with little regard to other forms of transportation such as pedestrians, bicycles and transit. Building upon Tukwila's Walk and Roll Plan, the Complete Streets standard and Transit Network Plan, the City is working to develop a Multi-Modal Level of Service (MMLOS) to help balance transportation goals across all modes of transportation. The City has identified Transit Priority Corridors as part of an analysis done for the Transit Network Plan, and will continue to work closely with transit providers to achieve goals and policies related to transit service, to serve existing needs and to accommodate future growth.

AUTOMOBILE LOS

In many ways, the existing performance of Tukwila's transportation system reflects how performance has historically been evaluated—with a strong bias towards auto travel. Automobile LOS is focused on setting an acceptable level of delay drivers can expect along a corridor or at a particular intersection. To see how the transportation system will function in the future, growth projections are incorporated into traffic models to determine future conditions along arterial streets and at intersections. Modeling results, along with a list of projects needed to maintain adopted LOS on arterial streets, are included in the Background Report. Tukwila's transportation system generally accommodates auto travel well, with just a handful of locations operating at a poor automobile LOS.

NON-MOTORIZED LOS

LOS for pedestrians and bicyclists is focused on measuring factors that impact the safety and comfort of pedestrians and bicycles rather than quantifying congestion and delay. In 2007 and 2008, Tukwila collected data on existing conditions for pedestrians and bicycle facilities on all arterial streets, using the 2010 Highway Capacity Manual's Multi-Modal Level of Service (2010 HCM MMLOS) methodology. The 2010 HCM MM LOS did not produce results that could be used in a similar fashion as the automobile LOS, which categorizes minutes of delay into an A–F rating. The City needs to create or find a system for quantifying the conditions of pedestrian and bicycle facilities so that a goals-based approach to prioritizing these projects is achieved. The City will continue to customize a non-motorized level of service measure to help achieve the City's vision of a more balanced mix of mobility options.

TRANSIT LOS

Transit service, both frequency and time-span of service, is an important aspect of a healthy transportation network. The City uses the Transit Capacity and Quality of Service Manual, published by the Transportation Research Board, as a methodology to measure level of service for transit. This recommended level of service methodology is included in the City's Transit Network Plan (*Pertee 2004*). The Plan identified service frequency needs for the City and facility improvements necessary for robust and effective transit service. *Tables 13-1 and 13-2* illustrate LOS standards for transit service frequency and hours of service, respectively.

Table 13-1
Service Frequency LOS:
Urban Scheduled
Transit Service

LOS	Headway (min)	Vehicle/hour	Comments
A	<10	>6	Passengers don't need schedule
B	10–14	5–6	Frequent service, passengers consult schedules
C	15–20	3–4	Maximum desirable time to wait if bus/train missed
D	21–30	2	Service unattractive to choice riders
E	31–60	1	Service available during hour
F	>60	<1	Service unattractive to all riders

Source: *Transit Capacity and Quality of Service Manual, 2nd Edition, 2003*

Table 13-2
Hours of Service LOS

LOS	Hours per Day	Comments
A	19–24	Night or owl service provided
B	17–18	Late evening service provided
C	14–16	Early evening service provided
D	12–13	Daytime service provided
E	4–11	Peak hour service / limited midday service
F	0–3	Very limited or no service

Source: *Transit Capacity and Quality of Service Manual, 2nd Edition, 2003*

King County Metro and Sound Transit provide transit service to Tukwila residents and businesses. At this time, the City is not the owner/operator of a transit service, therefore a minimum level of service standard cannot be enforced. However, Tukwila will encourage all transit providers to achieve and maintain a minimum LOS C and focus service within Tukwila's Transit Priority Corridors. Tukwila's goal is to have transit service every 15-20 minutes throughout most of the day on its Transit Priority Corridors, including early evening.

The following is an assessment of existing transit service on Tukwila's Transit Priority Corridors:

- King County Metro identifies eight corridors in Tukwila on which it has set target service levels (see Table 13-3). Other bus routes not identified in Table 13-3 also currently serve Tukwila.

Table 13-3
King County Transit
Corridors in Tukwila

Between	And	Via	Major Route
Federal Way	SeaTac	SR-599	A Line
Kent	Seattle CBD	Tukwila	150
Tukwila	Fairwood	S 180th St, Carr Road	155
Renton	Burien	S 154th St	140 (F Line)*
Tukwila	Seattle CBD	Pacific Hwy S, 4th Ave S	124
Admiral District	Southcenter	California Ave SW, Military Rd, TIBS	128
Tukwila	Des Moines	McMicken Heights, Sea-Tac	156
Auburn	Burien	Kent, SeaTac	180

* Service scheduled to go into effect June 2014

- During peak hours, King County Metro’s target LOS on the eight major corridors as of 2011 is consistent with Tukwila’s in terms of frequency, except for service from Tukwila to Fairwood and from Admiral District to Southcenter. However, most corridors are not served with frequent service throughout the day with the exception of the Rapid Ride routes, including Rapid Ride A Line and the planned Rapid Ride F Line.
- Link Light Rail, providing service between SeaTac Airport and Seattle, currently meets the City’s LOS standard both in terms of frequency and time-span. (*Sound Transit 2013 Service Implementation Plan, p. 21*)
- There are currently nine northbound and nine southbound Sounder Trains providing service between Seattle and Lakewood, with a stop in Tukwila on the Sounder South Line. The Sounder South Line represents 90% of total Sounder ridership. Four new South Line round trips were implemented in September 2013, creating a schedule that includes 20-minute headways for the peak hour of service, which will bring the South Line into conformance with the City’s LOS in terms of frequency during the peak hour, but will not meet the City’s LOS in terms of time span. (*Sound Transit 2013 Service Implementation Plan, p. 29*)

GOAL 13.3 LEVEL OF SERVICE

Traffic levels-of-service provide safe and efficient movement of pedestrians, bicycles, cars, buses and trucks, and incorporate evolving, sustainable land use and traffic patterns.

LEVEL-OF-SERVICE POLICIES

- 13.3.1** In general, use varied Level of Service Standards according to differing levels of development, desired character of streets, and growth management objectives.
- 13.3.2** Use adopted LOS standards to guide City improvement and development approval decisions.
- 13.3.3** Maintain adopted LOS standards in planning, development and improvement decisions.
- 13.3.4** Provide capacity improvements or trip reduction measures so that the LOS standards are not exceeded.
- 13.3.5** Evaluate impacts to LOS when reviewing private development proposals, and require mitigation and/or reduce or delay project impacts, if necessary in order to maintain adopted LOS standards.

- 13.3.6** Prioritize transportation choices that provide capacity mitigation (i.e., transit use, carpooling/rideshare, pedestrian and bicycle facilities.) After considering these priority improvements, consider other street capacity improvements (i.e., signal improvements, street widening) as a last resort.
- 13.3.7** Maintain a program to monitor congestion and evaluate the effectiveness of the LOS standards in providing a competitive business environment and adequate public safety response.

AUTOMOBILE LEVEL OF SERVICE

- 13.3.8** Highways of Statewide significance (HSS), including Interstate 5 (I-5), Interstate 405 (I-405), and State Route 518 (SR-518), are exempt from concurrency requirements.
- 13.3.9** Use the following LOS standards to guide City improvement and development approval decisions:
- The Southcenter area corridor average is not to exceed LOS E, except for the Strander Boulevard corridor and a portion of the Andover Park E corridors. Methods for computing the average LOS are described in the Background Report.
 - The Strander Boulevard corridor average is not to exceed LOS F with an average delay not to exceed 120 seconds. The Andover Park E corridor, between Tukwila Parkway and Strander Boulevard, is not to exceed LOS F with an average delay not to exceed 120 seconds.
 - All other non-residential arterial intersections are not to exceed LOS E.
 - The LOS of minor and collector arterials in predominantly residential areas is not to exceed LOS D for each specific arterial.
 - SR 181 (West Valley Highway) and SR 599, as State highways of regional significance, are subject to a Regional Level of Service Standard established by the Puget Sound Regional Council and WSDOT. Automobile level of service is not to exceed LOS E/Mitigated.
 - I-5, I-405, SR 518 and SR 99, as highways of Statewide significance, are subject to a LOS standard established by WSDOT. Automobile level of service is not to exceed LOS D.

NON-MOTORIZED LEVEL OF SERVICE

- 13.3.10** Establish multi-modal levels of service consistent with planned development, the countywide vision for managing growth, Vision 2040 and Transportation 2040.
- 13.3.11** Use the Transportation Background Report and the Walk and Roll Plan sidewalk prioritization scheme, planned trails and bicycle-friendly routes network – in conjunction with this Plan’s land use goals – to prioritize construction of new sidewalks, bike lanes and trails.

TRANSIT LEVEL OF SERVICE

- 13.3.12** Advocate for Tukwila representation on the boards of King County Metro and Sound Transit in order to influence service and policies that are effective for Tukwila.
- 13.3.13** Advocate through verbal and written testimony to King County Metro and Sound Transit to achieve and maintain a minimum LOS C (defined by headway, vehicles per hour and hours of service), and work within Tukwila’s Transit Priority Corridor Classification System.

Implementation Strategies

- Implement concurrency ordinance.
- Monitor traffic volumes and levels of service.
- Implement Complete Streets.
- Implement Transportation Demand Management.
- Implement Commute Trip Reduction programs.
- Implement Capital Improvement Plan.
- Build on work done with the 2010 Highway Capacity Manual LOS to develop a multi-modal level of service standard that includes a calculated standard plus a qualitative element to address desired urban form.
- Update the analysis done for the Transit Network Plan as the basis for transit service advocacy for Tukwila.

TRANSIT

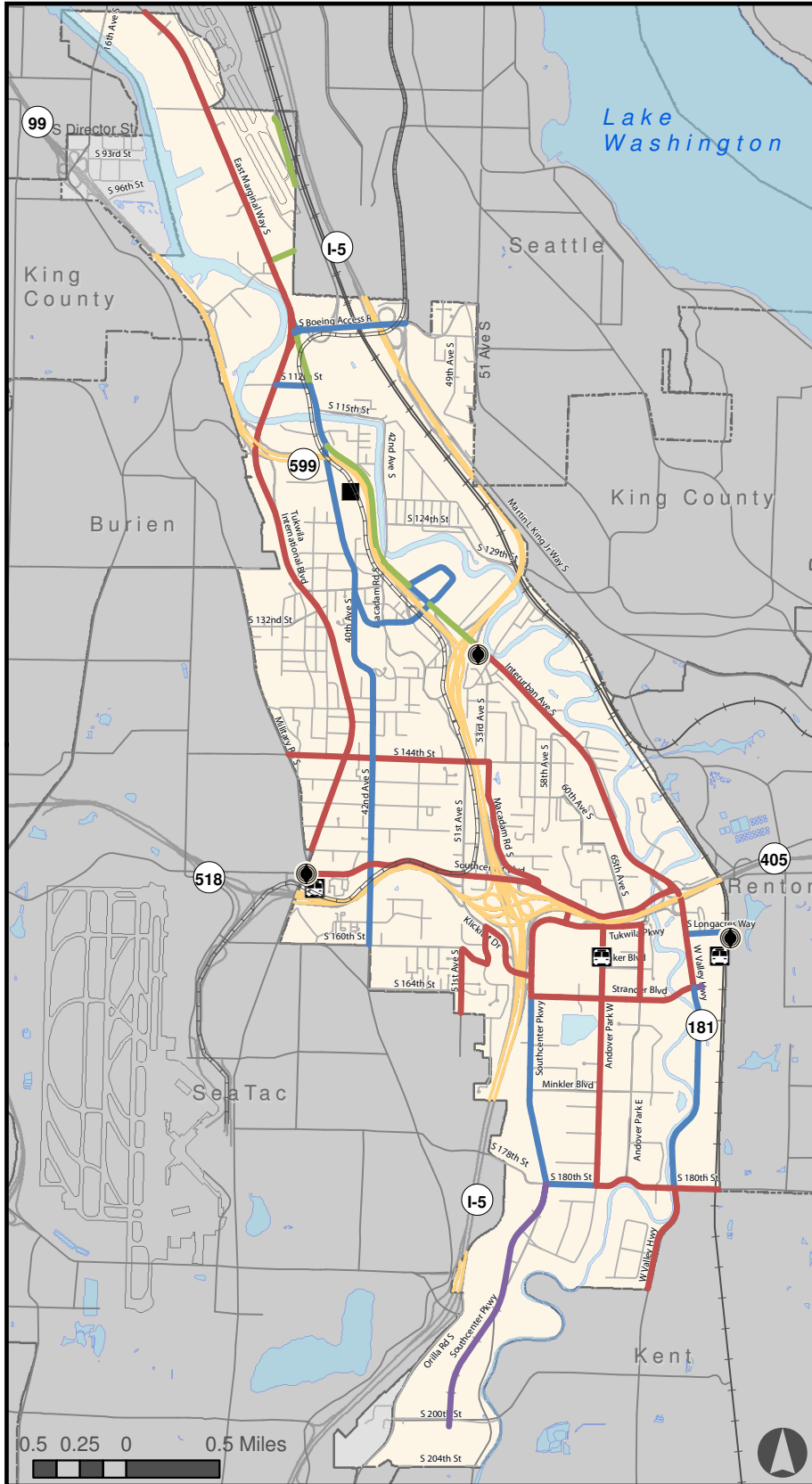
The City of Tukwila strives to collaborate and cooperate with the region's transit providers in order to have convenient transit service to support and complement adjacent land uses. The goal of increasing overall transit ridership within the City of Tukwila drives the need for both service and capital improvements. Transit speed and reliability, improved passenger amenities, and access to transit service are all crucial for attracting and maintaining transit riders.

King County Metro provides bus service throughout the City of Tukwila. Twelve different routes provide intra-Tukwila service and direct service to Burien, Kent, Auburn, Seattle, Renton and West Seattle. Existing Route 140 is planned to be upgraded to Rapid Ride bus rapid transit, with associated facilities, in 2014. At this time, Sound Transit does not serve any destinations in Tukwila with Regional Express Bus service. Sounder, the regional commuter rail service, has a stop in Tukwila at the Tukwila Station, as does Amtrak regional passenger rail service. Sound Transit Link Light Rail is located in Tukwila, with service from SeaTac Airport to downtown Seattle. Extensions of Link Light Rail are planned to the north, south, and east.

To achieve the goal of increased transit frequency and time span of service to Tukwila's activity centers and regional destinations, a multi-hub system and Transit Priority Corridor Classifications were developed, as shown on *Map 13-3*. Transit Priority Corridors are those corridors where transit service currently exists. Activity centers are tied together by the Transit Priority Corridors, and include the Tukwila International Boulevard Link Light Rail Station, the Tukwila Commuter Rail/Amtrak Station, an improved Southcenter Transit Center, and a new link connecting the Tukwila Commuter Rail/Amtrak Station to areas near Westfield Mall at Southcenter. Improved routes and frequency feed into this multi-hub concept.

Transit Priority Corridor Classifications identify transit corridor types by function, ideal transit operational characteristics, optimal adjacent land uses, and supporting physical design features of the public infrastructure. The classification system is designed to be flexible and assist quality decision-making.

An inventory of present transit routes is contained in the Background Report. Recommendations for service changes and infrastructure needs are contained in the Tukwila Transit Plan. King County Metro and Sound Transit control changes to routes.



Transit Priority Corridor Classification

Legend

- Transit Way
- Principal Corridor
- Minor Corridor
- Local Access
- Potential Transit
- Transit Center
- Park and Ride
- Metro South Base
- Rail Lines**
- Heavy Rail
- Light Rail

Map 13-3: Transit Priority Corridors

GOAL 13.4 TRANSIT

Efficient transit capacity that will reduce single-occupancy vehicle trips to, from and through Tukwila, and provide public transportation options for all Tukwila residents.

TRANSIT POLICIES

- 13.4.1** Support and encourage the location of a light rail stop at Boeing Access Road.
- 13.4.2** Coordinate with the Washington State Department of Transportation to preserve and support the Amtrak Cascades stop in Tukwila.
- 13.4.3** Recommend and pursue a regional multi-modal center in conjunction with the Tukwila Commuter Rail/Amtrak Station and secondary pedestrian/bicycle/transit hubs elsewhere in the City.
- 13.4.4** Pursue amenities and funding in support of a pedestrian/bicycle route linking Westfield Mall at Southcenter to the Tukwila Commuter Rail/Amtrak Station.
- 13.4.5** Continue to provide assistance to King County Metro, Sound Transit, Washington State Department of Transportation, King County and other agencies in increasing people-carrying capacity of vehicles and reducing trips.
- 13.4.6** Maintain a partnership with King County Metro in operation and maintenance of the Tukwila Transit Center.
- 13.4.7** Research and pursue a Southcenter area circulator service that would connect the Tukwila Station, the Transit Center, businesses, and attractions in and adjacent to the urban center, with frequent service to encourage reduction of single-occupant vehicle trips, enhance the Southcenter area's image as a lifestyle center, and bring more customers to all businesses.
- 13.4.8** Encourage and support public transportation services, including:
- Expanded dial-a-ride and fixed-route van service to areas that do not produce enough transit ridership to warrant a bus route;
 - Continued development of commuter and light rail, particularly with service to Southcenter and the Manufacturing/Industrial Center; and
 - Commute Trip Reduction service.

- 13.4.9 The development and extension of any light rail or commuter rail system shall meet the following objectives:
- Any commuter or light rail system serving Tukwila, Seattle, South King County and/or Sea-Tac Airport should be located in a manner which promotes the coordinated short-term and long-term use of alternative transportation systems, such as carpools, transit, biking and walking.
 - Such systems shall be located so as to allow for future extensions to commuter and/or light rail service to East King County and Southeast King County, and shall be coordinated with other transit service.
 - Such systems shall be located in a manner that provides multi-modal connections to Tukwila's urban center, Manufacturing and Industrial Center, and transit centers, so as to encourage development in the manner contemplated by this Plan and the Countywide Planning Policies.

Implementation Strategies

- Implement Commute Trip Reduction Program.
- Implement Commute Trip Reduction Plan.
- Implement Growth and Transportation Efficiency Center Plan.
- Implement Walk and Roll Plan and Design Report for the Walk and Roll Plan.
- Encourage transit providers to meet minimum level of service standards.

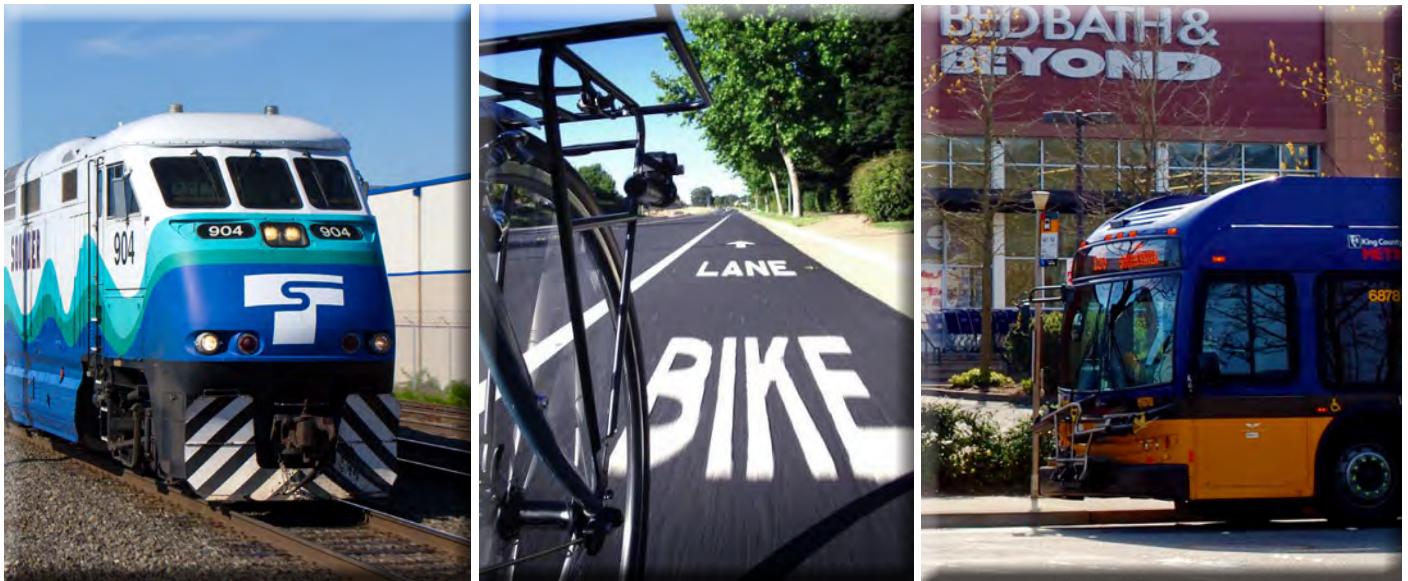
TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) emphasizes the movement of people and goods, rather than vehicles, by providing transportation alternatives to driving. TDM benefits the community by maximizing the efficiency of existing infrastructure, and limiting the impacts of excessive traffic in neighborhoods by promoting transportation options such as carpooling, vanpooling, transit, walking, biking, teleworking and flexible work hours. Reducing vehicle trips limits air and water pollution and supports the City's commitment to reduce greenhouse gas emissions.

Tukwila's TDM activities are directed at employers, workers, business owners, residents and visitors. Tukwila adopted a Commute Trip Reduction (CTR) Plan in 2008 that sets goals and implementation strategies for large employers to reduce drive-alone trips and vehicle miles traveled. Tukwila adopted a Growth and Transportation Efficiency Center (GTEC) Plan in 2008 to set the stage for focused TDM activities in Tukwila's urban center. The CTR Plan and GTEC Plan provide locally-adopted mode-split goals for Tukwila's Southcenter/Urban Center and the Manufacturing and Industrial Center (MIC).

The City's six-year mode-split targets for the Urban Center are 65.7% drive-alone trips and 34.3% non-drive-alone trips, as defined in the City's GTEC Plan. Within the Urban Center, the City will also try to meet its GTEC goals with a targeted Vehicle Miles Travelled (VMT) rate of 13.05.

In the MIC, mode-split goals are 70% drive-alone, consistent with the remainder of the city.



GOAL 13.5 TRANSPORTATION DEMAND MANAGEMENT

Support transportation system improvements and programs which encourage transit use, high-occupancy vehicle trips and non-motorized transportation to reduce single-occupancy vehicle trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.

POLICIES

- 13.5.1** Provide Commute Trip Reduction Program services to Tukwila employers to reduce drive-alone trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.
- 13.5.2** The City of Tukwila will set an example to other employers by a commitment to reducing drive-alone trips, vehicle miles traveled, and greenhouse gas emissions through implementation of CTR goals.
- 13.5.3** Work with King County Metro and Sound Transit to provide amenities for transit riders, encourage transit use, and enhance multi-modal connections to transit.
- 13.5.4** Establish mode-split goals for all significant employment centers which will vary according to development densities, access to transportation service, and levels of congestion.
- 13.5.5** Continue to encourage the use of rideshare, transit, bicycle, and evolving technological transportation improvements.
- 13.5.6** Encourage transit-oriented uses, development patterns and pedestrian amenities in the vicinity of high-capacity transit stations.
- 13.5.7** Require that parking facilities developed in conjunction with transit facilities be adequately sized and managed to prevent spillover parking onto private property, public property, or public streets. Consider a phasing plan to require structured parking if additional parking is needed.

Implementation Strategies

- Implement Commute Trip Reduction Program.
- Implement and update Growth and Transportation Efficiency Center (GTEC) Plan.
- Promote the use of drive-alone alternatives through social media, RideShareOnline.com, community outreach, and offering assistance with parking management.

NON-MOTORIZED TRANSPORTATION

Tukwila adopted its first non-motorized transportation plan – the Walk and Roll Plan – in 2009, as well as a Complete Streets policy. This policy requires all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders and persons of all abilities, while promoting safe operation for all users.

The Walk and Roll Plan includes an inventory of existing non-motorized facilities, including bike lanes, trails, sidewalks and pedestrian footpaths (*see Map 13-4*). The Plan also identifies projects to guide City implementation of a safe and complete non-motorized network. These projects are made up of (1) a list of missing sidewalk segments and a method of prioritizing which missing segments should be constructed first, (2) trail projects to expand the existing system of non-motorized neighborhood connections, and (3) a backbone network of Bicycle Friendly Routes – existing and planned on-street facilities and trail projects that represent a bicycle network connected to local and regional destinations, as well as existing and planned bicycle-friendly routes in adjacent jurisdictions (*see Map 13-5*).

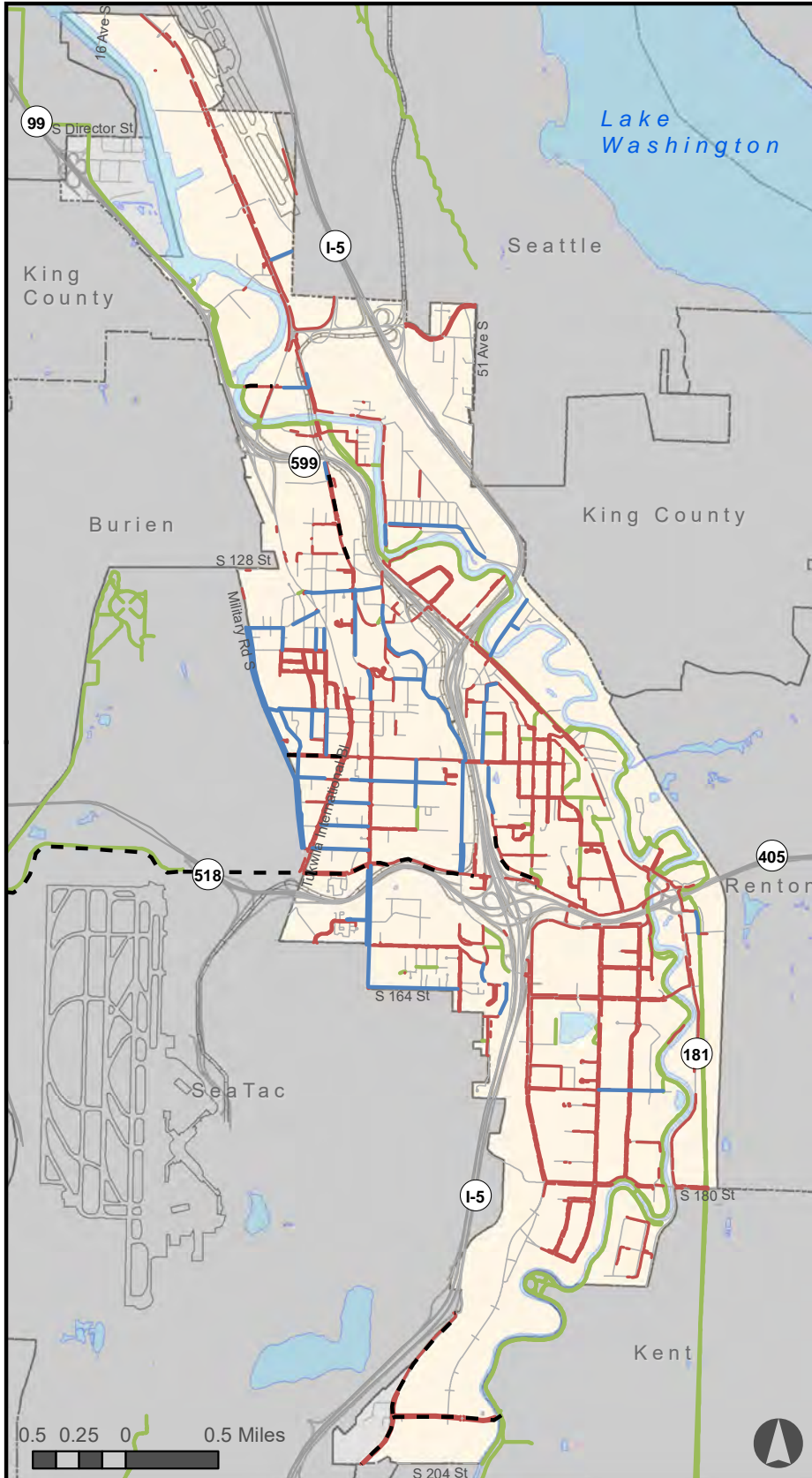
The Walk and Roll Plan commits the City to promoting programs that support and encourage biking, walking, commute trip reduction activities, and the City's annual participation in the regional bicycle and pedestrian count.

GOAL 13.6 NON-MOTORIZED TRANSPORTATION

Tukwila's non-motorized transportation network is safe and comfortable, provides local and regional connections to neighborhoods and activity centers, and makes cycling and walking viable and enjoyable forms of transportation and recreation.

POLICIES

- 13.6.1** Consider and provide for all users of the roadway, including pedestrians and bicyclists, as appropriate, when new streets and street improvements are made.
- 13.6.2** Allocate funds to the Residential Street Fund in order to build sidewalks on residential local access streets.
- 13.6.3** Include pedestrian and bicycle improvements in street improvement projects, as appropriate. The prioritized list of missing sidewalk linkages and the Bicycle Friendly Routes map adopted with the Walk and Roll Non-motorized Transportation Plan is the priority network to connect schools, employment centers, parks, shopping and other local and regional destinations.

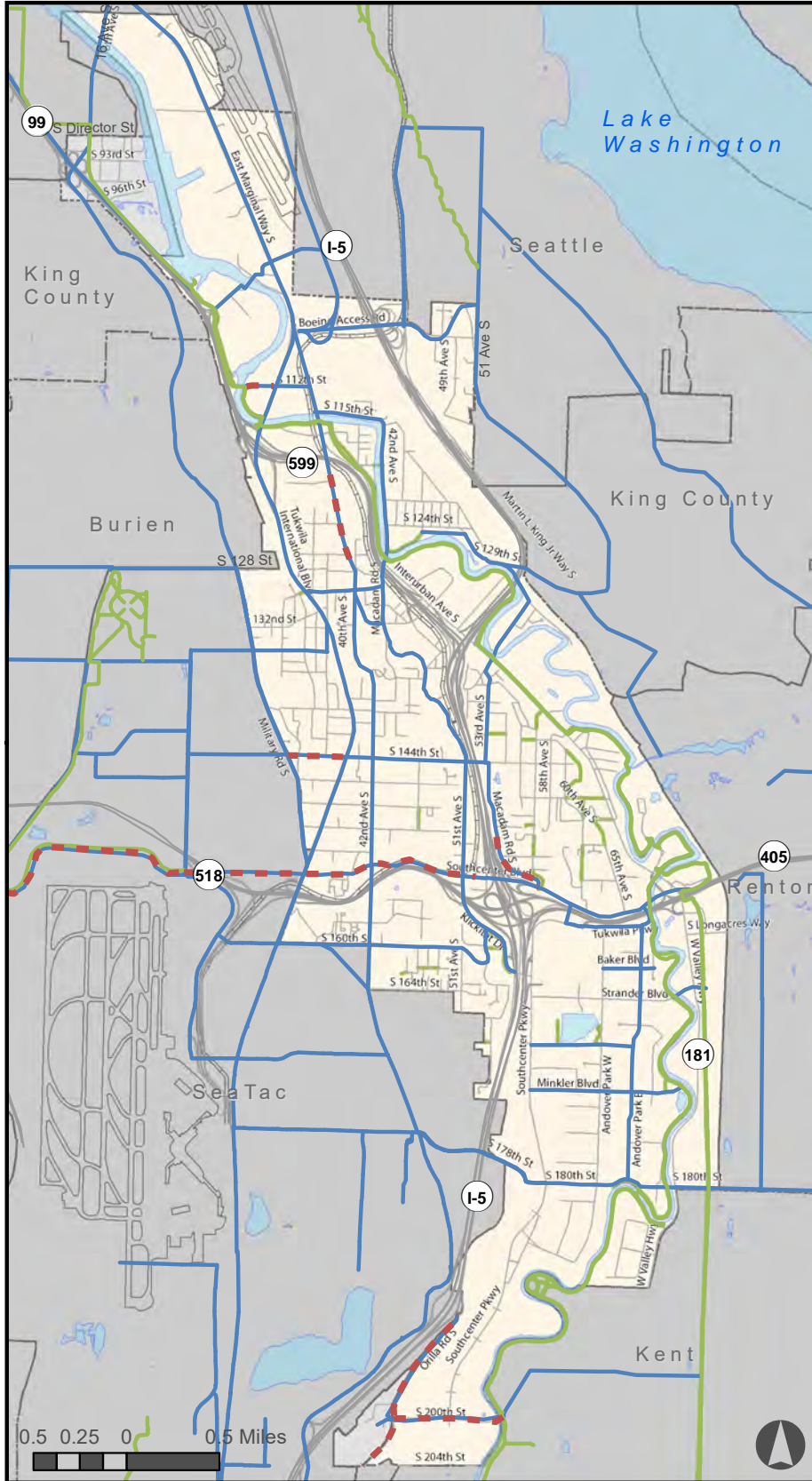


Existing Nonmotorized Facilities

Legend

- Sidewalks
- Paved Shoulders
- Trails
- - - Bike Lanes

Map 13-4: Existing Non-motorized Facilities



Bicycle Friendly Routes

Legend

- Bike Friendly Routes
- - - Existing Bike Lanes
- Trails

Map 13-5: Bicycle-Friendly Routes

- 13.6.4** Pursue external funding sources to construct pedestrian and non-motorized improvements.
- 13.6.5** Coordinate with adjacent agencies on the development of regional non-motorized transportation improvements in, through and to Tukwila.
- 13.6.6** Construct neighborhood links by providing additional sidewalks and trails as opportunities and development occur.
- 13.6.7** Pursue converting railroad and other easements to pedestrian and bicycle trails.
- 13.6.8** Require secure bicycle storage (i.e., racks, lockers, cages, etc.) in appropriate locations.
- 13.6.9** Provide way-finding along roads, sidewalks and trails to direct non-motorized travelers to trails and destinations.
- 13.6.10** Work with school officials to promote Safe Routes to School projects and programs, and require safe routes to school improvements – such as sidewalks and crosswalks – as new development occurs along designated school walk routes.
- 13.6.11** Provide more than the minimum for pedestrian safety. Options include wider sidewalks, landscape buffers, street trees, pedestrian-level lighting, crossing enhancements, patterned pavement and improved driveway design, to encourage residents and visitors to walk for transportation, recreation and improved health.
- 13.6.12** Plan and budget for non-motorized transportation projects within the Tukwila Capital Improvement Program.
- 13.6.13** Draw upon all sources of transportation funding for implementation of Complete Streets improvements.
- 13.6.14** Maintain existing unimproved rights-of-way if there is a potential future opportunity to create a non-motorized connection through stairs or other trail improvements.

Implementation Strategies

- Follow the Walk and Roll Non-motorized Transportation Plan and Design Report to pursue additional pedestrian and bicycle amenities.
- Pursue connections between existing pedestrian and bicycle facilities.
- Update the Infrastructure Design and Construction Standards with improved pedestrian safety and amenity designs.
- Adopt a multi-modal level of service which may be incorporated into the City's concurrency and traffic impact fee program.
- Develop local wayfinding programs based on subarea or neighborhood plans.
- Develop a consistent regional way-finding program for bicycle routes.
- Provide staff support to the Safe Routes to School Committee made up of City and school district staff to coordinate grant applications, events, and spot improvements in school zones.
- Adopt the Tukwila School District school walk route maps as the basis for new requirements in the subdivision code.
- Participate in the National Documentation Project annual count of bicycles and pedestrians at designated locations throughout the City.

FREIGHT, RAIL, WATER, AND AIR TRANSPORTATION

Tukwila's Urban Center and Manufacturing and Industrial Center (MIC) include retail, commercial and industrial businesses which serve the region. Railroad tracks owned by the Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) railroads run north/south through Tukwila. These rail networks carry international and domestic cargo to inland markets, and serve the Port of Seattle to the north and the Port of Tacoma to the south. Industrial railroad spurs, operated and controlled by the railroad companies and private property owners, are located in the Southcenter and MIC area. BNSF has a multi-modal storage yard in the Manufacturing and Industrial Center in northern Tukwila. Both Amtrak and Sound Transit's Sounder Commuter Rail use the BNSF tracks.

Given Tukwila's location at the crossroads of two major interstate highways, and the prevalence of manufacturing, warehousing and commercial activities in the City, many streets experience high truck volumes. The streets with the highest truck traffic are West Valley Highway south of Strander Boulevard, Interurban Avenue South north of SR 599, and East Marginal Way South north of Boeing Access Road.

The portion of the Duwamish River in Tukwila north of the Turning Basin is located within the City's Manufacturing and Industrial Center and is accessible to shipping activity. The river remains inaccessible to shipping activity south of the Turning Basin, where it can be accessed by small water craft, kayaks and canoes only.

King County International Airport, also known as Boeing Field, is located in northern Tukwila at the City's border with Seattle, and is one of the busiest primary non-hub airports in the nation. The airport serves small commercial passenger airlines, cargo carriers, private aircraft owners, helicopters, corporate jets, and military and other aircraft. It is also home to approximately 150 tenant businesses, including the Boeing Company operations. The Museum of Flight is also located there and attracts a large number of visitors to the area.

Sea-Tac Airport, the State's largest airport, is located within a mile of Tukwila city limits. The airport is a large employer for Tukwila residents, and its operations support many Tukwila businesses.

GOAL 13.7 FREIGHT TRANSPORTATION

Tukwila has adequate geometric capacity for commercial freight transportation located in and serving Tukwila.

POLICIES

- 13.7.1** Include trucking design parameters in principal and minor arterial improvements as well as in commercial areas.
- 13.7.2** Allow truck traffic on all principal and minor arterials, as well as on commercial area local access streets. Consider using load limit restrictions on residential collector arterials and residential local access streets.

GOAL 13.8 RAIL, WATER, AND AIR TRANSPORTATION

Tukwila and the rail and airport operators are collaborators in rectifying poor planning decisions from the past, partners in minimizing impacts upon each other's land use activities, and supportive of the mutual benefits between the people of Tukwila and the rail and air operators.

POLICIES

- 13.8.1** Participate with King County and the Port of Seattle in updating their airport master plans to ensure that King County International Airport and SeaTac International Airport operations and development:
- Enhance Tukwila goals and policies;
 - Incorporate Tukwila land use plans and regulations;
 - Minimize adverse impacts to Tukwila residents; and
 - Are not encroached upon by incompatible land uses.
- 13.8.2** Support goods mobility by all modes, recognizing that Tukwila is part of a regional freight distribution hub and a major international trade gateway.
- 13.8.3** Work with BNSF to mitigate impacts associated with rail and intermodal yard operations within Tukwila's residential neighborhoods.

GOAL 13.9 FUNDING SOURCES

Funding through grants, mitigations, general funds, and other sources for safety and capacity measures provides safe and efficient movement of people and goods to, from, within and through Tukwila.

POLICIES

- 13.9.1** Pursue grants.
- 13.9.2** Use an impact fee system that identifies:
- Capacity improvements based upon the long-term 2030 LOS needs, but which also accommodate a realistic financing plan;
 - Costs of improvements needed to mitigate growth that are reflected in the annual CIP/FPM update and annual update to the Impact Fee Schedule;
 - Impact fee assessments, determined by the number of new development trips in the p.m. peak hour; and
 - Additional mitigation measures, in accordance with the Concurrency Ordinance when development cannot meet Concurrency standards.
- 13.9.3** Study and pursue funding sources such as Local Improvement Districts (LIDs) to pay for improvements not fully funded by grants, impact fees and general funds.
- 13.9.4** Update the CIP/FPM bi-annually, adding new projects that implement City goals and deleting completed projects.
- 13.9.5** Update the Impact Fee Schedule annually, adding new projects, deleting projects as necessary, and keeping project costs at current dollar value.
- 13.9.6** Prioritize preserving and maintaining existing transportation facilities to avoid costly replacements and to meet public safety objectives in a cost-effective manner.

Implementation Strategies

- Aggressively pursue grant opportunities.
- Consider interlocal agreements for impact fees with adjacent jurisdictions, recognizing that traffic generated in one jurisdiction contributes to the need to make transportation improvements across jurisdictional boundaries.

RELATED INFORMATION

[Transportation Background Report](#)

[Walk and Roll Non-motorized Transportation Plan](#)

[Commute Trip Reduction \(CTR\) Program and Plan](#)

[Growth and Transportation Efficiency Center \(GTEC\) Plan](#)

[Tukwila Transit Network Plan](#)

LAND USE ELEMENT

WHAT YOU WILL FIND IN THIS CHAPTER:

- Guidance for compliance with regulatory processes;
- Guidance for comprehensive plan designations of land; and
- Goals, policies, and strategies to guide the framework for ensuring a safe and affordable housing stock, healthy economy, and enjoyable, active built and natural environment.

Purpose

The Land Use Element addresses the major land use issues facing the City of Tukwila over the next 20 years. The element considers the general distribution, location, and intensity of land uses. It provides a framework for the other elements of the comprehensive plan, setting up connectivity for people of all ages and abilities between residential areas, viable business districts, and public amenities that are essential to the community’s health and vitality.

The Growth Management Act establishes the Land Use Element as the basis for development regulations within the City and requires those land use regulations to be consistent with the goals and policies in this Element. Additionally, the element shall be consistent with Vision 2050 and the Countywide Planning Policies as described below.

Framework

Land Use Decisions Provide the Framework for Guiding Tukwila’s Future

The City’s Land Use goals and policies guide the City’s regulations and standards that prepare the City for its future. Comprehensive plan designations provide the framework for how the community will grow a healthy housing market and thriving economic environment, while also directing future growth to where it can capitalize on infrastructure investments and preserve and strengthen the City’s environmental assets.

Comprehensive Plan

Transitioning from Suburban to Urban Development

With the continuing growth of the Puget Sound Region, Tukwila has grown from a suburb of Seattle to a growing city with two Regional Growth Centers. With this growth there has been significant investment in public transportation facilities and an increased demand for a variety of new housing types not seen in previous decades. While much of Tukwila’s growth throughout the last 30 years was experienced through annexation of previously developed areas, much of the anticipated growth in the next planning period will be from infill development.

Accommodating Growth While Creating and Enhancing People Centric Environments

Meeting growth targets for housing units and job creation will require significant growth compared to that seen in recent decades. Much of this growth will be directed to regional centers, areas near significant transit investments, or large areas of developable land. It is important to ensure land designations support housing options and affordability, a thriving economy, a high quality of life, and a natural environment that supports health and wellness.

GOALS & POLICIES

Regional Roles and Obligations

GOAL Land Use Policies are consistent with state, regional and county requirements, and are updated to integrate new information to enable informed decisions.

POLICIES

1. Monitor and maintain comprehensive plan goals and policies that are consistent with county-wide and regional planning policies ¹
2. Provide a consistent population projection throughout the plan, consistent with King County’s sub-county allocation of that forecast for housing needs and employment targets.²
3. Utilize a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:
 - a. To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas;

¹ Department of Commerce Policy LU-1 ([RCW 36.70A.210 WAC 365-196-305)

² Department of Commerce Policy LU-4 (RCW 36.70A.115, RCW 43.62.035 and WAC 365-196-405(f))

Comprehensive Plan

- b. To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and
- c. To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.³
4. Regularly monitor the City’s land use plan, development regulations, and standards to guide progress toward the City meeting its identified growth targets.⁴
5. Maintain a comprehensive land use map that designates future land use and urban growth areas.⁵

Land Use Pattern

Growth

GOAL

Growth is actively guided and managed in a way that:

- Preserves and enhances the quality of life and the diverse residential neighborhoods of the community, and serves them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses;
- Maximizes and leverages public infrastructure investments, including public transit facilities;
- Protects environmentally critical areas and shorelines; and
- Promotes economic development.

POLICIES

6. Promote a pattern of compact development within the City that includes housing in a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, educational uses and schools, and parks and open space.
7. The Tukwila Urban Growth Area promotes a mix of uses that are convenient to, and support, public transportation, in an effort to reduce reliance on single-occupancy vehicle travel for most daily activities.⁶
8. Develop and use residential, commercial, and manufacturing land efficiently within the City to create healthy, vibrant, and equitable urban communities that offer a full range of urban services. Promote the efficient use of land within Tukwila by:
 - a. Focusing housing and employment growth and infill development in areas such as the City’s designated regional centers, transit station areas, and locally

³ King County Policy DP-20

⁴ King County DP-21

⁵ Department of Commerce Policy LU-2

⁶ King County Policy DP-2 (partial)

Comprehensive Plan

designated local centers consistent with the goals of the Vision 2050 (the Regional Growth Strategy);⁷

- b. Optimizing the use of existing capacity for housing and employment;
- c. Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and
- d. Coordinating plans for land use, transportation, schools, capital facilities, and services.⁸

Comprehensive Plan Designations

GOAL Comprehensive Plan Designations provide general direction for desired land uses present in the designation or anticipated in future development in the designation over the planning period. Zoning Districts should correspond with Comprehensive Plan Designations when areas are redesignated as a new Zoning District (see table 1).

POLICIES

Residential

9. Community Residential (CR) designated areas are characterized a variety of low and medium-density housing types including but not limited to single-family, duplexes, triplexes, fourplexes, townhomes, cottage housing, courtyard apartments, accessory housing units, and their accessory uses, along with educational, institutional, and recreational uses. These uses and densities are modified where covered by the Commercial Redevelopment and Urban Renewal Overlays.
10. High Density Residential (HDR) designated areas are characterized by larger and higher density multi-family buildings and their accessory uses, along with educational, institutional, and recreational uses. These uses and densities are modified where covered by the Commercial Redevelopment and Urban Renewal Overlays.

Commercial

11. Office (O) designated areas are characterized by professional and commercial office structures mixed with retail.

⁷ King County Policy DP-3 and 4 (partial).

⁸ King County Policy DP-3 (partial)

Mixed Use

12. Mixed Use Office (MUO) designated areas are characterized by professional and commercial office structures, mixed with retail and residential uses. These uses and densities are modified where covered by the Tukwila South Overlay.
13. Neighborhood Commercial Center (NCC) designated areas are areas characterized and scaled to serve multiple residential areas with a diverse mix of uses. Uses include commercial; residential, including senior citizen housing; retail; service; office; and recreational and community facilities, generally along a transportation corridor. These uses are modified where covered by the Urban Renewal Overlay.
14. Residential Commercial Center (RCC) designated areas are pedestrian-friendly areas characterized and scaled to serve a local neighborhood, with a diverse mix of uses. Uses include certain commercial; residential; retail; service; office; and recreational and community facilities.
15. Regional Commercial (RC) designated areas are characterized by residential, mixed use, commercial services, offices, lodging, entertainment, and retail activities.
16. Regional Commercial Mixed-Use (RCM) designated areas are areas characterized by commercial services, offices, lodging, entertainment, retail activities and associated warehousing, and certain accessory light industrial uses. Residential uses mixed with certain commercial uses are also allowed.
17. The Tukwila Urban Center (TUC) designated Southcenter Urban Center subarea is intended to develop as a high-density, regionally-oriented, mixed-use 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. It contains five sub-districts differentiated through uses and development standards: Regional Center (RC), Transit-Oriented Development (TOD), Pond (P), Commercial Corridor (CC), and Workplace (WP).
18. The Tukwila Valley South (TVS) designated areas are characterized by high-intensity regional uses that include commercial services, offices, light industry, warehousing and retail, with heavy industrial subject to a Conditional Use Permit. Mixed-use residential is conditionally permitted within 500 feet of the Green River. These uses and densities are modified where covered by the Tukwila South Overlay.

Industrial

19. Commercial/Light Industrial (C/LI) designated areas are characterized by a mix of commercial, office or light industrial uses.
20. Light Industrial (LI) designated areas are characterized by distributive and light manufacturing uses, with supportive commercial and office uses.
21. Heavy Industrial (HI) designated areas characterized by heavy or bulk manufacturing uses and distributive and light manufacturing uses, with supportive commercial and office uses. These uses are modified where covered by the Tukwila South Overlay.

Comprehensive Plan

22. Manufacturing Industrial Center/-Light (MIC/L) designated areas are a major regional employment area containing distributive, light manufacturing and limited office uses, with supportive commercial and office uses.
23. Manufacturing Industrial Center/-Heavy (MIC/H) designated areas are a major regional employment area containing distributive, light manufacturing and heavy manufacturing uses, with supportive commercial and office uses.

Table 1

Comprehensive Plan Designation	Corresponding Zoning Classifications
Residential	
Community Residential (CR)	Community Residential (CR), Low Density Residential (LDR), Medium Density Residential (MDR)
High Density Residential (HDR)	High Density Residential (HDR)
Commercial	
Office (O)	Office (O)
Mixed Use	
Mixed Use Office (MUO)	Mixed Use Office (MUO)
Neighborhood Commercial Center (NCC)	Neighborhood Commercial Center (NCC)
Regional Commercial (RC)	Regional Commercial (RC)
Residential Commercial Center (RCC)	Residential Commercial Center (RCC)
Regional Commercial Mixed Use (RCM)	Regional Commercial Mixed Use (RCM)
Tukwila Urban Center (Regional Growth Center)	TUC-CC, TUC-P, TUC-RC, TUC-TOD, TUC-WP
Tukwila Valley South (TVS)	Tukwila Valley South (TVS)
Industrial	
Commercial/Light Industrial (C/LI)	C/LI
Light Industrial (LI)	LI
Heavy Industrial (HI)	HI
Manufacturing Industrial Center/-Light (MIC/L) (Regional Employment Center)	MIC/L
Manufacturing Industrial Center/-Heavy (MIC/H) (Regional Employment Center)	MIC/H

Comprehensive Plan

Special Overlays

GOAL Special Overlays are designated where appropriate to reflect unique public ownership, programs, agreements, or area specific intentions for development, amending or superseding the development standards of the underlying zoning district.

POLICIES

24. Areas under the Public Recreation Overlay are owned or controlled by a public or quasi-public agency, which are dedicated for either passive or active public recreation use, or public education uses.
25. Areas under the Tukwila South Overlay includes lands designated TVS, HI, LDR and MUO, and supersedes the provisions of the underlying zoning districts. It is intended to create a multi-use employment center containing high technology, office, commercial, retail and residential uses at the south end of the City.
26. Areas under the Urban Renewal Overlay apply the Tukwila International Boulevard Revitalization and Urban Renewal Plans. The intent is to promote community redevelopment and revitalization, and to encourage investment that supports well-designed, compact, transit-oriented and pedestrian-friendly residential and business developments, to activate the community along Tukwila International Boulevard.

Annexation

GOAL The annexation process will follow County guidance in a predictable, prescribed manner.

POLICIES

27. Coordinate with King County on Potential Annexation Areas and work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.⁹
28. Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:
 - a. Conformance with Countywide Planning Policies including the Urban Growth Area boundary;
 - b. The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;
 - c. The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;

⁹ King County Policy DP-27

Comprehensive Plan

- d. The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and
- e. Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.¹⁰

Essential Public Facilities

GOAL Essential public facilities are sited in coordination with King County, the State, and/or other cities and tribes, with consideration being provided for environmental justice principles that address development of healthy communities for all.

POLICIES

- 29. Ensure that any discussion of siting or expanding essential public facilities or facilities of regional importance use a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that impacts and benefits are equitably dispersed.¹¹
- 30. Ensure that regional discussions of essential public facilities siting address climate change, equity, economic, and health impacts to communities¹²

A Healthy and Equitable Community

GOAL Tukwila offers a land use pattern, scale, and density that supports walking, biking, and transit, providing access to goods, services, education, employment, recreation, and access to culturally appropriate and nutritious food.

POLICIES

- 31. Increase access to healthy and culturally relevant food in communities throughout the City by incentivizing the location of healthy food purveyors, such as grocery stores, farmers markets, urban agriculture programs, and community food gardens in proximity to residential uses and transit facilities, particularly in those areas with limited access to healthy food.¹³
- 32. Encourage locally-based food production, distribution, and choice through urban agriculture, community gardens, farmers markets and food access initiatives.¹⁴

¹⁰ King County Policy DP-30

¹¹ PF-24 (partial), with Policies 15.2.1 and 15.2.2 (partial)

¹² PF-25 and Policy 15.2.3 (partial)

¹³ King County Policy DP-8 (see also food policies in Community Character Element)

¹⁴ 2015, Policy 1.10.2

Comprehensive Plan

33. Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas. ¹⁵
34. Evaluate the potential physical, economic, and cultural displacement of residents and businesses near high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts. ¹⁶
35. Mitigate potential displacement from City Actions through communication and collaboration with existing tenants, business and property owners, and seek to replace lost commercial and residential spaces within redevelopment. ¹⁷
36. Emphasize preserving and replacing affordable housing in redevelopment. ¹⁸
37. Mitigate new dense residential development from major sources of environmental pollutants to the extent possible.
38. Link commercial areas located within approximately one-quarter-mile of residential areas with high-quality pedestrian and bicycle access facilities. ¹⁹
39. Encourage facilities and improvements that support transit use in new development, redevelopment, and street projects. ²⁰
40. Encourage development in a manner that supports physical activity of community members. ²¹
41. Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment. ²²

Land Use Compatibility and Nuisances

GOAL Land uses within and adjacent to the city are located and managed in a way that mitigate nuisances and health impacts to residents, workers, and businesses within the City of Tukwila.

¹⁵ King County Policy DP-6

¹⁶ King County Policy DP-34

¹⁷ PC vote tied 3:3 on whether to strike the policy (1-25-24)

¹⁸ PC vote tied 3:3 on whether to strike the policy (1-25-24)

¹⁹ 2015, Policy 7.6.1

²⁰ 2015, Policy 1.6.4

²¹ Department of Commerce Policy LU-3 (RCW 36.70A.070(1) and WAC 365-196-405(2)(j))

²² King County Policy DP-5

Comprehensive Plan

POLICIES

42. Coordinate with neighboring cities, tribal governments, the Port of Seattle, King County, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.²³
43. Consider regulations, infrastructure investments, or other measures as appropriate to address major noise impacts to residents, workers, and businesses.²⁴
44. Encourage increased residential density in areas with limited nuisance impacts.
45. Avoid locating land uses and infrastructure that produce unhealthy noise, vibration, light, or odor levels in residential areas.^{25 26}
46. Work with the Port of Seattle, King County Airport, and the Federal Aviation Administration to decrease adverse effects of airport operations on Tukwila and its residents.²⁷
47. Ensure that zoning designations discourage the siting of incompatible uses adjacent to general aviation airports, and that proposed development adheres to Environmental Protection Agency and Federal Aviation Administration standards.²⁸

Subareas in Tukwila

Boeing Access Road Station Area

GOAL The Boeing Access Road Infill Station is supported by planning efforts and accompanying development regulations which encourage employment growth within and around the Manufacturing Industrial Center and foster supporting uses.

POLICIES

48. Zoning and development regulations will be evaluated, and amended to anticipate and adapt to impacts on the area with consideration for long-term vision, compatibility, and equity.
49. Prioritize non-motorized connections from nearby job centers and residential uses to the station area.
50. Collaborate with King County Metro and Sound Transit to ensure areas that are currently underserved by transit benefit from the new station.

²³ King County Policy DP-23

²⁴ 2015, Policy 7.8.1 (partial)

²⁵ 2015, Policy 7.8.4

²⁶ Planning Commission recommendation (1-25-24)

²⁷ 2015, Policy 7.8.6

²⁸ Department of Commerce Policy LU-9 and 2015 7.8.7 9 (partial). [RCW 36.70A.510, RCW 36.70.547 Note: The plan (and associated regulations) must be filed with the Aviation Division of WSDOT. WAC 365-196-455]

Comprehensive Plan

51. Engage with neighboring jurisdictions, and regional bodies, to ensure coordination regarding planned infrastructure improvements, including station supportive bike and transit infrastructure.
52. Consider changing infrastructure needs in capital improvement planning.

Tukwila South

GOAL Tukwila South becomes a regional destination, developed with high-quality mixed use, office, advanced manufacturing, high-tech, retail and residential uses, while protecting the environment and providing recreational opportunities.

POLICIES

53. Ensure the development of Tukwila South results in a cohesive development pattern of compatible uses and neighborhoods.
54. Design infrastructure to accommodate increased employment and residential density over time.²⁹
55. Encourage development in Tukwila South to have internally integrated districts and uses, in addition to external connections to neighboring and regional assets.³⁰
56. Construct a comprehensive amenity system in Tukwila South that leverages the area’s assets.³¹

Tukwila International Boulevard District

GOAL The Tukwila International Boulevard (TIB) District is a thriving, walkable, well-rounded neighborhood and a desirable place to live, work, shop, worship, or play.³²

GOAL At key locations on TIB, there are well-designed, pedestrian-oriented mixed-use centers or “nodes” with distinct character.³³

GOAL Tukwila International Boulevard transitions from an auto dependent former state route toward a pedestrian focused corridor through road diet, enhanced pedestrian, and other traffic calming measures.

POLICIES

²⁹ 2015, Policy 9.1.2

³⁰ 2015, Policies 9.1.3 & 9.1.4

³¹ 2015, Policy 9.1.5

³² 2015, Policy 8.1

³³ 2015, Goal 8.2

Comprehensive Plan

57. Continue to focus redevelopment efforts on carefully chosen “nodes” of more intensive development along TIB to maximize the impact of the City’s investments, create momentum, and foster faith in the vision for the TIB district.³⁴

Tukwila Village and Transit Oriented Development Nodes

58. Ensure that the master plans for the Tukwila Village and TOD nodes encourage and incentivize the redevelopment of large parcels, promote assembly of smaller parcels, and identify opportunities for shared parking, pedestrian linkages, and subregional infrastructure needs, such as surface water and recreation.³⁵
59. Focus master planning for the nodes on non-auto-oriented uses. Emphasize good pedestrian experiences and connections to nearby residential areas, businesses, and amenities.³⁶
60. Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.³⁷

Tukwila Village Node: South 144th and TIB

61. Designate this area for an attractive, walkable, locally-oriented mix of uses, including multifamily residential, neighborhood-serving retail and services, restaurants, civic and social gathering spaces, and other people-intensive and customer-oriented activities that build on the Tukwila Village project.
62. Generate high levels of foot traffic vital to the success of the node by attracting an “anchor” that draws customers and allows them to park once and walk to adjacent retail.³⁸

Tukwila Village Node: Transit-Oriented Development (TOD) Node at Tukwila International Boulevard Station

63. Prioritize this area for a more intensive, transit-oriented mix of mid- to high-rise office, multifamily residential and hospitality uses and services, with structured parking that builds on the momentum of the Tukwila International Boulevard Station’s proximity to SeaTac Airport and generates jobs for the community.³⁹

³⁴ 2015, Policy 8.2.1

³⁵ 2015, Policy 8.2.7

³⁶ 2015, Policy 8.2.8

³⁷ 2015, Policy 8.2.9

³⁸ 2015, Policy 8.2.3

³⁹ 2015 Policy 8.2.4

Comprehensive Plan

64. Identify and promote an “identity” for the area around the Tukwila International Boulevard Station that is distinct from other stations along the LINK light rail alignment.⁴⁰
65. Optimize opportunities for transit-supportive redevelopment in and around the station by partnering with the City of SeaTac and Sound Transit to shape TOD policies and practices in the master plan.⁴¹

Outside the Nodes: Land Use in Commercial and Multifamily Areas

66. On commercial properties along or near TIB, allow:
 - a. a diverse mix of uses, including residential, commercial services, retail, office, recreational and community facilities.
 - b. types of light industrial uses that require hands-on labor and operate in such a manner that minimal nuisances are created, and the scale of such activities does not conflict with the TIB District vision of a walkable, pedestrian-oriented neighborhood.⁴²
67. Allow stand-alone multifamily residential buildings outside of the nodes.⁴³
68. Encourage the redevelopment of commercial properties fronting TIB by allowing the aggregation of residentially zoned parcels with commercially zoned parcels fronting TIB, where such action:
 - a. expands small and/or irregularly shaped commercial districts that can’t be redeveloped per the overall goals for the area,
 - b. encourages redevelopment of non-conforming use sites; and
 - c. fronts and orients any commercial uses toward TIB.
69. Encourage the aggregation of commercially-zoned properties fronting TIB with adjacent commercially-zoned properties to enhance the opportunities for redevelopment.⁴⁴

TIB as a Main Street: Street Design

GOAL The TIB District is a unique destination whose urban design and built form encourages people to prioritize pedestrian safety and comfort, explore the neighborhood, and enhance their quality of life.⁴⁵

POLICIES

⁴⁰ 2015 Policy 8.2.5

⁴¹ 2015 Policy 8.2.6

⁴⁵ 2015 Goal 8.4

⁴⁵ 2015 Goal 8.4

⁴⁵ 2015 Goal 8.4

⁴⁵ 2015 Goal 8.4

Comprehensive Plan

70. Traffic calming improvements prioritize comfortable and safe pedestrian movement.⁴⁶
71. Combine standards for parking placement with building site layout to achieve the compactness of a consistent building wall and pedestrian orientation along streets within the TIB District, where appropriate.⁴⁷
72. Use incentives to encourage commercial businesses and residential buildings to create a continuous building wall along the street edge and locate a primary entrance from the front sidewalk, as well as from off-street parking areas, in the TIB District where buildings are not required to locate at the back of sidewalk. Where buildings are required to locate at the back of sidewalk, require a primary entrance on or adjacent to the front sidewalk.⁴⁸

GOAL TIB parking requirements are based on urban, rather than suburban, densities and needs and balance the need for parking with TIB urban design goals and policies that encourage transit use and walking.⁴⁹

POLICIES

73. Recognize that parking needs will generally be less for uses in close proximity to transit and along neighborhood shopping streets because many shoppers will arrive on foot, by transit, or bicycle.⁵⁰
74. Explore the potential for shared parking facilities for transit riders in developments within one-half mile walking distance of the Tukwila International Boulevard Station.⁵¹

Walkability and Connectivity

GOAL A larger network of streets, sidewalks, trails, and other public spaces throughout the TIB District supports community interaction; connects neighborhoods, commercial areas, civic areas, and destinations; and improves community health. The TIB District's circulation network makes the neighborhood a great place to walk, provides mobility and safety for all users, encourages walking, bicycling, and use of public transit, and supports the envisioned land uses.⁵²

POLICIES

⁴⁶ 2015 Policy 8.3.1-8.3.3 (summary)

⁴⁷ 2015 Policy 8.4.1

⁴⁸ 2015 Policy 8.4.2

⁴⁹ 2015 Goal 8.5 (modified)

⁵⁰ 2015 Policy 8.5.1

⁵¹ 2015 Policy 8.5.2

⁵² 2015 Goals 8.6

Comprehensive Plan

- 75. Establish a more walkable and connected street network throughout the TIB District by investing in public sidewalks and requiring private redevelopment projects to organize site plan elements to allow for through connections.⁵³
- 76. Consider supplemental and TIB District-specific micro-mobility transportation systems, such as e-scooters and bike share.⁵⁴
- 77. Work with transit agencies to expand transit service throughout the TIB District.⁵⁵
- 78. Public transportation facilities in Tukwila are maintained to be safe, clean, and inviting.⁵⁶

Community Texture and Diversity

GOAL The TIB District takes pride in the ethnic and economic diversity of the community. TIB has an authentic main street character that promotes the District’s many positive attributes and draws local and regional visitors.⁵⁷

POLICIES

- 79. Strive to attract and retain locally owned and operated stores, especially specialty food stores, ethnic restaurants, service providers, and neighborhood-serving shops such as hardware stores.⁵⁸
- 80. Activate public and private community gathering spaces with temporary events including food, art, music, pop-ups, and activities that leverage nearby assets, such as schools and cultural facilities, and reflect the international, multicultural character of the TIB area.⁵⁹
- 81. Create a central space for permitted food trucks, pop-ups, and a farmer’s markets where residents and visitors will gather and sample the multicultural flavor of the TIB area.⁶⁰

GOAL The TIB District has stable neighborhoods, and residents and businesses that are actively engaged in improving the quality of life in the area.⁶¹

POLICIES

- 82. Encourage private landowners to maintain and upgrade their property to protect the neighborhood from adverse impacts of vacant and underutilized sites and blighted buildings and structures.⁶²

⁵³ 2015 Policy 8.6.1

⁵⁴ 2015 Policy 8.6.2

⁵⁵ 2015 Policy 8.6.3

⁵⁶ Planning Commission Recommendation (1-25-24)

⁵⁷ 2015 Goal 8.7

⁵⁸ 2015 Policy 8.7.1

⁵⁹ 2015 Policy 8.7.2

⁶⁰ 2015 Policy 8.7.3

⁶¹ 2015 Goal 8.8

⁶² 2015 Policy 8.8.1

Comprehensive Plan

83. Identify and support “champions” or leaders in the business community who will carry the vision for the TIB area, and build community interest and commitment among diverse stakeholders.⁶³
84. Strengthen the City’s engagement with the area’s business community, and cultivate the success of the entrepreneurs and small businesses, including businesses owned by refugees, immigrants and non-fluent English speakers.⁶⁴

GOAL The TIB District is one of the safest places in South King County.⁶⁵

POLICIES

85. Continue working with Sound Transit to reduce crime at the Tukwila International Boulevard Station.⁶⁶
86. Work with community to identify and address safety concerns in TIB District.
87. Consider safety in design of streets, sidewalks and public infrastructure to enhance safety for pedestrians, cyclists and other active transportation users.

Public and Private Investment

GOAL Public and private investment in the TIB District has sparked additional project and business success and increased the overall pace of redevelopment.⁶⁷

POLICIES

88. Invest public funds in the infrastructure and public amenities necessary to catalyze private investment, stimulate the location of businesses and housing, and create an attractive neighborhood.⁶⁸
89. Invest public funds strategically to acquire and assemble substandard parcels, to remove blighted uses, or make current land holdings more developable.⁶⁹
90. Continue to form public/private partnerships and leverage private investment through incentives, and limited large-scale development agreements where appropriate⁷⁰
91. Consider using City funding and City-owned property to offset development costs of market rate housing in “pioneering” residential or mixed-use projects.⁷¹

⁶³ 2015 Policy 8.8.2

⁶⁴ 2015 Policy 8.8.3

⁶⁵ 2015 Goal 8.9

⁶⁶ 2015 Policy 8.9.1

⁶⁷ 2015 Goal 8.10

⁶⁸ 2015 Policy 8.10.1

⁶⁹ 2015 Policy 8.10.2

⁷⁰ 2015 Policy 8.10.3

⁷¹ 2015 Policy 8.10.4

Comprehensive Plan

92. Utilize developer incentives and funding strategies that would attract uses desired by the community, improve a project's performance, and make redevelopment financially attractive to developers.⁷²
93. Identify barriers to development in TIB and use available tools, including MFTE, zoning reform, parking reform, etc., to eliminate barriers and encourage new development supporting community needs.
94. Encourage coordinated stormwater detention and treatment for several properties as opposed to multiple individual systems, when possible, to provide more effective stormwater management, greater environmental benefit, and cost efficiency.⁷³
95. Emphasize self-sustaining, living wage employment opportunities within the District.⁷⁴
96. Encourage broad-scale marketing of the TIB area, and Tukwila as a whole, in order to draw from a broader array of potential employers.⁷⁵

⁷² 2015 Policy 8.10.5

⁷³ 2015 Policy 8.10.6 (will reference in Utilities/Natural Environment elements, as appropriate)

⁷⁴ 2015 Policy 8.10.7 (will reference in Economic Development)

⁷⁵ Planning Commission Recommendation (1-25-24)

LAND USE ELEMENT

WHAT YOU WILL FIND IN THIS CHAPTER:

- Guidance for compliance with regulatory processes;
- Guidance for comprehensive plan designations of land; and
- Goals, policies, and strategies to guide the framework for ensuring a safe and affordable housing stock, healthy economy, and enjoyable, active built and natural environment.

Purpose

The Land Use Element addresses the major land use issues facing the City of Tukwila over the next 20 years. The element considers the general distribution, location, and intensity of land uses. It provides a framework for the other elements of the comprehensive plan, setting up connectivity for people of all ages and abilities between residential areas, viable business districts, and public amenities that are essential to the community’s health and vitality.

The Growth Management Act establishes the Land Use Element as the basis for development regulations within the City and requires those land use regulations to be consistent with the goals and policies in this Element. Additionally, the element shall be consistent with Vision 2050 and the Countywide Planning Policies as described below.

Framework

Land Use Decisions Provide the Framework for Guiding Tukwila’s Future

The City’s Land Use goals and policies guide the City’s regulations and standards that prepare the City for its future. Comprehensive plan designations provide the framework for how the community will grow a healthy housing market and thriving economic environment, while also directing future growth to where it can capitalize on infrastructure investments and preserve and strengthen the City’s environmental assets.

Comprehensive Plan

Transitioning from Suburban to Urban Development

With the continuing growth of the Puget Sound Region, Tukwila has grown from a suburb of Seattle to a growing city with two Regional Growth Centers. With this growth there has been significant investment in public transportation facilities and an increased demand for a variety of new housing types not seen in previous decades. While much of Tukwila’s growth throughout the last 30 years was experienced through annexation of previously developed areas, much of the anticipated growth in the next planning period will be from infill development.

Accommodating Growth While Creating and Enhancing People Centric Environments

Meeting growth targets for housing units and job creation will require significant growth compared to that seen in recent decades. Much of this growth will be directed to regional centers, areas near significant transit investments, or large areas of developable land. It is important to ensure land designations support housing options and affordability, a thriving economy, a high quality of life, and a natural environment that ~~remains~~supports healthy and ~~wellness~~accessible.

GOALS & POLICIES

Regional Roles and Obligations

GOAL Land Use Policies are consistent with state, regional and county requirements, and are updated to integrate new information to ~~make~~enable informed decisions.

POLICIES

1. Monitor and maintain comprehensive plan goals and policies that are consistent with county-wide and regional planning policies ¹
2. Provide a consistent population projection throughout the plan, consistent with King County’s sub-county allocation of that forecast for housing needs and employment targets.²
3. Utilize a buildable lands program that meets or exceeds the review and evaluation requirements of the Growth Management Act. The purposes of the buildable lands program are:
 - a. To collect and analyze data on development activity, including land supply, zoning, development standards, land uses, critical areas, and capacity for residential, commercial, and industrial land uses in urban areas;

¹ Department of Commerce Policy LU-1 ((RCW 36.70A.210 WAC 365-196-305)

² Department of Commerce Policy LU-4 (RCW 36.70A.115, RCW 43.62.035 and WAC 365-196-405(f))

Comprehensive Plan

- b. To determine whether jurisdictions are achieving urban densities and planned growth consistent with comprehensive plans, countywide planning policies, and multicounty planning policies; and
- c. To evaluate the sufficiency of land capacity to accommodate growth for the remainder of the planning period.³
4. Regularly monitor the City’s land use plan, development regulations, and standards to guide progress toward the City meeting its identified growth targets.⁴
5. Maintain a comprehensive land use map that designates future land use and urban growth areas.⁵

Land Use Pattern

Growth

GOAL

Growth is actively guided and managed in a way that:

- Preserves and enhances the quality of life and the diverse residential neighborhoods of the community, and serves them with vibrant business districts, open space, recreational facilities, affordable housing, and other supportive land uses;
- Maximizes and leverages public infrastructure investments, including public transit facilities;
- Protects environmentally critical areas and shorelines; and
- Promotes economic development.

POLICIES

6. Promote a pattern of compact development within the City that includes housing in a range of urban densities, commercial and industrial development, and other urban facilities, including medical, governmental, institutional, educational uses and schools, and parks and open space.
7. The Tukwila Urban Growth Area ~~will promote~~include a mix of uses that are convenient to, and support, public transportation, in an effort to reduce reliance on single-occupancy vehicle travel for most daily activities.⁶
8. Develop and use residential, commercial, and manufacturing land efficiently within the City to create healthy, vibrant, and equitable urban communities that offer a full range of urban services. Promote the efficient use of land within Tukwila by:
 - a. Focusing housing and employment growth and infill development in areas such as the City’s designated regional centers, transit station areas, and locally

³ King County Policy DP-20

⁴ King County DP-21

⁵ Department of Commerce Policy LU-2

⁶ King County Policy DP-2 (partial)

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designated local centers consistent with the goals of the Vision 2050 (the Regional Growth Strategy);⁷

- b. Optimizing the use of existing capacity for housing and employment;
- c. Redeveloping underutilized lands, in a manner that considers equity and mitigates displacement; and
- d. Coordinating plans for land use, transportation, schools, capital facilities, and services.⁸

Comprehensive Plan Designations

GOAL Comprehensive Plan Designations provide general direction for desired land uses present in the designation or anticipated in future development in the designation over the planning period. Zoning Districts should correspond with Comprehensive Plan Designations when areas are redesignated as a new Zoning District (see table 1).

POLICIES

Residential

- 9. Community Residential (CR) designated areas are characterized a variety of low and medium-density housing types including but not limited to single-family, duplexes, triplexes, fourplexes, townhomes, cottage housing, courtyard apartments, ~~and~~ accessory housing units, and their accessory uses, along with educational, institutional, and recreational uses. These uses and densities are modified where covered by the Commercial Redevelopment and Urban Renewal Overlays.
- 10. High Density Residential (HDR) designated areas are characterized by larger and higher density multi-family buildings and their accessory uses, along with educational, institutional, and recreational uses. These uses and densities are modified where covered by the Commercial Redevelopment and Urban Renewal Overlays.

Commercial

- 11. Office (O) designated areas are characterized by professional and commercial office structures mixed with retail.

⁷ King County Policy DP-3 and 4 (partial).

⁸ King County Policy DP-3 (partial)

Mixed Use

12. Mixed Use Office (MUO) designated areas are characterized by professional and commercial office structures, mixed with retail and residential uses. These uses and densities are modified where covered by the Tukwila South Overlay.
13. Neighborhood Commercial Center (NCC) designated areas are areas characterized and scaled to serve multiple residential areas with a diverse mix of uses. Uses include commercial; residential, including senior citizen housing; retail; service; office; and recreational and community facilities, generally along a transportation corridor. These uses are modified where covered by the Urban Renewal Overlay.
14. Residential Commercial Center (RCC) designated areas are pedestrian-friendly areas characterized and scaled to serve a local neighborhood, with a diverse mix of uses. Uses include certain commercial; residential; retail; service; office; and recreational and community facilities.
15. Regional Commercial (RC) designated areas are characterized by residential, mixed use, commercial services, offices, lodging, entertainment, and retail activities.
16. Regional Commercial Mixed-Use (RCM) designated areas are areas characterized by commercial services, offices, lodging, entertainment, retail activities and associated warehousing, and certain accessory light industrial uses. Residential uses mixed with certain commercial uses are also allowed.
17. The Tukwila Urban Center (TUC) designated Southcenter Urban Center subarea is intended to develop as a high-density, regionally-oriented, mixed-use 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. It contains five sub-districts differentiated through uses and development standards: Regional Center (RC), Transit-Oriented Development (TOD), Pond (P), Commercial Corridor (CC), and Workplace (WP).
18. The Tukwila Valley South (TVS) designated areas are characterized by high-intensity regional uses that include commercial services, offices, light industry, warehousing and retail, with heavy industrial subject to a Conditional Use Permit. Mixed-use residential is conditionally permitted within 500 feet of the Green River. These uses and densities are modified where covered by the Tukwila South Overlay.

Industrial

19. Commercial/Light Industrial (C/LI) designated areas are characterized by a mix of commercial, office or light industrial uses.
20. Light Industrial (LI) designated areas are characterized by distributive and light manufacturing uses, with supportive commercial and office uses.
21. Heavy Industrial (HI) designated areas characterized by heavy or bulk manufacturing uses and distributive and light manufacturing uses, with supportive commercial and office uses. These uses are modified where covered by the Tukwila South Overlay.

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22. Manufacturing Industrial Center/-Light (MIC/L) designated areas are a major regional employment area containing distributive, light manufacturing and limited office uses, with supportive commercial and office uses.
23. Manufacturing Industrial Center/-Heavy (MIC/H) designated areas are a major regional employment area containing distributive, light manufacturing and heavy manufacturing uses, with supportive commercial and office uses.

Table 1

Comprehensive Plan Designation	Corresponding Zoning Classifications
Residential	
Community Residential (CR)	<u>Community Residential (CR)</u> , Low Density Residential (LDR), Medium Density Residential (MDR)
High Density Residential (HDR)	High Density Residential (HDR)
Commercial	
Office (O)	Office (O)
Mixed Use	
Mixed Use Office (MUO)	Mixed Use Residential <u>Office</u> (MUO)
<u>Neighborhood Commercial Center (NCC)</u>	<u>Neighborhood Commercial Center (NCC)</u>
Regional Commercial (RC)	Regional Commercial (RC)
Residential Commercial Center (RCC)	Residential Commercial Center (RCC)
Regional Commercial Mixed Use (RCM)	Regional Commercial Mixed Use (RCM)
Tukwila Urban Center (Regional Growth Center)	TUC-CC, TUC-P, TUC-RC, TUC-TOD, TUC-WP
Tukwila Valley South (TVS)	Tukwila Valley South (TVS)
Industrial	
Commercial/Light Industrial (C/LI)	C/LI
Light Industrial (LI)	LI
Heavy Industrial (HI)	HI
Manufacturing Industrial Center/-Light (MIC/L) (Regional Employment Center)	MIC/L

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Manufacturing Industrial Center/-Heavy (MIC/H) (Regional Employment Center)	MIC/H
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Special Overlays

GOAL Special Overlays are designated where appropriate to reflect unique public ownership, programs, agreements, or area specific intentions for development, amending or superseding the development standards of the underlying zoning district.

POLICIES

24. Areas under the Public Recreation Overlay are owned or controlled by a public or quasi-public agency, which are dedicated for either passive or active public recreation use, or public education uses.
25. Areas under the Tukwila South Overlay includes lands designated TVS, HI, LDR and MUO, and supersedes the provisions of the underlying zoning districts. It is intended to create a multi-use employment center containing high technology, office, commercial, retail and residential uses at the south end of the City.
26. Areas under the Urban Renewal Overlay apply the Tukwila International Boulevard Revitalization and Urban Renewal Plans. The intent is to promote community redevelopment and revitalization, and to encourage investment that supports well-designed, compact, transit-oriented and pedestrian-friendly residential and business developments, to activate the community along Tukwila International Boulevard.

Annexation

GOAL The annexation process will follow County guidance in a predictable, prescribed manner.

POLICIES

27. Coordinate with King County on Potential Annexation Areas and work to establish pre-annexation agreements that identify mutual interests and ensure coordinated planning and compatible development until annexation is feasible.⁹
28. Evaluate proposals to annex or incorporate urban unincorporated land based on the following criteria, as applicable:
 - a. Conformance with Countywide Planning Policies including the Urban Growth Area boundary;
 - b. The ability of the annexing or incorporating jurisdiction to efficiently provide urban services at standards equal to or better than the current service providers;
 - c. The effect of the annexation or incorporation in avoiding or creating unincorporated islands of development;

⁹ King County Policy DP-27
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- d. The ability of the annexing or incorporating jurisdiction to serve the area in a manner that addresses racial and social equity and promotes access to opportunity; and
- e. Outreach to community, the interest of the community in moving forward with a timely annexation or incorporation of the area.¹⁰

Essential Public Facilities

GOAL Essential public facilities are sited in coordination with King County, the State, and/or other cities and tribes, with consideration being provided for environmental justice principles that address development of healthy communities for all.

POLICIES

- 29. Ensure that any discussion of siting or expanding essential public facilities or facilities of regional importance use a process that incorporates broad public involvement, especially from historically marginalized and disproportionately burdened communities, and that impacts and benefits are equitably dispersed.¹¹
- 30. Ensure that regional discussions of essential public facilities siting address climate change, equity, economic, and health impacts to communities¹²

A Healthy and Equitable Community

GOAL Tukwila offers a land use pattern, scale, and density that supports walking, biking, and transit, providing access to goods, services, education, employment, recreation, and access to culturally appropriate and nutritious food.

POLICIES

- 31. Increase access to healthy and culturally relevant food in communities throughout the City by ~~encouraging~~ incentivizing the location of healthy food purveyors, such as grocery stores, farmers markets, urban agriculture programs, and community food gardens in proximity to residential uses and transit facilities, particularly in those areas with limited access to healthy food.¹³
- 32. Encourage locally-based food production, distribution, and choice through urban agriculture, community gardens, farmers markets and food access initiatives.¹⁴

¹⁰ King County Policy DP-30

¹¹ PF-24 (partial), with Policies 15.2.1 and 15.2.2 (partial)

¹² PF-25 and Policy 15.2.3 (partial)

¹³ King County Policy DP-8 (see also food policies in Community Character Element)

¹⁴ 2015, Policy 1.10.2

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33. Adopt land use and community investment strategies that promote public health and address racially and environmentally disparate health outcomes and promote access to opportunity. Focus on residents with the highest needs in providing and enhancing opportunities for employment, safe and convenient daily physical activity, social connectivity, protection from exposure to harmful substances and environments, and housing in high opportunity areas. ¹⁵
34. Evaluate the potential physical, economic, and cultural displacement of residents and businesses near high-capacity transit station areas, particularly for Black, Indigenous, and other People of Color communities; immigrants and refugees, low-income populations; disabled communities; and other communities at greatest risk of displacement. Use a range of strategies to mitigate identified displacement impacts. ¹⁶
35. Mitigate potential displacement from City Actions through communication and collaboration with existing tenants, business and property owners, and seek to replace lost commercial and residential spaces within redevelopment. ¹⁷
36. Emphasize preserving and replacing affordable housing in redevelopment. ¹⁸
37. Mitigate new dense residential development from major sources of environmental pollutants to the extent possible.
38. Link commercial areas located within approximately one-quarter-mile of residential areas with high-quality pedestrian and bicycle access facilities. ¹⁹
39. Encourage facilities and improvements that support transit use in new development, redevelopment, and street projects. ²⁰
40. Encourage development in a manner that supports physical activity of community members. ²¹
41. Reduce greenhouse gas emissions through land use strategies that promote a mix of housing, employment, and services at densities sufficient to encourage walking, bicycling, transit use, and other alternatives to auto travel, and by locating housing closer to areas of high employment. ²²

Land Use Compatibility and Nuisances

GOAL Land uses within and adjacent to the city are located and managed in a way that mitigate nuisances and health impacts to residents, workers, and businesses within the City of Tukwila.

¹⁵ King County Policy DP-6

¹⁶ King County Policy DP-34

¹⁷ PC vote tied 3:3 on whether to strike the policy (1-25-24)

¹⁸ PC vote tied 3:3 on whether to strike the policy (1-25-24)

¹⁹ 2015, Policy 7.6.1

²⁰ 2015, Policy 1.6.4

²¹ Department of Commerce Policy LU-3 (RCW 36.70A.070(1) and WAC 365-196-405(2)(j))

²² King County Policy DP-5

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POLICIES

42. Coordinate with neighboring cities, tribal governments, the Port of Seattle, King County, and other related entities to avoid or mitigate the potential cross-border impacts of urban development and encroachment of incompatible uses.²³
43. Consider regulations, infrastructure investments, or other measures as appropriate to address major noise impacts to residents, workers, and businesses.²⁴
44. Encourage increased residential density in areas with limited nuisance impacts.
45. Avoid locating land uses and infrastructure that produce unhealthy noise, vibration, light, or odor levels in residential areas.^{25 26}
46. Work with the Port of Seattle, King County Airport, and the Federal Aviation Administration to decrease adverse ~~noise~~ effects of airport operations on Tukwila and its residents.²⁷
47. Ensure that zoning designations discourage the siting of incompatible uses adjacent to general aviation airports, and that proposed development adheres to Environmental Protection Agency and Federal Aviation Administration standards.²⁸

Subareas in Tukwila

Boeing Access Road Station Area

GOAL The Boeing Access Road Infill Station is supported by planning efforts and accompanying development regulations which encourage employment growth within and around the Manufacturing Industrial Center and foster supporting uses.

POLICIES

48. Zoning and development regulations will be evaluated, and amended to anticipate and adapt to impacts on the area with consideration for long-term vision, compatibility, and equity.
49. Prioritize non-motorized connections from nearby job centers and residential uses to the station area.
50. Collaborate with King County Metro and Sound Transit to ensure areas that are currently underserved by transit benefit from the new station.

²³ King County Policy DP-23

²⁴ 2015, Policy 7.8.1 (partial)

²⁵ 2015, Policy 7.8.4

²⁶ Planning Commission recommendation (1-25-24)

²⁷ 2015, Policy 7.8.6

²⁸ Department of Commerce Policy LU-9 and 2015 7.8.7 9 (partial). [RCW 36.70A.510, RCW 36.70.547 Note: The plan (and associated regulations) must be filed with the Aviation Division of WSDOT. WAC 365-196-455]

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- 51. Engage with neighboring jurisdictions, and regional bodies, to ensure coordination regarding planned infrastructure improvements, including station supportive bike and transit infrastructure.
- 52. Consider changing infrastructure needs in capital improvement planning.

Tukwila South

Quality Development

GOAL Tukwila South becomes a regional destination, developed with high-quality mixed use, office, advanced manufacturing, high-tech, retail and residential uses, while protecting the environment and providing recreational opportunities.

POLICIES

- ~~48.53. Implement the long term vision and master plan for Tukwila South in order to create a more cohesive development pattern, versus developing the property on a parcel-by-parcel basis.~~²⁹ Ensure the development of Tukwila South results in a cohesive development pattern of compatible uses and neighborhoods.
- ~~49.54. Design infrastructure to accommodate increased employment and residential density over time.~~³⁰
- ~~50.55. Encourage development in Tukwila South to have internally integrated districts and uses, in addition to external connections to neighboring and regional assets.~~³¹
- ~~51.56. Construct a comprehensive amenity system in Tukwila South that leverages the area’s assets.~~³²

Tukwila International Boulevard District

GOAL The Tukwila International Boulevard (TIB) District is a thriving, walkable, well-rounded neighborhood and a desirable place to live, work, shop, worship, or play.³³

GOAL At key locations on TIB, there are well-designed, pedestrian-oriented mixed-use centers or “nodes” with distinct character.³⁴

²⁹ ~~2015, Policy 9.1.1~~

³⁰ 2015, Policy 9.1.2

³¹ 2015, Policies 9.1.3 & 9.1.4

³² 2015, Policy 9.1.5

³³ 2015, Policy 8.1

³⁴ 2015, Goal 8.2

Comprehensive Plan

GOAL Tukwila International Boulevard transitions from an auto dependent former state route toward a pedestrian focused corridor through road diet, enhanced pedestrian, and other traffic calming measures.

POLICIES

52-57. Continue to focus redevelopment efforts on carefully chosen “nodes” of more intensive development along TIB to maximize the impact of the City’s investments, create momentum, and foster faith in the vision for the TIB district.³⁵

Tukwila Village and Transit Oriented Development Nodes

53-58. Ensure that the master plans for the Tukwila Village and TOD nodes encourage and incentivize the redevelopment of large parcels, promote assembly of smaller parcels, and identify opportunities for shared parking, pedestrian linkages, and subregional infrastructure needs, such as surface water and recreation.³⁶

54-59. Focus master planning for the nodes on non-auto-oriented uses. Emphasize good pedestrian experiences and connections to nearby residential areas, businesses, and amenities.³⁷

55-60. Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.³⁸

Tukwila Village Node: South 144th and TIB

56-61. Designate this area for an attractive, walkable, locally-oriented mix of uses, including multifamily residential, neighborhood-serving retail and services, restaurants, civic and social gathering spaces, and other people-intensive and customer-oriented activities that build on the Tukwila Village project.

57-62. Generate high levels of foot traffic vital to the success of the node by attracting an “anchor” that draws customers and allows them to park once and walk to adjacent retail.³⁹

Tukwila Village Node: Transit-Oriented Development (TOD) Node at Tukwila International Boulevard Station

58-63. ~~Designate~~ Prioritize this area for a more intensive, transit-oriented mix of mid- to high-rise office, multifamily residential and hospitality uses and services, with

³⁵ 2015, Policy 8.2.1

³⁶ 2015, Policy 8.2.7

³⁷ 2015, Policy 8.2.8

³⁸ 2015, Policy 8.2.9

³⁹ 2015, Policy 8.2.3

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structured parking that builds on the momentum of the Tukwila International Boulevard Station’s proximity to SeaTac Airport and generates jobs for the community.⁴⁰

~~59-64.~~ Identify and promote an “identity” for the area around the Tukwila International Boulevard Station that is distinct from other stations along the LINK light rail alignment.⁴¹

~~60-65.~~ Optimize opportunities for transit-supportive redevelopment in and around the station by partnering with the City of SeaTac and Sound Transit to shape TOD policies and practices in the master plan.⁴²

Outside the Nodes: Land Use in Commercial and Multifamily Areas

~~61-66.~~ On commercial properties along or near TIB, allow:

- a. a diverse mix of uses, including residential, commercial services, retail, office, recreational and community facilities.
- b. types of light industrial uses that require hands-on labor and operate in such a manner that minimal nuisances are created, and the scale of such activities does not conflict with the TIB District vision of a walkable, pedestrian-oriented neighborhood.⁴³

~~62-67.~~ Allow stand-alone multifamily residential buildings outside of the nodes.⁴⁴

~~63-68.~~ Encourage the redevelopment of commercial properties fronting TIB by allowing the aggregation of residentially zoned parcels with commercially zoned parcels fronting TIB, where such action:

- a. expands small and/or irregularly shaped commercial districts that can’t be redeveloped per the overall goals for the area,
- b. encourages redevelopment of non-conforming use sites; and
- c. fronts and orients any commercial uses toward TIB.

~~64-69.~~ Encourage the aggregation of commercially-zoned properties fronting TIB with adjacent commercially-zoned properties to enhance the opportunities for redevelopment.⁴⁵

TIB as a Main Street: Street Design

⁴⁰ 2015 Policy 8.2.4

⁴¹ 2015 Policy 8.2.5

⁴² 2015 Policy 8.2.6

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GOAL The TIB District is a unique destination whose urban design and built form encourages people to prioritize pedestrian safety and comfort, explore the neighborhood, and enhance their quality of life.⁴⁶

POLICIES

65-70. Traffic calming improvements prioritize comfortable and safe pedestrian movement ~~including~~.⁴⁷

66-71. Combine standards for parking placement with building site layout to achieve the compactness of a consistent building wall and pedestrian orientation along streets within the TIB District, where appropriate.⁴⁸

67-72. Use incentives to encourage commercial businesses and residential buildings to create a continuous building wall along the street edge and locate a primary entrance from the front sidewalk, as well as from off-street parking areas, in the TIB District where buildings are not required to locate at the back of sidewalk. Where buildings are required to locate at the back of sidewalk, require a primary entrance on or adjacent to the front sidewalk.⁴⁹

GOAL TIB parking requirements are based on urban, rather than suburban, densities and needs and balance the need for parking with TIB urban design goals and policies that encourage transit use and walking.⁵⁰

POLICIES

68-73. Recognize that parking needs will generally be less for uses in close proximity to transit and along neighborhood shopping streets because many shoppers will arrive on foot, by transit, or bicycle.⁵¹

69-74. Explore the potential for shared parking facilities for transit riders in developments within one-half mile walking distance of the Tukwila International Boulevard Station.⁵²

Walkability and Connectivity

GOAL A larger network of streets, sidewalks, trails, and other public spaces throughout the TIB District supports community interaction; connects neighborhoods, commercial areas, civic areas, and destinations; and improves community health. The TIB District's circulation network makes the neighborhood a great place to walk, provides mobility

⁴⁶ 2015 Goal 8.4

⁴⁷ 2015 Policy 8.3.1-8.3.3 (summary)

⁴⁸ 2015 Policy 8.4.1

⁴⁹ 2015 Policy 8.4.2

⁵⁰ 2015 Goal 8.5 (modified)

⁵¹ 2015 Policy 8.5.1

⁵² 2015 Policy 8.5.2

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and safety for all users, encourages walking, bicycling, and use of public transit, and supports the envisioned land uses.⁵³

POLICIES

~~70-75.~~ 71-76. Establish a more walkable and connected street network throughout the TIB District by investing in public sidewalks and requiring private redevelopment projects to organize site plan elements to allow for through connections.⁵⁴

~~71-76.~~ 72-77. Consider supplemental and TIB District-specific micro-mobility transportation systems, such as e-scooters and bike share.⁵⁵

~~72-77.~~ 73-78. Work with transit agencies to expand transit service throughout the TIB District.⁵⁶

~~73-78.~~ 74-79. Public transportation facilities in Tukwila are maintained to be safe, clean, and inviting.⁵⁷

Community Texture and Diversity

GOAL The TIB District takes pride in the ethnic and economic diversity of the community. TIB has an authentic main street character that promotes the District’s many positive attributes and draws local and regional visitors.⁵⁸

POLICIES

~~74-79.~~ 75-80. Strive to attract and retain locally owned and operated stores, especially specialty food stores, ethnic restaurants, service providers, and neighborhood-serving shops such as hardware stores.⁵⁹

~~75-80.~~ 76-81. Activate public and private community gathering spaces with temporary events including food, art, music, pop-ups, and activities that leverage nearby assets, such as schools and cultural facilities, and reflect the international, multicultural character of the TIB area.⁶⁰

~~76-81.~~ 77-82. Create a central space for permitted food trucks, pop-ups, and a farmer’s markets where residents and visitors will gather and sample the multicultural flavor of the TIB area.⁶¹

⁵³ 2015 Goals 8.6

⁵⁴ 2015 Policy 8.6.1

⁵⁵ 2015 Policy 8.6.2

⁵⁶ 2015 Policy 8.6.3

⁵⁷ Planning Commission Recommendation (1-25-24)

⁵⁸ 2015 Goal 8.7

⁵⁹ 2015 Policy 8.7.1

⁶⁰ 2015 Policy 8.7.2

⁶¹ 2015 Policy 8.7.3

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GOAL The TIB District has stable neighborhoods, and residents and businesses that are actively engaged in improving the quality of life in the area.⁶²

POLICIES

~~77-82.~~ Encourage private landowners to maintain and upgrade their property to protect the neighborhood from adverse impacts of vacant and underutilized sites and blighted buildings and structures.⁶³

~~78-83.~~ Identify and support “champions” or leaders in the business community who will carry the vision for the TIB area, and build community interest and commitment among diverse stakeholders.⁶⁴

~~79-84.~~ Strengthen the City’s engagement with the area’s business community, and cultivate the success of the entrepreneurs and small businesses, including businesses owned by refugees, immigrants and non-fluent English speakers.⁶⁵

GOAL The TIB District is one of the safest places in South King County.⁶⁶

POLICIES

~~80-85.~~ Continue working with Sound Transit to reduce crime at the Tukwila International Boulevard Station.⁶⁷

~~86.~~ Work with community to identify and address safety concerns in TIB District.

~~81-87.~~ Consider safety in design of streets, sidewalks and public infrastructure to enhance safety for pedestrians, cyclists and other active transportation users.

Public and Private Investment

GOAL Public and private investment in the TIB District has sparked additional project and business success and increased the overall pace of redevelopment.⁶⁸

POLICIES

~~82-88.~~ Invest public funds in the infrastructure and public amenities necessary to catalyze private investment, stimulate the location of businesses and housing, and create an attractive neighborhood.⁶⁹

⁶² 2015 Goal 8.8

⁶³ 2015 Policy 8.8.1

⁶⁴ 2015 Policy 8.8.2

⁶⁵ 2015 Policy 8.8.3

⁶⁶ 2015 Goal 8.9

⁶⁷ 2015 Policy 8.9.1

⁶⁸ 2015 Goal 8.10

⁶⁹ 2015 Policy 8.10.1

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- 83-89.** Invest public funds strategically to acquire and assemble substandard parcels, to remove blighted uses, or make current land holdings more developable.⁷⁰
- 84-90.** Continue to form public/private partnerships and leverage private investment through incentives, and limited large-scale development agreements where appropriate.⁷¹
- 85-91.** Consider using City funding and City-owned property to offset development costs of market rate housing in “pioneering” residential or mixed-use projects.⁷²
- 86-92.** Utilize developer incentives and funding strategies that would attract uses desired by the community, improve a project’s performance, and make redevelopment financially attractive to developers.⁷³
- 87-93.** Identify barriers to development in TIB and use available tools, including MFTE, zoning reform, parking reform, etc., to eliminate barriers and encourage new development supporting community needs.
- 88-94.** Encourage coordinated stormwater detention and treatment for several properties as opposed to multiple individual systems, when possible, to provide more effective stormwater management, greater environmental benefit, and cost efficiency.⁷⁴
- 89-95.** Emphasize self-sustaining, living wage employment opportunities within the District.⁷⁵
- 90-96.** Encourage broad-scale marketing of the TIB area, and Tukwila as a whole, in order to draw from a broader array of potential employers.⁷⁶

⁷⁰ 2015 Policy 8.10.2

⁷¹ 2015 Policy 8.10.3

⁷² 2015 Policy 8.10.4

⁷³ 2015 Policy 8.10.5

⁷⁴ 2015 Policy 8.10.6 (will reference in Utilities/Natural Environment elements, as appropriate)

⁷⁵ 2015 Policy 8.10.7 (will reference in Economic Development)

⁷⁶ Planning Commission Recommendation (1-25-24)