



TO: Tukwila Planning Commission
FROM: Hari Ponnekanti, Public Works Director and Nora Gierloff, AICP, DCD Director
BY: Cyndy Knighton, Nancy Eklund, AICP & Neil Tabor, AICP
DATE: February 22, 2024
SUBJECT: Draft Transportation Element Goals and Policies, and Remaining Plan Element Updates

ISSUE

This agenda is intended to brief the Planning Commission on the proposed Draft Transportation Element Goals and Policies for the comprehensive plan update, and provide further refinements to select elements reviewed to date prior to the Public Hearing on the Comprehensive Plan (March 14th).

TRANSPORTATION ELEMENT

BACKGROUND

The Transportation Element (TE) of the City of Tukwila’s Comprehensive Plan is used to ensure that adequate transportation infrastructure is provided to accommodate future land use growth as required by the Growth Management Act. Updates are required on a regular basis, and this update must be adopted by the City Council by the end of 2024.

DISCUSSION

Building on the past TE goals and policies, current priorities, and outreach conducted with residents and businesses, a new set of draft goals and policies has been developed. A summary of the changes proposed to date is shown below and will be discussed during the meeting.

General Additions

- New goals added and vetted through community conversations.
- Policies added to address requirements from Puget Sound Regional Council, King County Metro, and Department of Commerce.
- Policies added to address community feedback, including:
 - o Partnering with transit agencies to improve safety.
 - o Reducing speeding.
 - o Using a network approach to improve bicycle connectivity.
 - o Evaluating parking usage to provide capacity near key destinations.
 - o Minimizing conflicts between non-motorized modes and freight vehicles.
- Policies added to reflect the state of transportation best practices regarding emerging technology and innovative approaches to deliveries and mobility.

Revisions

- Policies reorganized under 2024 goals.
- Policies removed due to repetition, overly specific references, or concepts better stated as actions.
- Minor grammatical changes.

Additional Topics for Future

- Safety policies through development of Local Road Safety Plan.
- Further equity analysis to identify the communities to focus efforts on.
- Freight mobility policy organization.
- Adoption of multimodal level of service (MMLOS) guidelines.
- Developing list of actions to support transportation policies, programs, and projects.

UPDATES IN COMMUNITY CHARACTER ELEMENT

Modifications

- Minor editing changes identified in minutes of 2/8/24 Planning Commission meeting were completed as discussed.
- The Human Services Department asked that we not use the term “citizens.” This term was replaced with the term “residents” where it appeared in the goals and policies.
- A question was raised about the bullets used to describe the Human Services Program. Staff coordinated with the Human Services Department, and they suggested the following change:

30. Support the City’s human services program in providing a solid foundation for all Tukwila residents, through high-quality services and actively collaborating with service providers to help meet basic needs and job readiness, including:
 - Safety net for urgent and basic needs,
 - ~~Positive and healthy relationships~~, [Community wellness](#)
 - Support for self-sufficiency, and
 - Information referral.

UPDATES IN LAND USE ELEMENT

The Draft Land Use Element has been updated with additional materials and revised based on Planning Commission (PC) Feedback and further staff review and public input.

Modifications

- Added goal and policies around Boeing Access Road Station.
- Added language around educational, institutional and recreational uses in the proposed Community Residential (CR) designation.
- Amended Table 1 to reflect omissions to comprehensive plan designations.
- Amended uses stated in goal for Tukwila South to broaden uses.
- Amended Tukwila South policy to reframe intent for cohesive development.

- Added policy to consider safety in street, sidewalk and public infrastructure design to ensure safety for pedestrians and cyclists within TIB District.

Areas for further discussion

Modification of Light Industrial Allowances in TIB District

In the previous Planning Commission meeting commissioners suggested adding language to policy previously numbered 61, section b to clarify light industrial uses should not include use of outdoor space in their operations. This policy was listed as policy 8.2.11 in the 2015 update of the comprehensive plan.

Inclusion of this policy was by omission, as staff had originally intended to remove references to allowing light industrial uses in the TIB District for several reasons:

- Light industrial uses are generally low density uses, which generally have a lower number of jobs per square feet than other employment types.
- Areas in close proximity to major transit facilities should be prioritized for denser uses that support transit oriented development, whereas other parts of Tukwila have large areas already designated for light and heavy industrial uses.
- While nuisances from these uses can be mitigated, the use is usually not complimentary to denser retail, residential and office uses.
- Staff estimates there are only two of such uses in existence in the TIB district area, and the cost of land and property within this district make it unlikely future light industrial uses would choose to site here.

Staff would like to revisit striking section (b) of the policy seen below.

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

Alternatives for Policy Regarding Parking near Major Transit Facilities

In the February 8th meeting there was discussion over Policy numbered 68, under the heading *TIB as a Main Street: Street Design*. This policy is almost exactly as written in the 2015 update of the plan where it was policy 8.5.1.

Staff has prepared several alternative suggestions for revisions to the policy proposed for selection and discussion:

Previously Proposed:

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.

Alternative Policy Language:

- Parking requirements reflect the availability of public transportation options in areas close to major transit facilities.
- Development standards encourage denser development close to major transit facilities through prioritization of usable commercial and residential space over parking.
- Parking requirements encourage dense development supported by major transit facilities, while accommodating the needs of residents, workers and visitors frequenting the area.

Economic Development Considerations for TIB

Commissioners discussed the need to integrate a new policy or additional language around economic development specific to TIB in the element. Under the heading *Public and Private Investment* staff had previously added a policy directed at marketing the area to employers (below).

- 90. Encourage broad-scale marketing of the TIB area, and Tukwila as a whole, in order to draw from a broader array of potential employers.

Staff also reviewed the Economic Development for overlapping policies, of which none directly targeted economic development on TIB. Staff suggests amending the goal language as shown below to better frame the desired outcome.

Original Language Proposed

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

Amended Language Proposed

GOAL Public investment has catalyzed greater private investment in the TIB District which has created additional development and business success and increased the overall pace of redevelopment.

Attachments:

- A - Draft Transportation Policies – Clean Version
- B - 2015 Transportation Element – Markup
- C - 2015 Transportation Element
- D - Draft Land Use Element - Clean
- E – Draft Land Use Element – Markup