



CITY OF TUKWILA PLANNING COMMISSION AGENDA MAY 22, 2025 - 6:30 PM

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

To participate in the **virtual meeting**:

By Phone: Dial [+1 253-292-9750](tel:+12532929750), Access 779 253 241#

Online: To join this meeting virtually please click on Planning Commission on the 5/22/25 calendar date on the events page located at <https://www.tukwilawa.gov/events/>

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

- I. Call to Order
- II. Roll Call
- III. Amendment of the Agenda, if necessary
- IV. Approval of Minutes – 4/24/25
- V. General Public Comments (acknowledge non-hearing-related written comments received)
- VI. Unfinished Business (none)
- VII. New Business
 1. PC Procedures Refresher (Emily Romanenko, City Attorney)
 2. Tukwila International Boulevard Neighborhood: Introduction, History, and Future (Isaac Gloor, Senior Planner)
- VIII. Director's Report
- IX. Adjournment

General Public Comments: Persons wishing to provide general comments on any non-public hearing, planning-related topic may submit their written comment to BoardsComms@TukwilaWA.gov. Comments received before 5:00 p.m. the day before the PC meeting will be forwarded to Commissioners prior to their meeting. Materials received after that time will be forwarded prior to the next meeting.

Reminder: Staff are available to address Planning Commissioner questions regarding packets. Please call or email PC Secretary Wynetta Bivens, (206-431-3654 Wynetta.Bivens@TukwilaWA.gov) to be connected with a staff member. Thank you!



CITY OF TUKWILA PLANNING COMMISSION (PC) MINUTES

Date: April 24, 2025
Time: 6:30 p.m.
Location: Hybrid Meeting - via Microsoft Teams / Public, In-Person Attendance,
Council Chambers, 6200 Southcenter Blvd., Tukwila, WA 98188

I. Call to Order

Chair Probst called the Tukwila PC meeting to order at 6:33 p.m.

II. Roll Call

The PC Secretary took roll call.

Present: Chair Martin Probst; Vice Chair Ann Durant; Commissioners Louise Strander, Alex Kaehler, Richard McLeland Wieser, and Jane Ho

Absent: Jacob Halverson (Excused)

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

III. Approval of Minutes

Vice Chair Durant moved to adopt the 4/25/25 minutes. Commissioner Ho seconded the motion. The motion carried.

IV. Designation of 4/25 – 4/26 PC Officers

Chair Probst moved for Vice Chair Durant to transition to Chair. Commissioner Ho seconded the motion. Motion carried.

Commissioner Probst noted that staff had determined that Commissioner McLeland Weiser and Commissioner Kaehler were both appointed to the Commission on the same date. Both commissioners were asked if they would accept being advanced to the Vice Chair role. Commissioner McLeland Weiser declined to pursue the Vice Chair position at this time and Commissioner Kaehler agreed to be advanced to the position.

Commissioner Probst moved that Commissioner Kaehler transition to the Vice Chair position. Commissioner Ho seconded the motion. Motion carried.

V. Amendment of the Agenda

Chair Durant moved to approve the agenda as written. Commissioner Probst seconded the motion. There were no objections.

VI. Written General Public Comments

No submittals.

VII. Unfinished Business

None.

VIII. New Business

Commissioner Durant noted that there were four public hearings scheduled.

1. PUBLIC HEARING #1: Title 18 – Zoning - Code Amendment (L25-0032)
--

The proposal applies Citywide.

Senior Planner Neil Tabor gave the staff presentation, referencing the information in the PC packet. He provided background on Title 18 and the purpose of the public hearing, noting the legislation that directed much of the content of the proposed changes:

- HB 1110, Middle Housing
- HB 1337, Accessory Dwelling Units
- HB 1293, Objective Design Standards
- SB 5058, Definition of Multifamily
- SB 5258, Condos, Proportionate Impact Fees and Unit Lot Subdivisions
- SB 6015, Parking Considerations

The focus of the hearing addresses:

- Housing allowances
- Development standards
- Parking
- Design review
- Consistency
- Nonconformance

Senior Planner Neil Tabor noted the deadline by which the city must complete the amendments, at the risk of being required to implement the state model code language and provided an overview of code changes proposed.

The PC had no clarifying questions about the presentation.

Recommendation: Senior Planner Neil Tabor indicated that staff request is that the PC forward a recommendation for adoption of the draft code amendments to the City Council (CC).

Public Hearing

Chair Durant opened the public hearing.

Staff noted that no public comment letters on the hearing item were received prior to the meeting.

Public Testimony

1. **Sam Pace**, Housing Specialist, Seattle King County Realtor, said he represents 6,000 realtors in King County.

Mr. Pace stated that he has principal responsibility to represent King County Realtors in the 14 cities south of Interstate 90 and follows what all 39 King County cities are doing. He noted that staff had done well at completing the difficult and technical work required in a very compressed timeframe and noted that there would be additional issues coming for the staff and PC.

Mr. Pace said he is confident that the work the PC is looking at tonight reflects a desire and intent to comply with state law mandates and get them done on time. He commended the staff and PC and noted that "...a lot of cities that are not as far along as Tukwila, so, hats off to you!" He noted that there are some specific things that leap off the page, including setbacks and zoning consolidation with the ADU parking standards. While he does not know if they are the best practices, he is confident that staff and the PC are engaged in making important improvements.

He noted that the proposed language omitting sixplexes from eight of the nine housing types the city is required to develop, was perhaps a fortuitous move and provided an explanation for the different financing process for developing properties with more than four units. He noted that if the city wants to revisit this decision, they can do so later.

Mr. Pace noted that the realtors have created a website to track the progress of cities in complying with the state mandates and how each has identified their respective parcels. He said he appreciates the city's efforts to comply with state law and encouraged the PC and CC to do thoughtful work and to make good decisions. He further said that he appreciates the PC members' voluntary efforts.

Mr. Pace requested that, instead of repeating his testimony four times for each hearing, that this testimony be included in all four of the public hearings.

2. **Gina Bernhardt Nielsen**, Resident

Ms. Bernhardt Nielsen said she wondered if Tukwila's infrastructure can support the proposed changes and observed that some homes have multiple vehicles. She asked whether the parking reduction would increase people parking in front of neighbors' homes, rather than the driver's home. She was concerned about both safety and security because, "...visually, the streets will be blocked and not as open, where before people could park in their driveways and by their homes." She said that the density of the proposed development would make parking impossible and there would be an overflow. Tukwila would end up being a city with neighborhoods like Ballard where the streets would become one-way instead of two-way, with people being required to back into the street because "...cars are coming at you, since everybody is parking their multiple vehicles on the street". She expressed concern that the police department would need to manage parking at an additional cost to the city.

Ms. Bernhardt Nielsen said that the proposal did not address how the parking proposal would impact the city's efforts to enhance the tree canopy and expressed concern about tree viability with the reduction in setbacks reducing the planting area. She was concerned that if developers remove trees and just pay into the tree fund, tree canopy would be lost.

3. Christopher Fuentes, Resident

Mr. Fuentes said the proposal didn't address environmental impacts and that there would be changes. He expressed concern about individual neighborhoods being impacted and stated that all the neighborhoods are not the same – some are dense, and some are not as dense. It's very hard when communities may not be paying attention to changes, especially for those who live by the airport trying to minimize development and struggling to block pollution. It is getting harder and harder with zoning changes with potential reductions in property sizes. He said he wishes there were more examples of how to encompass larger trees on small lots.

4. Michelle Eggert, Blau Real Estate Investment

Ms. Eggert requested that the changes identified in TMC 18.06.060 be reconsidered for basements. Her request is regarding what is considered a basement undergrade story. She noted that, because of Tukwila topography, garage pull-ins on the ground floor limit the usable space on this level. She said that in the code more than anything over 20% of the perimeter would turn it into another story. Her request is to increase the 20% to 30-35% so it would give a lot more flexibility on the lower basement story to have a second door and to create some window wells for safety exits.

There was no additional testimony.

Chair Durant closed the public hearing.

Deliberation

Commissioner McLeland Wieser moved to begin deliberation. Vice Chair Kaehler seconded the motion.

Commissioner McLeland Wieser asked what “best practices” are regarding setbacks, which was mentioned by Mr. Pace during his testimony. Chair Durant said in looking at how other jurisdictions are moving through the process, Tukwila is in alignment with those cities and moving forward reasonably.

Chair Durant stated that she wanted to acknowledge that the PC also raised some of the same concerns that were raised by individuals that testified. She said that the PC has asked the staff to look into the tree code and noted that it will be reviewed thoroughly...She stated there will probably be more opportunities to hear comments and/or testimony in future meetings, so citizen concerns will be incorporated into later actions.

Motion

Commissioner Probst moved to amend the motion to approve Case Number L25-0032 draft code amendments and to forward it to the CC for their adoption. Commissioner Ho seconded the motion. Motion carried.

2. PUBLIC HEARING #2: Title 18 – Community Residential Rezone Map and Code Amendment - L25-0030
--

The proposal applies to land currently zoned Low Density Residential (LDR) and Medium Density Residential (MDR).

Senior Planner Neil Tabor provided background on the Community Residential (CR) Rezone Map Code Amendment, noting that its intent is to consolidate the current Low Density Residential (LDR) and Medium Density Residential (MDR) zones into a new CR. This change was envisioned by the Comprehensive Plan.

The PC had no clarifying questions.

Recommendation: Staff is requesting that the PC forward a recommendation for adoption of the draft code amendments to the CC.

Public Hearing

Chair Durant opened the public hearing.

Staff noted that no public comment letters on the hearing item were received prior to the meeting.

Public Testimony

1. **Sam Pace**, Housing Specialist, Seattle King County Realtor, said he represents 6,000 realtors in King County.

Mr. Pace requested during his testimony in the first hearing that his comments be carried forth to the subsequent hearings tonight. Please reference minutes for Public Hearing #1 for those comments.

2. **Gina Bernhardt Nielsen**, Resident

Ms. Bernhardt Nielsen commented that the combination of changes into one zone was too extensive. She said that people who may have recently purchased homes in neighborhoods with large parcels may be assuming that their property would be protected from the result of the proposed zone change. These property owners could experience new, more intensive development in their areas as a result. She said the change may be more extensive than needed (i.e., the LDR/MDR zone changing to CR zone) and it should be re-evaluated to determine if it is necessary.

Chair Durant closed the public hearing.

There was no deliberation.

Motion

Commissioner McLeland Wieser moved to approve Case Number L25-0030 draft code amendments and to forward it to the CC for their adoption. Commissioner Ho seconded the motion. Motion carried.

- | |
|---|
| <ol style="list-style-type: none">3. PUBLIC HEARING #3: Title 18 – Title 17 Subdivisions and Plats - Code Amendment - L25-0031 |
|---|

The proposal applies citywide.

Senior Planner Isaac Gloor gave the presentation proposing two new street types: 1) Neighborhood yield streets with parking, landscaping areas and sidewalks; and 2) Living streets, shared streets with low vehicle volume. Also proposed are changes to the frontage improvements for projects that exceed a valuation of \$700,000 and include minor edits throughout for consistency with new districts and terminology in Title 18 and some changes to unit lot subdivisions.

Clarifying questions were addressed from the PC.

Recommendation: Staff is requesting that the PC forward a recommendation for adoption of the draft code amendments to the CC.

Public Hearing

Chair Durant opened the public hearing.

Staff noted that there were no public hearing comment letters received.

Public Testimony

1. **Sam Pace**, Housing Specialist, Seattle King County Realtor, said he represents 6,000 realtors in King County.

Mr. Pace requested during his testimony in the first hearing that his comments be carried forth to the subsequent hearings tonight. Please reference minutes for Public Hearing #1 for those comments.

Chair Durant closed the public hearing.

Motion

Commissioner Probst moved to approve Case Number L25-0031 draft code amendments and to forward it to the CC for their adoption. Commissioner Kaehler seconded the motion. Motion carried.

4. PUBLIC HEARING #4: Title 9 Vehicles and Traffic - Code Amendment - L25-0033

The proposal applies citywide.

Senior Planner Neil Tabor provided background information on the L25-0033 proposal and the purpose of the public hearing. The code amendment is in a different title of the Municipal Code than the PC typically works with. This amendment is intended to ensure consistency with the proposed changes to the LDR and MDR zoning districts and modifying the language to reflect the new CR zone.

There were no clarifying questions from the PC.

Recommendation: Staff is requesting that the PC forward a recommendation for adoption of the draft code amendments to the CC.

Public Hearing

Chair Durant opened the public hearing.

Staff noted that there were no public hearing comments letters received.

Public Testimony

1. **Sam Pace**, Housing Specialist, Seattle King County Realtor, said he represents 6,000 realtors in King County.

Mr. Pace requested during his testimony in the first hearing that his comments be carried forth to the subsequent hearings tonight. Please reference minutes for Public Hearing #1 for those comments.

Chair Durant closed the public hearing.

Motion

Commissioner McLeland Wieser moved to approve Case Number L25-0033 draft code amendments and to forward it to the CC for their adoption. Commissioner Ho seconded the motion. Motion carried.

IX. Director's Report

- Director Gierloff said all the PC hard work was appreciated and she knows it was a big lift.
- The amendments will go to the CC and, hopefully, they will adopt the draft code, and the city will meet the state deadline.
- A couple of housekeeping items will be coming to the PC soon. The big thing coming up is the revisiting of the planning for the Tukwila International Boulevard areas. Staff were geared up and ready to go in March 2020, but the pandemic and other things happened.

X. Adjournment

Commissioner Probst moved to adjourn. Commissioner Kaehler seconded the motion. The Commission adjourned at 7:38 p.m.

Submitted by: Wynetta Bivens, PC Secretary



TO: Tukwila Planning Commission

FROM: Nora Gierloff, AICP, Community Development Director

BY: Isaac Gloor, Senior Planner, DCD

DATE: May 22, 2025

SUBJECT: Tukwila International Boulevard Neighborhood: Introduction, History, and Future

ISSUE

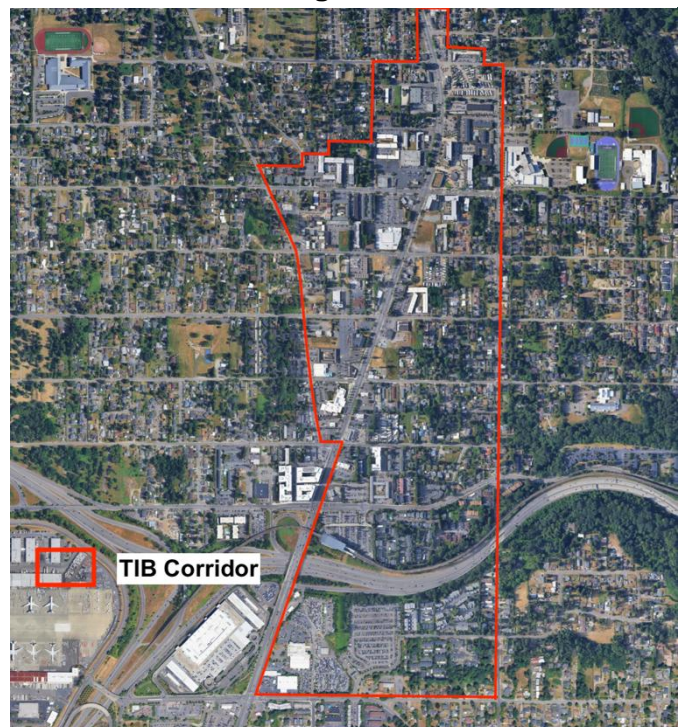
The Department is contemplating potential modifications to development standards within designated zoning districts associated with the Tukwila International Boulevard (TIB) neighborhood. To initiate discussions, this meeting aims to provide an overview of the past efforts already undertaken to prepare for code amendments, including public engagement initiatives, community events, consultations with business stakeholders, and collaboration with a consultant team on possible code language revisions.

DISCUSSION

Background

The Tukwila International Boulevard neighborhood (see Figure 1) has been one of the City's highest priority areas for revitalization for more than 25 years. The area is highly multicultural and contains many small businesses. It also contains Tukwila's sole Link Light Rail station, which is the City's highest value transportation asset. The area is connected to Seattle, SeaTac Airport, and Snohomish County via high quality and frequent rail service, and to Renton, Burien, and Federal Way via bus rapid transit. However, it remains a relatively low-density, auto-oriented neighborhood. Redevelopment of underused properties has been slow, piecemeal, and has generally required labor intensive Development Agreements, which are one-off deals that allow exceptions from zoning standards.

Figure 1



Tukwila's 2015 Comprehensive Plan intended to help achieve the community's vision for the TIB neighborhood and create a "complete neighborhood" with diverse, immigrant-owned businesses, a safe and walkable main street, and excellent transit connections. It envisioned the TIB neighborhood as a destination for its own sake, rather than an arterial highway leading to "somewhere else". The [2024 Comprehensive Plan](#) carried that vision forward, with the following 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."

These visions and goals were formed following many previous planning efforts, including the adoption of the rewritten zoning code in 1995, and the Tukwila International Boulevard Design Manual, and the Tukwila International Boulevard Revitalization and Urban Renewal Plan, from the years 1999 and 2000 respectively.

Previous Planning Efforts

In 2017, the City contracted with the Congress for New Urbanism (CNU) to kickstart implementation of the Comprehensive Plan with a community workshop. After reviewing existing conditions, plans, and the community goals and visions for the neighborhood, the CNU then presented their recommendations to the City Council. Recommendations included physical changes to the streetscape, as well as changes to the zoning ordinance to permit greater diversity and capacity of uses and development patterns that are more consistent with a walkable and dense neighborhood.

From 2017 to 2020, the Department worked with various consultants, including the CNU, Fehr & Peers, and Placemakers, held community events, and received feedback from stakeholders in the neighborhood. Using the information gathered, consultants generated many draft policy ideas, including options for neighborhood design and development standards. Transportation consultants Fehr & Peers also analyzed the existing traffic in the neighborhood and attempted to estimate future traffic conditions. This information was used to identify rechannelization options and analyze potential traffic diversions onto adjacent streets.

Implementation and Roadblocks

In 2017, the City Council acted quickly to adopt measures that aligned with the recommendations of the CNU and established an immediate moratorium on certain uses within areas zoned Regional Commercial (RC) and Neighborhood Commercial Center (NCC) within the TIB area. Those uses included hotels, motels, extended-stay facilities, and auto-oriented commercial uses, such as gas stations, car washes, vehicular repair, service, or storage, commercial parking, and drive throughs.

The intention of the moratorium was to quickly take interim steps that would prevent investment in the neighborhood that was incompatible with the vision. It was expected that the moratorium would be replaced by permanent changes to the zoning code. However, the temporary six month moratorium was, in the end, extended 5 times. Finally, in March of 2020, the Council adopted an ordinance that permanently changed the permitted uses within the RC and NCC zones in the TIB neighborhood. Today, that remains the only outcome of the work from 2017-2020 that has been implemented.

The delay in adopting changes to neighborhood zoning was due to a City Council decision in late 2018. The Council determined that additional studies were needed to fully determine the impacts of rechannelization on traffic through the TIB neighborhood. As part of that decision, changes to the zoning code were placed on hold, as previous decisions had established that zoning changes could not precede a decision on rechannelization of TIB.

In March of 2020, [PW presented Fehr & Peers' final report](#) to the City Council's Planning and Economic Development Committee. The outcome of that meeting was mixed, as the councilmembers present did not have a consensus on a preferred outcome of the rechannelization efforts. A clear timeline was not established to forward the topic to the full City Council.

Shortly afterwards, the early scope of the impacts of the coronavirus pandemic became obvious. The Department and the City Council were required to cease all in person activities and transition to fully remote operations. The pandemic contributed to unique budgetary constraints and affected work timelines for all projects and resulted in TIB rechannelization discussions being dropped from the City Council's work plan.

Current Status

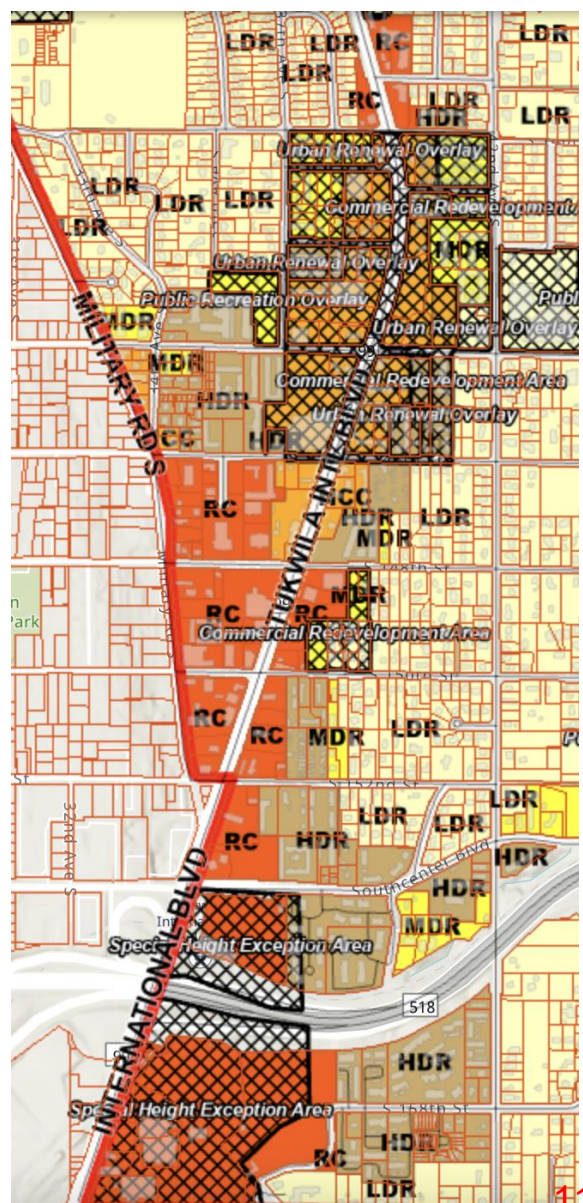
There has been little progress to implement the community's vision for TIB within the last 5 years. The sole change to development standards that resulted from the work from 2017-2020 was the previously mentioned minor change in the allowed uses in the RC and NCC zoning districts. The remainder of the zoning standards in the area remain largely similar to their original condition, established decades ago.

The area contains the following zoning districts and overlay areas (see Figure 2 for a map of zones and overlays):

- Regional Commercial
- Neighborhood Commercial Center
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Urban Renewal Overlay
- Commercial Redevelopment Area
- Public Recreation Overlay
- Special Height Exception Area

Proposed amendments to the Low-Density Residential (LDR) and Medium-Density Residential (MDR) zoning districts have been forwarded to the City Council. Those changes would allow for a wider range and increased density of residential uses, as part of the City's State mandated Middle Housing update. Significant modifications to the High-Density Residential (HDR) zoning district are not currently on the agenda. Given the zone's presence throughout the City, amendments may not be within the scope of discussions regarding implementing the Tukwila International Boulevard vision, specifically.

Figure 2



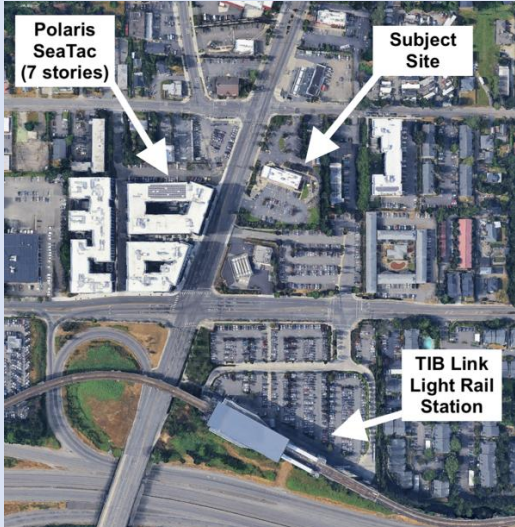
The RC and NCC zoning districts govern the development standards and allowed uses along Tukwila International Boulevard, and with some minor exceptions, exist only within the TIB neighborhood.

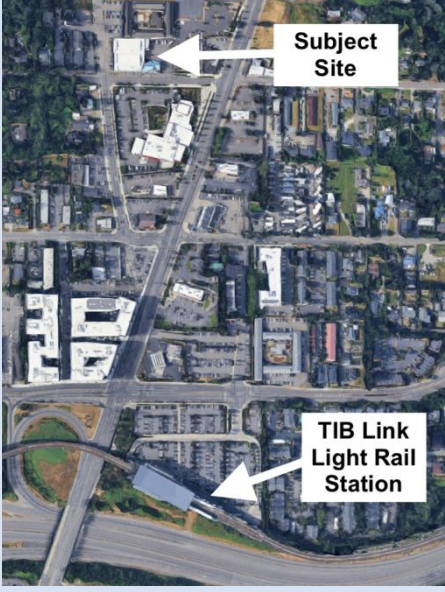

Within the RC and NCC, development standards are complex and disjointed. It can be difficult to ascertain which standards apply to an individual parcel, given the presence of overlapping overlays. Feedback regarding the current standards includes that they are relatively onerous to work with, outdated, and incompatible with the City's plans, including Comprehensive Plan goals and policies, as well as the community's vision for the neighborhood. See Table 1 for a summary of some of the current development standards in the RC and NCC zone:

Table 1: Summary of Development and Use Standards in the RC and NCC		
	Regional Commercial	Neighborhood Commercial Center
Density Allowances	<u>Baseline:</u> 1 home per 2000 square feet of land area <u>South of SR518:</u> 1 home per 512 square feet of land area	No maximum density
Setbacks (Setbacks increased if near CR or HDR properties)	<u>Fronts:</u> 20 feet <u>Sides / Second Fronts:</u> 10 feet <u>Rear:</u> 10 feet	<u>Fronts:</u> 6 feet (12 feet, if along TIB) <u>Sides / Rear:</u> 10 feet <u>Second Fronts:</u> 5 feet
Heights	<u>Baseline:</u> 3 stories <u>Link Light Rail Property:</u> 4 stories <u>South of SR518:</u> 10 stories	<u>Baseline:</u> 3 stories <u>Mixed-Use Buildings on TIB:</u> 4 stories
Recreation Space	200 square feet per home	200 square feet per home
Examples of Allowed Uses	<ul style="list-style-type: none"> • Cemeteries • Drive-In Theaters • Light and Heavy Manufacturing • Motels • Drive-Throughs • Self-Storage; Outdoor Storage • Warehouses • Vehicle Sales Lots • Single-Use Multi-Family Buildings 	<ul style="list-style-type: none"> • Single-Family Homes • Mixed-Use Multifamily • Light Manufacturing • Restaurants (without drive-throughs) • Retail (with drive-throughs) • Vehicle Service Stations
Examples of Prohibited Uses	<ul style="list-style-type: none"> • Multi-Family Buildings on any property that borders Tukwila International Boulevard • Mixed-Use Multifamily Buildings (all multi-family buildings must be single-use) 	<ul style="list-style-type: none"> • Single-Use Multi-Family Buildings (all multi-family buildings must be mixed use) • Hotels • Offices • Taverns
Design Standards	Development uses TIB Design Manual <ul style="list-style-type: none"> • Developed in 1999 • Non-Compliant with Washington State Law (standards are not "Clear and Objective") • Difficult to administer, enforce, and understand. 	

Case Studies

Table 2 uses three existing properties within the TIB neighborhood to highlight of the conflict between the current development standards and the vision and goals of the Comprehensive Plan.

Table 2: Application of Development Standards: Case Studies		
	Maximum Possible Use	Comprehensive Plan Policies
<p>Example 1</p> <p>Site Address: 15210 Tukwila International Boulevard</p> <p>Current Use: McDonalds Drive-Through Restaurant</p> <p>Property Size: 77,416 square feet</p> <p>Zoning Designation: Regional Commercial</p>  <p>The aerial map shows the TIB neighborhood. A white arrow points to the 'Subject Site' at 15210 Tukwila International Boulevard. Another white arrow points to the 'Polaris SeaTac (7 stories)' building. A third white arrow points to the 'TIB Link Light Rail Station'.</p>	<p>Potential Developments:</p> <p>Low-Rise Offices Drive-Through Restaurants Self-Storage</p> <p>Prohibited Developments:</p> <p>Residential Mid-Rise or High-Rise Buildings</p>	<ul style="list-style-type: none"> Policy LU 11.7: <i>"Prioritize this area for a more intensive, transit-oriented mix of mid- to high-rise office, multifamily residential and hospitality uses and services..."</i> Policy LU 11.4: <i>"Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes."</i>

<p>Example 2</p> <p>Site Address: 3400 S 150th Street</p> <p>Current Use: Single Story Light Industrial</p> <p>Property Size: 38,867 square feet</p> <p>Zoning Designation: Regional Commercial</p> 	<p><u>Potential Developments:</u></p> <p>Low-Rise Offices Drive-Through Restaurants Self-Storage Light Industrial</p> <p>Low-Rise Multifamily</p> <ul style="list-style-type: none"> • 3 Stories • Maximum 19 homes <p><u>Prohibited Developments:</u></p> <p>Mixed-Use Residential Mid-Rise or High-Rise Buildings</p>	<ul style="list-style-type: none"> • Policy LU 11.7: <i>“Prioritize this area for a more intensive, transit-oriented mix of mid- to high-rise office, multifamily residential and hospitality uses and services...”</i> • Policy LU 11.4: <i>“Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.”</i>
<p>Example 3</p> <p>Site Address: 3716 S 144th Street</p> <p>Current Use: Single Story Retail</p> <p>Property Size: 30,552 Square Feet</p> <p>Zoning Designation: Neighborhood Commercial Center</p> 	<p><u>Potential Developments:</u></p> <p>Drive-Through Restaurants Light Industrial Single Family Home</p> <p>Low-Rise & Mixed Use Multifamily</p> <ul style="list-style-type: none"> • 3 Stories • First story must be commercial <p><u>Prohibited Developments:</u></p> <p>Single-Use Residential Mid-Rise or High-Rise Buildings</p>	<ul style="list-style-type: none"> • Policy LU 11.5: <i>“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.”</i> • Policy LU 11.4: <i>“Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.”</i>

The first two examples are located within the TIB Station / Transit Oriented Development (TOD) node (see Figure 3) of the TIB neighborhood, which is intended to promote mid-rise and high-rise development, foster walkability, and capitalize on the proximity to the Link Light Rail. The third example is located within the Tukwila Village node of the TIB neighborhood, which is envisioned to contain an attractive and walkable mix of uses, similar to the existing Tukwila Village development.

Current development standards do not allow the vision to be realized. Until the requirements of the zoning districts are amended, redevelopment of any of these properties is unlikely.

Next Steps

The Department is resuming discussions with the Planning Commission regarding possible changes to the Regional Commercial and Neighborhood Commercial Center zoning districts, with the goal of adopting development standards that will implement the community's expressed vision and goals. Previous study, outreach, and discussion on this topic was extensive, and the Department is well situated to build on that work.

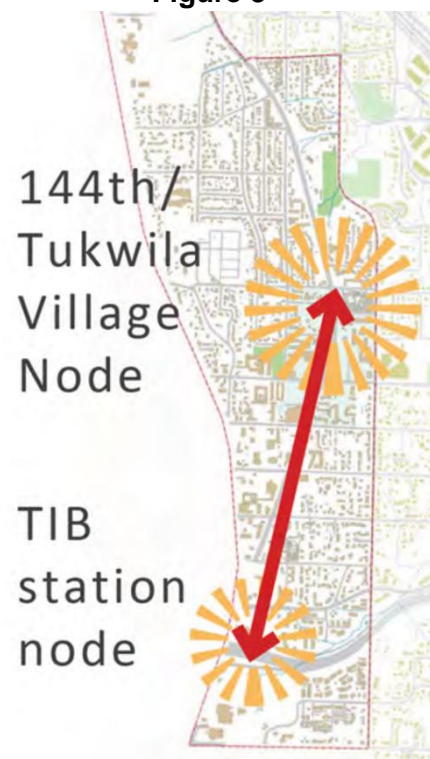
Potential areas for changes to standards in the TIB neighborhood include:

- Updates to the development and design standards (setbacks, height, etc.) in the RC and NCC zones.
- Updates to parking requirements.
- Updates to permitted uses.
- Adoption of development incentives.
 - This could include a program in which the City grants additional development rights in exchange for the project providing an amenity that helps achieve comprehensive plan goals. Some examples of qualifying amenities could include:
 - A residential building providing a high percentage of family sized homes.
 - A residential building providing homes that are affordable to lower income households.
 - A development enhancing a site's frontage (with landscaping or pedestrian features) greater than required.
 - A development providing neighborhood serving uses, such as childcare, community meeting rooms, or commercial uses that the community desires, like grocery stores.

Additionally, DCD continues to work with Public Works and other Departments to determine next steps regarding the rechannelization of Tukwila International Boulevard. While work within the streetscape of TIB is essential to achieving the community's vision, the scope of physical changes will be dependent on multiple factors, including the provision of adequate funding. More information will be provided regarding progress on this topic, including potential requirements for frontage improvements along TIB, in future discussions.

The Department anticipates that a future discussion with the Planning Commission regarding specific zoning code amendments in the TIB neighborhood will be scheduled before autumn 2025.

Figure 3



Discussion Questions

- How do you engage with the TIB neighborhood? What is your vision for its future?
- What do you think has changed in the neighborhood while this project was on hold?
- What kinds of improvements to pedestrian and bicycle safety do you think TIB needs?
- What kinds of uses or designs would you most interested in incentivizing along TIB?
- Are there any areas that you think are good examples for TIB to emulate?

ATTACHMENTS

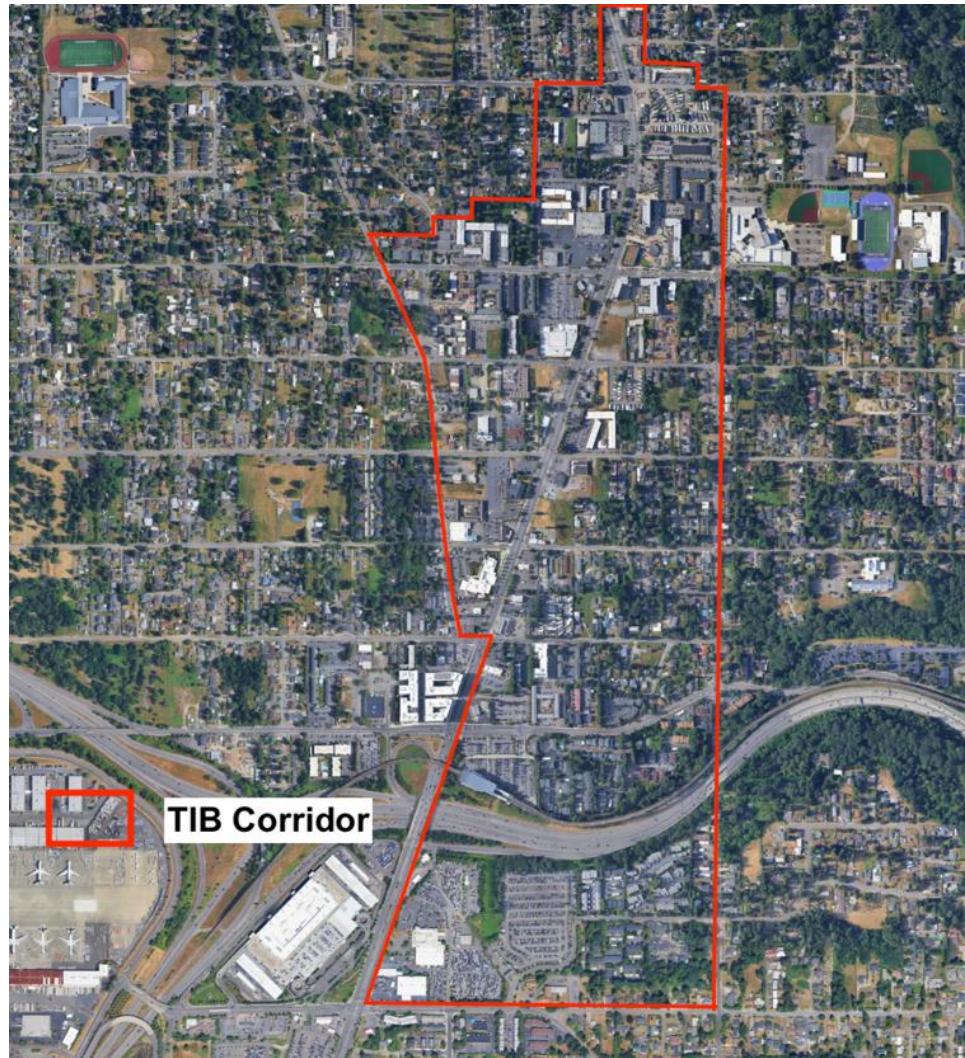
1. Tukwila International Boulevard Presentation



Tukwila International Boulevard Neighborhood: Introduction, History, and Future

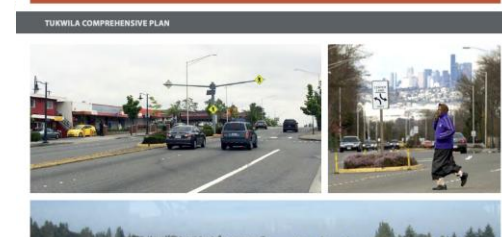
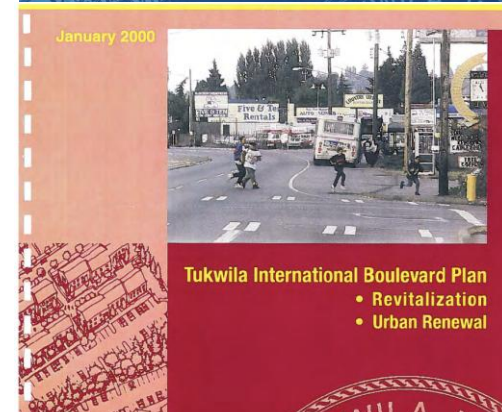
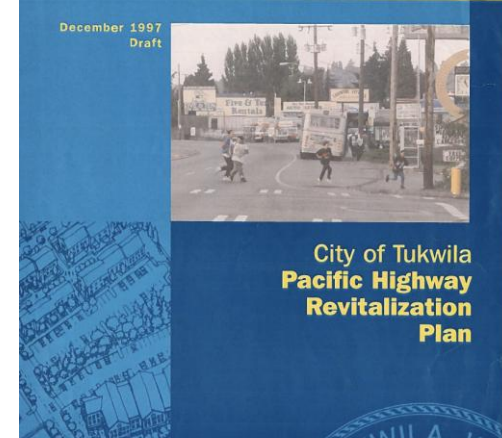
Planning Commission

Tukwila International Boulevard (TIB) Neighborhood



TIB: 30 years of Planning

- 1995:
 - Zoning code adopted, with TIB specific zones
- 1998:
 - Final Pacific Highway Revitalization Plan
- 1999:
 - Tukwila International Boulevard Design Manual
- 2000:
 - Tukwila International Boulevard Revitalization and Urban Renewal Plan
- 2015:
 - Comprehensive Plan TIB Element



Tukwila International Boulevard (TIB) Neighborhood

Goal for TIB (from 2024 Comprehensive Plan):

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

Previous Efforts

- 2017: City contracted Congress for New Urbanism (CNU)

- CNU held workshops, reviewed existing conditions, plans, and community goals and visions for the neighborhood.

- CNU presented recommendations to the City Council:
 - physical changes
 - changes to the zoning ordinance.

- City Council established moratorium on auto-oriented uses

Previous Efforts



- 2017 to 2020: City + CNU + Fehr & Peers + Placemakers:
held community events, received feedback from stakeholders

- Draft policy ideas:
Options for neighborhood design and development standards.

- Fehr & Peers attempted to estimate future traffic conditions.

- Created rechannelization options

Previous Efforts

- Temporary six-month moratorium was extended 5 times

- 2020: Council permanently changed permitted uses within the TIB neighborhood.

- Changes to the zoning code were placed on hold

- PW presented Fehr & Peers' final report to the City Council's Planning and Economic Development Committee.

Previous Efforts

- Council did not have a consensus on a preferred outcome

- Timeline was not established to forward the topic to the full Council.

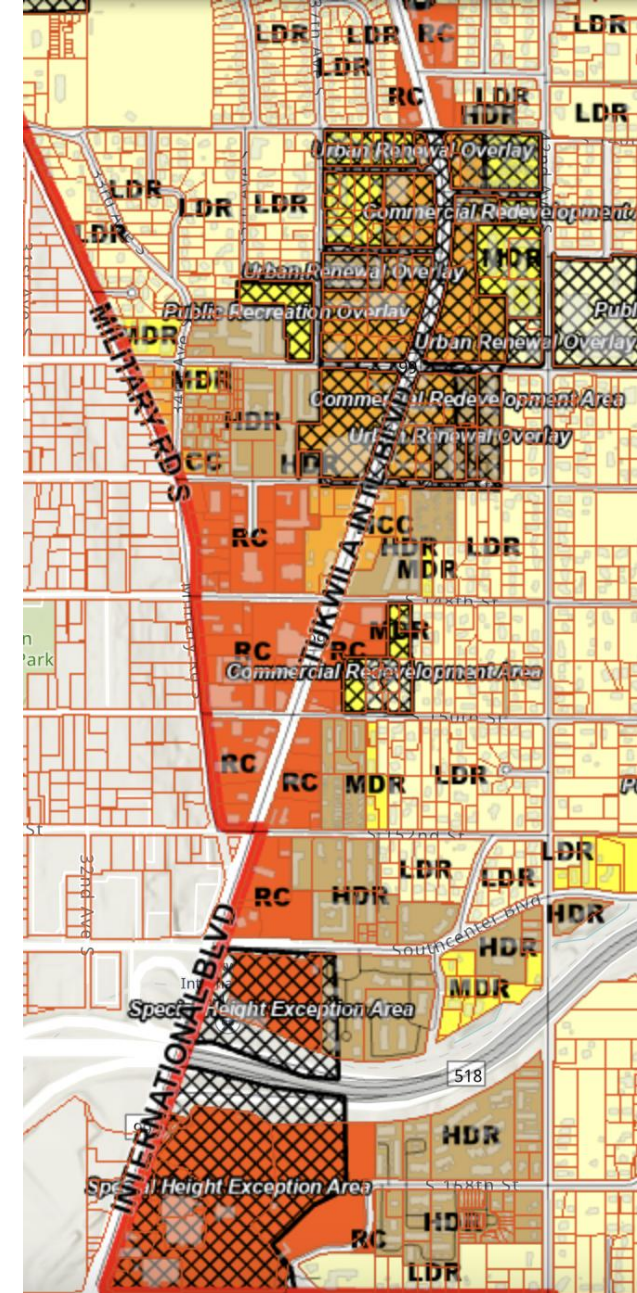
- Coronavirus pandemic:
Cease all in person activities

- COVID-19:
Strained Budget
Changed work priorities

- TIB dropped from the Council's work plan.

Current Status

- Little progress in 5 years
- TIB consists of:
 - 5 zones
 - 4 overlays
- Two zones exist almost exclusively within TIB:
 - Regional Commercial (RC)
 - Neighborhood Commercial Center (NCC)



RCC and NCC

	Regional Commercial	Neighborhood Commercial Center
Density Allowances	<u>Baseline:</u> 1 home per 2000 square feet of land area <u>South of SR518:</u> 1 home per 512 square feet of land area	No maximum density
Setbacks (Setbacks increased if near CR or HDR properties)	<u>Fronts:</u> 20 feet <u>Sides / Second Fronts:</u> 10 feet <u>Rear:</u> 10 feet	<u>Fronts:</u> 6 feet (12 feet, if along TIB) <u>Sides / Rear:</u> 10 feet <u>Second Fronts:</u> 5 feet
Heights	<u>Baseline:</u> 3 stories <u>Link Light Rail Property:</u> 4 stories <u>South of SR518:</u> 10 stories	<u>Baseline:</u> 3 stories <u>Mixed-Use Buildings on TIB:</u> 4 stories

RCC and NCC

Recreation Space	200 square feet per home	200 square feet per home
Examples of Allowed Uses	<ul style="list-style-type: none"> • Cemeteries • Drive-In Theaters • Light and Heavy Manufacturing • Motels • Drive-Throughs • Self-Storage; Outdoor Storage • Warehouses • Vehicle Sales Lots • Single-Use Multi-Family Buildings 	<ul style="list-style-type: none"> • Single-Family Homes • Mixed-Use Multifamily • Light Manufacturing • Restaurants (without drive-throughs) • Retail (with drive-throughs) • Vehicle Service Stations
Examples of Prohibited Uses	<ul style="list-style-type: none"> • Multi-Family Buildings on any property that borders Tukwila International Boulevard • Mixed-Use Multifamily Buildings (all multi-family buildings must be single-use) 	<ul style="list-style-type: none"> • Single-Use Multi-Family Buildings (all multi-family buildings must be mixed use) • Hotels • Offices • Taverns
Design Standards	<p>Development uses TIB Design Manual</p> <ul style="list-style-type: none"> • Developed in 1999 • Non-Compliant with Washington State Law (standards are not “Clear and Objective”) • Difficult to administer, enforce, and understand. 	

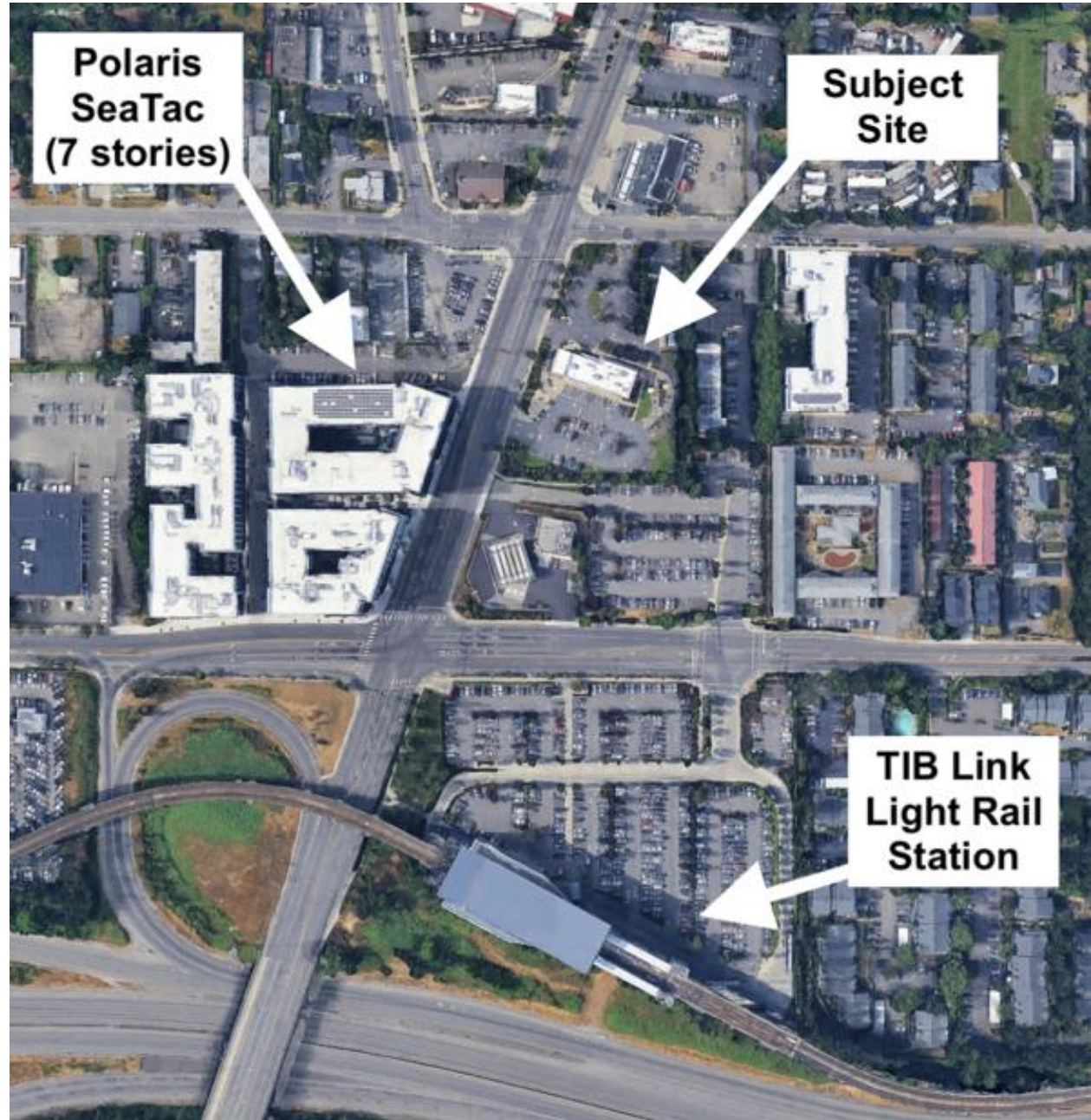
Case Study 1

- **Policy LU 11.7:**

“Prioritize this area for a more intensive, transit-oriented mix of mid- to high-rise office, multifamily residential and hospitality uses and services...”

- **Policy LU 11.4:**

“Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.”



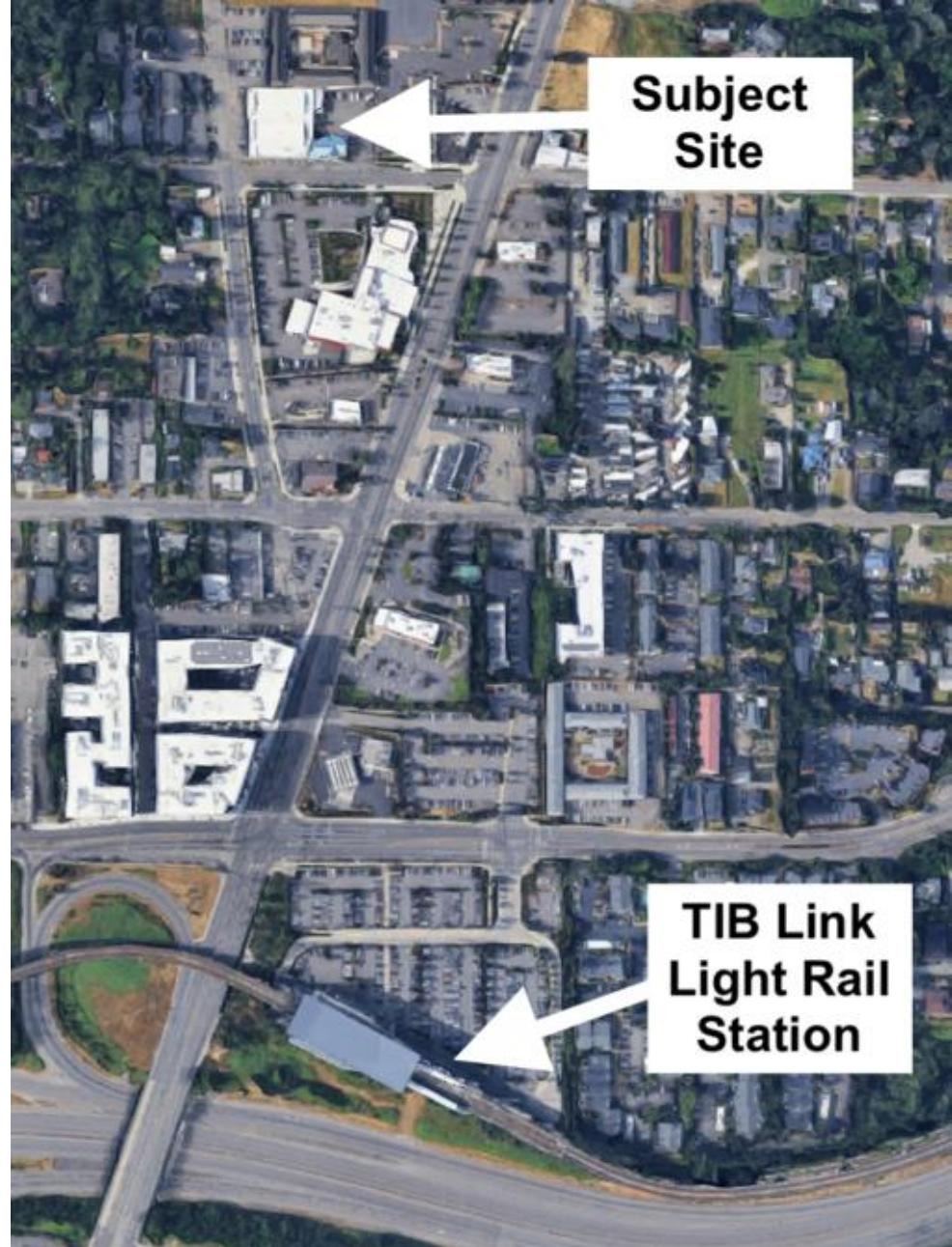
Case Study 2

- **Policy LU 11.7:**

“Prioritize this area for a more intensive, transit-oriented mix of mid-to high-rise office, multifamily residential and hospitality uses and services...”

- **Policy LU 11.4:**

“Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.”



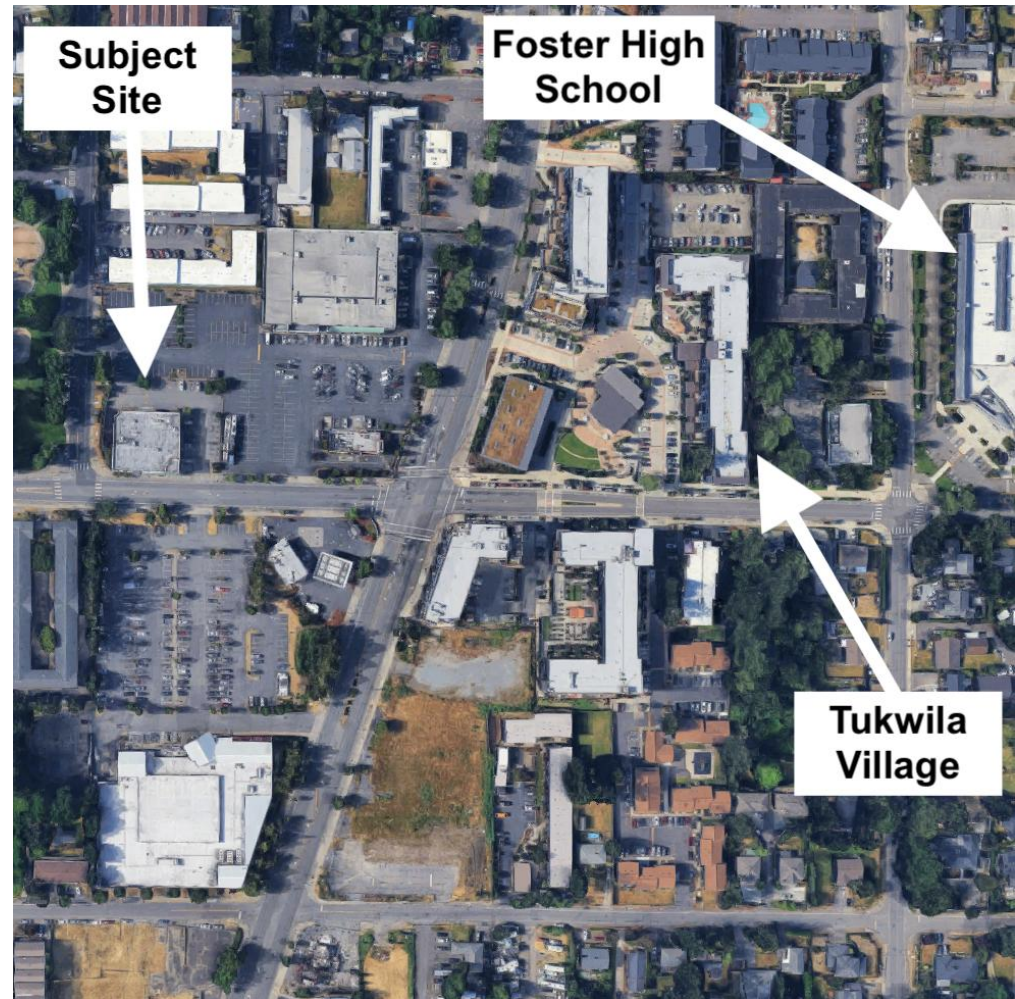
Case Study 3

- **Policy LU 11.7:**

“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.”

- **Policy LU 11.4:**

“Ensure that the Zoning Code and design guidelines support the types of development envisioned in the nodes.”



Goals

- TIB/TOD node:
 - Promote mid-rise and high-rise development
 - Foster walkability
 - Capitalize on the proximity to the Link Light Rail
- Tukwila Village node:
 - Attractive and walkable mix of uses, similar to the existing Tukwila Village development

144th/
Tukwila
Village
Node

TIB
station
node



Next Steps

Potential areas for changes:

- RC & NCC: Updates to development and design standards (setbacks, height, etc.)
- Updates to parking requirements
- Updates to permitted uses
- Adoption of development incentives, such as:
 - Family sized homes.
 - Homes that are affordable to lower income households.
 - Frontage enhancements
 - Neighborhood serving uses like childcare, community meeting rooms, or commercial uses that the community desires, like grocery stores.

Next Steps

- DCD is working with Public Works and other Departments to determine next steps regarding the rechannelization of the Boulevard.
- Scope will depend on multiple factors, including the provision of adequate funding.
- More information will be provided regarding progress on this topic in future discussions.

Next Steps

- Future discussion regarding specific zoning code amendments will be scheduled before **autumn 2025**.

Questions and Discussion



How do you engage with the neighborhood?
What is your vision for its future?



What do you think has changed in the neighborhood while this project was on hold?



What kinds of improvements to pedestrian and bicycle safety do you think TIB needs?



What kinds of uses or designs would you most interested in incentivizing along TIB?



Are there any areas that you think are good examples for TIB to emulate?